



Waipapa Papanui-Innes-Central Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Waipapa Papanui-Innes-Central Community Board will be held on:

Date: Thursday 12 December 2024
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Ali Jones
	Jake McLellan
	John Miller
	Emma Twaddell

6 December 2024

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

To watch the meeting live, or a recording after the meeting date, go to:

<https://www.youtube.com/@waipapapapanui-innes-centr7673/streams>

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<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people,
new investment and new ways
of doing things – a place where
anything is possible.



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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Karakia Whakamutunga

Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tihei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on [Thursday, 14 November 2024](#) be confirmed (refer page 6).

4. Public Forum Te Huīnga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

4.1 Olivia Zeng

Olivia Zeng will report back on her attendance at the Aspire Dance Programme one-week course from 30 September to 5 October 2024, which the Board supported through its Youth Development Fund.

4.2 Viane Makalio

Viane Makalio, Event Manager for Canterbury Polyfest, will speak regarding what SPACPAC Canterbury Polyfest 2025 is all about, emphasising that is an event for all of Christchurch, and highlighting how it brings value to Christchurch by fostering cultural diversity, community engagement, and economic benefits.

4.3 We Are Richmond

Murray James and Bec Roper-Gee will speak on behalf of We Are Richmond to provide an update on the progress of the Te Oraka Community Pools initiative.

4.4 Northwest Sports and Community Hub

Sam Watt and Richard Attwood will speak on behalf of the Northwest Sports and Community Hub to provide an update to the Board.

4.5 Dave Gardner

Dave Gardner will speak regarding the Madras Street/Bealey Avenue Intersection.

4.6 Laura Powley

Laura Powley will report back on her participation in the Avonside Girls' High School Student Exchange Trip to Angers, France, which the Board supported through its Youth Development Fund.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

Deputations will be recorded in the meeting minutes.

6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.



Waipapa
Papanui-Innes-Central Community Board
OPEN MINUTES

Date: Thursday 14 November 2024
Time: 10.02 am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present
Chairperson Emma Norrish
Deputy Chairperson Simon Britten
Members Pauline Cotter
Sunita Gautam
Victoria Henstock
Ali Jones
Jake McLellan
John Miller
Emma Twaddell

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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

There were no apologies received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved PCBCC/2024/00092

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 10 October 2024 be confirmed.

Emma Twaddell/Sunita Gautam

Carried

4. Public Forum Te Huinga Whānui

Part B

Items 4.1 and 4.2 were heard between the hearing of the deputations as shown below.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Greater Ōtautahi

Harrison McEvoy spoke on behalf of Greater Ōtautahi regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.2 Tim Frank

Tim Frank spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

4.1 Victoria Neighbourhood Association and Inner City West Neighbourhood Association (ICON)

Marjorie Manthei spoke on behalf of Victoria Neighbourhood Association (VNA) and ICON regarding the impact on residential neighbourhoods of on-licences trading nearby into the early hours of the morning, with the attached background information, and the Chairperson thanked her for this public forum presentation.

Attachments

A Background information - VNA public forum presentation

5.3 Waimakariri District Council

Deputy Mayor Neville Atkinson spoke on behalf of Waimakariri District Council regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.5 Margaret Stewart

Margaret Stewart spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked her for this deputation on Item 8.

5.6 Stephen Wood

Stephen Wood did not speak at the meeting.

5.7 Spokes Canterbury

Anne Scott spoke on behalf of Spokes Canterbury regarding Cranford Street (between Innes Road and Berwick Street), with the attached presentation, and the Chairperson thanked her for this deputation on Item 8.

Attachments

A Presentation - Spokes Canterbury - Cranford Street

5.4 John Falconer

John Falconer spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.8 St Albans Residents Association

Mark Wilson and Francine Bills spoke on behalf of St Albans Residents Association regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked them for this deputation on Item 8.

5.9 Hilary Nicholas

Hilary Nicholas spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked her for this deputation on Item 8.

5.10 Gareth Jones

Gareth Jones spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.11 Brad Nolan

Brad Nolan spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.12 David Palmer

David Palmer spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

5.13 Clarrie Pearce

Clarrie Pearce spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked him for this deputation on Item 8.

The meeting adjourned at 11.29am and reconvened at 11.51am.

4.2 Councillor Tyla Harrison-Hunt

Christchurch City Councillor Tyla Harrison-Hunt spoke as the Youth and Multicultural Portfolio Lead regarding those portfolios going into the next Christchurch City Council Annual Plan, and the Chairperson thanked him for this public forum presentation.

5.14 St Albans School

Andrea Harnett and Gemma Greenshields spoke on behalf of St Albans School regarding Cranford Street (between Innes Road and Berwick Street), with the attached handout, and the Chairperson thanked them for this deputation on Item 8.

Attachments

A Handout - St Albans School - Cranford Street

5.15 Fiona Bennetts

Fiona Bennetts spoke regarding Cranford Street (between Innes Road and Berwick Street), and the Chairperson thanked her for this deputation on Item 8.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Proposed Laneway Names - Performing Arts Precinct Laneways

The Officer Recommendations were accepted without change, and so a foreshadowed motion, moved by Ali Jones and seconded by Victoria Henstock, to otherwise explore alternative (North and West) lane names paying regard to the people who have been instrumental in the live theatre sector in Ōtautahi, was not put to a vote.

Community Board Resolved PCBCC/2024/00093 Officer Recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Proposed Laneway Names - Performing Arts Precinct Laneways Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new lane names for 121-123 Gloucester Street:
 - a. "Pipīwharau Lane" (for the North Lane out to Armagh Street)
 - b. "Pihipihi Lane" (for the West Lane out to Colombo Street)
 - c. "Kārearea Lane" (for the South Lane out to Gloucester Street)

Sunita Gautam/John Miller

Carried

Ali Jones, Victoria Henstock and Pauline Cotter requested that their votes against the resolutions be recorded.

8. Christchurch Northern Corridor Downstream Effects Management Plan - Cranford Street (Innes Road - Berwick Street) Improvements

Board Consideration

Council Officers joined the table to speak to the attached presentation and answer the Board's questions. Council Officers had also provided the attached responses to the Board's pre-meeting questions.

The Board considered the submissions and deputations (Items 5.1 - 5.15) on the three options consulted on for the peak-hour lane on Cranford Street, between Innes Road and Berwick Street, before exercising its delegation to not accept the officer-recommended peak-hour clearway option and decide in favour of recommending the peak-hour lane remain a bus lane.

Emma Norrish (in favour of the T2 lane option), and Ali Jones and Victorica Henstock (in favour of the clearway option), recorded their votes against the bus lane option.

The Board accepted the officer recommendations in respect of the improvements to the road that were proposed across all options for the peak hour lane. It also added resolutions, by a separate unanimous vote, to:

- Request staff report back to the Board on safety/pedestrian fencing or other measures at the Westminster Street/Cranford Street and Berwick Street/Cranford Street intersections.
- Request staff to take necessary steps toward prioritising the implementation of the school speed zone at St Albans School.
- Note that signage for the bus lane needs improvement and enforcement needs resourcing.
- Note that the Board will advocate for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board recommend that the Council:

1. Receive the information in the Christchurch Northern Corridor Downstream Effects Management Plan - Cranford Street (Innes Road - Berwick Street) Improvements Report.

2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves that any previous resolutions pertaining to Special Vehicle Lanes made pursuant to any bylaw to the extent that they are in conflict with the recommendations described in 4 – 7 below be revoked.
4. Approves that a Special Vehicle Lane for the use of south-east bound cycles only be installed on the north-eastern side of Cranford Street, commencing at its intersection with Innes Road and extending in a south-easterly direction for a distance of 103 metres, as detailed on Plan TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
5. Approves that a Special Vehicle Lane for the use of north-west bound cycles only be installed on the south-western side of Cranford Street, commencing at its intersection with Innes Road and extending in a south-easterly direction for a distance of 40 metres, as detailed on Plan TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
6. Approves that a Special Vehicle Lane for the use of north-west bound cycles only be installed on the south-western side of Cranford Street, commencing at a point 123 metres north-west of its intersection with Westminster Street and extending in a north-westerly direction for a distance of 57 metres, as detailed on Plan TP363402, Sheet 1, dated 30/09/2024, and attached to this report as **Attachment B**.
7. Approves that, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004:
 - a. All road user movements at the Cranford Street/Westminster Street intersection be controlled by Traffic Signals, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - b. All road user movements at the Cranford Street/Berwick Street intersection be controlled by Traffic Signals, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
8. Approves that these resolutions 4 to 7 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

That the Waipapa Papanui-Innes-Central Community Board:

9. Approves that any previous resolutions pertaining to parking, no-stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they are in conflict with the recommendations described in 10 - 15 below be revoked.
10. Approves all road surface treatments, traffic controls, parking restrictions and road markings on Cranford Street, commencing at its intersection with Innes Road, and extending in a south-easterly direction for a distance of 806 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
11. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Section 1.6 of the Land Transport (Road User) Rule 2004, the stopping of vehicles is to be prohibited on the days and times specified for Option 2 Clearway:
 - a. On the north-eastern side of Cranford Street, commencing at a point 199 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for 126 metres. The clearway is to apply 07:00 – 09:00, Monday to Friday as detailed on

Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.

- b. On the north-eastern side of Cranford Street, commencing at a point 350 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 69 metres. The clearway is to apply 07:00 – 09:00, Monday to Friday as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - c. On the north-eastern side of Cranford Street, commencing at a point 34 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 12 metres. The clearway is to apply 07:00 – 09:00, Monday to Friday. Parking is to be restricted to a maximum period of 60 minutes at other times as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - d. On the north-eastern side of Cranford Street, commencing at a point 83 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 90 metres. The clearway is to apply 07:00 – 09:00, Monday to Friday as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - e. On the south-western side of Cranford Street, commencing at a point 103 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for 30 metres. The clearway is to apply 16:00 – 18:00, Monday to Friday as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - f. On the south-western side of Cranford Street, commencing at a point 189 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for 119 metres. The clearway is to apply 16:00 – 18:00, Monday to Friday as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - g. On the south-western side of Cranford Street, commencing at a point 378 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for 45 metres. The clearway is to apply 16:00 – 18:00, Monday to Friday as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - h. On the south-western side of Cranford Street, commencing at a point 461 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for 30 metres. The clearway is to apply 16:00 – 18:00, Monday to Friday. Parking is to be restricted to a maximum period of 60 minutes at other times as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
12. Approves that, in accordance with Sections 4 and 10.2 of the Land Transport Rule: Traffic Control Devices 2004:
- a. The Malvern Street approach to Cranford Street be controlled by a 'STOP' sign, as detailed on Plan(s) TP363402, Sheet 1, dated 30/09/2024, and attached to this report as **Attachment B**.

- b. The Dee Street northern approach to Cranford Street be controlled by a 'STOP' sign, as detailed on Plan(s) TP363402, Sheet 1, dated 30/09/2024, and attached to this report as **Attachment B**.
 - c. The Dee Street southern approach to Cranford Street be controlled by a 'STOP' sign, as detailed on Plan(s) TP363402, Sheet 1, dated 30/09/2024, and attached to this report as **Attachment B**.
- 13. Approves that, in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Vehicles in the lane adjacent to the north-eastern kerb on Cranford Street on the approach to its intersection with Westminster Street are allowed to travel straight through the intersection from the kerbside lane between the hours of 07:00 and 09:00 Monday to Friday. This movement is prohibited at all other times.
 - b. Vehicles in the lane adjacent to the south-western kerb on Cranford Street on the approach to its intersection with Westminster Street are allowed to travel straight through the intersection from the kerbside lane between the hours of 16:00 and 18:00 Monday to Friday. This movement is prohibited at all other times, and
 - c. Vehicles are prohibited from turning right from Cranford Street north into Westminster Street west between the hours of 07:00 and 09:00, Monday to Friday.
- 14. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that bus stops be installed in the locations described below and as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**
 - a. On the north-eastern side of Cranford Street, commencing at a point 287 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 14 metres.
 - b. On the north-eastern side of Cranford Street, commencing at a point 56 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 14 metres.
 - c. On the north-eastern side of Cranford Street, commencing at a point 223 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 14 metres.
 - d. On the south-western side of Cranford Street, commencing at a point 139 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 14 metres.
 - e. On the south-western side of Cranford Street, commencing at a point 430 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 14 metres, and
 - f. On the south-western side of Cranford Street, commencing at a point 182 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 14 metres.
- 15. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of motor vehicles be prohibited at all times:
 - a. On the north-eastern side of Cranford Street, commencing at its intersection with Innes Road and extending in a south-easterly direction for a distance of 157 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.

- b. On the north-eastern side of Cranford Street, commencing at a point 163 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 21 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- c. On the north-eastern side of Cranford Street, commencing at a point 325 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 13 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- d. On the north-eastern side of Cranford Street, commencing at a point 330 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 17 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- e. On the north-eastern side of Cranford Street, commencing at a point 429 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 73 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- f. On the north-eastern side of Cranford Street, commencing at its intersection with Westminster Street and extending in a south-easterly direction for a distance of 34 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- g. On the north-eastern side of Cranford Street, commencing at a point 46 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of ten metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- h. On the north-eastern side of Cranford Street, commencing at a point 70 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 13 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- i. On the north-eastern side of Cranford Street, commencing at a point 173 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 52 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024 and attached to this report as **Attachment B**.
- j. On the north-eastern side of Cranford Street, commencing at a point 239 metres south-east of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 50 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024 and attached to this report as **Attachment B**.
- k. On the south-western side of Cranford Street, commencing at its intersection with Innes Road and extending south-easterly direction for 103 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- l. On the south-western side of Cranford Street, commencing at a point 133 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of six metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- m. On the south-western side of Cranford Street, commencing at a point 153 metres south-east of its intersection with Innes Road and extending in a south-easterly

- direction for a distance of four metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
- n. On the south-western side of Cranford Street, commencing at a point 163 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 26 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - o. On the south-western side of Cranford Street, commencing at a point 308 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 26 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - p. On the south-western side of Cranford Street, commencing at a point 343 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 35 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - q. On the south-western side of Cranford Street, commencing at a point 423 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of eight metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - r. On the south-western side of Cranford Street commencing at a point 445 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of 16 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - s. On the south-western side of Cranford Street, commencing at a point 491 metres south-east of its intersection with Innes Road and extending in a south-easterly direction for a distance of ten metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - t. On the south-western side of Cranford Street, commencing at its intersection with Westminster Street and extending in a south-easterly direction for a distance of 182 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - u. On the south-western side of Cranford Street, commencing at a point 196 metres south-east its intersection with Westminster Street and extending in a south-easterly direction for a distance of 137 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - v. On the north-eastern side of Cranford Street, commencing at its intersection with Berwick Street, and extending in a south-easterly direction for a distance of 58 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - w. On the north-western side of Westminster Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 19 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - x. On the south-western side of Westminster Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 55 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.

- y. On the north-western side of Malvern Street, commencing at its intersection with Cranford Street and extending in a north-easterly direction for a distance of 30 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - z. On the south-eastern side of Malvern Street, commencing at its intersection with Cranford Street and extending in a north-easterly direction for a distance of 30 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - aa. On the north-western side of Malvern Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 25 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - bb. On the south-easterly side of Malvern Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 25 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - cc. On the north-western side of Dee Street, commencing at its intersection with Cranford Street and extending in a north-easterly direction for a distance of 30 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - dd. On the south-eastern side of Dee Street, commencing at its intersection with Cranford Street and extending in a north-easterly direction for a distance of 30 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
 - ee. On the north-western side of Dee Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 17 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**. and
 - ff. On the south-eastern side of Dee Street, commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 17 metres, as detailed on Plan(s) TP363402, Sheets 1 and 2, dated 30/09/2024, and attached to this report as **Attachment B**.
16. Approves that these resolutions 9 -15 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Community Board Resolved PCBCC/2024/00094

Part C

That the Waipapa Papanui-Innes-Central Community Board:

- 1. Approves that any previous resolutions pertaining to parking, no-stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they are in conflict with resolutions 2 - 7 below be revoked.
- 2. Approves all road surface treatments, traffic controls, parking restrictions and road markings on Cranford Street, commencing at its intersection with Innes Road, and extending in a

- southeasterly direction for a distance of 806 metres, as detailed on plan(s) TP363401, 1 and 2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Section 1.6 of the Land Transport (Road User) Rule 2004 that the stopping of vehicles is to be prohibited on the days and times specified:
 - a. On the northeastern side of Cranford Street, commencing at a point 34 metres southeast of its intersection with Westminster Street and extending in a southeasterly direction for a distance of 12 metres. The clearway is to apply 07:00 – 09:00, Monday to Friday. Parking is to be restricted to a maximum period of 60 minutes at other times as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - b. On the southwestern side of Cranford Street, commencing at a point 461 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for 30 metres. The clearway is to apply 16:00 – 18:00, Monday to Friday. Parking is to be restricted to a maximum period of 60 minutes at other times as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 4. Approves that in accordance with Sections 4 and 10.2 of the Land Transport Rule: Traffic Control Devices 2004, that:
 - a. The Malvern Street approach to Cranford Street be controlled by a 'STOP' sign, as detailed on plan(s) TP363401, sheet 1, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - b. The Dee Street northern approach to Cranford Street be controlled by a 'STOP' sign, as detailed on plan(s) TP363401, sheet 1, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - c. The Dee Street southern approach to Cranford Street be controlled by a 'STOP' sign, as detailed on plan(s) TP363401, sheet 1, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 5. Approves that in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017, that
 - a. Vehicles in the lane adjacent to the northeastern kerb on Cranford Street on the approach to its intersection with Westminster Street are allowed to travel straight through the intersection from the kerbside lane between the hours of 07:00 and 09:00 Monday to Friday. This movement is prohibited at all other times,
 - b. Vehicles in the lane adjacent to the southwestern kerb on Cranford Street on the approach to its intersection with Westminster Street are allowed to travel straight through the intersection from the kerbside lane between the hours of 16:00 and 18:00 Monday to Friday. This movement is prohibited at all other times, and
 - c. Vehicles are prohibited from turning right from Cranford Street into Westminster Street between the hours of 07:00 and 09:00 and 16:00 and 18:00, Monday to Friday.
 6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that bus stops be installed in the locations described below and as detailed on plan(s) TP363401, sheet 1 and 2, dated 30/09/2024, and attached to the agenda report as **Attachment B**

- a. On the northeast side of Cranford Street, commencing at a point 287 metres southeast of its intersection with Innes Road and extending in a southerly direction for a distance of 14 metres,
 - b. On the northeast side of Cranford Street, commencing at a point 56 metres southeast of its intersection with Westminster Street and extending in a southerly direction for a distance of 14 metres,
 - c. On the northeast side of Cranford Street, commencing at a point 223 metres southeast of its intersection with Westminster Street and extending in a southerly direction for a distance of 14 metres,
 - d. On the southwest side of Cranford Street, commencing at a point 139 metres southeast of its intersection with Innes Road and extending in a southerly direction for a distance of 14 metres,
 - e. On the southwest side of Cranford Street, commencing at a point 430 metres southeast of its intersection with Innes Road and extending in a southerly direction for a distance of 14 metres, and
 - f. On the southwest side of Cranford Street, commencing at a point 182 metres southeast of its intersection with Westminster Street and extending in a southerly direction for a distance of 14 metres.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of motor vehicles be prohibited at all times:
 - a. On the northeastern side of Cranford Street, commencing at its intersection with Innes Road and extending in a southeasterly direction for a distance of 157 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - b. On the northeastern side of Cranford Street, commencing at a point 163 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 21 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - c. The stopping of vehicles be prohibited at all times adjacent to the northeastern kerb of Cranford Street, commencing at a point 325 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 13 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - d. On the northeastern side of Cranford Street, commencing at a point 330 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 17 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - e. On the northeastern side of Cranford Street, commencing at a point 429 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 73 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - f. On the northeastern side of Cranford Street, commencing at its intersection with Westminster Street and extending in a southeasterly direction for a distance of 34 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.

- g. On the northeastern side of Cranford Street, commencing at a point 46 metres southeast of its intersection with Westminster Street and extending in a southeasterly direction for a distance of 10 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- h. On the northeastern side of Cranford Street, commencing at a point 70 metres southeast of its intersection with Westminster Street and extending in a southeasterly direction for a distance of 13 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- i. On the northeastern kerb of Cranford Street, commencing at a point 173 metres southeast of its intersection with Westminster Street and extending in a southeasterly direction for a distance of 52 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- j. On the northeastern kerb of Cranford Street, commencing at a point 239 metres southeast of its intersection with Westminster Street and extending in a southeasterly direction for a distance of 50 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- k. On the southwestern side of Cranford Street, commencing at its intersection with Inness Road and extending southeasterly for 103 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- l. On the southwestern side of Cranford Street, commencing at a point 133 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 6 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- m. On the southwestern side of Cranford Street, commencing at a point 153 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 4 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- n. On the southwestern side of Cranford Street, commencing at a point 163 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 26 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- o. On the southwestern side of Cranford Street, commencing at a point 308 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 26 metres, as detailed on plan(s) TP363403, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- p. On the southwestern side of Cranford Street, commencing at a point 343 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 35 metres, as detailed on plan(s) TP363403, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- q. On the southwestern side of Cranford Street, commencing at a point 423 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 8 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- r. On the southwestern side of Cranford Street commencing at a point 445 metres southeast of its intersection with Inness Road and extending in a southeasterly

- direction for a distance of 16 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
- s. On the southwestern side of Cranford Street, commencing at a point 491 metres southeast of its intersection with Inness Road and extending in a southeasterly direction for a distance of 10 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - t. On the southwestern side of Cranford Street, commencing at its intersection with Westminster Street and extending in a southeasterly direction for a distance of 182 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - u. On the southwestern side of Cranford Street, commencing at a point 196 metres southeast its intersection with Westminster Street and extending in a southeasterly direction for a distance of 137 metres, as detailed on plan(s) TP363403, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - v. On the northeastern side of Cranford Street, commencing at its intersection with Berwick Street, and extending in a southeasterly direction for a distance of 58 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - w. On the northwestern side of Westminster Street, commencing at its intersection with Cranford Street and extending in a southwesterly direction for a distance of 19 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - x. On the southwestern side of Westminster Street, commencing at its intersection at its intersection with Cranford Street and extending in a southwesterly direction for a distance of 55 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - y. On the northern side of Malvern Street, commencing at its intersection with Cranford Street and extending in a northerly direction for a distance of 30 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - z. On the southern side of Malvern Street, commencing at its intersection with Cranford Street and extending in a northerly direction for a distance of 30 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - aa. On the northern side of Malvern Street, commencing at its intersection with Cranford Street and extending in a southerly direction for a distance of 25 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - bb. On the southern side of Malvern Street, commencing at its intersection with Cranford Street and extending in a southerly direction for a distance of 25 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - cc. On the northern side of Dee Street, commencing at its intersection with Cranford Street and extending in a northerly direction for a distance of 30 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.

- dd. On the southern side of Dee Street, commencing at its intersection with Cranford Street and extending in a northerly direction for a distance of 30 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - ee. On the northern side of Dee Street, commencing at its intersection with Cranford Street and extending in a southerly direction for a distance of 17 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - ff. On the southern side of Dee Street, commencing at its intersection with Cranford Street and extending in a southerly direction for a distance of 17 metres, as detailed on plan(s) TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
8. Approves that these resolutions 2 - 7 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Pauline Cotter/Sunita Gautam

Carried

Community Board Resolved PCBCC/2024/00095

- 9. Request staff report back to the Board on safety/pedestrian fencing or other measures at the Westminster Street/Cranford Street and Berwick Street/Cranford Street intersections.
- 10. Request staff to take necessary steps toward prioritising the implementation of the school speed zone at St Albans School.
- 11. Notes that signage for the bus lane needs improvement and enforcement needs resourcing.
- 12. Notes that the Board will advocate for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals.

Pauline Cotter/Sunita Gautam

Carried

Attachments

- A Staff Presentation - Cranford Street
- B Pre-Meeting Board Questions and Officer Responses - Cranford Street

Community Board Decided PCBCC/2024/00096

Part A

That the Waipapa Papanui-Innes-Central Community Board recommend that the Council:

- 1. Receive the information in the Christchurch Northern Corridor Downstream Effects Management Plan - Cranford Street (Innes Road - Berwick Street) Improvements Report.
- 2. Notes that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3. Approves that any previous resolutions pertaining to Special Vehicle Lanes made pursuant to any bylaw to the extent that they are in conflict with the recommendations described in 4 - 12 below be revoked.
- 4. Approves that a Special Vehicle Lane for the use of southeast bound cycles only be installed on the northeast side of Cranford Street, commencing at its intersection with Innes Road and extending in a southeasterly direction for a distance of 103 metres, as

- detailed on plan TP363401, sheet 1 and 2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
5. Approves that a Special Vehicle Lane for the use of northeast bound cycles only be installed on the southwest side of Cranford Street, commencing at its intersection with Innes Road and extending in a southeasterly direction for a distance of 40 metres, as detailed on plan TP363401, sheet 1-2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 6. Approves that a Special Vehicle Lane for the use of northeast bound cycles only be installed on the southwest side of Cranford Street, commencing at a point 123 metres northeast of its intersection with Westminster Street and extending in a northeasterly direction for a distance of 57 metres, as detailed on plan TP363401, sheet 1, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 7. Approves that in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004 that:
 - a. All road user movements at the Cranford Street/Westminster Street intersection be controlled by Traffic Signals, as detailed on plan(s) TP363401, sheet 1 and 2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 - b. All road user movements at the Cranford Street/Berwick Street intersection be controlled by Traffic Signals, as detailed on plan(s) TP363401, sheet 1 and 2, dated 30/09/2024, and attached to the agenda report as **Attachment B**.
 8. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound bound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeastern side of Cranford Street, commencing at a point approximately 199 metres southeast of its intersection with Innes Road and extending in an southeasterly direction for a distance of 126 metres as detailed on plan TP363401, sheets 1-2, dated 30/09/2024 and attached to the agenda report as **Attachment B**. The Bus Lane is to apply 07:00 – 09:00, Monday to Friday.
 9. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound bound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the northeastern side of Cranford Street, commencing at a point approximately 83 metres southeast of its intersection with Westminster Street and extending in an southeasterly direction for a distance of 90 metres as detailed on plan TP363401, sheets 1-2, dated 30/09/2024 and attached to the agenda report as **Attachment B**. The Bus Lane is to apply 07:00 – 09:00, Monday to Friday.
 10. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound bound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwestern side of Cranford Street, commencing at a point approximately 103 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 30 metres as detailed on plan TP363401, sheets 1-2, dated 30/09/2024 and attached to

the agenda report as **Attachment B**. The Bus Lane is to apply 16:00 – 18:00, Monday to Friday.

11. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound bound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwestern side of Cranford Street, commencing at a point approximately 189 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 119 metres as detailed on plan TP363401, sheets 1-2 , dated 30/09/2024 and attached to the agenda report as **Attachment B**. The Bus Lane is to apply 16:00 – 18:00, Monday to Friday.
12. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound bound road users as defined in Section 1.6 (definition of Bus lane) of the Land Transport (Road User) Rule 2004 and also as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004, excepting pedestrians and riders of mobility devices, be installed on the southwestern side of Cranford Street, commencing at a point approximately 378 metres southeast of its intersection with Innes Road and extending in a southeasterly direction for a distance of 45 metres as detailed on plan TP363401, sheets 1-2 , dated 30/09/2024 and attached to the agenda report as **Attachment B**. The Bus Lane is to apply 16:00 – 18:00, Monday to Friday.
13. Approves that these resolutions 4 - 12 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Pauline Cotter/Sunita Gautam

Carried

Ali Jones, Victoria Henstock and Emma Norrish requested that their votes against the bus lane option be recorded.

9. Waipapa Papanui-Innes-Central Community Board 2024-2025 Discretionary Response Fund application - Community Focus Trust

The Board laid this report on the table to be considered at its next meeting.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board 2024-2025 Discretionary Response Fund application - Community Focus Trust.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$8,000 from its 2024-2025 Discretionary Response Fund to Community Focus Trust towards their Community Workshop Project.

Community Board Resolved PCBCC/2024/00097

Part C

The Waipapa Papanui-Innes-Central Community Board resolved, pursuant to Standing Order 20.2, that Item 9 - Waipapa Papanui-Innes-Central Community Board 2024-2025 Discretionary Response Fund application - Community Focus Trust, lie on the table and not be further discussed at this meeting, but be considered at the Board meeting on 12 December 2024.

Emma Twaddell/Jake McLellan

Carried

Ali Jones, Emma Norrish and Simon Britten requested that their votes against the resolution be recorded.

10. Waipapa Papanui-Innes-Central Community Board Area Report - November 2024

Community Board Resolved PCBCC/2024/00098

Part B

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the Waipapa Papanui-Innes-Central Community Board Area Report for November 2024.

Pauline Cotter/Emma Norrish

Carried

11. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Board members exchanged information on their activities, including in relation to:

- Edgware Pool Project – site blessing and sod turning
- Positive feedback on work around Papanui railways crossing updates and other projects
- Upcoming Grand Opening of Little Poland Park in Marshland.

Karakia Whakamutunga

Meeting concluded at 2.25pm.

CONFIRMED THIS 12th DAY OF DECEMBER 2024

EMMA NORRISH
CHAIRPERSON

7. Proposed Mobility Parking - Lancaster Park, Stevens Street

Reference Te Tohutoro: 24/1738245

Responsible Officer(s) Te Pou Matua: Selena Robertson, Project Manager, Vertical Capital Delivery

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report for the Waipapa Papanui-Innes-Central Community Board to approve the installation of two mobility car parks at Lancaster Park on Stevens Street.
- 1.2 The report has been written in response to requests from the Lancaster Park Project Control Group members for mobility parks to be provided in the vicinity of Lancaster Park. This will improve access to the park and future public facilities, including public toilets.
- 1.3 The recommended option is to install two mobility car parks on Stevens Street in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Proposed Mobility Parking - Lancaster Park, Stevens Street Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflicts with the parking or stopping restrictions described in resolutions 4 below.
4. Approves that, accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be reserved for vehicles with an approved mobility parking permit, prominently displayed in the vehicle, on the south side of Stevens Street, in accordance with **Attachment A** (Stevens Street – Lancaster Park, Proposed Mobility Parking, TG148396, Issue 2, dated 5/11/2024). This restriction is to apply at all times.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Members of the Lancaster Park Project Control Group have raised concerns about the lack of mobility car parks around Lancaster Park which could inhibit members of the public engaging with the park and the public facilities planned at the site. Currently there are no reserved mobility parking spaces located at the Park.
- 3.2 The proposal includes installing two new mobility car parks on the south side of Stevens Street where there are already cutdowns in the kerb.

- 3.3 The mobility car parks are marked in a location that is close to the planned Lancaster Park Community Centre (which will have external public toilets) and Change Rooms, as well as being near the War Memorial located at the site.
- 3.4 The recommended option is to install two mobility car parks at the proposed location, in accordance with **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 There is currently unmarked, unrestricted parking available around Lancaster Park along Stevens Street and limited parking available on Wilsons Road North. This parking is expected to be fully optimised once the Lancaster Park facilities are built, supporting local games such as cricket, rugby and football.
- 4.2 The two proposed car parks are marked as parallel to the kerb and will each be seven metres long with clearance behind to accommodate larger vehicles.
- 4.3 The proposal is consistent with the Council's Suburban Parking Policy which prioritises mobility parking over other short stay, resident, or commuter parking.
- 4.4 Approval is required by the Waipapa Papanui-Innes-Central Community Board.
- 4.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond the Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Installation of two mobility car parks on the south side of Stevens Street along the edge of Lancaster Park as shown on **Attachment A**.
- 4.7 The following options were considered but ruled out:
 - 4.7.1 Mobility parking on Wilson Street North. Car parks in this location would have greater implementation costs as kerbs need to be cut and has greater safety risks as the mobility car parks will need to be managed alongside bus routes and bike lanes.

Options Descriptions Ngā Kōwhiringa

- 4.8 **Preferred Option:** Install two mobility car parks in accordance with **Attachment A**.
 - 4.8.1 **Option Description:** Install two designated mobility car parks on Stevens Street in accordance with **Attachment A**.
 - 4.8.2 **Option Advantages**
 - This proposal is intended to provide safe and accessible parking options near public facilities for those holding a mobility parking permit.
 - 4.8.3 **Option Disadvantages**
 - The overall loss of three unrestricted, on-street car parks.
 - Cost to implement.
- 4.9 **Alternative Option:** Do Nothing.
 - 4.9.1 **Option Description:** Leave the parking as it is currently.
 - 4.9.2 **Option Advantages**

- This option will retain the two unrestricted car parks for all public compared to the recommended option.
- No cost to the Council.

4.9.3 Option Disadvantages

- This does not address the access of safety concerns for mobility card holders who are required to use standard car parks that might not provide enough clearance or kerb cut downs to allow safe transition onto the footpath.
- Inconsistent with the Council's Suburban Parking Policy which prioritises mobility parking over other short stay resident, or commuter parking.

5. Financial Implications Ngā Hīraunga Rauemi Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do nothing
Cost to Implement	\$5,000 for signs and road markings \$1,500 for staff time (reporting and investigation)	\$1,500 for staff time (reporting and investigation)
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Lancaster Park programme of works	Not Applicable
Funding Availability	Funding available	Not Applicable
Impact on Rates	Negligible	Not Applicable

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
- 6.2.3 The installation of any signs and/or marking associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

- 6.3.1 There is no other legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. This level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.4.3 Is consistent with Council's Plans and Policies; the Christchurch Suburban Parking Policy.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
 - 6.6.1 Activity: Parks and Foreshore
 - Level of Service: 6.0.1 All Community Parks are managed and maintained in a clean, tidy, safe, functional, and equitable manner (Maintenance) - 90% Maintenance Plan key performance indicators are achieved

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The Lancaster Park PCG met to discuss the proposal. Members of this group were supportive of the proposal and agreed with the need for mobility car parks in this area.
- 6.8 A letter for the proposal was issued to the effected neighbouring properties. At the time of writing this report, no further comments were received.
- 6.9 The do-nothing option is inconsistent with the request to improve the provision of mobility parks in this area.
- 6.10 The decision affects the following wards/Community Board areas:
 - 6.10.1 Waipapa Papanui-Innes-Central Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.11 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.12 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 This proposal is principally about safety and accessibility. Due to the minor nature of the works, is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will implement the parking changes.

Attachments Ngā Tāpirihanga

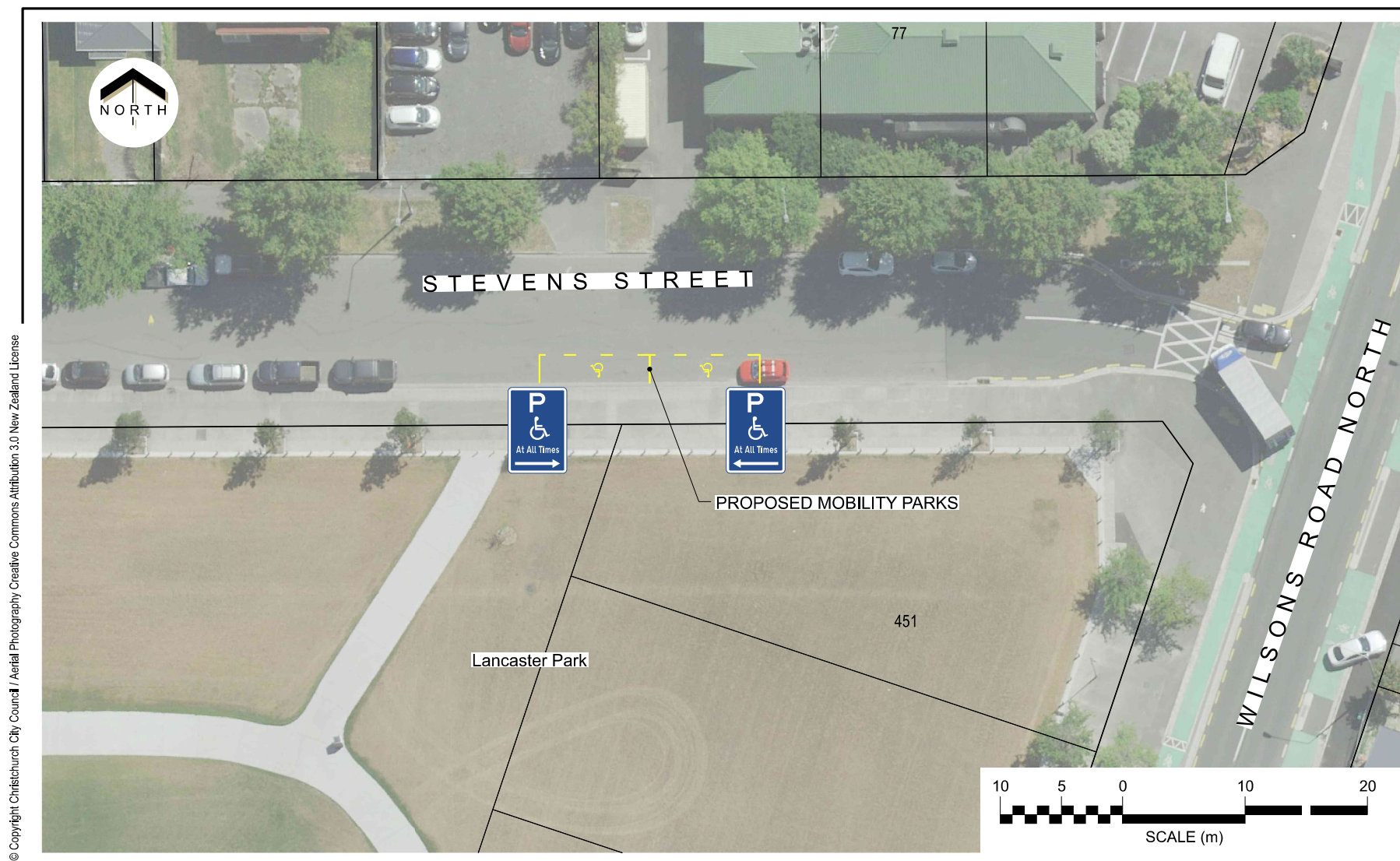
No.	Title	Reference	Page
A  	TG148396-Proposed Mobility Parking, Lancaster Park, Stevens Stree	24/1991263	30

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Selena Robertson - Project Manager Sally-Ann Marshall - Traffic Engineer
Approved By	Al Hardy - Manager Community Parks Rupert Bool - Acting Head of Parks



8. Bishop Street - Proposed Parking Restrictions

Reference Te Tohutoro: 24/1660719

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall, Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider approval of P120 time restricted parking spaces on Bishop Street between Bealey Avenue and Purchas Street.
- 1.2 This report has been written in response to a request from a local resident to provide short term parking options on Bishop Street.
- 1.3 The recommended option is to provide the P120 time restricted spaces as shown on **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Bishop Street - Proposed Parking Restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 120 minutes on the eastern side of Bishop Street, commencing at a point 30.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 101 metres as shown on **Attachment A**, plan TG148370, Issue 2, dated 23/10/2024. The restriction is to apply Monday to Friday.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A resident has requested that timed parking be provided on the section of Bishop Street between Bealey Avenue and Purchas Street. This is to discourage all day-commuter parking, encourage turnover and provide space for both residents and visitors for shorter periods throughout the day.
- 3.2 Due to the high parking demands in this area these spaces are often occupied by long term parking.

- 3.3 The recommended option is to install the P120 time restricted parking spaces as shown on **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Bishop Street is a two-way local street and currently parking is unrestricted.
- 4.2 This section of Bishop Street is just to the north of Bealey Avenue. This is a suburban area where there is an increasing and high demand for parking from residents, businesses and commuters, which can make it difficult to find a park and puts pressure on the available road space.
- 4.3 Christchurch City Council's Suburban Parking Policy provides criteria to assess areas of high parking demand. High demand is defined as areas where occupancy of on-street parking regularly exceeds 75%. For residential zones, the policy states that time restrictions can be applied to sections of the street (approximately 25% – 50%). This approach should be used when the parking problems are limited to a few streets and most of the properties have off-street parking.
- 4.4 Staff have carried out four site visits to assess the parking occupancy at varying times of the day. All four visits showed the parking occupancy to exceed the 75% threshold noted above.
- 4.5 There are approximately 47 unrestricted parking spaces on the section of Bishop Street between Bealey Avenue and Purchas Street. We are proposing to time restrict 11 spaces to two hours, Monday to Friday, as shown on **Attachment A**. This approach is consistent with the Suburban Parking Policy recommended criteria.
- 4.6 Several units are currently under construction on three land parcels on the opposite side to the road to where we are proposing to install P120 parking. These units are all being provided with off-street parking, however, these are likely to increase the number of vehicles parking in the immediate vicinity.
- 4.7 Timed parking restrictions are enforceable between 8am and 6pm, and we are proposing to further restrict these spaces to Monday to Friday only. These spaces will therefore be available for unrestricted parking out of these hours i.e. between 4pm and 10am when considering the allowable two hours and on weekdays and at all times on weekends.
- 4.8 Council is also currently working on a Residents Exemption Policy where the opportunity will become available for residents to apply for an exemption to timed parking restrictions. However, we do not currently have a date that this will be completed.
- 4.9 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.10 The following reasonably practicable options were considered and are assessed in this report:
- 4.10.1 Install P120 time restricted parking as shown on **Attachment A**.
- 4.10.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option:** Install P120 time restricted parking as shown on **Attachment A**.
- 4.11.1 **Option Advantages**

- Addresses the request to provide time restricted parking to enable a higher turnover of available on-street parking.
- Provides a consistent approach to parking management and complies with the recommendations in the Central City Parking Policy.

4.11.2 Option Disadvantages

- Replaces approximately eleven unrestricted parking spaces.
- Cost to implement.

4.12 Alternative Option: - Do nothing

4.12.1 Option Advantages

- Retains eleven unrestricted parking spaces.
- No cost to implement.

4.12.2 Option Disadvantages

- Does not address the request to provide time restricted parking to enable a higher turnover of available on-street parking.
- Inconsistent with Councils Suburban Parking Policy.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Investigate	\$2,000 to write report including consultation and site visits	\$2,000 to write report including consultation and site visits
Cost to Implement	\$900 to install signs	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.2.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

- 6.3.1 There is no other legal context, issue, or implication relevant to this decision.
- 6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
 - 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
 - 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.6 Transport
 - 6.6.1 Activity: Transport
 - Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 The initial request for Staff to investigate timed parking restrictions was initiated by a resident.
- 6.8 Our proposal was sent to the residents and property owners on both sides of the section of Bishop Street where we are proposing the restrictions.
- 6.9 We received ten responses to the proposal; five in support, four opposed and one stating they were not affected either way however felt the restrictions were unfair on those who needed on-street parking.
- 6.10 The main points from those in support:
 - that commuter parking was reducing the ability for residents to park on the street during the week.
 - that it was difficult for visitors to find a parking space during these times.
 - that they agreed in general with the proposal but thought a P180 would work better. *Council does not use three hour time restrictions as these are harder to enforce.*
- 6.11 The main points from those opposed were:
 - that the proposals would reduce parking space for residents and put pressure on existing spaces, especially when the townhouses being constructed are completed.
 - that the street was too far out of town and away from commercial areas to warrant the time restriction.
 - that parking exemption permits should be made available for residents.

- that we should apply smaller areas of time restrictions along the whole street. *Parking enforcement prefer parking restrictions to be in blocks as they are easier to enforce. Having them in blocks also reduces the number of signs and markings that are required.*

- 6.12 The recommended option is to provide the P120, Monday to Friday, time restricted parking spaces as shown on **Attachment A**.
- 6.13 The Team Leader Parking Compliance supports the preferred option.
- 6.14 The decision affects the following wards/Community Board areas:
- Waipapa Papanui-Innes-Central.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.15 The decision does not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.16 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17 This is a minor proposal that is principally intended to address parking space availability in this location. Due to the minor nature of the works, it is not intended to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for new signs and road markings to be installed.

Attachments Ngā Tāpirihanga

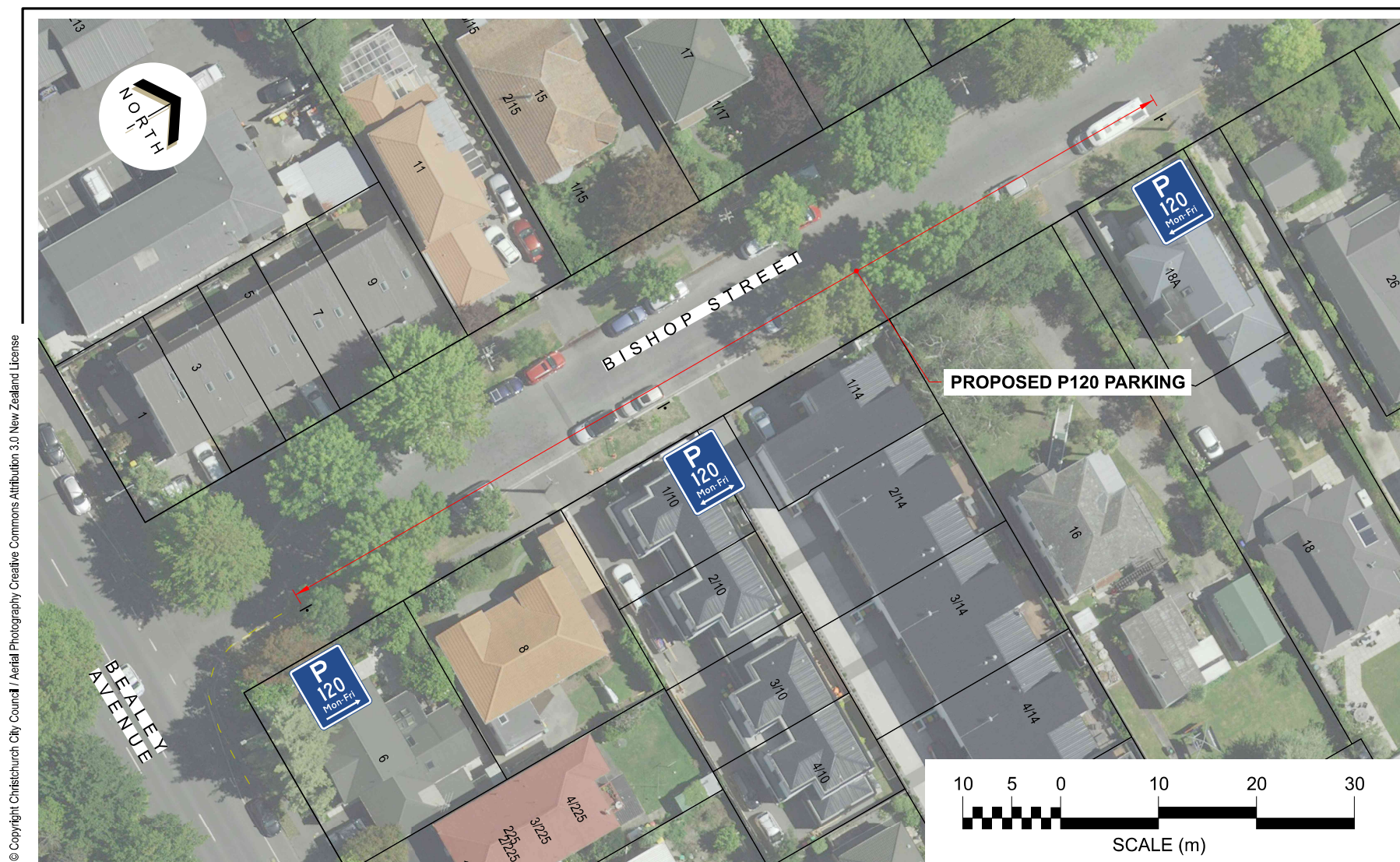
No.	Title	Reference	Page
A 	Attachment A - Bishop Street, Proposed Parking Restrictions	24/1914180	36

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



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Christchurch
City Council

Bishop Street
Proposed Parking Restrictions
For Board Approval

Attachment A

Original Plan Size: A4

Drawn: MJR Issue 2 23/10/2024
Designed: SAM Drawing: TG148370
Approved: GD Project: RPS845

9. Virgil Place - Proposed No Stopping Restrictions

Reference Te Tohutoro: 24/1660691

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall – Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve our recommendation to improve access along Virgil Place. This report has been written following concerns that have been raised by residents about the function of the street due to its very narrow width.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install No Stopping restrictions in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Virgil Place - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4a to 4d below.
4. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that:
 - a. the stopping of all vehicles be prohibited at all times on the south-eastern side of Morrison Avenue commencing at its intersection with Virgil Place and extending in south-westerly direction for a distance of six metres as shown on Plan 1176707, dated 10/10/2024 as shown on **Attachment A**.
 - b. the stopping of all vehicles be prohibited at all times on the south-western side of Virgil Place commencing at its intersection with Morrison Avenue and extending in south-easterly direction for a distance of 87 metres as shown on Plan 1176707, dated 10/10/2024 as shown on **Attachment A**.
 - c. the stopping of all vehicles be prohibited at all times on the south-eastern side of Morrison Avenue commencing at its intersection with Virgil Place and extending in north-easterly direction for a distance of 12 metres as shown on Plan 1176707, dated 10/10/2024 as shown on **Attachment A**.

- d. the stopping of all vehicles be prohibited at all times on the north-eastern side of Virgil Place commencing at its intersection with Morrison Avenue and extending in south-easterly direction for a distance of 12 metres as shown on Plan 1176707, dated 10/10/2024 as shown on **Attachment A**.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Virgil Place is a narrow, two-way, no exit residential street. We have received two safety related service requests from residents stating that through access along Virgil Place is being regularly compromised when there are vehicles parked on both sides of the road. The current parking arrangement is also affecting access to a number of private driveways.
- 3.2 Implementing the No Stopping restriction recommendation will improve road safety by allowing unimpeded emergency access and driveway access for residents.
- 3.3 The preferred option is to install No Stopping restrictions in accordance with **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Virgil Place is approximately 5.5 metres wide. There are currently no parking restrictions approved on the street.
- 4.2 The issue with through access has been brought to Council's attention by residents of Virgil Place. Delivery vehicles have been unable to access the street at times and their main concern is that emergency vehicles would be unable to get through the street in response to an emergency callout.
- 4.3 The Council's resource recovery department have confirmed that they have difficulties accessing the street on refuse collection days if vehicles are parked on both sides of the street.
- 4.4 The Christchurch Suburban Parking Policy (2019) Policy 10 provides guidance for reviewing the allocation of parking in circumstances where the street is less than seven metres wide and there are recognised parking issues *"If the carriageway of a street is less than 7 metres in width and there are known access problems (i.e. there are limited places for vehicles to pass and/or emergency access may be compromised), Council will propose to remove parking on one side of the street."* There are also issues with people sometimes parking on the footpath of these narrow streets, degrading pedestrian accessibility, safety and amenity of the street.
- 4.5 Considering this guidance, we are proposing to install a No Stopping restriction along the south side of Virgil Place.
- 4.6 The proposal removes approximately 11 parking spaces from the south side of the street, however as the street is so narrow vehicles cannot realistically park here without blocking through access.
- 4.7 There have been no reported crashes on Virgil Place in the last five years. This street has no risk classification under the Council's high risk intersection mapping system.
- 4.8 Approval is required by the Waipapa Papanui-Innes-Central Community Board.
- 4.9 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond the Council's control).

5. Options Considered Ngā Kōwhiringa Whaiwhakaaro

5.1 The following reasonably practicable options were considered and are assessed in this report:

- Mark No Stopping restrictions on Virgil Place, as shown on **Attachment A**
- Maintain the status quo – do nothing.

Options Descriptions Ngā Kōwhiringa

5.2 **Preferred Option:** Install No Stopping Restrictions as shown on **Attachment A**

5.2.1 Option Advantages

- Addresses the safety concerns relating to through access of large vehicles, including emergency and refuse vehicles when vehicles are parked on both sides.
- Addresses the issues residents are having with impeded access to and from their driveways caused by the current parking layout.

