

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waihoru/Spreydon-Cashmere Community Board will be held on:

Date: Tuesday 5 February 2019
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Melanie Coker
Members	Helene Mautner
	Phil Clearwater
	Lee Sampson
	Tim Scandrett

29 January 2019

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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

TABLE OF CONTENTS

C	1.	Apologies.....	4
B	2.	Declarations of Interest.....	4
C	3.	Confirmation of Previous Minutes	4
B	4.	Public Forum	4
B	5.	Deputations by Appointment.....	4
B	6.	Presentation of Petitions	4

STAFF REPORTS

C	7.	Proposed Parking Restrictions - Grove Road, Hazeldean Road, Major Aitken Drive, Hoon Hay Road, Spencer Street, Poulson Street, Cashmere Road	13
C	8.	Proposed Parking Restrictions - Hillsborough Terrace	29
C	9.	Proposed Bus Stop, Kenmure Drive	35
C	10.	Spreydon-Cashmere Youth Achievement and Development Fund Application - Tessa May Cockerton-Holmes	45
C	11.	2018/19 Spreydon-Cashmere Discretionary Response Fund - West Spreydon School.....	47
C	12.	2018/19 Youth Achievement and Development Scheme - Haydn Llewellyn Armstrong Boul	51
B	13.	Elected Members' Information Exchange	53

1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

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

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on [Friday, 7 December 2018](#) be confirmed (refer page 5).

4. Public Forum

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.

OR

There will be no public forum at this meeting

5. Deputations by Appointment

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

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions

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

Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

Date: Friday 7 December 2018
Time: 8.00am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Chairperson	Karolin Potter
Deputy Chairperson	Melanie Coker
Members	Helene Mautner
	Phil Clearwater
	Lee Sampson
	Tim Scandrett

7 December 2018

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

The agenda was dealt with in the following order.

1. Apologies

Part C
Community Board Decision

There were no apologies.

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Community Board Resolved SCCB/2018/00120

Community Board Decision

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on Friday, 23 November 2018 be confirmed.

Lee Sampson/Tim Scandrett

Carried

4. Public Forum

Part B

4.1 Maddison Moore - Update from Trampolining Nationals

Part B

Maddison Moore, Youth Achievement and Development Scheme grant recipient, spoke to the Board about her participation in the 2018 New Zealand Trampoline Nationals in Tauranga, in October 2018. Maddison advised that she competed in the 13/14 year age group, and placed seventh of the 35 competitors in that group.

After questions from members, the Chairperson thanked Maddison for her presentation.

4.2 Beckenham Primary School

Part B

Year 2 and 3 pupils from Beckenham School addressed the Board with their concerns about rubbish being dropped in and around Beckenham and getting in the waterway. The children would like to see signs put up throughout the area advising people not to drop rubbish and encouraging them to pick up rubbish that they see lying around.

After questions from members, the Chairperson thanked the children for their presentation.

4.3 Mike Beresford - Christchurch Squash

Part B

Mike Beresford of Christchurch Squash Club updated the Board on the squash club's building project. The new facility is scheduled to open in May 2019 and will include an interactive squash court.

After questions from members, the Chairperson thanked Mr Beresford for his presentation.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

The meeting adjourned at 8.38pm and reconvened at 8.48am.

9. Spreydon-Cashmere Community Board Meeting Schedule 2019

Community Board Resolved SCCB/2018/00121 (Original staff recommendation accepted without change)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Adopts the following meeting schedule for the period February 2019 to September 2019:
 - Tuesday 5 February – 5pm
 - Friday 15 February – 8am
 - Tuesday 5 March – 5pm
 - Friday 15 March – 8am
 - Tuesday 2 April – 5pm

Tuesday 7 May – 5pm
Friday 17 May – 8am
Tuesday 4 June – 5pm
Friday 21 June – 8am
Tuesday 2 July – 5pm
Friday 19 July – 8am
Tuesday 6 August – 5pm
Friday 16 August – 8am
Tuesday 3 September -5pm
Friday 20 September – 8am

Helene Mautner/Lee Sampson

Carried

10. Spreydon - Cashmere Community Board - Recess Committee 2018/19

Board Comment

The Board discussed membership of the Recess Committee and the need for composition of the Committee to allow for Board members periods of unavailability of the holiday season

Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Appoints a Recess Committee comprising the Board Chairperson or Deputy Chairperson and any two Board members available, to be authorised to exercise the delegated powers of the Spreydon- Cashmere Community Board for the period following the Board's final scheduled meeting for the year on 7 December 2018 until its next ordinary meeting on 5 February 2019.
2. Requires that the exercise of any such delegation by the Recess Committee be reported back to the Board for record purposes.
3. Notes that any meeting of the