5.2.2 Option Disadvantages

- Removes approximately 11 unrestricted parking spaces
- May increase vehicle speeds due to a reduction in side friction provided by parked vehicles

5.3 Maintain the status quo – do nothing:

5.3.1 Option Advantages

- Retains approximately 11 on street parking spaces

5.3.2 Option Disadvantages

- Does not address the safety concerns relating to through access of large vehicles, including emergency vehicle access when vehicles are parked on both sides.
- Does not address the issues residents are having with impeded access to and from their driveways caused by the current parking layout.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to investigate	\$1,500 to write report including consultation and site visits	\$1,500 to write report including consultation and site visits
Cost to Implement	\$500 to install BYL	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	\$0

7. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

7.1 None identified.

Legal Considerations Ngā Hiraunga ā-Ture

- 7.2 Statutory and/or delegated authority to undertake proposals in the report:
- 7.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 7.2.2 The Community Board has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
 - 7.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 7.3 Other Legal Implications:
- 7.3.1 There is no other legal context, issue, or implication relevant to this decision.
 - 7.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 7.4 The required decisions:
- 7.4.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 7.4.2 The recommendations in this report are consistent with the Suburban Parking Policy.
 - 7.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
 - 7.4.4 The community engagement and consultation outlined in this report reflect the assessment.
- 7.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.6 Transport
- 7.6.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 7.7 Eighteen residents and four property owners were advised of the proposals by letter.
- 7.8 We received five responses; four in support and one against, who did not want to lose the parking outside their property.
- We initially proposed to extend the parking restriction around the turning head. The resident against the proposals lives within this area.
- After checking the turning movements, we concluded that removing the parking restriction from this location would not affect access and there is room for a refuse truck to turnaround. We have therefore been able to retain the parking outside this resident's property.
- The recommended option was sent back to submitters for their comments. We received positive feedback from two residents.

7.9 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.10 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 7.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.12 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 7.13 This is a minor proposal that is principally intended to address safety issues at these locations. Due to the minor nature of the works, it is not expected to have any impact on climate change.

8. Next Steps Ngā Mahinga ā-muri

- 8.1 If approved, staff will arrange for the new road markings to be installed.

Attachments Ngā Tāpirihanga

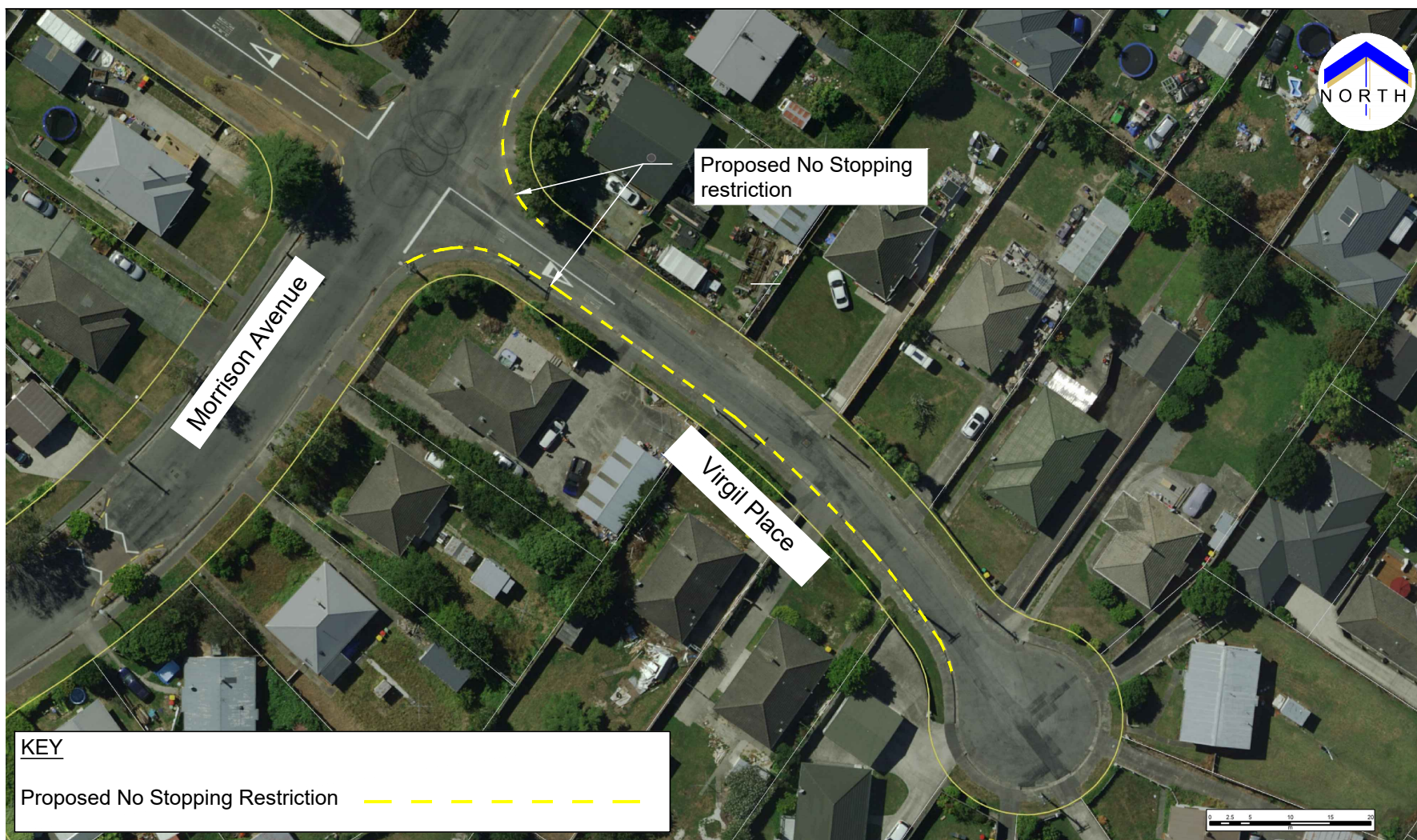
No.	Title	Reference	Page
A 	Virgil Place, Proposed No Stopping Restrictions	24/1818068	42

In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



10. Beeston Place / Freebairn Street Intersection - Proposed No Stopping Restrictions

Reference Te Tohutoro: 24/1660997

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall – Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waipapa Papanui-Innes-Central Community Board to approve the installation of No Stopping restrictions at the Beeston Place / Freebairn Street intersection.
- 1.2 This report has been written in response to a customer service request to investigate the installation of No Stopping restrictions to improve congestion and visibility at the Beeston Place / Freebairn Street intersection.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The Preferred Option is to install No Stopping restrictions as shown on **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Beeston Place / Freebairn Street Intersection - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4a to 4d below.
4. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that:
 - a. the stopping of all vehicles be prohibited at all times on the north side of Beeston Place commencing at its intersection with Freebairn Street, and extending in a westerly direction for a distance of nine metres as shown on plan H04736158, dated 21/10/2024, refer **Attachment A**.
 - b. the stopping of all vehicles be prohibited at all times on the west side of Freebairn Street commencing at its intersection with Beeston Place, and extending in a northerly direction for a distance of 16 metres as shown on plan H04736158, dated 21/10/2024, refer **Attachment A**.
 - c. the stopping of all vehicles be prohibited at all times on the south side of Beeston Place commencing at its intersection with Freebairn Street, and extending in a westerly direction for a distance of nine metres as shown on plan H04736158, dated 21/10/2024, refer **Attachment A**.
 - d. the stopping of all vehicles be prohibited at all times on the west side of Freebairn Street commencing at its intersection with Beeston Place, and extending in a southerly

direction for a distance of 15 metres as shown on plan H04736158, dated 21/10/2024, refer **Attachment A**.

5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety concerns have been raised about on-street parking restricting visibility at the Beeston Place / Freebairn Street intersection, particularly at school drop off and pick up times.
- 3.2 Staff have investigated and agree with the safety concerns raised. Vehicles are parking up to the intersection and occasionally right on the corner. The No Stopping restriction proposal will reinforce that this is an area where it is illegal to park, helping to reduce congestion and provide better visibility at the intersection.
- 3.3 This report presents the Preferred Option to address the issues raised, which is to install No Stopping restrictions as shown on **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Both Beeston Place and Freebairn Street are classified as Local Roads in the Council's Road Classification System. These roads function almost entirely for access purposes and are not intended to act as through routes.
- 4.2 Beeston Place and Freebairn Street are nine metre wide, two-way streets and Beeston Place is a cul-de-sac. They are primarily fronted by residential properties and there are moderate residential parking demands in the area.
- 4.3 Redwood School have a pedestrian walkway onto Freebairn Street located 30 metres south of the intersection with Beeston Place. Parents are parking in the vicinity at pick up and drop off times, too close to the intersection and on occasion right on the corner of the Beeston Place / Freebairn Street intersection. This is affecting visibility and blocking the pedestrian cut-downs.
- 4.4 The Land Transport (Road User) Rule 2004, Section 6.3, Parking close to corners, bends etc. states:
"A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority."
- 4.5 Vehicles parking too close to or within an intersection is a situation that would normally be managed by the Council's parking compliance team. They have not received any recent call-outs to this location however as the issue is only over two short periods of time during the day then they are unlikely to be able to react to a call-out in time.
- 4.6 Redwood School have highlighted the issue numerous times in communications with parents however the illegal parking has continued.
- 4.7 The recommended proposal is to install a No Stopping restriction as shown on **Attachment A** to reinforce that this is a location where it is illegal to park. This will improve congestion and visibility at pick up and drop off times and reinforce good parking behaviour.
- 4.8 There have been no reported crashes at this location in the last five years. However, this proposal aims to reduce the risk of there being an incident associated with the school.

- 4.9 The recommended length of No Stopping proposed at the intersection achieves Minimum Gap Sight Distance of 55 metres (ref. Austroads, Guide to Road Design Part 4a: Unsignalised and Signalised Intersections, 2023).

This is considered to be appropriate for this location considering the slow speed environment, and that there is no pattern of crashes or permanent obstructions that affect visibility.

- 4.10 The proposal will remove approximately two unrestricted parking spaces on Freebairn Street.
- 4.11 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.12 The following reasonably practicable options were considered and are assessed in this report:
- Mark No Stopping restrictions at the Beeston Place / Freebairn Street intersection as shown on **Attachment A**.
 - Maintain the status quo – do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** Install No Stopping Restrictions as shown on **Attachment A**.

4.13.1 Option Advantages

- Reinforces the area within six metres of the Beeston Place / Freebairn Street intersection where it is illegal to park
- Reduces congestion and improves visibility at the Beeston Place / Freebairn Street intersection
- Addresses safety issues and concerns raised by the Community

4.13.2 Option Disadvantages

- Removes approximately 2 unrestricted parking spaces
- Cost to install markings
- Parked vehicles

- 4.14 Maintain the status quo – do nothing:

4.14.1 Option Advantages

- Retains approximately 2 on street parking spaces
- No installation costs

4.14.2 Option Disadvantages

- Does not reinforce the area within six metres of the Beeston Place / Freebairn Street intersection where it is illegal to park
- Reduces congestion and improves visibility at the Beeston Place / Freebairn Street intersection
- Addresses safety issues and concerns raised by the Community

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to investigate	\$1,500 to write report including consultation and site visit	\$1,500 to write report including consultation and site visit
Cost to Implement	\$400 to install BYL	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	\$0

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.2.2 The Community Board has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

6.3.1 There is no other legal context, issue, or implication relevant to this decision.

6.3.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.4.2 The recommendations in this report are consistent with the Suburban Parking Policy.

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

6.4.4 The community engagement and consultation outlined in this report reflect the assessment.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):



6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Two property owners were advised of the initial proposals by letter.
- 6.8 We received one response to our initial proposal. The resident was unhappy about losing parking outside their property and asked that we reduce the proposed no stopping to allow for more parking spaces. We were able to accommodate this request on Beeston Place by reducing the no stopping to allow for a parking space on either side of the street. The length of no stopping on Freebairn Street is the minimum we are required to provide to meet the Minimum Gap Sight Distance noted in Section 4.8 of this report. We therefore have not changed the no stopping distance on Freebairn Street from the original proposal.
- 6.9 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.10 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 This is a minor proposal that is principally intended to address safety issues at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the new road markings to be installed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A - Beeston Place / Freebairn Street Intersection, Proposed No Stopping Restrictions	24/1887995	49

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



11. Rutland Street / Westminster Street Intersection - Proposed Replacement Traffic Island

Reference Te Tohutoro: 24/1852907

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall, Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve the proposed road safety improvements at the Westminster Street and Rutland Street intersection. This will involve constructing a permanent concrete median island to replace the existing rubber median island, as shown on **Attachment A**.
- 1.2 The recommended option is to provide the replacement traffic island in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Rutland Street / Westminster Street Intersection - Proposed Replacement Traffic Island Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the concrete median island on Rutland Street at its intersection with Westminster Street, and extending in a northerly direction for a distance of 18 metres, as detailed on Plan TG146845 dated 27/09/2024, and attached to this report as **Attachment A**.
4. Approves that these resolutions take effect when the measures described in this staff report are in place.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Concerns relating to the existing traffic island on Rutland Street have been raised by several members of the public and the Community Board.
- 3.2 The rubber central divider with plastic delineator posts was installed on Rutland Street at the intersection with Westminster Street. This was retrofitted to reinforce a right turn ban on Rutland Street.
- 3.3 The divider has not proven to be robust enough to deter this movement and it is not cost-effective to continually replace the plastic posts.
- 3.4 Council is proposing to replace the rubber divider with a concrete island, as shown on **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 A left-in and left-out arrangement (prohibiting right turns) was implemented when the Papanui Parallel Major Cycle Route was constructed to protect cyclists, especially considering the proximity to the St Albans Street intersection and traffic queueing on Rutland Street. A central divider, consisting of a rubber base with plastic delineator posts, was subsequently installed due to this right turn ban being regularly ignored.
- 4.2 At the time of design, the rubber median was considered a cost-effective way of physically reinforcing the right turn ban.
- 4.3 The plastic posts are being continually driven over and are themselves becoming a safety hazard when left in the cycleway/road. The Transport Unit's Maintenance Team have advised that they do not see continually replacing them as a cost-effective, ongoing solution.
- 4.4 The works are therefore needed to improve road safety. A permanent, robust concrete median island to reinforce the existing restrictions on turning movements (left-in/left-out movements only on Westminster approach) at the intersection is proposed. These turning restrictions are in place for the safety of cyclists using the Papanui Parallel cycleway on Rutland Street.
- 4.5 The concrete island will replace the existing rubber median island which is in a poor state of repair. A plan of the works is provided as **Attachment A**.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.6 The following reasonably practicable options were considered and are assessed in this report:
 - 4.6.1 Replace the existing rubber divider with a concrete median island.
 - 4.6.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.7 **Preferred Option:** Install a concrete median island.
 - 4.7.1 **Option Description:** Install a concrete median island to reinforce the existing restrictions on turning movements.
 - 4.7.2 **Option Advantages**
 - Provides a more permanent, robust solution to reinforce the no right turn in this location.
 - Addresses concerns raised by the community relating to the road safety issues the current rubber median is causing.
 - Reduces the current, ongoing maintenance costs associated with the existing rubber median.
 - 4.7.3 **Option Disadvantages**
 - Cost to implement.
- 4.8 **Option Description:** Do nothing.
 - 4.8.1 **Option Advantages**
 - No costs to implement.
 - 4.8.2 **Option Disadvantages**
 - Does not provide a more permanent, robust solution to reinforce the no right turn ban in this location.

- Does not address concerns raised by the community relating to the road safety issues the current rubber median is causing.
- Does not address the ongoing maintenance issues related to the existing situation.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 - Recommended Option	Option 2 – Do Nothing
Cost to Implement	\$9,000	\$0
Maintenance/Ongoing Costs	\$0	Posts \$60.00 each Labour and truck \$191.87
Funding Source	Covered by existing maintenance contract	\$0
Funding Availability	Traffic Operations Minor Safety Interventions Budget.	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Not applicable.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.1.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.
- 6.1.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.2 Other Legal Implications:

- 6.2.1 There is no other legal context, issue, or implication relevant to this decision.
- 6.2.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa

6.3 The required decision:

- 6.3.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.3.2 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level impact and number of people affected by the recommended proposal.

6.4 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.5 Transport

6.5.1 Activity: Transport

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori.

- 6.6 As we are replacing an existing situation and not proposing new infrastructure no community engagement through consultation has been carried out. Members of the public who raised the initial issue will be kept informed of the decision.
- 6.7 The decision affects the following wards/Community Board areas:
- Waipapa Papanui-Innes-Central.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.8 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.9 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.10 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.11 This is a minor proposal that is principally intended to address safety concerns at this location. Due to the minor nature of the works, it is not intended to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the installation of the island and associated signage.

Attachments Ngā Tāpirihanga

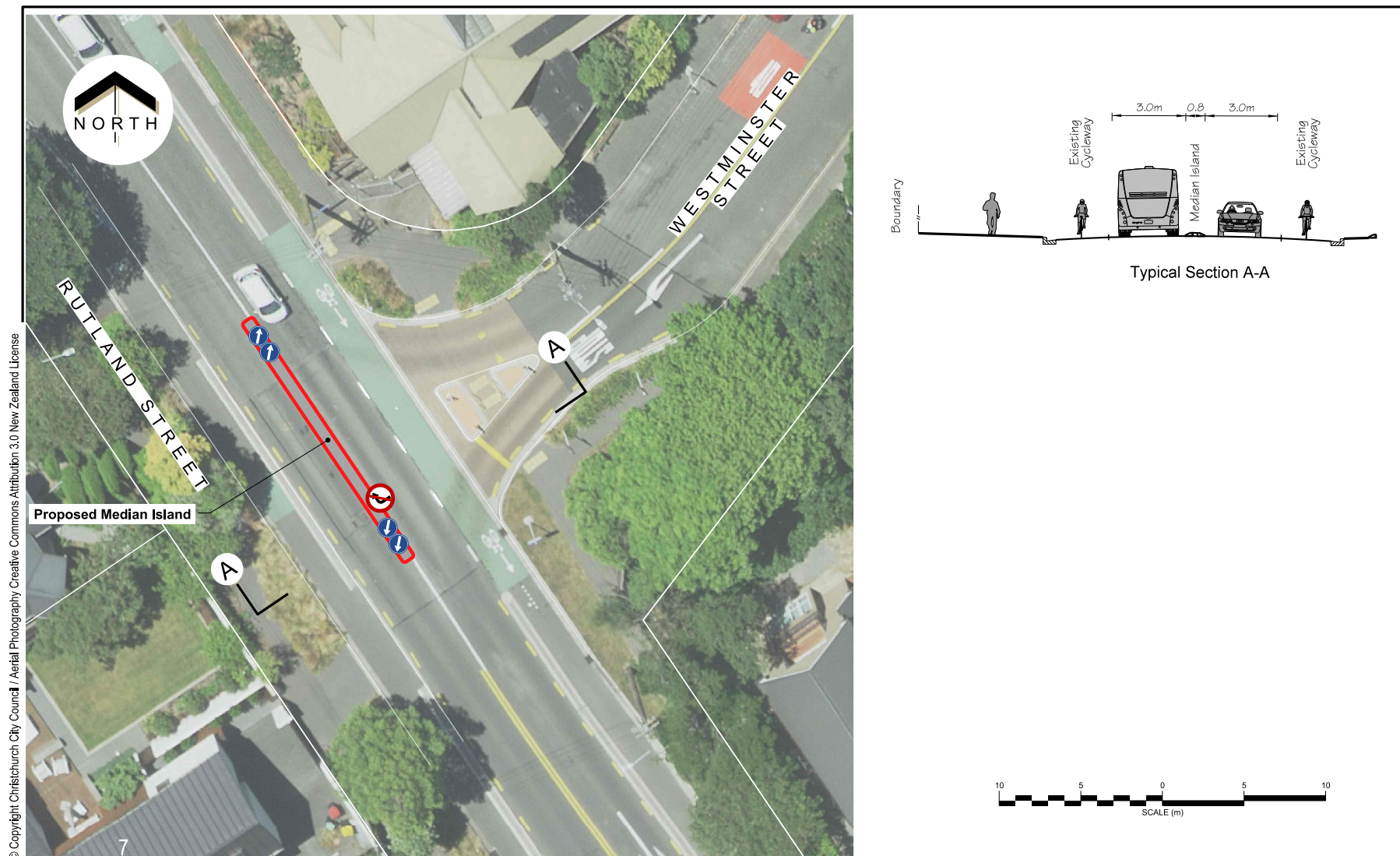
No.	Title	Reference	Page
A 	Attachment A - Rutland Street / Westminster Street Intersection - Proposed Intersection Improvements	24/1858356	55

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch
City Council

Westminster Street / Rutland Street Intersection
Proposed Intersection Improvements
For Board Approval

Attachment A
Designed by: SAM Approved by: LB

Original Plan Size: A4
ISSUE.1 27/09/2023
TG146845 MJR

12. Waipapa Papanui-Innes-Central Community Board 2024-2025 Discretionary Response Fund Application - Community Focus Trust.

Reference Te Tohutoro: 24/2062766

Responsible Officer(s) Te Pou Matua: Stacey Holbrough Community Development Adviser
stacey.holbrough@ccc.govt.nz

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

Secretarial note: This report was laid on the table at the Board’s previous meeting. The further information requested and supplied since the meeting can be found in **Attachment B**.

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068466	Community Focus Trust	Community Workshop Project	\$52, 332	\$8,000

- 1.2 There is currently a balance of \$60,808 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board 2024-2025 Discretionary Response Fund application - Community Focus Trust.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Approves a grant of \$8,000 from its 2024-2025 Discretionary Response Fund to Community Focus Trust towards their Community Workshop Project.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of being an inclusive and equitable city which puts people at the centre. The project also aligns with the Strengthening Communities Together Strategy
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero



3.7 At the time of writing, the balance of the 2024-25 Discretionary Response Fund is:

Total Budget 2024-25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$50,820	\$60,808	\$52,808

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Community Focus Trust	24/1945019	59
B 	Board questions and officer responses after report was laid on the table	24/2126554	60

Signatories Ngā Kaiwaitohu

Author	Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2024/25 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00068466	Organisation Name Community Focus Trust	Name and Description Community Workshops Community Focus Trust (CFT) provides services that address the needs in their community. CFT is seeking funding towards their new Community Workshop project.	Funding History 2024/25 - \$20,000 (Community Development) SCF PIC 2023/24 - \$18,000 (Community Development) SCF PIC 2022/23 - \$2,000 (Community Development) SCF LCH 2022/23 - \$16,000 (Community Development) SCF PIC 2021/22 - \$2,000 (Community Development) SCF LCH 2021/22 - \$3,000 (Community Development) SCF FWH 2021/22 - \$16,000 (Community Development) SCF PIC Other Sources of Funding Pending - local sponsorship Pending - Community donations of items that can be repurposed. Pending - other funders	Request Budget Total Cost \$89,532 Requested Amount \$52,332 58% percentage requested Contribution Sought Towards: Crane Hire - \$3,142 Workshops fit out - \$10,666 Workshop tools and materials - \$38,520	Staff Recommendation \$ 8,000 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$8,000 from its 2024-25 Discretionary Response Fund to the Community Focus Trust towards the Community Workshop project.	Priority 2
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Organisation Details:

Service Base:	136 Springfield Road, St Albans
Legal Status:	Charitable Trust
Established:	21/12/2018
Staff – Paid:	1
Volunteers:	35
Annual Volunteer Hours:	5000
Participants:	1,000
Target Groups:	Community Development
Networks:	Northwest Collective

Organisation Description/Objectives:

Community Focus Trust focuses on the needs in their community, so that everyone can be connected and feel part of a community.

To facilitate practical support and social services to their community, based on the needs as they find them.

Equip, empower and collaborate to build stronger communities.

Alignment with Council Strategies and Policies

- Strengthening Communities Together Strategy

Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Community participation and awareness
- Increase community engagement
- Enhance community and neighbourhood safety
- Provide community based programmes
- Reduce or overcome barriers
- Foster collaborative responses

Outcomes that will be achieved through this project

Operate between 9am and 3pm daily and depending on community need Saturdays.

People will learn new skills and encourage them to be more independent.

Increase interaction for those socially isolated.

Providing opportunities for community to interact, form relationships, and to share experiences. Supporting those to overcome challenges, help build self-reliance, and where needed, more longer-term support.

How Will Participants Be Better Off?

People will be learning new skills and gain confidence in their own abilities.

Have a sense of worth and belonging and contribute to their household.

Will learn how to make or repair certain household items and recycle otherwise discarded items.

Give participants social connections and enjoy creating things with others, or for others.

Give a sense of pride and achievement.

Staff Assessment

The Community Focus Trust (CFT) is a non-profit charitable organisation. Their aim is to meet community needs by providing meaningful, practical, emotional and social support.

CFT has recently employed a new manager who is redeveloping their current services. They are talking with the community and other community organisations in the area on what is already being offered and what the community need is.

CFT works from a house in Springfield Road. They would like to further activate their site into a community hub feel. They want the community to be able to access services and programmes and be able to feel a connection and a place of belonging at the hub.

CFT is seeking funding towards the fit out of their new Community Workshops spaces. The space will be based in two re-purposed and re-modelled shipping containers.

CFT is not affiliated with the Empower Church, they do have a strong relationship, and the Church has donated the containers for this project.

The Community workshop space needs to be fitted out with tools and products and be a space where community can come together, share their practical skills, enjoy socialising and work on individual or group projects for the hapori (community).

CFT hopes the workshop spaces will provide the opportunity for the community to upskill, learn new skills, make craft projects, and learn basic "how to" home, bike, car maintenance, and bring their own projects and ideas to work on.

Rationale for Staff Recommendation:

- Project aligns to the People and Places pillars of the Strengthening Communities Together Strategy, particularly the objective encourages communities to create and sustain a sense of local identity and ownership.

Last updated as at 25/11/2024

Community Focus Trust DRF Application – Board Questions and Officer Responses

#	Member/ Date	Board Question	Council Officer Response
1	Twaddell 21/11/24	It would be good for everyone to meet Suzi and hear about the happenings at the community house and the current projects which we have been funding for many years now.	I have suggested to Suzi she may like to come and present a public forum early in 2025 to introduce herself and talk about the new direction for Community Focus Trust.
2	Twaddell 21/11/24	In regards to the new project, I would like to hear more about the discussions with others in this 'maintenance' space in regard to the need for a workshop. The likes of The Tool Lendery, Shirley Tool Shed, The Men's shed on Nancy Ave and Aviva also have one.	Community Focus Trust (CFT) has always been driven in reflecting services/programmes that fill the community needs. From conversations CFT have had they found community members asking for the provision of a community space to come and connect, participant in crafts, and learn new skills in particular "how to" type maintenance programmes. <u>Other workshops in the area</u> The Tool Lendery – on their website they state they are currently closed The Shirley Tool Shed – you pay a small yearly membership fee and can hire tool for a week – some of the electric/bigger appliances you may pay a \$5 hire cost, will give you a lesson on how to use their tools The Menz Shed Nancy Avenue - Staff spoke with Bill Delaney from the Menz Shed he explained that they small group with seven members and only work on woodwork projects. They operate on Monday and Tuesday afternoons where members work on individual projects but have previously completed a community planter box. Aviva – I could not find any information about their workshop services
3	Twaddell 21/11/24	I would also like to know about how the operations of the project are going to be funded and hopefully by the meeting there will be more certainty about other funding sources.	In the groups project budget, there is no request for operational cost. CFT will use existing funding to cover the operational cost. It is hoped a possible outcome/opportunity is that community members who have a particular skill will be able to teach and pass on their knowledge, also provide space for other community providers that offer maintenance services.
4	Twaddell 21/11/24	Also they asked us for a much larger amount than recommended, how will this shortfall be managed.	CFT budget is for equipment and materials – for the purchase of tools and fit out the workrooms. Their budget is for their 'Rolls Royce' model, community groups work with the funding they have and sometimes break projects into stages. Once funding and resources become available, they will add to the workshop spaces.

13. Waipapa Papanui-Innes-Central Community Board 2024-25
Discretionary Response Fund Application - Kiwi Indians Theatre
group.

Reference Te Tohutoro: 24/2056110
Responsible Officer(s) Te Stacey Holbrough, Community Development Adviser,
Pou Matua: Stacey.holbrough@ccc.govt.nz
Accountable ELT
Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068496	Kiwi Indians Theatre	13 Baker Street Production project	\$2,000	\$2,000

- 1.2 There is currently a balance of \$60,808 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board 2024-25 Discretionary Response Fund application - Kiwi Indian Theatre group. report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Allocates a grant of \$2,000 from its 2024-25 Discretionary Response Fund to Kiwi Indians Theatre towards the 13 Baker Street Production project.

3. Context/Background Te Horopaki

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of an inclusive and equitable city. The project also aligns with the Physical Recreation and Sport Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.3.2 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations, or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.4 The decision(s) in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
- 3.5 The level of significance was determined by the number of people affected and/or with an interest.
- 3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2024/25 Discretionary Response Fund is as below.

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$50,820	\$60,808	\$58,808

- 3.8 Based on the current Discretionary Response Fund criteria, the above-listed applications are eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Kiwi Indians Theatre	24/2077023	63

Signatories Ngā Kaiwaitohu

Author	Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2024-25 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating <div> <div>One</div> <div>Two</div> <div>Three</div> <div>Four</div> </div>		Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding. Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding. Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding. Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.				
00068496	Organisation Name Kiwi Indians Theatre	Name and Description 13 Baker Street Production The Kiwi Indians Theatre is a group of theatre enthusiasts from Kerala India. The group is seeking funding for venue hire and event-related costs for their upcoming production "13 Baker Street".	Total Cost \$ 6,000 Requested \$ 2,000 (33% requested)	Contribution Sought Towards Venue Hire - \$1,500 Production Related Costs - \$500	Staff Recommendation \$ 2,000 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$2,000 for its 2024-25 Discretionary Response Fund to the Kiwi Indians Theatre towards the "13 Baker Street" production project.	Priority 2
Organisation Details Service Base: Private Address Legal Status: Informal Group Established: Target Groups: Multi-cultural Annual Volunteer Hours: 750 Participants: 500		Other Sources of Funding Ticket sales - \$2,000 Sponsorship - \$2,000 Staff Assessment The Kiwi Indians Theatre is an informal group. They have previously applied to the Creative Communities Scheme but due to the over-subscription of this fund were unsuccessful. The group is planning a performance in February 2025 and is seeking funding to subsidise the venue cost to keep ticket prices affordable. The 13 Baker Street production is the adaptation of the Agatha Christie novel "Endless Night". The Kiwi Indians Theatre wants to adapt the novel into a compelling script that fits the vision and the capabilities of their group. The Kiwi Indian Theatre wants to create a theatre experience that brings the suspense and intrigue performance to life on stage. Their goal is to blend the classic elements of the adapted play with a unique cultural perspective, offering the audience an engaging interpretation of the story. Through this project, the group aim to showcase their passion for theatre, highlight the talent within the community, and connect with a diverse audience in Christchurch by delivering a performance that is both entertaining and thought-provoking. The group's Kerala roots will influence various aspects of the production, from the artistic direction to the use of traditional Indian elements in costume design, set decoration, and music. The blending of cultures creates a dynamic and vibrant theatrical experience that will honour both the original work and their own cultural identity. Rationale for Staff Recommendation: The project aligns with the following Council strategies: Toi Ōtautahi - Arts and Creativity Strategy. Pillar Tuakiri: Identity Supporting artists across all disciplines will help to tell the story of who we are - as individuals, as communities, and as a city. The Christchurch Multicultural Strategy. Goal 4: Christchurch is a city of cultural vibrancy, diversity, inclusion and connection. Te Haumako Te Whitingia Strengthening Communities Together Strategy. Pillar: People Actively promote a culture of equity by valuing diversity and fostering inclusion across communities and generations. Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment.				
Alignment with Council Strategies <ul style="list-style-type: none"> Te Haumako Te Whitingia Strengthening Communities Together Strategy The Christchurch Multicultural Strategy Toi Ōtautahi - Arts and Creativity Strategy 						
CCC Funding History Nil						

14. Waipapa Papanui-Innes-Central Community Board 2024-25
 Discretionary Response Fund Application - Shirley Rugby
 League Football Club Inc.

Reference Te Tohutoro: 24/2109840
 Responsible Officer(s) Te Pou Matua: Jason Chee, Community Recreation Advisor
 Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068489	Shirley Rugby League Football Club Inc	Junior Hawks Whānau Camp 2025	\$5,617	\$4,000

- 1.2 There is currently a balance of \$60,808 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board 2024-25 Discretionary Response Fund Application - Shirley Rugby League Football Club Inc report.
 2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
 3. Approves a grant of \$4,000 from its 2024-25 Discretionary Response Fund to Shirley Rugby League Football Club Incorporated towards the Junior Hawks Whānau Camp 2025.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority Te Haumako Strengthening Communities Together. The project also aligns with the Objective 1.5 Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment Strategy.
 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero



3.7 At the time of writing, the balance of the 2024-25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$50,820	\$60,808	\$56,808

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Decision Matrix - Shirley Rugby League Club Inc.	24/2126593	67

Signatories Ngā Kaiwaitohu

Author	Jason Chee - Community Recreation Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2024/25 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00068489	Organisation Name Shirley Rugby League Football Club Inc.	Name and Description Junior Hawks Whanau Camp 2025 This project is for the junior league players and their whanau to attend an overnight camp in North Canterbury.	Funding History 2024/25 - \$3,000 (Operational Costs) SCF CBL 2024/25 - \$6,000 (Operational Costs) SCF PIC 2023/24 - \$3,545 (Summer Bills) SCF PIC 2021/22 - \$3,500 (Promote and Play Rugby League s) SCF PI 2020/21 - \$3,000 (Summer Bills) SCF PI 2019/20 - \$2,646 (Summer Bills) SCF PI Other Sources of Funding \$15 registration cost per person Sausage sizzle fundraiser Reserves	Request Budget Total Cost \$ 7,867 Requested Amount \$ 5,617 71% percentage requested Contribution Sought Towards: Camp registration fee - \$5,187 Staff run activities - \$430	Staff Recommendation \$ 4,000 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$4,000 from its 2024-25 Discretionary Response Fund to the Shirley Rugby League Football Club Inc. towards the Junior Hawks Whanau Camp 2025.	Priority 2
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Organisation Details:

Service Base:	33 Briggs Road, Shirley
Legal Status:	Incorporated Society
Established:	1/01/1960
Staff – Paid:	0
Volunteers:	26
Annual Volunteer Hours:	3,000
Participants:	150
Target Groups:	Children/Youth
Networks:	CRL- Canterbury Rugby League

Organisation Description/Objectives:

We are a Sports Club that exists to provide fun and healthy activities for children and adults alongside providing a community for people to belong and be supported in.

Alignment with Council Strategies and Policies

- Te Haumako Te Whitingia Strengthening Communities Together Strategy
- Physical Recreation and Sports Strategy

Alignment with Council Funding Outcomes

- Support, develop and promote capacity.
- Increase community engagement.
- Provide community-based programmes.
- Reduce or overcome barriers.
- Foster collaborative responses.

Outcomes that will be achieved through this project

To re-connect with our Junior Hawks and their whanau over the off season.

To get to know our kids and their whanau better off the field.

To strengthen relationships and friendships amongst the kids and amongst the parents/caregivers.

To enjoy our time away together.

How Will Participants Be Better Off?

Our tamariki and their whānau will get to grow together in our sense of community as members of the Shirley Hawks League Club Inc. They'll get to grow in their relationships with fellow team-mates, coaches and other supporting whānau. This will not only benefit them on the sports field while touch season is on and when league season starts but in knowing our families better - it will put us in a better place to be able to support them as things come up for them throughout the year.

Staff Assessment

The Shirley Rugby League Football Club Inc. (the Club) was founded in 1956 and incorporated in 1968 to serve a low socio-economic area. The Club faces financial challenges and relies on volunteers for management, coaching, transportation, team management, and fundraising. Despite having limited resources, it continues to provide important services, recognising the benefits of sports for fitness and social interaction.

Fundraising is essential because many members struggle to pay registration fees, which do not cover costs for the Canterbury Rugby League. The Club organises member-driven fundraising activities like hangis, raffles, and seeking grants to help.

The Club focuses on getting community members involved to enhance their sports experiences and is committed to the well-being of the community. It also shares its facilities with other local groups, helping to build social connections and a sense of belonging.

The Club are seeking funding to support their efforts in reconnecting their Junior Hawks players and their whānau during the off-season by supporting them to attend an overnight camp. Their goal is to strengthen relationships both on and off the field by creating opportunities for the kids and their families to connect, build friendships and enjoy time together outside of the competitive season.

Rationale for staff recommendation:

The project aligns strongly with the Strengthening Communities Together Strategy and Physical Recreation and Sport Strategy.

Has a strong focus on bonding, relationship building and bringing whanau together.

The Club is fiscally responsible and has a proven track record of delivery, ensuring they meet their outcomes within budget.

15. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Papanui Leagues Club Incorporated for Club Urgent repair

Reference Te Tohutoro: 24/2135609
Responsible Officer(s) Te Jason Chee Community Recreation Advisor
Pou Matua: (Jason.chee@ccc.govt.nz)
Accountable ELT Andrew Rutledge, Acting General Manager Citizens and Community
Member Pouwhakarae:

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068509	Papanui Leagues Club Incorporated	Club Urgent Repair	\$2,408	\$2,000

- 1.2 There is currently a balance of \$60,808 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Papanui Leagues Club Incorporated for Club Urgent repair report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Approves a grant of \$2,000 from its 2024-25 Discretionary Response Fund to Papanui Leagues Club Inc towards the Club Urgent Repair.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of an inclusive and equitable city. The project also aligns with the Physical Recreation and Sport Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero



3.7 At the time of writing, the balance of the 2024-25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$50,820	\$60,808	\$58,808

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Papanui Leagues Club Inc. 2024-25 DRF - Club Urgent Repairs	24/2150692	71

Signatories Ngā Kaiwaitohu

Author	Jason Chee - Community Recreation Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2024-25 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00068509	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Papanui Leagues Club Inc.	Club Urgent Repair The changing room sheds at the Club require urgent repairs to the ceiling to provide a safe and useable space.	\$ 2,408 Requested \$ 2,408 (100% requested)	Changing Room Sheds New Ceiling - \$2,408	\$ 2,000 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$2,000 from its 2024-25 Discretionary Response Fund to the Papanui Leagues Club Inc. towards the repair of the changing room ceiling.	2

Organisation Details

Service Base: 59 Sawyers Arms Road, Papanui
Legal Status: Incorporated Society
Established: 1/01/1922
Target Groups: Sports/Recreation
Annual Volunteer Hours: 90
Participants: 100

Alignment with Council Strategies

- Te Haumako Te Whitingia Strengthening Communities Together Strategy
- Physical Recreation and Sports Strategy

CCC Funding History

2024/25 - \$5,000 (Community Facility) SCF PIC
2022/23 - \$5,000 (Uniforms & Equipment) SCF PI
2020/21 - \$6,000 (Centenary Celebration) DRF PI

Other Sources of Funding

Funds on hand.

Staff Assessment

The Papanui Leagues Club Inc (the Club) is a vibrant sports hub situated next to the Papanui Domain, with a successful history of 73 years. As the governing body, it manages two clubs: the Papanui League Club and the Papanui Softball Club, both of which offer sporting opportunities for children, youth, and adults.

With Rugby League and Softball, the club currently has 560 members, 20 teams with 14 of these being junior. The Current membership subscriptions for the season are Junior - \$60, Youth - \$85 and Senior - \$120 to \$165.

Committed to promoting community engagement in the Papanui/Northcote area, the Club primarily draws members from lower socio-economic backgrounds. It aims to cultivate a welcoming atmosphere, considering itself an extension of its members' whānau and nurturing a healthy sense of community and belonging.

The Club is seeking funds for the repair of the ceiling in the changing rooms. The Club owns the changing room and are based on Council owned land. These changing rooms are a vital part of the Club and are frequently used by many.

Rationale for staff recommendation:

The project aligns strongly with the Te-Haumako-Te Whitingia-Strengthening Communities Together Strategy, Pillars of People Place and Participation. The Physical Recreation and Sport Strategy Goal 1 Facilities and Environment and Goal 2 Availability and Accessibility.

The grant will directly impact the provision and development of essential facilities and services needed to participate in the sport.

The Club is fiscally responsible and has a proven track record of delivery, ensuring they meet their outcomes within budget.

16. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Together Diverse for Extension of and the continued delivery of programmes

Reference Te Tohutoro: 24/2114409
 Responsible Officer(s) Te Trevor Cattermole, Community Development Advisor.
 Pou Matua: Trevor.Cattermole@ccc.govt.nz
 Accountable ELT
 Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068514	Together Diverse	Extension of and the continued delivery of programmes	\$8,072	\$8,000

- 1.2 There is currently a balance of \$60,808 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Together Diverse for Extension of and the continued delivery of programmes. report.
 2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
 3. Approves a grant of \$8,000 from its 2024-25 Discretionary Response Fund to Together Diverse towards the Extension of and the continued delivery of programmes.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of Be an inclusive and equitable city (Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection). The project also aligns with the Strengthening Together Strategy and the Equity and Inclusion Policy Strategy.
 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.
- 3.3.2 The Fund does not cover:
- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
 - Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.5 The significance level was determined by the number of people affected and/or with an interest.
- 3.6 Due to the assessment of low significance, no further community engagement and consultation is required.


Discussion Kōrerorero

- 3.7 At the time of writing, the balance of the 2024-25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$50,820	\$60,808	\$52,808

- 3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.
- 3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Together Diverse	24/2124751	75

Signatories Ngā Kaiwaitohu

Author	Trevor Cattermole - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2024/25 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00068514	Organisation Name Together Diverse	Name and Description Extension of and the continued delivery of programmes We support adults with autism in our local community lead fulfilling lives, specifically focusing on providing social engagement opportunities to help them connect with others.	Funding History Nil Other Sources of Funding Funds on hand - \$955 (Confirmed) Donations - \$1065 (Budgeted) The organisation reports that they attempt anything to gain funding for the programme. This includes bake sales, sausage sizzles, art exhibitions, raffles, a Give a Little page, donated their products and sourced sponsorship to cover activities wherever possible. All volunteers have contributed financially as well as time to keep the programme running. Volunteers at the same time as making sure the groups are stable, and the members are not exposed to any uncertainty or stress. It is the volunteers who do everything in their power to keep this accessible for those who need it.	Request Budget Total Cost \$10,092 Requested Amount \$ 8,072 80% percentage requested Contribution Sought Towards: Venue Hire - \$800 Contracted Supervisor Wages - \$3,500 Volunteer expenses - \$2,772 Meeting/Event/Outing costs - \$1,000	Staff Recommendation \$ 8,000 That the Waipapa Papanui-Innes-Central Community Board grants Together Diverse \$8,000 from the 2024-25 Discretionary Response fund for The Extension of and the continued delivery of programmes.	Priority 2
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Organisation Details:

Service Base:	Phillipstown Hub
Legal Status:	Charitable Trust
Established:	15/10/2023
Staff – Paid:	1
Volunteers:	15
Annual Volunteer Hours:	1000
Participants:	250
Target Groups:	Disability
Networks:	Autism NZ recommend us on their page.

Organisation Description/Objectives:

Our vision is to connect more autistic or neurodiverse adults together.

We provide unwavering support, foster inclusivity, and promote the well-being of autistic and neurodiverse adults, empowering them to lead fulfilling lives.

We support adults with autism in our local community lead fulfilling lives, specifically focusing on providing social engagement opportunities to help them connect with others.

Being connected socially makes a huge improvement in mental health, and helps our members gain confidence and broaden experiences in a safe and inclusive environment. It leads to more engagement in the wider community, improving their quality of life dramatically.

Alignment with Council Strategies and Policies

- Strengthening Communities Together Strategy.
- Equity and Inclusion Policy

Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Community participation and awareness
- Increase community engagement
- Provide community-based programmes
- Reduce or overcome barriers

Outcomes that will be achieved through this project

Funding will allow Together Diverse to deliver seven programmes per month for 11 months a year for up to 60 attendees.

Vulnerable and newly diagnosed members will be welcomed and supported, not only by peer support but by professional supervision and engaged committed volunteers.

Volunteers will be supported for their ongoing commitment to the work of the organisation.

The organisation will develop capacity and the internal structures necessary for ongoing outreach, increasing new referrals and programme development.

How Will Participants Be Better Off?

Together Diverse empowers and supports their members to lead fulfilling lives.

Together Diverse provides a safe, inclusive space which is peer led with activities, but structured with an experienced team for support.

Having social engagement has a huge positive impact on the quality of life of the members. They gain confidence, engage with the community more, go on to volunteer locally themselves and have better mental health. It is a stepping stone to growth and development in other areas of their lives.

These are vulnerable members of our society who are at huge risk of isolation and depression, their social anxiety can be crippling. Equipping them with the skills to interact on a personal level, connecting with their peers who understand the challenges in a safe space, is invaluable.

Gaining social confidence takes time and being part of a group where they feel accepted and understood increases their capacity for independence. It improves the lives of the members and their caregivers, families, and wider whānau.

Staff Assessment

Together Diverse was registered with the Charites Commission on 12 October 2023.

Together Diverse is made up of approximately 15 volunteers who donate their time, money, and familial experience in providing support for 60 adults who experience the wide range of Neurodiverse disorders.

Neurodiversity is an umbrella term encompassing a range of differences in brain function among individuals. Neurodiversity encompasses autism, attention deficit hyperactivity disorder (ADHD), Dyslexia (which effects ability to read) and Dyspraxia (which affects movement and co-ordination).

Together Diverse's volunteers after working with autistic families for several years, realised that there was a gap in the system when it came to supporting adults effectively. Autism New Zealand for instance focuses only on children and youth and the lack of adult social groups, support networks, and events has become a major issue especially with more older teens and adults are being more accurately diagnosed as Neurodiverse. The increase in Neurodiverse adults and their families seeking help and support in respect of a more personalised service that could help them understand how autism specifically affected them, offer strategies for dealing with executive function challenges, and provide peer support or someone to talk to who truly understood their experiences has meant that Together Diverse volunteers are struggling financially to provide the activities, supervision and volunteers to accommodate this increased need.

The key to the work of Together Diverse is that all volunteers and members of the organisation are people with lived experience of the issues of Neurodiversity (personal, work and academic) who come together sharing ideas and creating strategies and delivering activities for those adults involved.

Currently the organisation delivers three programmes. A Board Games Group for Autistic adults of all ages, where participation is optional, but attendance is encouraged and welcomed. A Social Group for Autistic Adults 20-30 years old and a Social Group for Autistic 30+ year olds.

Although there is a growing waiting list as adult diagnosis increases, each group has an interview process to join with one new person added to existing groups at a time to avoid disruption to existing members.

As a volunteer organisation, with a growing membership and income gained only by familial donations, sausage sizzles etc the organisation faces the imposing task of not only developing the new internal structures necessary for a registered charity but also the financial burden of maintaining their existing programmes for the coming year.

Support from the Board will allow the organisation to focus on internal structures of a developing the organisation while delivering and developing their current programme.

The rationale for staff recommendation is that:

The project provides support towards the breakdown of social isolation amongst societies vulnerable adults.

The project aligns with the Strengthening Communities Strategy and the Equity and Inclusion Policy namely:

Objective 1.4 Harness the strengths of diverse communities and address issues of social inclusion.

Objective 1.7 Work with others to reduce loneliness and social isolation, with particular focus on intergenerational approaches.

Objective 3.4 Increase volunteering opportunities across Council and the wider community and support the organisations providing such opportunities.

17. Waipapa Papanui-Innes-Central Community Board Area Report
 - December 2024

Reference Te Tohutoro: 24/2022525
 Responsible Officer(s) Te Emma Pavey, Community Governance Manager Papanui-Innes-
 Pou Matua: Central
 Accountable ELT Andrew Rutledge, Acting General Manager Citizens and Community
 Member Pouwhakarae:

1. Purpose of Origin of the Report Te Pūtake Pūrongo

- 1.1 This monthly staff-generated report provides the Board with an overview of initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. [Receives the Waipapa Papanui-Innes-Central Community Board Area Report for December 2024.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Youth Recreation	Staff are in discussion with groups about relevant opportunities, including a skate jam in the new year.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Shirley Community Reserve	The Board resolved for staff to initiate the process to design an on-budget community building on the Reserve that will enable mixed use. Emma Norrish, Jake McLellan and Emma Twaddell will join the Working Party for the project.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Summer with your neighbours (SWYN)	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.	This year's events can be held from 26 October 2024 to 31 March 2025.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Revitalisation of Petrie Park	'We Are Richmond' have held a number of community mural painting sessions. The murals are of dogs that use Petrie Park.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

Safety Initiatives - CPTED - Aggressive begging	The CPTED report the Board funded with its Better Off Fund for MacFarlane Park has been presented. Metro staff are working with Police - building on increased Police visibility through community beat teams. A memo will be sent to the Community Board with more information.	Relevant Council teams are reviewing the CPTED report. Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	A youth space has opened in Northlands Mall with the support of the Board's Better Off Fund, in collaboration with Papanui Youth Development Trust and Te Ora Hou.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Northcote Road corridor	Investigations to understand the scope and extent of the issues in the corridor for pedestrians and cyclists have been carried out. This has involved reviewing the feedback presented at previous Board meetings and carrying out on-site observations. A report is currently being reviewed and once finalised will be presented to the Board outlining the issues and recommending a way forward.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy

3.2 Community Funding Summary

The balance of the Board's funding pools at the time of writing is currently as follows subject to subtraction of the grants proposed through the reports to this meeting as shown:

2024/25 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
Approved Board Projects:	
<ul style="list-style-type: none"> Summer with your neighbours; Youth Recreation; Community Liaison; Youth Development Fund; Community Pride Garden Awards 	
AVAILABLE BALANCE (at time of writing):	\$60,808
Proposed DRF Grants (subject to approval at this meeting):	
<ul style="list-style-type: none"> Community Focus Trust toward their Community Workshop Project Kiwi Indians Theatre group toward 13 Baker Street Production project Together Diverse toward extension and delivery of programmes Shirley Rugby League Football Club toward the Junior Whānau Camp Papanui Leagues Club toward the club urgent repair 	Recommended: \$8,000 \$2,000 \$8,000 \$4,000 \$2,000
Prospective remaining balance (if all recommendations accepted):	\$36,808

2024/25 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
<p>YDF grants approved so far this financial year:</p> <ul style="list-style-type: none"> Grant to Disharn Noda towards travelling to Tahiti for a cultural exchange Grants to Katia and Elena Ashmore towards the costs of attending the National Secondary Schools' Brass Band Course 2024 Grant to Laura Powley towards participating in the Avonside Girls' High School French Trip to Angers Grant to Olivia Zeng towards the costs of attending the Aspire (Dance) Programme at Convergence Dance Studio Grant to Natalia Kay towards competing in the Deaf World 3v3 Basketball Championships at Gallaudet University, Washington DC Grant to Ollie Dysart towards representing the South Island at the ITKD Taekwondo National Championships 2024 in Palmerston North Grant to Villa Maria College for Oriana Puhia tau towards playing in the 1st XI Football Team attending the New Zealand Secondary Schools Tournament in Blenheim Grant to Tiana Olney towards attending the Outward Bound Classic Course Grant to Jorja Ashley McCaughan towards competing at the NZCAF Aerobics Nationals in Queenstown 	<p>\$300</p> <p>\$300 & \$300</p> <p>\$500</p> <p>\$100</p> <p>\$500</p> <p>\$350</p> <p>\$100</p> <p>\$300</p> <p>\$200</p>
AVAILABLE BALANCE <i>(at time of writing):</i>	\$5,050

3.3 The Mayor's Welfare Fund

The Mayor's Welfare Fund provides financial support to families and individuals in the community who are in extreme financial distress. It is a last resource when people have exhausted other appropriate sources such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: [Mayors Welfare Fund - all you need to know](#).

3.4 Upcoming Community Events and Activities

- Volunteer Events**

Visit [this link](#) for the variety of volunteer events held around the city, and [this link](#) to volunteer at a Council-produced event. There is also information at [this link](#) on becoming a Graffiti Programme volunteer, or register at [this link](#) to join the Parks Volunteers Team.

Some planting events are [eligible for Children's University \(CU\) credits](#), and family-friendly. Schools can be supported by the 'connect and grow' planting programme: [Manaaki Taiao – Nurture Nature](#).

Or find other opportunities to volunteer in your community at [this link](#), whether it be sharing your passion for art at the Art Gallery, joining the [Friends of the Botanic Gardens](#), or any of the number of volunteer opportunities listed on the site for [Volunteering Canterbury](#).

- **FRESH Events 2024**

Information on events from Youth & Cultural Development (YCD) is available at [this link](#).

- **Other upcoming community events and festivals in the city**

Visit [this link](#) for the variety of community events and festivals held around the city. You can also visit the [What's On](#) site, for one-off and regular events like:

- [Repair Revolution](#) – 17 December, 5.30-7.30pm at Riverlution Eco Hub - The Repair Revolution is driving a movement away from throwaway culture and promoting product stewardship through the art and practice of repair.

- [Carols on the Avon](#)
– 7 & 14 December 2024, various times at Punting on the Avon, 2 Cambridge Terrace - Join Punting on the Avon in conjunction with the Salvation Army for special punt rides featuring live Christmas music!



- [Musica Balkanica Choir: A Balkan Christmas](#) – 14 December 2024, 5-6.30pm at Romanian Orthodox Church, 40 Phillips Street, Phillipstown - The Musica Balkanica Choir presents an evening of Christmas Carols from the Balkans and beyond.

- [Festive Holiday Fun Zone](#) – 16-20 December 2024, 10am-3pm at The Arts Centre Te Matatiki Toi Ora - Soak up the holiday sun with the kids, in the North Quad, with bubbles, bean bags, outdoor games and more! This event is part of Festive Fun, a holiday season of programming running throughout December to get you in the Christmas mood.

- [NYE Kids Countdown](#) – 31 December 2024, 4-7pm at North Hagley Park - Bring in 2025 with your whānau at Ōtautahi Christchurch's biggest afternoon family NYE party. The free event is headlined by Trubie-Dylan Smith, who will lead the celebrations with songs and kid-friendly entertainment.



DJZ will be there to bring the beats, and That Dance Studio will bring some talented young dancers to the stage. To wrap up the festivities, there will be a mock countdown at 7pm, complete with confetti canons. A range of food trucks will be onsite, selling yummy kai and drinks.

- [NYE24](#) – 31 December 2024, 8pm-12.15am at North Hagley Park - The free NYE party is back with Queen Forever - the ultimate Australian Queen tribute band.

- **Christchurch City Council Libraries Events**

Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).

The Libraries' [technology programmes](#) are designed to help people become more comfortable with technology, and to make better use of available computer tools. Better Digital Futures Computer Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in sessions, and a GenConnect Drop-in to help with questions about your iPad, Smart Phone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.

The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events and related topics like:

[Christmas for kids](#) – Christmas, of course, is celebrated on 25 December. Many things we do at Christmas come from earlier festivals, like exchanging presents, eating a lot of food, and decorating a tree. It is a time when we enjoy being with our families, making [decorations](#) and crafts, singing Christmas carols, listening to Christmas stories and cooking some [yummy treats](#)!

Check your local library's [holiday hours](#), stock up on your Christmas reading, and find out more about [Christmas](#) and [local Christmas events](#).



3.5 Participation in and Contribution to Decision Making

3.5.1 Report back on other Activities contributing to Community Board Plan



- **Santa Claus Workshop Charitable Trust**

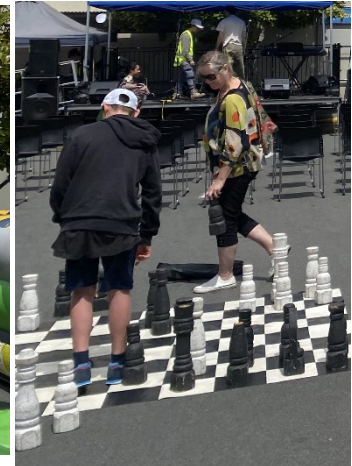
Staff picked up several boxes of wooden toys from the Santa Claus Workshop Charitable Trust. The toys are distributed to families by organisations such as the Mayor's Welfare Fund and children's charity Pillars. The old-school toys include stacking tower blocks, toy planes, trains, tractors and cars are all produced by volunteers using top quality pine.

- **Whakaoho Day**



The annual Whakaoho event took place on 10 November 2024 at the Northlands Mall car park. The event was organised by the Papanui Youth Development Trust and Te Ora Hou, with support from the Council.

It was a fantastic day filled with fun and entertainment. Local schools and organisations showcased their talents, and there were plenty of games and bouncy castles for the children to enjoy. Overall, it was a wonderful day for everyone involved.



- **Waipapa Papanui-Innes-Central Community Board Rangatahi Civic Award**



The Rangatahi Civic Award gifted to Te Aratai College by the Board has again been presented this year.

Sunita Gautam presented the award this year to Smriti Parajuli, offering her special congratulations as a true standout whose dedication to our community earned her this well-deserved recognition.

- **Edgware Pool Sod Turning**

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A large number of community and local supporters came out to witness the blessing by Apotoro Brian Lewis and the sod turning at the Edgware Pool site.

Speeches from Deputy Mayor Pauline Cotter and Lynne O’Keefe, Chair of the St Albans Pavilion and Pool Inc., thanked supporters, funders, and Paul and Val Somerville for their commitment and vision. Work is to schedule to start on the site in early 2025.

The event was also honoured with an enthusiastic kapa haka performance from Te Kura o Hato Opani – St Albans School.



Little Poland Park



Prime Minister Peter Fraser and Countess Maria Wodzicka welcome the Polish Children in Wellington on 1 November 1944.

During the Second World War 733 Polish refugee children and 105 caregivers were given sanctuary in New Zealand. They initially lived in a camp in the North Island which became known as "Little Poland".



The children survived Soviet forced-labour camps and evacuation to Iran.



Find out more at:
polishhistorynewzealand.org/Pahiatua-refuge



Opening of Little Poland Park

On Sunday 24 November 2024 the grand opening of ‘Little Poland Park’ was celebrated.

The Christchurch Branch of Polish RSA and Families of Polish Children of Little Poland living in Canterbury organised the celebration to coincide with the 80th anniversary of the children’s arrival in New Zealand, which was marked with the unveiling of the park’s information panel and two memorial plaques.



- Empower Church Opening**

On Saturday 23 November 2024 the newly renovated Empower Church was officially open by the Mayor and the church pastor, David Cooper.

The church has an auditorium, café, two large meeting spaces and a sensory room, all can be hired out by the community.



- Parks Update**

The Community Partnership Rangers continue their collaborative work with the community around the greenspaces in the Board area:





Petrie Park - We Are Richmond held their fourth mural painting session. 16 November 2024 – see their [blog post](#) for all the amazing photos.



- Olliviers Reserve – On 14 and 21 November 2024 there a small working bee, which included planting flowers donated from Zealandia, and also flowers that the local volunteer had grown from seed at his home.

Macfarlane Park - Shirley Community Trust had a working bee at the park on 23 November 2024, involving removing weeds from the Birdsong planting trail.

- **Community Service Awards 2024**

Vinesh Prakash was recognised with a Waipapa Papanui-Innes-Central Community Service Award presented by Sunita Gautam and Emma Twaddell on 17 November 2024. For the past ten years, Vinesh has dedicated himself to uplifting and



connecting the community through his radio show, fostering unity, culture, and understanding.

- **Waipapa Papanui-Innes-Central Community Board Rangatahi Civic Award**

The Rangatahi Civic Award gifted to Pareawa Banks Avenue School by the Board has also again been presented this year.



Sunita Gautam presented the award this year to Macie, who's been recognised as a true rising star for her outstanding leadership and community spirit. As her teacher so aptly said, "She is a natural leader with the right attitude and a willingness to help others."

- **Richmond Cricket Club (The Rhinos) - New Cricket nets installed**

The Richmond Cricket Club (The Rhinos) have installed their new cricket nets. The Community Board funded the Club through its 2024-25 Discretionary Response Fund for the amount of \$4,000 to ensure the successful purchase of the Nets for their grounds in Richmond Park.



3.5.2 Council Engagement and Consultation

- **[Ōtautahi Christchurch Future Transport](#)** (consultation closes 8 December 2024)

The strategy will guide investment and work programme prioritisation through the Council's annual and long-term planning processes, shaping the Council's strategic transport investment, planning and policy work programmes.

Actions proposed for investigation in this plan such as mass rapid transit and pricing tools will require further public consultation in the future.



- **Draft Dog Control Bylaw and Policy 2024** *(consultation closes 15 December 2024)*

The Council is proposing changes to its Dog Control Policy and Bylaw. All Councils must have a policy on dogs and a bylaw to enforce it. Legislation requires bylaws to be reviewed at least once every 10 years, and for a dog control policy to be reviewed at the same time. The dog control bylaw was last reviewed in 2016.



The policy and bylaw work together to regulate locally, including to specify public places where dogs are not allowed (prohibited) and where dogs must be on a leash.

The bylaw and policy apply across the whole of the district, which includes Christchurch and Banks Peninsula.

- **Draft Parks and Reserves Bylaw 2025** *(consultation closes 15 December 2024)*

The Council maintains and manages nearly 1,300 parks and reserves covering over 10,000 hectares in Christchurch City and Banks Peninsula. This includes the Christchurch Botanic Gardens, Hagley Park, or other significant heritage gardens, sports, neighbourhood and regional parks as well as open and closed cemeteries.

The parks and reserves bylaw sets out rules for the management and use of our public parks and reserves for the benefit and enjoyment of everyone. It applies across Christchurch and Banks Peninsula.

The current bylaw is largely working as intended so the Council is using the review to make it more reader friendly and easier to understand. They're also improving consistency, amending some definitions, and have given the wording a good tidy-up.

- [Draft Trade Waste Bylaw 2025](#) (consultation closes 12 January 2025)

Trade waste is the commercial and industrial liquid waste that is disposed of through the Christchurch City Council wastewater network. The Trade Waste Bylaw sets the rules for the trade waste consent system. Overall, the current bylaw achieves its purpose and regulates the right things. However, the Council is proposing some changes to address issues that have emerged over the past 10 years.

3.6 Governance Advice

3.6.1 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

Refer to **Attachment A** for the 1 November – 30 November 2024 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

3.6.2 Waipapa Papanui-Innes-Central Community Board Plan 2023-25 – Monitoring as of November 2024

Refer to **Attachment B** for a summary of occurrences to November 2024 relevant to the advancement of the Board's priorities, which are also displayed on the Board Social Pinpoint page.

3.6.3 Waipapa Papanui-Innes-Central Community Board Submissions

Since the last Area Report, Board submissions on the Council's Draft Ōtautahi Christchurch Future Transport 2024-54, Draft Dog Control Bylaw and Policy 2024, Draft Parks and Reserves Bylaw 2025, and Draft Trade Waste Bylaw 2025 (collated in **Attachment C**), have been approved.

3.6.4 Climate action

The Board's vision statement reflects its commitment to supporting the [Ōtautahi Christchurch Climate Resilience Strategy's climate goals](#) and the [Ōtautahi-Christchurch Urban Forest Plan](#).

A key resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the [Council's Climate Action webpage](#).

Take a look at the [Emission Tracker](#) to get a better understanding of our biggest emission sources, as well as general transport trends in our district.

There are also handy resources online with tips for what you can do to lower your



emissions. Visit [GenLess](#) or [It's Time Canterbury](#) for some ideas to get you started.

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit [getting to work](#) or [getting to school](#).

We also recognise that our tamariki and rangatahi are the leaders of tomorrow. The [Learning Through Action](#)

[programme](#) encourages students to get creative and find innovative ideas for meaningful climate action.

- **Know your impact**

Measuring your emissions helps you to understand what's creating your footprint. Once you understand this, you can take some simple steps to reduce it.

- [Future Fit](#) provides tips, tools and stories of Kiwis taking action on climate change.
- [Ekos](#) help you measure and offset your emissions.

- **How is climate change affecting Christchurch?**

We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. Find out more here, and browse the [Christchurch District risk screening document](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

- **Get updates on climate action**

[Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.

3.6.5 Community Patrols

The [Community Patrols of New Zealand website](#) hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their [statistical information](#) can be found on the website.

3.6.6 Planned road works and closures

Planned road works and closures are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

There is also a project page for the work in Bishopdale and Papanui at [this site](#).

3.6.7 Public Notices

- [Temporary road closures for events](#): Fisher Concert - Christchurch Street Sprint Event - Banks Peninsula A&P Show - Events at Apollo Projects Stadium - Round the Bays Running Race - Coast to Coast Race - Electric Avenue

3.6.8 School travel

The Council offers a wealth of resources [at this link](#) relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.

[Good-to-go ways to get to school](#) is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.



3.6.9 Travel Planning

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available [at this link](#), which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.6.10 SmartView

The Council's [SmartView page](#) gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori



3.7 Start Work Notices (SWN)

SWN relating to the Board area are separately circulated to the Board. All Board area and city-wide start work notices can be found at [this link](#). Recent SWN relating to the Board area are:

- Cashel Street (East) – temporary improvements (*circulated 5 December 2024*)
- Innes Road Street Renewal - road levelling (Update) (*circulated 29 November 2024*)
- Te Kaha Surrounding Streets - transport and water upgrades (Update) (*circulated 25 November 2024*)
- Guthrey Lane - festoon lighting installation (*circulated 18 November 2024*)
- Ferry Road Ensors Road and Aldwins Road - intersection upgrade (preparation work) (*circulated 13 November 2024*)

3.8 Memoranda

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: RMA/2024/2460 394 Prestons Road (*circulated 5 December 2024*)
- CCC: Wastewater renewals, Nor West Arc MCR extension and Aorangi Road renewal (*circulated 26 November 2024*)
- CCC: Three Waters Actions (*circulated 19 November 2024*)
- CCC: MacFarlane Park Public Toilets (*circulated 18 November 2024*)
- CCC: RMA/2024/3209 484 Madras Street (*circulated 14 November 2024*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Customer Service Request Report - November 2024	24/2185746	93
B  	Waipapa Papanui-Innes-Central Community Board Plan 2023-25 Monitoring Report as at November 2024	24/2102307	94
C  	Board Submissions on the Draft Ōtautahi Christchurch Future Transport 2024-54, Draft Dog Control Bylaw and Policy 2024, Draft Parks and Reserves Bylaw 2025, and Draft Trade Waste Bylaw 2025	24/2198120	114

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Ticket Report

01 11 2024 - 30 11 2024

Filter by Ward

Papanui-Innes-Central

Filter by month

2024 (Year) + November (Month)

5542

Reported Tickets last month

81.74%

Resolved within SLA

Channels

Channel	Tickets	Percentage
Snap, Send, Solve	2868	52%
Phone/Email/Walk-in	1717	31%
Website	957	17%

Status as of Report Date

- Closed/Resolved: 64.11%
- Open: 34.37%
- Programmed Work: 1.52%

Top 10 Incident Categories

Central Innes Papanui

Category	Central	Innes	Papanui
Graffiti	1675	188	59
Wheelie Bins	270	192	145
Water Supply	235	145	112
Waste	362	112	39
Property In...	156	115	91
Vegetation	142	89	74
Safety/Haz...	208	74	39
Animals	79	52	48
Structures/...	120	28	17
Road/Foot...	77	46	37

Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
990	Graffiti - Utility box, pole, railway	203
630	Graffiti - Fence, building or structure	-113
459	Litter	-115
357	Water Leak	46
245	Damaged Bin	39
240	Bin Not Collected	27
160	Trees	74
146	Graffiti - Sign, mural or public art	13
141	Residential LIM	-8
134	Residential Property Files	-15

Report date:
01 Dec 2024

Item No.: 17

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Item 17
Attachment A

Waipapa Papanui-Innes-Central Community Board Plan 2023-25 – Monitoring as at November 2024

Priority one

A Connected Transport Network in Papanui-Innes-Central (road, cycleways, paths)		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Consider the Ōtautahi Christchurch Climate Resilience Strategy in all decision making. 	<ul style="list-style-type: none"> The Board reflected its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals as part of its submission on the 'Way Safer Streets' consultation, seeking to ensure that the Strategy is considered in that context. In its submission on the Draft Greater Christchurch Spatial Plan, the Board promoted its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, aligning with strongly advocating for active transport modes and networks to support walking, cycling, and public transport. In its submission on the Draft Safe Speed Plan, the Board highlighted its commitment to the Strategy's Climate Goals, encouraging that the Council report reflect relevant assessment. The Board's LTP 2024-34 submission highlighted its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals. The Board's presentation at the LTP hearings drew particular attention to this. The Board also highlighted that it shone through in the 'what matters most' early engagement on the LTP that 'climate change' was either the top or near top priority for the wards in the Board area, reinforcing the representative aspect of this advocacy. Highlight on Council's Climate Action resources and newsletter added to the Board's Area Report. 	<ul style="list-style-type: none"> Feedback via a public forum, submissions, and correspondence on transport issues will be measured.
<ul style="list-style-type: none"> Support the installation of traffic lights on the Greers/ Langdon Road intersection. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 expressed its particular support for Project 67987 (Greers/Langdons Traffic Lights) retaining priority. The Board was briefed on this project in September 2023, reviewing the proposed engagement on the options developed. Public consultation on the project ran 11-31 October 2023. The Board after considering the submissions, and hearing deputations on the project, recommended the Council approve the installation of traffic lights on the Greers/ Langdon Road intersection at a joint meeting with the neighbouring board on 4 December 2023. The Council accepted the recommendations on 7 February 2024, including that the project shall proceed to construction subject to adequate budget being available to meet the contract commitments for construction. The transport project webpage for the Greers and Langdons Road intersection upgrade can be found here: https://www.ccc.govt.nz/transport/improving-our-transport-and-roads/transport-projects/greers-and-langdons-road-intersection-upgrade/. The Board's LTP 2024-34 submission noted that: <i>The Board has supported the installation of traffic lights on the Greers/Langdons Road intersection, and so appreciates the provision from the Transport budget to complete this project, acknowledging the Council's support with this.</i> Notification received that the project has been awarded to Isaac Construction with a view to completing construction before the Christmas shopping period, and Start Works Notice circulated for the Greers Langdons Traffic Lights project. The Council's letter of response to the Board after the adoption of its LTP noted its commitment to \$1.845 million for traffic lights at the Greers/Langdons intersection. The Greers Langdons traffic lights were commissioned (switched on) in time for Labour Weekend, and a month ahead of schedule. 	<ul style="list-style-type: none"> The traffic light installation at the Greers/ Langdons Road intersection will be completed with traffic measures implemented to improve effective efficiency along the Langdons Road corridor.
<ul style="list-style-type: none"> Advocate for effective safety measures, and improved efficiency along the Langdons Road corridor from Northlands Shopping Centre to the Northlink Centre. 	<ul style="list-style-type: none"> The Board received a briefing in February 2023 regarding the Langdons Road Corridor, particularly in relation to the Northlink retail park development and further to its request to see a transport network assessment for the corridor, noted that the Integrated Transport Assessment for Stage 3 of the Retail Park suggests small scale potential impact. The Board also noted from the February 2023 briefing that some transport changes have been implemented to address safety, such as the installation of pedestrian refuge islands on Langdons Road, while other transport projects were planned, such as a slow speed zone along Langdons Road as part of the Safe Speed Neighbourhood – Papanui; cycle lanes and coloured surfacing following planned resurfacing of 	<ul style="list-style-type: none"> As above.

A Connected Transport Network in Papanui-Innes-Central (road, cycleways, paths)		
	<p>Langdons Road; the Greers/Langdons traffic lights; the Sawyers Arms/Northcote/Greers intersection improvements; and changes to intersections along Harewood Road via the Wheels to Wings MCR.</p> <ul style="list-style-type: none"> In its submission on the Draft Greater Christchurch Spatial Plan, the Board highlighted its support for effective safety measures and improved efficiency along the Langdons Road corridor from Northlands Shopping Centre to the Northlink Shopping Centre, noting that this area has become increasingly busy both vehicle and pedestrian-wise with one of the city's largest High Schools (Papanui High School) also being situated on this corridor. As part of the Council's Long Term Plan 2024-34 it was resolved (CLP/2024/00086): <i>That the Council notes that staff will report back on work programme requirements for Langdons and Springfield corridors to inform a future Annual Plan.</i> At the Transport Programmes information session on 31 October 2024, the Board requested staff provide information around options for the Greers-Northcote-Sawyers Arms Roads intersection, including monitoring to understand efficiencies extending through the Langdons and Northcote corridors, following on from the LTP carryover actions, and to assist future Annual Plan and LTP considerations being informed by the data in time for the Board submission. 	
<ul style="list-style-type: none"> Continue to support the greenway cycleway to link Richmond to the Central City. 	<ul style="list-style-type: none"> The Board submitted its advocacy for, and input on, the Richmond Neighbourhood Greenway Cycle Connection as part of its submission on the 'Way Safer Streets' consultation. The Board provided its input and confirmed its support for the green cycleway to link Richmond to the Central City within the context of the briefing it received in June 2023 on the CERF projects in the Board's area. The Board Chair presented to the Council on 'Way Safer Streets' in September 2023, who approved the construction of the Richmond Neighbourhood Greenway project, conditional on implementation costs being agreed and incorporated into the Transport Choices Funding agreement between Waka Kotahi and Council. Construction update memo received 27 November 2023 noting that with the Transport Choices section of the cycleway on pause, the design and cost estimates for the CRAF section of the cycleway needed to be separated from the Transport Choices section, and, because of this, the construction of the CRAF section of the cycleway would start in 2024. The Board's LTP 2024-34 submission noted that: <i>The Board also indicated in its Plan it would continue to support the greenway cycleway to link Richmond to the central city; we appreciate that an extension of the greenway beyond the area the Board are able to support with the CRAF funding has been hindered by the government's announcement that no further funding from the Climate Emergency Response Fund for projects that are part of the Transport Choices programme will be approved.</i> The Board's presentation at the LTP hearings (https://www.youtube.com/watch?v=Sp1eyAcu7bl) also highlighted its support for the greenway cycleway to link Richmond to the Central City. 	<ul style="list-style-type: none"> The completion of a connecting cycleway link from Richmond to the Central city.
<ul style="list-style-type: none"> Advocate for the installation of a pedestrian safety crossing on Springfield Road. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 advocated that priority be given within existing programmes to advancing projects reflecting the Board's priorities where possible, especially including installation of safe pedestrian crossing facilities on Springfield Road. The Board highlighted its priority relating to pedestrian safety crossing on Springfield Road in its October 2023 monthly presentation to the Council. The Board's LTP 2024-34 submission noted the Board's advocacy for pedestrian safety on the Springfield Road corridor. At its meeting on 9 May 2024, the Board received a presentation from St Albans School, and noted its wish that the safety concerns for children travelling to St Albans School be considered with urgency, including in relation to the lack of pedestrian crossings on Springfield Road. As part of the Council's Long Term Plan 2024-34 it was resolved (CLP/2024/00086): <i>That the Council notes that staff will report back on work programme requirements for Langdons and Springfield corridors to inform a future Annual Plan.</i> At the Transport Programmes information session on 31 October 2024, the Board requested staff arrange to brief them on on the 'St Albans - Springfield Rd & Edgeware & Abberley' school safety project with options to push this forward. 	<ul style="list-style-type: none"> The installation of a pedestrian crossing on Springfield Road.

A Connected Transport Network in Papanui-Innes-Central (road, cycleways, paths)

<ul style="list-style-type: none"> Continue to engage with the community on local transport issues, and take a measured, big-picture view, including the impacts of intensification when considering transport issues in our community. 	<ul style="list-style-type: none"> In its submission on the 'Way Safer Streets' consultation, the Board asked the Council to consider any bigger picture issues when considering the proposed projects in the CERF programme, including the impacts of intensification in the Board area. In its submission on the Draft Greater Christchurch Spatial Plan, the Board noted that the wider community (and Board) believe that the community infrastructure may not be adequate to support the continual growth in the Board area. The Board promoted that community concerns include the lack of amenities, community facilities and recreational greenspace, and the impact intensification will have on transport corridors and connecting transport networks. The Board encouraged partnering with the community to address these concerns, including in the context of the Plan, as important to finding dynamic and innovative solutions that bring residents on the journey. Board member assistance to residents to promote reporting issues through the Snap Send Solve app, including as highlighted in public forum presentation from Rhonda Ballantyne (April 2023). The Board received a public forum presentation in February 2024 from Te Kura o Matarangi Northcote School regarding traffic and parking issues in the Northcote area with current construction projects and concerns about the impact of the opening Marian College on these issues. The Board noted advice from staff of their ongoing investigations into traffic volumes in the area now that Marian College students are back, indicating appropriate measures are to be recommended to the Board in due course. The Board received deputations, including from Shirley Primary School students, providing local feedback on the proposals the Board approved for safety improvement as part of the transport project to create 'Way safer intersections on Shirley Road': https://www.ccc.govt.nz/transport/improving-our-transport-and-roads/transport-projects/shirleyroad/. The Board's LTP 2024-34 submission noted what it signalled in its Board Plan about taking a 'big picture' view of local transport issues, acknowledging that it is a balance between supporting fiscal prudence when it comes to Council spending and recognising/advocating for what the community sees as important transport issues and/or projects. Police were invited to attend the liaison meeting in June 2024 with school principals in the Board area, and referred the issues raised by St Albans School at the May 2024 Board meeting. The Board supported the local Northcote community in the advancement and resolution of appropriate parking restrictions for Fenchurch Street and Paddington Street at its meeting on 11 July 2024 after hearing from local residents, in response to the evolving local transport issues relating to the recent move of Marian College into the area and other developments. At the Council's LTP 2024-34 meeting it recorded this noting provision further to the Board's interest in advancing this project: <i>A303b. Staff will report to the Community Boards by December 2024 on feasibility progress on #243 Greers, Northcote and Sawyers Arms Intersection Improvement to inform future timelines.</i> 	<ul style="list-style-type: none"> Monitor the number of grants approved through the Better off Fund supporting transport safety initiatives.
<ul style="list-style-type: none"> Where appropriate partner with external agencies and through the provision of the Better off Support Funding to support transport safety initiatives in our board area. 	<ul style="list-style-type: none"> The Board in May 2023 discussed local policing issues with Snr Sergeant Roy Appley from the NZ Police, including raising relevant community concerns about transport safety in the Board area. The Board was briefed on the criteria relating to the Community Board Better-Off Funding in August 2023, and began workshopping prospective projects in October 2023. The Board wrote to Waka Kotahi in August 2023 at their invitation to give feedback on where the community desire or would support a review of speed limits on the State Highway, in which it reflected community feedback into the Safe Speed Neighbourhoods project concerning reviewing the speed on QEII Drive between Northcote Road and the CNC. The Board's LTP 2024-34 submission advocated that: <i>The Board believes there is an urgent need relating to the Northcote Road corridor being investigated for improvement. Both the wider and local community have communicated their concerns about the adverse impacts resulting from recent developments, including the opening of a very large supermarket and school, together with increased traffic in the area generally. The Board is concerned that the draft LTP is showing significantly reduced investment for improving this corridor (project 915). The Board appreciates that the nature of any project will need to be informed by investigations, but advocates for some funding/resourcing to be able to act on these, and should at least be noted in the LTP and be included in an Annual Plan.</i> <i>The Board refers to the deputations of St Bede's College and Marian College students to its 11 April 2024 meeting (recorded on its YouTube channel here: https://www.youtube.com/watch?v=idktSPxnyrA) outlining their traffic safety concerns for the area surrounding their schools. The Board, responding to such local insight, has approved Better Off funding for a Northcote Road Corridor Safety Improvements Investigation that</i> 	<ul style="list-style-type: none"> As above.

A Connected Transport Network in Papanui-Innes-Central (road, cycleways, paths)		
	<p><i>it could expect to be seeking the Council's support with to implement resulting recommendations, intending these be considered in further conversation with the students and community.</i></p> <ul style="list-style-type: none"> Around the presentation to the Board from St Albans School at its 9 May 2024 meeting regarding the safety of children travelling to and from the school, endeavours to reach out to Police about related enforcement issues, yielded indication from Snr Sergeant Mike Jones on 16 May 2024 that he would raise in their taskings either a patrol or for team operations to run at the Cranford Street/Westminster Street intersection at the start of school time. At the Council's LTP 2024-34 meeting it recorded this noting provision further to the Board's interest in advancing this project: <i>A103a. The feasibility work for #915 Northcote Road Corridor Improvement (Concept) is being undertaken in FY24/25.</i> 	
<ul style="list-style-type: none"> Support active transport initiatives that promote walking, cycling, and using public transport. 	<ul style="list-style-type: none"> In its submission on the 'Way Safer Streets' consultation, the Board noted its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offered feedback in response to consultation questions on the particular proposed CERF projects in the Board area. The Board, in its submission on the Council's Annual Plan 2023/24 advocated that priority be given within existing programmes to advancing projects where possible reflecting the Board's priorities, including specifically active transport initiatives that promote walking, cycling, and public transport. The Board expressed particular support for retaining priority for: Project 47023 (Major Cycleway Route - Northern Line - from Sturrocks Road to Barnes Road and Main North Road); Project 64671 (Major Cycleway - Northern Line Route [Section 1] Railway Crossings); Project 44702 (Package of local cycleways along the northern section of the Outer Orbital, linking the Northern Line and Avon - Otakaro Route. Includes Barnes Rd, Main North Rd, Prestons Rd, Burwood Rd and New Brighton Rd); Project 23098 (Northern Line - Blenheim Rd to Restell St) Harewood Road crossing being constructed as soon as possible; Project 23101 (Nor'West Arc Stage 3) being constructed as soon as possible. Public Forum presentation from Dave Gardner (April 2023) expressing thanks in relation to safety improvements for the shared path on Cranford Street. The Board considered active transport components within the Innes Road Street Renewal project at its August 2023 meeting. The Board highlighted in its presentation to Council in October 2023 its prioritisation of a connected transport network, including as relating to providing a connection to the CNC shared path at Redwood Springs. The Board supported the installation of paths in Papanui Bush promoting walking in the bush and the enjoyment of the area. The Board's LTP 2024-34 submission advocated that: <i>The Board, furthermore, appreciates and supports the provision for completing the Northern Line MCR cycle connections, reflecting that we signalled in our Board Plan we would support active transport initiatives which promote walking, cycling, and using public transport. The Board also references its previous submission in support of the Wheels to Wings cycleway, which we reaffirms here. The Wheels to Wings cycleway has been through two rounds of public consultation, a hearings panel process, and the scheme design has been approved by the Council. The Council has a long-standing commitment to deliver the cycleway, and it would not be unreasonable for elected members and the community to expect the LTP to be very clear that it can be delivered.</i> <i>Further relating to the Northern Line, the Board is especially keen to ensure there is scope to bring work forward (should it be possible with respect to requiring Kiwirail clearance) on signalised crossings for Harewood and Langdons Road by the railway crossings. There is consistent community demand to see these implemented as soon as possible, especially from parents concerned for the safety of their children. They and local school principals have indicated to the Board that this cycleway is especially relevant to encouraging and supporting tamariki to regularly cycle, which would increase the likelihood they will carry into adulthood this contribution to lowering transport emissions and improving their own health and wellbeing.</i> The Council's letter of response to the Board after the adoption of its LTP noted its commitment to \$17.574 million for all three stages of the Wheels to Wings cycleway, and \$26.473 million to complete all aspects of the Northern Line cycleway noting funding is phased from Financial Year 25 to 28, with the bulk of delivery bought forward to 2025/26 for the rail crossings at Harewood Road, Langdons Road, and Sawyers Arms Road, subject to KiwiRail resource availability). In its submission on the Regional Public Transport Plan, the Board commended improvements made by ECan to the bus service, and provided comments on the Plan's vision relating to: improving our environment, growing patronage, innovation and technology accessibility, affordability, pets on public transport, and the planned improvements for Greater Christchurch. Under this last heading, the Board suggested a focus on urgently increasing service for the northern express bus, developing park and ride facilities at the top of the CNC, 	<ul style="list-style-type: none"> As above.

A Connected Transport Network in Papanui-Innes-Central (road, cycleways, paths)		
	<p>and utilising current rail infrastructure. It particularly highlighted that: <i>With the planned improvements clearly laid out by ECan, showing the MRT plans are a long-term focus pushing out as far as 30 years into the future, the board suggests the need to address the growing amount of transport (private, business and heavy freight) in our area urgently needs short term planning. This is as much required for amenity and safety as it is to effectively start addressing the climate emergency.</i></p> <ul style="list-style-type: none"> The Board recommended the Council approve the peak-hour bus lane on Cranford Street remain a bus lane, after considering the submissions and deputation on the improvements for Cranford Street (between Innes Road and Berwick Street). 	
<ul style="list-style-type: none"> Advocate for a trial of a central city shuttle. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 advocated that priority be given within existing programmes to advancing projects reflecting the Board's priorities where possible, including specifically a trial of a central city shuttle. The Board's LTP 2024-34 submission noted that: <i>The Board advocates for a trial of a central city shuttle as flagged in its Board Plan, drawing from its understanding of community interest in such a service, and noting it as a great gateway initiative to bringing more people to the central city, being more inclusive of those with accessibility issues, and helping people to become more accustomed to using public transport as a lower emission travel choice, also reducing the amount of cars into, out of, and around the CBD.</i> <i>Additionally, with so many significant changes to the inner city – new buildings (e.g. the library, the soon to be opened Court Theatre, Riverside, and a number of large hotels across the CBD), a shuttle should make it easier for people to travel around the inner city and have a positive experience. This can only further help promote the city as a great place in which to work, live, play and visit. The Board again refers to the early engagement on 'what matters most', which reflected that travel choice is high among residents' priorities in the Central ward, being among the top two, along with climate change.</i> In its submission on the Regional Public Transport Plan, the Board noted that it would like to see the introduction of a free circuit service to Christchurch Central (similar to the yellow shuttle which looped the CBD pre-earthquakes). It offered a number of points in support, including that: <i>The transport plan should be cognisant of the need to efficiently move residents, workers and visitors in, out and around the CBD. This is key to reducing congestion, improving the flow of traffic and people, reducing parking demand and enabling safe movement for all people.</i> 	<ul style="list-style-type: none"> The inclusion of funding for a central city shuttle, and the start of this service.

Priority two

The Implementation of Safety Initiatives across Papanui-Innes-Central		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Continue to engage with the community and support the community to develop local solutions to address safety concerns. 	<ul style="list-style-type: none"> Public forum presentations received relating to community safety and promotion of community patrols, particularly public forum presentation from Leon Lee (May 2023). Police's Crime Snapshot at this website (https://www.police.govt.nz/crime-snapshot) provides further insights on broad trends, with more detailed reports from the Police stats data tool at this website (https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz). The data tool shows that within the Board area (the relative boundaries not matching exactly, but focusing within it) the trend for victimisations between May 2023 and August 2023 tracked steadily down, up slightly in September 2023, plateauing to October 2023, dropping in November 2023, and coming back up moderately in December 2023. In that overall period victimisations were tracking down. The Board is supported to encourage and educate community reporting to Police, assisting Police intelligence through the 105 and 111 numbers, and helping the community to understand when to use which and the importance of reporting. The Board's LTP 2024-34 submission advocated that: <i>The Board also recognises the many ways, not always apparent, in which community funding, development and resilience are integral to retaining a safe and thriving city that is prepared for dealing with possible adversity. The Council, by far, does not do all the 'heavy lifting' in the city to make it a great place to live; much of that work is community-led, though greatly in need of the Council maintaining its funding support for the groups and organisations on the ground who do the mahi.</i> 	<ul style="list-style-type: none"> A visible reduction in crime was reported on the New Zealand Police stats data tool.

The Implementation of Safety Initiatives across Papanui-Innes-Central		
	<p><i>As previously mentioned, this work is not always apparent but is an essential and fundamental social glue that's key to supporting our wellbeing as citizens – an important part of our social cohesion being reliant on the collective efforts of these volunteers and organisations.</i></p> <ul style="list-style-type: none"> The Board at its June and July 2024 meetings decided to recommend the Council request staff investigate new alcohol ban areas in Edgeware Village and around the norther section of Stanmore Road, supporting community requests to explore this avenue of addressing safety concerns around aggressive begging behaviours being reported in these local shopping centres. 	
<ul style="list-style-type: none"> Advocate for short- and medium-term solutions to address youth safety issues at Northlands Shopping Centre and the surrounding area. 	<ul style="list-style-type: none"> In its submission on the Council's Annual Plan 2023/23, the Board advocated that priority be given within existing programmes to advancing projects relevant specifically to matters that included addressing youth safety issues at Northlands Shopping Centre and the surrounding area. The Board workshopped initiatives to create solutions to address youth safety issues at Northlands Shopping Centre through its Better Off Fund. When the Youth Community Safety Project through the Board's Better Off Fund was presented in February 2024 (and approved by the Board at that time for funding), it noted the success of a pilot project run in the proximity of Northlands Shopping Centre and Papanui High School to address youth safety issues through providing presence-based youth work in the area. At the conclusion of the pilot, the key stakeholders agreed on creating a long-term plan to continue the project and identified the below opportunities: <ul style="list-style-type: none"> Professional development for security and interested retail staff on 'positive youth development'. Receiving access to the outdoor/indoor space that was previously a Pizza Hutt restaurant for use as a youth hub space for young people to safely congregate when waiting for the bus. Greater/wider stakeholder involvement including having the Papanui Police staff visit the Mall more frequently. With the support of the Better Off funding from the Board, the youth hub space has now been opened in Northlands Mall near the bus terminal, building on the successes of the pilot project, and providing meaningful presence-based youth work and an alternative space for young people to use while transitioning from school, through the mall and making their way home. 	
<ul style="list-style-type: none"> Engage with the Police to meet regularly to discuss any safety concerns in the board area. 	<ul style="list-style-type: none"> The Board discussed local policing issues with Senior Sergeant Roy Appley of the NZ Police in May 2023, including raising relevant community concerns about transport safety in the Board area. Staff continue to support the Phillipstown Safety Panel with the Phillipstown Community Policy Team. The Police were invited to hear the community safety concerns for Edgeware Village at the 9 May 2024 meeting, and their views sought in relation to the request for an alcohol ban for the area. Public forum presentations received from Edgeware business owner and Richmond Residents and Business Associations at May and June 2024 meetings relating to aggressive begging issues in Edgeware Village and the northern section of Stanmore Road respectively, where the presenters were in each case requesting the process for investigating alcohol bans for the areas to be initiated. Police attended with the Board at their liaison meeting with school principals in the Board area on 7 June 2024 to share their work and hear local school feedback on safety and policing issues. Police views were sought and supplied in relation to the request of Richmond Residents and Business Association for an alcohol ban around the northern section of Stanmore Road. Brainstorming session held in July 2024 with Police, the Community Governance Team and Board Chair in relation to youth safety initiatives following the feedback from principals at the liaison meeting on 7 June 2024. The Board discussed local policing issues with Senior Sergeant Roy Appley of the NZ Police in October 2024. 	<ul style="list-style-type: none"> Track safety concerns raised through a public forum, correspondence, or engagement, and articulate the concerns to the Police during regular meetings.
<ul style="list-style-type: none"> Where appropriate, partner with government agencies, local businesses, and the community to support safety and crime prevention initiatives in our board area. 	<ul style="list-style-type: none"> The Board undertook a site visit to the Real Time Operations centre in June 2023 to understand their work, including the interface with the Crime Prevention Camera Network operated by the Police. Community Governance staff are engaging with Kāinga Ora and Shirley Community Trust around social housing in the Shirley area and its layout as relating to supporting community safety. 	

The Implementation of Safety Initiatives across Papanui-Innes-Central		
	<ul style="list-style-type: none"> The Board's LTP 2024-34 submission noted that: <i>These prioritisations from the Board Plan have been developed in conversation with the community, and out of the Board's experience of the need for these initiatives to support creating safe places to live. The Board is grateful for being able to effectively support our community through the continued funding of community grants and community development which facilitate a large number of groups and projects, to help address the issues that have required these initiatives.</i> At its June and July 2024 meetings, the Board approved trials of working with the external agencies to address the underlying social issues in Edgware Village and around the northern section of Stanmore Road, including the aggressive begging of particular concern to these communities, which had led to the local requests for alcohol bans in the areas. At its October 2024 meeting, the Board received a public forum from Shirley Village Project regarding the Crime Prevention Through Environment Design (CPTED) report that the Board commissioned for MacFarlane Park. The Board requested that staff investigate the approximate cost of replacing the public toilets in MacFarlane Park that the CPTED report recommends for renewal as a high priority. 	
<ul style="list-style-type: none"> Advocate that Crime Prevention Through Environmental Design (CPTED) principles are considered on appropriate projects. 	<ul style="list-style-type: none"> Advocacy through presentation to Council at its June 2023 meeting including a slide highlighting the Board's Community Policing, CPTED, CCTV & RTO Dialogues, specifically noting that the Board's prioritisation of safety initiatives relies on the Council to champion and support CPTED being resourced. Opportunities for CPTED funding for Shirley Community Reserve and MacFarlane Park have been developed through Better Off funding, and provision for CPTED reports for both approved by the Board at its February 2024 meeting. CPTED principles are being considered for Petrie Park through the development of its landscape plan. A CPTED Plan for MacFarlane Park, funded with the Board's Better Off Fund, has been produced by Boffa Miskell, who were engaged by the Community Governance Team to develop one, and workshopped it with the Shirley Community. The Community Governance Team is coordinating with relevant Council teams to work through the CPTED recommendations in terms of aspects that may be achievable within current budgets, and the Board has received the CPTED report to review in terms of other aspects that may be advanced through their advocacy. The Community Governance Team is also in discussion with Kāinga Ora and Shirley Community Trust around aspects that may be advanced through their partnership endeavours. The Board Chairperson highlighted to the Council meeting on 6 November 2024 the CPTED report for MacFarlane Park and that Shirley residents have drawn attention to the key finding that the toilets should be replaced/renewed as a high priority and highlighted mural designs they hope to add to a new toilet building. 	
<ul style="list-style-type: none"> Continue to provide community investment through the provision of funding to support community groups addressing harm-reduction initiatives. 	<ul style="list-style-type: none"> The Board was briefed on the criteria relating to the Community Board Better-Off Funding in August 2023. The Board considered its Strengthening Communities Funding in August 2023, giving it the opportunity to support community groups with initiatives, including those relating to harm-reduction. Aratupu Preschool – DRF funding for Aratupu Preschool and Whānau Hub Emotional Regulation Programme. In the Papanui-Redwood area staff continue to support a set of community organisations actively collaborating in wraparound safety and harm-reduction initiatives, which the Board fund through the DRF. The Board in February 2024 made a Better Off Fund grant for a Youth Community Safety Project. This project is to support a youth safer community initiative – a collaboration between groups to provide an environment that reflects a safe, inclusive, and caring culture that aligns with community values – building pro-social behaviour and a sense of belonging, collaboratively keeping our communities safe and calm and reducing crime. Partners include Papanui Youth Development Trust, Northlands Mall, Te Ora Hou, New Zealand Police and Christchurch City Council. 	<ul style="list-style-type: none"> Monitor the number of grants approved through the Better off Fund supporting community safety and crime prevention initiatives.
<ul style="list-style-type: none"> Continue to support and strengthen the ongoing partnership with Community Patrols. 	<ul style="list-style-type: none"> Promotion of Christchurch North Community Patrol through the Board's June Area Report and Newsletter. Support provided to the Christchurch North Community Patrol through Strengthening Community Funding approved by the Board in August 2023. Support provided to City Park Community Patrol through Discretionary Response Fund grant approved by the Board in September 2023 toward first aid training for volunteer crews, uniform monograms and volunteer recognition. 	

The Implementation of Safety Initiatives across Papanui-Innes-Central		
	<ul style="list-style-type: none"> The Community Governance Team maintain a relationship with the patrols and review their statistical information available on their website at: https://database.cpnz.org.nz/stats. The Community Governance Team contacted the relevant community patrol to discuss the safety concerns for Edgeware Village from the public forum presentation on 9 May 2024, highlighting what the local businesses report, and asking if this area could receive increased attention. The Community Governance Team also made relevant inquiry with the community patrol to inform work on the report receiving and processing the request of Richmond Residents and Business Association for an alcohol ban around northern Stanmore Road, noting the aggressive begging activity in the area of concern to the local residents and businesses. 	

Priority three

The Revitalisation of Petrie Park		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Work with the community to realise the vision for the park. 	<ul style="list-style-type: none"> The Board received a briefing in July 2023 from Richmond Community Garden / We Are Richmond as the group doing the mahi in partnership with the Council's Parks team. The Board highlighted to the Council meeting in September 2023 the presentation it received on community mahi toward the revitalisation of Petrie Park, noting the vision that the southern half of the park undergo a land use change from bowling green to a park that best serves the local community and biodiversity. The Richmond Residents and Business Association has undertaken soil testing (finding high levels of arsenic, traces of DDT in the top soil and asbestos) engagement with the surrounding houses and local community, initial history and visual boards have been finished and displayed in the park, a transitional planting display was planted and a community day was held in November 2023 for people to come along see the planting, share some kia and give feedback on the Richmond Residents and Business Association landscape plan. The Board received and fed back on an update from the community partner on Petrie Park project at its 23 May 2024 information session/workshop, which explored the proposal for the park they intend to engage with their community on. We Are Richmond's work on the murals for Petrie Park have been promoted through the Area Report, and monthly presentations to the Council. 	<ul style="list-style-type: none"> The community will have a safe space, enhancing well-being and providing a place for social connection.
<ul style="list-style-type: none"> Advocate for the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi Christchurch Urban Forest Plan to be considered in the vision. 	<ul style="list-style-type: none"> The Board supported the Ōtautahi Christchurch Urban Forest Plan through its submission on the Plan. The Strategy and Plan were shown to be supported by the vision of the community organisations undertaking the mahi in partnership with the Council's Parks team. The CCC Urban Forest Team have highlighted that Petrie Park is to be included in the next Urban Forest Planting Schedule and budget is secured. As a result of this, CCC Urban Forest will cover the cost of purchase, planting, and looking after the Trees for the first 7 years then maintenance will go into the wider council expenditure. 	<ul style="list-style-type: none"> The revitalisation will support the goals of the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi-Christchurch Urban Forest Plan.
<ul style="list-style-type: none"> Explore partnership opportunities to support the community fulfil its vision for the park 	<ul style="list-style-type: none"> The Board conducted a site visit to Petrie Park with the Council Parks Team as part of its bus trip in January 2023 to understand the issues and opportunities relevant to supporting the community fulfil its vision for the park, and also visited Richmond Community Garden at that time and met with the group relevant to the work being done across the area. The Board received a further update on the mahi toward the revitalisation of Petrie Park from the Residents and Business Association Chair in September 2023. CCC Urban Forest have engaged Boffa Miskell who will work on Landscape design at Petrie Park. Agreement has been reached that the Richmond Residents and Business Association current Landscape Architect will work together with Boffa Miskell to develop a combined plan that will be earmarked for public consultation. 	<ul style="list-style-type: none"> If required, any necessary land use changes are approved.

The Revitalisation of Petrie Park		
<ul style="list-style-type: none"> Advocate that Crime Prevention Through Environmental Design (CPTED) principles are considered in the project. 	<ul style="list-style-type: none"> Advocacy through presentation to Council at its June 2023 meeting including a slide highlighting the Board's Community Policing, CPTED, CCTV & RTO Dialogues, specifically noting that after consulting with the community, the Board incorporated within its Board Plan the request that CPTED principles are considered for the revitalisation of Petrie Park. Arrangement has been reached through the partnership developing the landscape plan for the project for it to also consider CPTED principles. In respect of funding for a CPTED Report on the Park (highlighted as a possible separate Better of Funding project) the Urban Forest team noted that it would be difficult to complete a CPTED Report as the trees would be small for a number of years and as part of the Landscape Design CPTED issues can be ameliorated by a number of factors, such as planting at least three metres away from fence lines allows mowing but also restricts areas to hide for offenders. Highlighted areas of bush or trees that present problems can be removed as part of the initial landscape plan for example the vegetation along pathway that now exists. Better Off funding has been secured for this work and removal of vegetation. 	<ul style="list-style-type: none"> CPTED principles are applied to the project.
<ul style="list-style-type: none"> Advocate and support the project through decision making opportunities. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 advocated that priority be given within existing programmes to advancing projects reflecting the Board's priorities where possible, including specifically revitalising Petrie Park. The Board in February 2024 approved funding from its Better Off Fund for Petrie Park remediation, planting, and revitalisation. The Board's LTP 2024-34 submission advocated that: <i>An example of the importance of maintaining the funding to partner with our community is the work being undertaken on the revitalisation of Petrie Park. The local community group, in conversation with residents, is doing amazing mahi to activate this space and the Board continues to support them to fulfil the vision for the park.</i> <p><i>We would strongly indicate that the support this community receives through board funding, and the time and expertise of the Parks Unit which is critically important, should not be compromised by any aspect of the LTP. The project is an exemplar of what community can do, and how it can be made better, just by maintaining responsible, socially conscious levels of spending.</i></p>	<ul style="list-style-type: none"> Petrie Park will be revitalised to mirror the community vision.

Priority Four

Phillipstown Community Hub		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Advocate for a permanent home for the Phillipstown Community Hub. 	<ul style="list-style-type: none"> The Board advocated in its submission on the Council's Annual Plan 2023/24 that priority be retained for Project 69275 (To design and build a new Community Centre for the Phillipstown community). As supported by the Board, the funding for a Phillipstown Community Centre (Project 69275) has been retained in the Council's Long Term Plan 2024-34, with \$245,000 set aside in 2029/30 and \$3,458,000 set aside in 2030/31. 	<ul style="list-style-type: none"> The Hub has a permanent home and can continue to grow to support the needs of the Phillipstown and Charleston communities.
<ul style="list-style-type: none"> Bring forward funding in the LTP to support a land purchase, if required. 	<ul style="list-style-type: none"> The Board Chair in the LTP briefing to Council in October 2023 highlighted priority to retain funding. The Board's LTP 2024-34 submission advocated that: <i>In regard to prioritisation in the Board Plan of Philipstown Community Centre (project 69275), there appears no clear requirement to bring funding forward at this time to support a land purchase. However, this may be relevant to an Annual Plan depending on the Ministry of Education's decision in regard to the land occupied by Phillipstown Community Hub. It is vital though that the current funding in this project be retained as an investment in maintaining this heart to the community.</i> 	<ul style="list-style-type: none"> Funding is brought forward in the LTP for a land purchase.
<ul style="list-style-type: none"> Advocate for the continuation of the Phillipstown Community Hub and future growth. 	<ul style="list-style-type: none"> Letter of Support from the Board (dated 26 April 2023) to the Ministry of Education in support of the Phillipstown Community Centre Charitable Trust's request to extend their lease of the Phillipstown Community Hub. At the Board meeting in April 2023, the Phillipstown Community Hub Manager addressed the Board to thank it for the grant towards the rebuild of the pizza oven at Phillipstown Hub and displayed a presentation of the work and finished oven. The Board received a public forum presentation from the new Hub Manager in October 2023, assisting to form this new relationship, as well as the engagement with them through the community liaison meeting in September 2023. 	<ul style="list-style-type: none"> Action is taken to support the ongoing continuation of the Hub.

Phillipstown Community Hub		
	<ul style="list-style-type: none"> In February 2024, the Board provided a grant through its Better Off Fund to continue to work alongside Phillipstown Community Centre Charitable Trust to develop community response plans, setting out how, as an organisation, they can respond and support their community in an event. Funding will provide the group the ability to purchase equipment and items to help deliver their community response plans and build resilience in their communities when there is an event.	

Priority Five

Flooding in the Papanui-Innes-Central Board		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Advocate for the prioritisation and inclusion of required flood mitigation projects by identifying in the Board submission what options for flood mitigation represent the best value for money, prioritising community safety and wellbeing while recognising that some street flooding in significant rain events is part of a functional drainage network that avoids inappropriately creating property flooding downstream.	<ul style="list-style-type: none"> The Board in respect of its submission on the Council's Annual Plan 2023/24, was expressively responsive to the efforts that had been applied in that process to keep the rates increase to a minimum without compromising on the levels of service. Recognising the cost-of-living crisis, against the background of the staff reporting to Council in September 2022 and April 2023 around the city-wide approach being taken to the prioritisation of flood mitigation projects, the Board supported existing programmes of work so as to avoid a rates impact, and so supported the Council in its programmed flood mitigation projects at that time. In its submission on the Draft Greater Christchurch Spatial Plan, the Board advocated that the Plan should be cognisant of the risk of flooding in the Board area that intensification may further exacerbate, noting community concerns, particularly around St Albans/Edgware, Shirley, and the Cranford Basin development area. In this context, the Board strongly recommended that additional flood mitigation is considered in new developments to ensure existing networks are not overwhelmed and remain effective in significant rain events. The Board's presentation to the Council hearings on its draft LTP 2024-34 highlighted: <i>The proposal to establish a programme to reduce regular surface flooding is important to identifying which options for flood mitigation represent the best value for money. These should be considered for the streets near MacFarlane Park, St Albans Park, Edgware Village, and others particularly affected in the 2022 rain events.</i>	<ul style="list-style-type: none"> The inclusion of flood mitigation projects in the LTP.
<ul style="list-style-type: none"> Advocate for a community adverse-weather resource which will be available for residents to download showing what flooding plans are already in place, what would trigger a Civil Defence response, and what the responsibilities of other government agencies are.	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 advocated that priority be given within existing programmes to advancing projects reflecting the Board's priorities where possible, including specifically this project. Board staff have met with Civil Defence staff in respect of understanding and relating appropriately to current resources, examples of community-led resilience plans, combined council unit adverse weather resource planning and ensuring clarity of information channels during events. Board staff in consultation with Civil Defence staff have developed a Severe Weather Readiness Resource for the Board area, attached to the October 2023 Area Report, which is available on the Board's webpage for residents with information relevant to engaging with community groups interested in developing emergency response plans, and encouraging residents to connect with those groups, while informing them where to access best information about flooding and severe weather events.	<ul style="list-style-type: none"> Residents will be well informed and understand the flooding response in their area, and where they can find information about what may be planned or is outside the scope of work.
<ul style="list-style-type: none"> Advocate for a resource that helps communities understand what to do, what not to do, and support them more generally in flood events.	<ul style="list-style-type: none"> The Board made connection with the local Community Resilience Coordinator at its meeting in February 2023 to understand their role, and the background with Civil Defence Emergency Management (CDEM) helping communities to establish resilience and respond appropriately in emergencies, including in flood events. Included in the Severe Weather Readiness Resource developed for the Board area is question and answer information on what to do in flood events, Civil Defence information on getting ready for events, and links to reliable sources of information to point residents toward current updates relating to particular events. Resilience Plans to be developed in partnership with key community groups for the wards are being funded through the Board's Better Off Fund. The Board's presentation to the Council hearings on its draft LTP 2024-34 highlighted: <i>With climate change severe weather is expected to become more frequent. It is essential we prepare and defend our community and adapt to the changing climate by prioritising our capacity to respond to emergency events and build up our resilience in the face of the challenges ahead.</i>	<ul style="list-style-type: none"> The creation of a resource to assist the community in responding to flooding and measure the number of downloads.

Flooding in the Papanui-Innes-Central Board		
<ul style="list-style-type: none"> Advocate for mitigation options to be considered ahead of significant rain events especially around, but not limited to, Francis Avenue, Edgware Village, Emmett Street, and Harris Crescent. 	<ul style="list-style-type: none"> The Board has referred relevant actions to staff through its meetings requesting a briefing regarding areas of surface flooding in significant rain events noted by the Board: Cambridge Terrace, Emmett Street, Francis Avenue, Edgware Village and Harris Crescent, and particularly an update on progress with information for the Board and residents relevant to the flooding mitigations in the vicinity of Francis Avenue and on the process for pump activation. The Board's LTP 2024-34 submission noted that: <i>While the Board supports finding spending efficiencies, it would not see any creation of risks of property flooding through this, or of being under-prepared for emergency responses to severe weather, as a more broadly efficient. The Board highlights the distress such events cause the community, and the vital importance of mitigating this distress and risk by maintaining what residents expect in terms of investing in flood response, such as the ability to deploy temporary pumps, road closures, civil defence emergency management personnel/resources, and other modes of preparedness developed through community resilience initiatives.</i> The Board reiterated its advocacy for flood mitigation options in its submission on the Ōtākaro Avon Stormwater Management Plan. The Council's Long Term Plan 2024-34 added a Surface Flooding Reduction Programme to fund flooding mitigation projects city-wide, which surfacing flooding in significant rain events in Francis Avenue, Edgware Village, Emmett Street, and Harris Crescent, can be assessed for. The Council's letter of response to the Board after the adoption of its LTP noted its commitment to \$183.243 million for the surface flooding reduction programme. At an information session with Three Waters in October 2024, the Board sought clarity regarding the work of the operations teams in stormwater and maintenance around effective responses to surface flooding not involving infrastructure, such as deploying temporary pumps, road closures, and localised communications in events. The Board received follow up clarifications and reassurances, including that: <i>During significant wet weather and flooding events staff from our Transport, Three Waters, and Civil Defence and Emergency Management teams are available round the clock to respond to issues. They're also out and about keeping an eye on our roads and infrastructure.... It is also important to note that our road network is part of our stormwater network and plays an important role during wet weather events. In most parts of the city our roads have been designed as secondary flow paths for stormwater. This provides another layer of protection for houses across our district. In heavy rain we expect to see some of our roads flood with water. This is better than houses or property flooding.</i> 	<ul style="list-style-type: none"> The number of temporary pumps deployed during a rain event and frequency.
<ul style="list-style-type: none"> Advocate that all residential and commercial impacts are considered when flood mitigation projects are being considered, including in setting levels of service. 	<ul style="list-style-type: none"> Awaiting Council to consider specific flood mitigation projects in the Board area. In September 2022 in relation to Flood Management Options for Edgware Road at Edgware Village, the Council resolved to: <ol style="list-style-type: none"> Continue with and extend the engagement with the local community, including business owners, over flooding matters including providing advice to assist property owners in taking their own measures to reduce the impacts of flooding on their properties; Rely on the District Plan floor level controls to provide the most certain means to reduce flood risk to buildings in Edgware Village over time; Update the costs of the engineered option in advance of the next Long Term Plan (LTP), giving consideration to other options, levels of service, Council policy and the occurrence of similar flooding in other parts of the city as part of consideration of potential LTP candidates; Consider construction of a full height kerb as part of the ongoing Edgware Village Master Plan work; and Request staff to prepare a report on surface flooding across urban Christchurch and recommend potential stormwater projects for consideration in the Annual Plan. Resolution (2) confirmed as being given effect through the established Council planning processes which will ensure that the floor level controls will continue to be maintained through the District Plan provisions. The Board's LTP 2024-34 submission advocated that: <i>The Board specifically requests that it be investigated whether flood mitigation levels of service are inappropriately excluding non-residential properties, having witnessed the impact on Edgware Village and the community who use it from the 2022 significant rain events. Currently Council staff are limited in their response options when flood waters inundate or threaten commercial premises because there are no levels of service for such an event. This urgently requires addressing by council, in deciding the levels of service for commercial properties.</i> At an information session with Three Waters in October 2024, the Board sought clarity regarding what a level of service as may be submitted on could look like in relation to addressing surface flooding affecting commercial properties that could be aimed at a level that may be usefully investigated and debated. The Board received follow up clarification that: 	

Flooding in the Papanui-Innes-Central Board		
	<p><i>Establishing a level of service (LoS) to mitigate surface flooding of commercial properties could require substantial funding from the Council. Any recommendation on an appropriate level of service must be backed by a comprehensive analysis of the financial implications.</i></p> <p><i>This would require an in-depth assessment to assess the impact of such a LoS would have. It would be recommended that such a study looks at various LoS options, including the current LoS that applies to residential areas. There is currently no funding to conduct such a study.</i></p>	
<ul style="list-style-type: none">Advocate that the Council continues to investigate the use of permeable surfaces/rain gardens where applicable.	<ul style="list-style-type: none">In its submission on Plan Change 14, the Board signalled that it will be advocating through the Long Term Plan and other such avenues for the retention of greenspace as parks, pocket parks, or gathering spaces for community use, and to advocate that planning changes support that flood mitigation is considered in new developments to ensure existing networks are not overwhelmed and can remain effective in significant rain events.The Board in its submission on the Draft Greater Christchurch Spatial Plan advocated that planning be holistic and not overlook opportunities for stormwater management, including investigation of the use of permeable surfaces/rain gardens where applicable.The Board met with the City Streets Maintenance Manager early in 2023 to gain a wider understanding road and footpath surfacing.The Board's LTP 2024-34 submission noted this intent to advocate that the Council continues to investigate the use of permeable surfaces/rain gardens where applicable.	
<ul style="list-style-type: none">Re-engage with business owners and residents to see what is required from the Edgware Village Master Plan looking at streetscape improvements in Edgware Village.	<ul style="list-style-type: none">Regarding Council resolution that to consider construction of a full height kerb as part of the ongoing Edgware Village Master Plan work, this was recorded by Three Waters as actioned through notification given to the Transport Unit in December 2022, of the need to consider full height kerb incorporation in the Master Plan work.Regarding Council resolution to continue with and extend the engagement with the local community, including business owners, over flooding matters including providing advice to assist property owners in taking their own measures to reduce the impacts of flooding on their properties, this has been actioned including community meetings on 14 and 15 November 2022.There was provision in the Annual Plan 2023-24 for streetscape in Edgware Village Masterplan. However, Master Plan funding was subject to the Council's review of its capital programme as part of the draft LTP 2024-34 consideration process, and the Council has defunded the Master Plan work as a result of the Long Term Plan process.	
<ul style="list-style-type: none">Explore options for an initiative to provide advance notifications to residents in advance of any significant rain events.	<ul style="list-style-type: none">Advice was taken on this initiative that raised issues whereby staff were not recommending a unique alert system, instead pointing towards reinforcing and supporting centralised messaging through developed channels, supported by community resilience and developments networks, and most importantly primary reference to Civil Defence Emergency Management messaging in emergencies, and Council communications around impending severe weather events.The Severe Weather Readiness Resource for the Board area includes links to what current relevant notification sites exist, including an interactive map for general information on potential flood hotspots, a link to the ECan site for current flood warnings, and a link to the Flood Hub for current river flood alerts and live river flooding data.	<ul style="list-style-type: none">The introduction of an alert system before any significant rain events.
<ul style="list-style-type: none">Consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy in all decision making.	<ul style="list-style-type: none">In its submission on the Council's Annual Plan 2023/24, the Board showed its commitment to supporting the ongoing development and implementation of the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and supporting proposed positive changes.The Board's LTP 2024-34 submission noted that: <i>Particularly in relation to the Board's prioritisation of a connected transport network, and in regard to addressing flooding and intensification, the Board signalled in its Board Plan that it will consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy in all decision making, and in this context it seeks that the Council consider these also in this matter.</i>The Council's letter of response to the Board after the adoption of its LTP noted its commitment to bringing forward \$1.8 million in operational funding for climate adaptation work, to accelerate the Coastal Adaptation Planning Programme and boost community preparedness.	<ul style="list-style-type: none">The goals of the Ōtautahi Christchurch Climate Resilience Strategy have been considered.

Priority Six

Intensification in the Papanui-Innes-Central Board		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Advocate for community facilities, sport and recreation facilities, greenspace, and amenities in areas of high intensification, and areas earmarked for future intensification in partnership with the community. 	<ul style="list-style-type: none"> In its submission on Plan Change 14, the Board did this, particularly highlighting community concerns that infrastructure may not be adequate to support continual growth through intensification, noting concerns raised include a lack of amenities, community facilities and recreational greenspace, and the effects of intensification on transport corridors and networks. The Board also urged that changes have a view to retaining spaces for community facilities, sport and recreation facilities, greenspace, and amenities in areas of high intensification, and areas earmarked for future intensification. The Board also expressly advocated for community facilities and amenities as relevant to intensification in its submission on the Draft Greater Christchurch Spatial Plan. Staff advised that the Plan may identify Papanui as a future 'Priority Development Area'. A future Local Area Planning programme will be initiated on completion of the Ōtautahi Christchurch Plan. Should Papanui be identified as a priority location, work will be initiated to address impacts of intensification for the area. Staff advised of work underway to consider initiatives that would support good intensification in the Central City, in particular the southeast area which currently has a lower level of amenity (e.g. new green links). The Board has been briefed by Council staff and ChristchurchNZ respectively in relation to initiatives and planning for South East Central City Neighbourhoods (April 2023) and in the vicinity of Lancaster Park/Charleston (June 2023). The South East Central Neighbourhood Plan has since been approved in February 2024 for consultation, and endorsed by the Board in July 2024. The Board has supported the greenspace at Papanui Bush off Langdons Road with a grant to assist with the walkway construction, and promotion and participation in relation to planting days. The Board Chair in October 2023 presented to the Independent Hearings Panel for Plan Change 14 to speak to its submission highlighting community concerns and providing background on the Board area for the assistance of the Panel. The Community Governance Team are working with other areas of Council to understand development in East Papanui with a view to facilitating opportunities for advancing the Board's priorities in response to any intensification. The Board approved the Avebury Park Play Space Upgrade in at its November 2023 meeting after considering the community feedback on the project. The Board continues to support sport clubs in the wards with their facilities, such through SCF and DRF grants. The Board approved funding from its Better Off Fund to revitalise the Tiny Shops space in Linwood Village in partnership with Te Whare Roimata. Redesigning the area provides an opportunity for revitalisation of the remaining space ensuring it maintains its welcoming appeal through the upgrading of the café facilities, purchase of a storage shed, further planting and greening of the area and improvement and redesigning of the existing playground space which will fit into the new space. Letter of support provided to St James Croquet Club to present to other potential funders in relation to upcoming works the Club anticipates requiring. At its March 2024 meeting, the Board approved Better Off funding to: St Albans Pavilion and Pool Incorporated towards the compliance, planning and contract costs associated with the building of the Edgware Pool; and to Shirley Intermediate School towards the Shirley Intermediate School and Community Pool Project costs. At its April 2024 meeting, the Board approved Better Off funding to: the Ron Proctor Environmental Award Trust towards the Papanui Bush pathway; and to the Parks Unit towards additional planting for Rutland Reserve. At its May 2024 meeting, the Board approved the site selection and final concept design for the Lancaster Park changing rooms and community facility, and that staff proceed to detailed design and construction of the selected design of the buildings. The Board's LTP 2024-34 submission noted that: <i>The Board is encouraged to see Project 838 to support population growth tagged to Papanui ward, reflecting the focus in the Board Plan on the needs of youth and a growing ward.</i> <p><i>As repeated throughout in this submission, investing in community is vital for a thriving city and people, and the Board supports this manner of planning for the long term. Libraries are important to communities in many ways, not only repositories of information and learning, but as places where people can find connections and become aware of, and engaged with, the Council's work – they are very important for many</i></p>	

Intensification in the Papanui-Innes-Central Board		
	<p><i>citizens in providing a sense of place, community, and a regular destination that shapes their lives. Libraries thus significantly contribute to community, and often personal wellbeing.</i></p>	
<ul style="list-style-type: none"> Advocate for Financial Contributions to be available for land purchases for greenspace for the purpose of planting canopy trees where there is a need, and it is appropriate. 	<ul style="list-style-type: none"> The Board, in submitting on Plan Change 14, advocated that financial contributions from developers be available for land purchases for greenspace for the purpose of planting canopy trees where there is a need, and it is appropriate. The Board further noted that having reviewed maps of the Board area it considers there are some needs for additional greenspace, particularly around St Albans. The Board specifically supported the proposal for a mechanism to help maintain the city's tree canopy cover on land that is subdivided, whereby financial contributions could be required from those developing land who do not keep existing trees or plant 20% tree canopy cover on a site, and 15% tree canopy over any new road. Staff advise that area-specific development contributions have been identified for the Grassmere ODP, which has received IAF funding, and will be implemented through the next review of the policy. 	
<ul style="list-style-type: none"> Advocate for the retention of greenspace as parks, pocket parks or gathering spaces for community use. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24, advocated that priority be given within existing programmes to advancing projects reflecting the Board's priorities where possible, including specifically considering community, sport and recreation facilities, as well as greenspace and amenities, in areas of high intensification, or areas earmarked for future intensification. Staff advise that the District Plan sets out requirements for reserve contributions and the provision of greenspace. At its February 2024 meeting, the Board approved funding from its Better Off Fund for planting to enhance the environmental landscape and beautification of the new Youth Hub in Salisbury Street Christchurch. At the June 2023 Board meeting Dame Sue Bagshaw made a deputation outlining progress on the Youth Hub and highlighted the need for a planting schedule. Central to this planting schedule is the Cultural Design Strategy which includes the Mahinga Kai Planting Strategy. The Matapopore Charitable Trust provided a cultural design strategy as a framework for embedding and celebrating Ngāi Tūāhuriri / Ngāi Tahu values, narratives, and aspirations of the Christchurch Youth Hub. In its submission on the Ōtākaro Avon Stormwater Management Plan, the Board highlighted that: <i>The "red zone" river area from city to sea is a golden opportunity to create a world class natural environment that serves the many life forms including the people who live there by providing a healthy and recreative space to commune with nature.</i> <i>There are residents who feel strongly that this can be achieved by a simple approach - native plantings, reviving riparian flood areas, and limiting human intervention to bike paths, bird stands, and toilets (i.e.: minimum cost, maximum effect) - particularly in the area between Fitzgerald Ave and Gloucester St/Gayhurst Rd. It is strongly felt that commercial farming leases and practices should be reduced or eliminated, and thereby aid the reduction of nitrogen and phosphorus runoff (among other things).</i> 	
<ul style="list-style-type: none"> Advocate for the inclusion of funding in the LTP for any amenities that may be identified in future developments. 	<ul style="list-style-type: none"> In its submission on the Council's Annual Plan 2023/24, the Board requested that LTP 2021-31 Resolution M9A (C-LTP/2021/00085 – 'That the Council retains the existing \$500,000 budgeted in FY 2031/32 as the Council's contribution to a community-partnership development of a community facility between Redwood and Prestons') is reflected at least in the next LTP as a line item updated to the current position with an endeavour that the budgeted Council contribution keep pace or move to meet the time when a community-partnership could develop a community facility in proximity to Redwood, Prestons and the new Oakbridge subdivision. The Board Chair in the LTP briefing to Council in October 2023 highlighted priority to ensure that development in East Papanui comes with provision for community amenities, and advocated for the funding to realise a vision for the future Shirley Community Reserve, to be determined in consultation with the community. The Board's LTP 2024-34 submission noted that: <i>In its Board Plan, the Board signalled that it would, and does, advocate for amenities, such as greenspace, and recreation, sports and community facilities, in future development areas to ensure that the wellbeing of our fast-growing population and communities in the Papanui Innes Central ward area, are supported with these important amenities. We also highlighted some priorities of particular importance as below, as well as the revitalisation of Petrie Park as a local partnership project with the community, which there needs to be continued support for, recognising the work of the rangers with the local group. More broadly important in the vicinity to Greater Christchurch though is the ecological restoration of the Ōtākaro Avon River Corridor, which we also support.</i> The Council resolved to increase the budget in the Long Term Plan by \$190,000 (CAPEX) in FY24/25 to complete the Greening the East project with the original number of trees anticipated. 	<ul style="list-style-type: none"> The Board will have advocated for the inclusion in the LTP for any amenities identified in future developments.

Intensification in the Papanui-Innes-Central Board		
<ul style="list-style-type: none"> Promote and support quality engagement practices. 	<ul style="list-style-type: none"> Regular Board staff collaboration with the Engagement Team to support integrated and informed engagement on matters relevant to the Board area. Support for comprehensive and current engagement on Shirley Community Reserve recognising the relevance of how the area has developed and ensuring to engage appropriately with current stakeholders, such as taking engagement activities into local schools and the FRESH event associated with YCD on the Reserve. Promotion of the engagement on the draft LTP, with accompanying resources and news items, including on library drop-in sessions, undertaken through the Board's webpage. 	
<ul style="list-style-type: none"> Encourage the community to be active and participate in any decision-making that may influence the outcomes of their communities. 	<ul style="list-style-type: none"> The Board continue to promote consultations through their engagement with their community networks, including via regular community liaison meetings, ward school principals' liaison meetings, their social media channels, and promoting community input on such matters as the Board Plan at community events. Board staff continue to promote council consultations through the Area Report, and support public participation through the public forum and deputations. Board members and the Community Governance Team promoted the opportunity for the community to submit on the draft LTP to influence the outcomes for their community. 	
<ul style="list-style-type: none"> Advocate that flood mitigation is considered in new developments to ensure existing networks are not overwhelmed and remain effective in significant rain events. 	<ul style="list-style-type: none"> In its submission on Plan Change 14, the Board noted its wish to especially ensure three waters infrastructure is able to appropriately manage and support intensification and development, with flood mitigation projects investigated and implemented where necessary. The Board's LTP 2024-34 submission noted that: <i>The Board also signalled it would advocate that flood mitigation is considered in new developments to ensure existing networks are not overwhelmed and remain effective in significant rain events. The Board is encouraged in this respect to see some appearance of provision for new development in East Papanui (between Cranford and Grassmere streets), though remains concerned that it is yet to be evidenced that intensification across the Papanui-Innes-Central wards will not contribute to surface flooding issues.</i> At an information session with Three Waters in October 2024, the Board sought clarity regarding what the Three Waters projects are around the Cranford regeneration/Grassmere area, and whether there could be a meeting for interested locals with the technical experts to understand the issues, addressing the significant interest in the area. The Board received follow up clarification that: <i>In regard to the Grassmere development Council is installing water and wastewater services to service the development. Projects in the LTP are as follows: 65008 – WS Grassmere Water Supply Main; 71995 – WS Grassmere to Mays Link Main; 71996 – WW Grassmere Wet Weather Storage Facility.</i> 	
<ul style="list-style-type: none"> Consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi-Christchurch Urban Forest Plan in all decision making. 	<ul style="list-style-type: none"> The Board in its submission on the Plan Change 14 recommended that any opportunity for the goals of the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi-Christchurch Urban Forest Plan to be incorporated is taken. In its submission on the Ōtautahi-Christchurch Urban Forest Plan, the Board advanced its support of its objectives, including noting that targets are important for ensuring accountability for tracking the growth of our urban forests. The Board approved a planting plan for Lancaster Park under the Urban Forest Plan at its August 2023 meeting, and the initial major planting event at Lancaster Park took place in September 2023. The Board highlighted this priority to Council in November 2023, particularly as relating to promoting tree canopy cover, displaying photos of planting days at Essex Reserve, Rutland Reserve and Lancaster Park. At its March 2024 meeting, the Board approved urban forest tree planting in Cambridge Green and Marble Wood Reserve. The Board's LTP 2024-34 submission noted that: <i>The Board also highlights its support for the Ōtautahi-Christchurch Urban Forest Plan, noting the importance of replacing and improving tree cover and green/parks amenities, particularly as an offset to housing intensification.</i> 	<ul style="list-style-type: none"> Canopy cover will be maximised in line with the Ōtautahi-Christchurch Urban Forest Plan.

Priority Seven

Downstream Effects Management Plan (DEMP)		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Engage with and support the community through ongoing projects due to the effects of the CNC. 	<ul style="list-style-type: none"> The Board received regular briefings from staff to understand and gain an oversight of the project team's investigations and monitoring of the effects of the Christchurch Northern Corridor (CNC), progressing toward engagement with the community about projects for Francis Avenue and Flockton Street. DEMP traffic calming trials: A mixture of speed humps, road narrowing, and chicanes were trialled from August to October 2022. Result were analysed during the trials and further investigated for the rest of 2022. Engagement for traffic calming project on Flockton Street and Francis Avenue ran from 30 August – 27 September 2023 and the Board was further briefed subsequent to this consultation on the engagement results. The DEMP Project Manager meet with St Albans School around their concerns for the safety of children travelling to and from the school, which they presented to the Board on at its 9 May 2024 meeting. At its meeting on 11 July 2024, the Board resolved to approve the recommended solution for Francis Ave and Flockton Street (including installing four safe speed platforms on the latter) in response to the increase in traffic following the opening of Christchurch Northern Corridor (CNC) to meet the Notice of Requirement condition to improve the operation of Cranford/Sherborne Streets or implement calming on affected streets, where traffic increases by more than 30% as a result of the opening of the CNC. At its meeting on 14 November 2024, the Board resolved various improvements to Cranford Street as part of the CNC DEMP project, and recommended that the Council approve the bus lane option for relevant peak-hour lanes between Innes Road and Berwick Street after considering 629 submissions and 14 deputations on the improvements for Cranford Street and peak-hour lane options. 	<ul style="list-style-type: none"> Residents are kept informed of future projects to continue to mitigate the effects of the CNC.
<ul style="list-style-type: none"> Advocate for money to stay on time and on budget as per the DEMP staged plan. 	<ul style="list-style-type: none"> The Board, in its submission on the Council's Annual Plan 2023/24 advocated to ensure relevant projects stay on time and on budget as per the DEMP staged plan. The Board Chair in the LTP briefing to Council in October 2023 highlighted the priority of retaining DEMP funding. The Board's LTP 2024-34 submission highlighted its prioritisation of the DEMP as its signal that it would advocate for money to stay on time and budget for it. Funding for the DEMP was retained by the Council in the LTP 2024-34. The Council's letter of response to the Board after the adoption of its LTP noted its commitment to \$9.231 million for the Christchurch Northern Corridor Downstream Effects Management Plan. 	<ul style="list-style-type: none"> Funding is provided to support projects.
<ul style="list-style-type: none"> Continue to advocate for and support any ongoing initiatives due to the effects of the Christchurch Northern Corridor and bring forward funding if appropriate. 	<ul style="list-style-type: none"> In its submission on the Council's Annual Plan 2023/24, the Board advocated specifically for Project 17088 (Christchurch Northern Corridor Downstream Effects Delivery Package) retaining its priority. The Board in its submission on the Draft Greater Christchurch Spatial Plan, advocated that the Plan needs to consider the downstream effects of the Christchurch Northern Corridor around St Albans, and factor in the changes seen as a result in downstream effects and the resulting Downstream Effects Management Plan (DEMP). The webpage for the St Albans, Edgware and Mairehau transport projects details improvements aimed at managing the traffic from the Christchurch Northern Corridor and improving connections for pedestrians and cyclists in the area: https://www.ccc.govt.nz/transport/improving-our-transport-and-roads/transport-projects/stalbans-edgware-mairehau-projects/. The Board fed into the consultation information on the options for Cranford Street: https://letstalk.ccc.govt.nz/cranford. 	<ul style="list-style-type: none"> As above
<ul style="list-style-type: none"> Advocate for options to be presented for a street renewal along Flockton Street. 	<ul style="list-style-type: none"> The Board has been briefed, and fed back at briefings, in April and June 2023, on DEMP updates relevant to supporting the consideration of options for street renewal along Flockton Street as the investigation work has been further developed. At its meeting on 11 July 2024, the Board resolved to renew the road corridor pavement on Flockton Street to reduce vibrations. 	<ul style="list-style-type: none"> Decision will be made on options for a street renewal along Flockton Street.
<ul style="list-style-type: none"> Consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy in all decision making. 	<ul style="list-style-type: none"> The Board's advocacy for DEMP projects within its submission on the Councils Annual Plan 2023/24, was complemented in that submission by the emphasis on its commitment to supporting the ongoing development and implementation of the Ōtautahi Christchurch Climate Resilience Strategy's climate goals. 	<ul style="list-style-type: none"> Any initiatives will support the goals of the Ōtautahi Christchurch Climate Resilience Strategy.

Downstream Effects Management Plan (DEMP)		
	<ul style="list-style-type: none"> The Board followed up on supporting the growing number of cyclists visiting local shops in the DEMP area by providing a safe and convenient parking solution in the form of bike racks to be installed at the Cranford Street and Westminster Street intersection, thereby promoting sustainable transportation and enhancing access to local businesses. The Start Work Notice issued in February 2024, for the work to start the following month. The report to the Board’s 11 July 2024 meeting regarding the DEMP recommendations for Francis Avenue and Flockton Street included the standard reporting section on climate change impact considerations, which noted that the proposals are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. The consultation on the options for Cranford Street was requested to include information on the projected emissions for each option. 	

Priority Eight

Shirley Community Reserve		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Engage with the community to determine and realise the vision for the future of Shirley Community Reserve. 	<ul style="list-style-type: none"> From June through August 2023 Council staff started to engage on the future vision for Shirley Community Reserve with the community. Pre-engagement was undertaken with tamariki and rangatahi at Shirley Primary and Intermediate schools. A FRESH event (a collaboration enterprise of YCD) was undertaken at Shirley Community Reserve. A stakeholder meeting was held in July 2023 on the engagement regarding the future of Shirley Community Reserve. The Korero Mai – Let’s Talk consultation on Shirley Community Reserve opened 17 July and ran to 14 August 2023. Staff circulated information on the engagement to residents in the Richmond and Shirley area to raise awareness in the community of the consultation. Twelve engagement opportunities were undertaken with the community (Shirley Library, Avon Hub, Shirley café, rest home). The Board was briefed in December 2023, where the engagement results were presented to the Board, along with the feasibility study. Answers to the Board’s questions from the briefing were supplied by way of memo. Deputations from the community were heard at the Board meeting on 13 June 2024 in respect of the report on the proposed community facility for Shirley Community Reserve. Plans are underway for continued engagement with stakeholders through the further development of the community facility for Shirley Community Reserve. 	<ul style="list-style-type: none"> Any work carried out on the reserve will mirror the community vision.
<ul style="list-style-type: none"> Explore partnership opportunities to support the community to fulfil its vision. 	<ul style="list-style-type: none"> To be explored now the community’s vision for the future of Shirley Community Reserve is clarified through the community engagement process. The Board resolved on 13 June 2024 to request that staff identify an appropriate community partner/operator to progress the development of the community facility at Shirley Community Reserve and report this back to the Board. Plans are underway for a working group with key partners to support the project to develop a community facility at Shirley Community Reserve. 	<ul style="list-style-type: none"> The reserve will be a destination of choice for the community, a safe space, a place that enhances well-being, and provides a place for social connection.
<ul style="list-style-type: none"> Encourage the community to be active and participate in any decision-making that may influence the outcomes of Shirley Community Reserve. 	<ul style="list-style-type: none"> Engagement on the future of Shirley Community Reserve promoted through the Area Report, Board member social media channels, and activities with stakeholders. Video produced demonstrating the various engagement activities undertaken with the community and schools promoting their participation in shaping the future of Shirley Community Reserve. 	

Shirley Community Reserve		
	<ul style="list-style-type: none"> Deputations on the proposed community facility for Shirley Community Reserve were welcomed to the Board meeting on 13 June 2024, where the Board resolved to request that staff initiate the process to design an ‘on budget community building’ on Shirley Community Reserve that will enable a mixed use of the Reserve and support recreation, play and social connections. An article on the Board’s webpage regarding the agreed vision for Shirley Community Reserve reports the further detail: https://letstalk.ccc.govt.nz/waipapa-papanui-innes-central-community-board/agreed-vision-shirley-community-reserve. 	
<ul style="list-style-type: none"> Consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi-Christchurch Urban Forest Plan in all decision making. 	<ul style="list-style-type: none"> Korero Mai – Let’s Talk consultation webpage hyperlinked to Community Board Plan, which expressly shows that the Board will consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy and the Ōtautahi Christchurch Urban Forest Plan in all decision making. The report to the Board’s 13 June 2024 meeting regarding the proposed community facility for Shirley Community Reserve included the standard reporting section on climate change impact considerations, which noted that the proposals are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions, and considerations on the impact to climate change will take place in the design stages of any proposed community facility. 	
<ul style="list-style-type: none"> Advocate that Crime Prevention through Environmental Design (CPTED) principles are considered in the project. 	<ul style="list-style-type: none"> Advocacy through presentation to Council at its June 2023 meeting, including a slide highlighting the Board’s Community Policing, CPTED, CCTV & RTO Dialogues, specifically noting that the Board, after consulting with the community, adopted within its Board Plan to ask that CPTED principles are considered for Shirley Community Reserve. At its February 2024 meeting, the Board approved funding from its Better Off Fund for a CPTED report for the Shirley Community Reserve project (in due course of the Board deciding the nature of the project) to address any safety issues and how to reduce any opportunities for crime, in any future planning stages. 	<ul style="list-style-type: none"> CPTED principles will be applied to the project.
<ul style="list-style-type: none"> Advocate for funding to be brought forward in the LTP if appropriate. 	<ul style="list-style-type: none"> The Board supported in its submission on the Council’s Annual Plan 2023-24 funding relating to Shirley Community Reserve retaining priority. The Board Chair in the LTP briefing to Council in October 2023 highlighted priority to retain funding. The Board’s LTP 2024-34 submission noted that: <i>Shirley Community Reserve (projects 20053 and 74005) is a specific dedicated priority in the Community Board Plan. The community has been consulted several times over the last three terms regarding their vision for the future of the reserve, where a well used Community Centre stood before the Canterbury earthquakes. The Board supports funding being brought forward to be in line with a forthcoming Board decision. This will provide certainty to the community that this key space will be duly invested in and developed so it can be successfully activated.</i> <i>There is understood to be additional funding for the Parks-funded component of Shirley Community Reserve, available in the parent programme (61782), subject to the nature of the decision on its future of the reserve, theoretically suggesting the possibility of commencing with Parks-funded components ahead of where the Facility funding (20053) is currently sitting. Again, the Board would like to see the Parks funding drawn down from the parent programme into a separate line item, so that it may be visible and subject to a current decision-making process.</i> The Board succeeded in having the funding for a community facility on Shirley Community Reserve brought forward in the LTP 2024-34. As part of the LTP the Council agreed to bring forward the funding as follows: <ul style="list-style-type: none"> MR6a(i): \$75,000 in FY24/25 (Year 1 of the Long Term Plan); MR6a(ii): \$800,000 in FY25/26 (Year 2 of the Long Term Plan); and MR6a(iii): \$2.83 million in FY26/27 (Year 3 of the Long Term Plan). The Council’s letter of response to the Board after the adoption of its LTP noted its commitment to \$50,000 for a landscape development plan for Shirley Community Reserve. 	

Priority Nine

Papanui Youth Facility		
What the Board will do	Progress to date/actions taken	Measures of Success
<ul style="list-style-type: none"> Advocate for the completion of a youth audit (a tool where young people audit places and spaces on five key factors, safety, appeal, accessibility, well-resourced, and youth friendliness). 	<ul style="list-style-type: none"> The Board advocated in its Annual Plan 2023-24 submission for retaining priority of the funding for a Papanui youth facility within 61782 Programme – Community Parks New Development; this is Project 61804 (Development of new recreation spaces such as skate parks, basketball courts, tennis courts and artificial cricket wickets in Community Parks) - youth or skate facility in the Papanui/Redwood area. In October 2024 a youth space will open in Northlands Mall, which will test having this space in the area, in collaboration with Papanui Youth Development Trust. 	<ul style="list-style-type: none"> A youth audit will be completed with a clear vision for a youth space.
<ul style="list-style-type: none"> Engage with local young people to see where in Papanui they would like a potential youth space, using the youth audit principles. 	<ul style="list-style-type: none"> Collaborative work being explored for youth workers in the Papanui ward to make connections, be present after school at the mall, and potentially to develop a youth health and wellbeing space. The Youth Community Safety Project, funded through the Board’s Better Off Fund, to address youth safety issues through providing presence-based youth work in the area, is an initiative relevant to the early advancement in this regard of an understanding of the needs of local youth, while prioritising safety initiatives. 	<ul style="list-style-type: none"> A youth facility is delivered as per the vision.
<ul style="list-style-type: none"> Explore partnership opportunities to support young people to fulfil their vision. 	<ul style="list-style-type: none"> In its submission on the Draft Greater Christchurch Spatial Plan, the Board noted that there is a gap in facilities for young people in our community, particularly around Papanui. The Board explained the elements of its priority in relation to what the Board will do around advancing this opportunity for youth in the Papanui area and suggesting that the kind of work it is doing relating to identifying appropriate youth facilities in the area should be considered in the context of the Plan, with a view to relating it to the Priority Development Areas. Police input at the Board’s liaison meeting with school principals on 7 June 2024 provided opportunity to understand insight from these agencies relevant to local youth. Brainstorming session held in July 2024 with Police, the Community Governance Team, metropolitan CDA focused on youth, and Board Chair in relation to youth safety initiatives in the local area provided opportunity to workshop intersecting work on these issues and initiatives to engage further with local schools on these issues. A youth space, funded with the Board’s Better Off Fund, has been established in Northlands Mall in partnership with Papanui Youth Development Trust and Te Ora Hou. 	<ul style="list-style-type: none"> Youth are involved in the decision-making to fulfil their vision.
<ul style="list-style-type: none"> Encourage the youth to be actively involved in the decision-making process to support their vision. 	<ul style="list-style-type: none"> To be progressed as the priority is further developed. 	<ul style="list-style-type: none"> As above.
<ul style="list-style-type: none"> Advocate for funding to be brought forward in the LTP if appropriate. 	<ul style="list-style-type: none"> In its submission on the Council’s Annual Plan 2023-24, the Board advocated for ensuring funding is retained for new recreation spaces such as, but not limited to, skate parks and/or basketball courts in the Papanui/Redwood area. The Board Chair in the LTP briefing to Council in October 2023 highlighted priority to retain funding. The Board’s LTP 2024-34 submission noted that: <i>The Board has particularly prioritised a youth facility in the Papanui/Redwood area in its Board Plan. There appears to be a significant budget reduction proposed for developing new recreational spaces (project 61804) and play spaces (project 73999) in this area, though this may be owing to the construction budget being absorbed into the parent programme (61782). The Board asks that the Council offer assurance in its Long Term Plan that it is indeed planning for the long term trajectory of our wards and particularly this area of future development.</i> <p><i>The Council resolved in its LTP 2021-31 to specify the project (noted as a Papanui Skate Facility at that time) as a separate line item, and this should be reinstated in full to show the construction component of the budget in the line item as well. This will enable a youth audit to proceed with confidence and clarity that this will be a meaningful engagement with youth in the area, exploring what would truly improve the space, and will confirm there is budget to complete this project in the future.</i></p> <p><i>Though the Board recognises the difficulty of finding appropriate space in the heart of Papanui for new recreational spaces, the Board requests that clearer provision for green and recreational space be made in the LTP in areas earmarked for new housing developments.</i></p>	<ul style="list-style-type: none"> Funding is brought forward, if appropriate.

Papanui Youth Facility		
	<p><i>It would be reassuring for residents if the Council demonstrated adequate planning and budgeting for youth spaces in this area in light of nearby intensification, with Papanui developing as a higher density area. While the Board supports fiscal restraint to assist current residents, it does not support it to the extent of depriving future residents and the younger generation of the opportunity to retain levels of community amenity that directly impact wellbeing and social connections.</i></p> <p><i>Although there is likely to be an effect on overall budgets for new recreation and play developments, it is also vital to retain provision for community grants and community development budgets to contribute to this essential area. Our youth require the support that comes from these budgets to create initiatives which benefit their safety and wellbeing. Organisations like Papanui Youth Development Trust and Te Ora Hou, which the Board has supported through the Strengthening Communities Fund, serve an important role with their work and facilities, when Council is limited in what it can deliver for youth in the area.</i></p> <ul style="list-style-type: none"> The Council’s letter of response to the Board after the adoption of its LTP noted its commitment to \$60,000 for development of the Papanui/Redwood Youth Play Space. 	

Waipapa Papanui-Innes-Central Community Board Submissions – November 2024

Draft Ōtautahi Christchurch Future Transport 2024-54

Council's Questions	Board's Feedback
Overall, do you support Ōtautahi Christchurch Future Transport?	<input checked="" type="checkbox"/> Somewhat
<p>Vision</p> <p>Our transport system is central to a more vibrant, prosperous and climate resilient district.</p> <p>It shapes and connects Ōtautahi Christchurch and Te Pātaka-o-Rākahautū Banks Peninsula and enables everyone to move around safely and easily.</p> <p>Do you support the draft vision for Ōtautahi Christchurch Future Transport?</p>	<p><input checked="" type="checkbox"/> Somewhat</p> <p>Why/why not?:</p> <p>The Board suggests swapping the two parts of the vision around and emphasizing moving everyone around safely, effectively and easily. Vibrancy, prosperity, well-being and successfully managing resilience to climate change should flow from that.</p> <p>The Board is pleased to see reference to the importance of managing our resilience to climate change. The Board is committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals along with advocating strongly for active transport modes and networks to support walking, cycling, and public transport, including rail and MRT.</p> <p>The Board refers to its Board Plan for this term as outlining its prioritisation of 'A Connected Transport Network in Waipapa Papanui-Innes-Central (road, cycleways, paths)'. The Board appreciates a strategy that supports it to engage with our community on local transport issues. We support the Council, and relevant partners, taking a measured, big picture view, including of the impacts of intensification, when considering transport challenges in our community.</p>
<p>Strategic challenges</p> <p>The key strategic challenges that we've identified that a future-focused plan needs to address are:</p>	<p><input checked="" type="checkbox"/> Somewhat</p> <p>Comments: Any comments on challenges that we've identified, or things you think are missing.</p> <p>The Board broadly agrees with what have been identified as the strategic challenges.</p>

<ul style="list-style-type: none"> • <i>An equitable transition to a low emissions transport system</i> • <i>Adapting the transport network to changing climate</i> • <i>Managing growth well as our population increases and our city becomes more intensively developed</i> • <i>Reducing deaths and serious injuries on the transport network</i> <p><i>Affecting all of this are cost pressures and market volatility. Getting the balance right between maintaining our assets and making the improvements needed to manage risks and grow well.</i></p> <p><i>Do you agree with the strategic challenges identified in Ōtautahi Christchurch Future Transport?</i></p>	<p>The Board seeks to ensure that community safety is at the forefront of all transport decisions, including the need for safe speeds and safe streets for all of our residents.</p> <p>The strategic challenge of managing growth well could usefully be supplemented with a note that this also entails a strategic challenge around: <i>Making the best possible use of the existing network and road spaces as the city continues to grow.</i></p> <p>The Board sees two more challenges that need to be addressed:</p> <ul style="list-style-type: none"> - Providing a transport system that promotes health and social connection. - Providing a transport system that receives high levels of transport satisfaction. <p>The Board also believes there should be more focus on the strategic challenge related to the amount of freight and heavy traffic on our roads. There is a need to identify other effective means of transportation that would get these vehicles off our residential/smaller connecting roadways. This is also relevant to Goal 4 – A more efficient transport network, as it would assist this to happen.</p> <p>The Board supports the Council working with its partners to prioritise regional freight routes, as well as the innovative possibilities around addressing urban freight, public transport, and emergency services movement.</p> <p>Recognising the need for effective movement of emergency services is commended; this acknowledges that it is not just safe speeds and safe streets that are relevant to putting community safety at the forefront in relation to the transport network. The network of course also facilitates evacuations of residents and the arrival of emergency and disaster responders, which are key to preserving life.</p> <p>With the increased challenges from climate change it is worth noting here that flooding is becoming a more common emergency, which directly affects the transport network. With increased water run-off from the built environment, intensification puts more pressure on the stormwater network. Residents are increasingly dealing with the impact of surface flooding resulting from the intensification. The Board appreciates the Council considering innovative solutions, such as, but not limited to, the use of permeable surfaces and rain gardens where applicable.</p>
<p><i>Goals</i></p> <p><i>Do you agree with the goals prioritised in Ōtautahi Christchurch Future Transport?</i></p>	<p><input checked="" type="checkbox"/> <i>Somewhat</i></p> <p><i>Select the goal(s) that you would like to comment on:</i></p> <p><input checked="" type="checkbox"/> <i>1 - Well-managed transport assets</i></p> <p><i>Tell us what you think about goal 1 - Well-managed transport assets:</i></p>

	<p>The Board supports the focus on effective whole-of-life management, which includes cost-effective and innovative maintenance solutions. It is also reassuring that it is recognised that Goal 2 – ‘A more resilient transport network’, is an inter-related goal, as the city’s transport assets need to be resilient enough to withstand the effects of natural disasters and climate change.</p> <p>It is appreciated that district planning has competing requirements, but evolving demands on transport assets in this connection would also seem relevant to their management. When residents experiencing intensification in their neighbourhoods see surface flooding in significant rain events, or old streets remaining unrenewed in spite of new developments around them, it would be helpful to be able to demonstrate that asset management decisions are made strategically and for good reason.</p> <p><input checked="" type="checkbox"/> <i>2 - A more resilient transport network</i></p> <p><i>Tell us what you think about goal 2 - A more resilient transport network:</i></p> <p>The Board is pleased that there is recognition of the strategic challenge around building more resilience into our transport network, and that this not only raises the issue of adapting it to a changing climate, but other natural hazards, such as the Alpine Fault and Hikurangi Subduction Zone.</p> <p><input checked="" type="checkbox"/> <i>3 - A safer transport network</i></p> <p><i>Tell us what you think about goal 3 - A safer transport network:</i></p> <p>The Board believes there is an urgent need relating to particularly the Northcote Road corridor being investigated for improvement. This is a useful example of the relevance to a safer transport network of planning and investment around significant developments (commercial, educational and residential), and the importance of these key transport corridors linking to state highways and/or school travel routes.</p> <p>The Board is keenly focused on the safety of the students at the schools concerned with the operation of these corridors – noting not only the presentations made to us this year from St Bedes College and Marian College, but also those from schools in St Albans.</p> <p>In this latter regard, the Board notes the relevance of safe zones around schools, and our recent request for prioritising the implementation of the school speed zone at St Albans School. The Board also notes its strong advocacy for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals, as the amount of traffic continues to grow in an area that includes large numbers of school children and young people.</p> <p>The Board is supportive of the plan to collaborate to increase the number of safety cameras.</p> <p><input checked="" type="checkbox"/> <i>4 - An efficient transport network</i></p>
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	<p><i>Tell us what you think about goal 4 - A more efficient transport network:</i></p> <p>It is submitted that a further focus here should be: <i>Working towards a better experience on our existing network for all.</i></p> <p>The Board thinks there should be a focus on efficiently moving people whatever their mode of transport. Also see our comments above on the impacts of freight and heavy vehicles on our roads.</p> <p><input checked="" type="checkbox"/> <i>5 - Genuine transport choices for everyone</i></p> <p><i>Tell us what you think about goal 5 - Genuine transport choices for everyone:</i></p> <p>The Board notes it supports active transport initiatives that safely promote walking, cycling, and using public transport, which should include rail. It is important the goals here are able to adapt to innovative and evolving modes of transport and technology, recognising how quickly micromobility trends have and will continue to change.</p> <p><input checked="" type="checkbox"/> <i>6 - A vibrant and liveable city</i></p> <p><i>Tell us what you think about goal 6 - A vibrant, healthy and liveable city:</i></p> <p>The Board is supportive of the desire to design walkable catchments around local and commercial centres, and the focus on improving footpaths, including condition, width, and the general provision of footpaths.</p> <p>The Board are pleased to see the continuing commitment to help schools create their travel plans.</p> <p>The Board would also like to see the introduction of a free shuttle circuit service to Christchurch Central (similar to the yellow shuttle which looped the CBD pre-earthquakes), repeating points here in this regard as noted in relation to the Regional Public Transport Plan:</p> <ul style="list-style-type: none"> • The plan should be cognisant of the need to efficiently move residents, workers and visitors in, out and around the CBD. This is key to reducing congestion, improving the flow of traffic and people, reducing parking demand and enabling safe movement for all people. • The CBD is reviving as a place to go for work and entertainment. • It has an increasing resident population from apartment living. • New attractions like Te Kaha, Te Pae, Court Theatre and other busy venues intensify the four aves more than we have seen post-quake and a service like this is a natural fit for residents and city visitors alike. • Our recommendation is a service that covers a block or so outside of the four aves, to provide scope for park and ride habits.
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Draft Dog Control Bylaw and Policy 2024

Question		Feedback
Do you support the proposal to require dogs to be on a short leash on footpaths, shared paths and formed tracks in greenspace areas where dogs are allowed?		<input checked="" type="checkbox"/> Yes
Do you support the proposal to require dogs to be on a short leash on shared paths and pedestrian areas on or near roads?		<input checked="" type="checkbox"/> Yes
Note: dogs are currently required to be leashed on roads and footpaths alongside roads.		
Do you support the proposal for the Ōtākaro Avon River Corridor?		<input checked="" type="checkbox"/> Yes
We're proposing to regulate the Ōtākaro Avon River Corridor (former residential red zone) by prohibiting dogs in key areas to protect wildlife (river, wetland and planted areas), while continuing to allow dogs off leash and under effective control in over 200 hectares of mowed grass (noting that pathways would come under the general leashed rule).		
Do you support the proposal for Te Ihutai Avon Heathcote Estuary?		<input checked="" type="checkbox"/> Yes
We're proposing to prohibit dogs from Te Ihutai Avon Heathcote Estuary to protect wildlife (including threatened and at-risk migratory birds). This would apply from the landward boundary inwards – people could continue to walk dogs on land nearby, such as along the grassed western edge of Southshore Spit, or on paths like Te Ara Ihutai Christchurch Coastal Pathway. Dogs would not be allowed along the shoreline where birds nest, or in tidal areas where they feed.		
Do you support the proposal to regulate stormwater basins?		<input checked="" type="checkbox"/> Yes
We're proposing to regulate stormwater basins, such as Te Kuru Wetland, by prohibiting dogs in some areas to protect wildlife (wetland and planted areas), while continuing to allow dogs to be off leash and under effective control in mowed grass areas (noting that pathways would come under the general leashed rule).		
Do you support the proposal to limit the number of dogs one person can be in control of in a public place?		<input checked="" type="checkbox"/> Yes
We're proposing to limit the number of dogs one person can be in control of in a public place (to two when off-leash and four when leashed), with an exemption process for people with appropriate skills to apply to control a greater number of dogs.		
The review proposes a number of other changes. Do you have feedback on	Feedback:	

<p><i>any other parts of the Dog Control Bylaw or Policy?</i></p> <p><i>Please let us know which proposal or area your feedback is in relation to such as the park name.</i></p>	<p>The Board notes that with increasing intensification in our area, and the need to offer recreational amenities within walkable distances of residents to minimise transport emissions, consideration needs to be given to supporting dog parks in urban areas.</p> <p>The recent request to our Board for a small dog park near Diana Isaac Retirement Village, is a good example of this demand. While the pressures of competing uses for park spaces and neighbourhood noise and cost implications need to be kept in mind, it is helpful when regulation supports these requests being considered.</p> <p>Ensuring there are appropriate larger spaces for larger dogs is as important to balance the need for spaces like the Botanic Gardens for residents seeking significant dog-free zones. The proposals tend toward prohibiting dogs from, or restricting them in, further areas, which is for worthy reasons, though increases the important role the likes of the Groyne's Dog Park and Bottle Lake Forest serve as dog exercise areas. If the proposed restrictions are going to be implemented, enough appropriate spaces where dogs can be off-leash need to be provided in convenient locations.</p> <p>Ensuring a balance of spaces recognises the benefits to canine and human health and wellbeing of robust recreational and training spaces, noting that looking after the family dog generally needs to coincide with people's exercise routines and recreational activities. Dogs are also used in some sports and work that greatly benefit from being trained in unleashed areas.</p>
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Draft Parks and Reserves Bylaw 2025

Question	Feedback
<p><i>Do you have comments about the proposed changes to the parks and reserves bylaw?</i></p>	<p>The Board recognises the importance of our parks and reserves to our communities, which will only increase with the pressures of intensification making these communal spaces even more important.</p> <p>We acknowledge the indication current bylaw is largely working as intended and support the use of the review to make it more reader friendly and easier to understand. The Board accordingly supports the draft bylaw, appreciating that it also improves consistency, modernises appropriate aspects, and has given the wording a helpful tidy-up.</p>

Draft Trade Waste Bylaw 2025

Question	Feedback
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<i>Do you support the proposal to reduce the total suspended solids limit to 100g/m3 for discharges containing only inorganic mineral solids (the current total suspended solids limit of 600g/m3 for other discharges will remain).</i>	<input checked="" type="checkbox"/> Yes
<i>Do you support prohibiting POPs (including PFAS, perfluorooctane sulfonate (PFOS) and perfluorooctanic acid (PFOA)) from any trade waste discharge?</i>	<input checked="" type="checkbox"/> Yes
<i>For dewatering activities, do you support the proposed changes to clarify the need for a trade waste consent, in some circumstances?</i>	<input checked="" type="checkbox"/> Yes
<p><i>Application processing and consent expiries</i></p> <p><i>We propose the following changes to support application processing and decision making</i></p> <ul style="list-style-type: none"> <i>Set out that we may consider wider matters in deciding on consent applications</i> <i>Remove the application processing times from the bylaw and communicate processing time targets in other ways.</i> <i>Include a new clause setting out the reasons we may decline an application.</i> <p><i>Do you support these proposed changes?</i></p>	<input checked="" type="checkbox"/> Yes
<i>Do you support introducing a maximum duration of up to 10 years for all permitted consents?</i>	<input checked="" type="checkbox"/> Yes
<p><i>Tanker waste</i></p> <p><i>We propose to improve the regulation of tanker waste discharges by including the following:</i></p> <ul style="list-style-type: none"> <i>Require, as a possible condition of consent, that records are kept of any tanker waste deliveries accepted</i> <i>Specify bylaw provisions that apply to tanker waste consents, for clarity</i> <i>Add tanker waste as a separate category of discharge, to reflect how consents are categorised</i> <i>Specify the types of waste that can be accepted, and that we may refuse certain types of discharges</i> <i>Require provision of necessary connections</i> <i>Require that Christchurch Waste water Treatment Plant conditions of entry (e.g. wearing personal protective equipment) are adhered to</i> <i>Provide for the recovery of costs for any damages</i> <i>Other minor wording changes in clause 17 and clause 5(1).</i> <p><i>Do you support these proposed changes to improve regulation of tanker waste discharges?</i></p>	<input checked="" type="checkbox"/> Yes

18. Elected Members’ Information Exchange Te Whakawhiti Whakaaro
o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia mā mā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	<i>Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in ‘heaven’) Draw together! Affirm!</i>
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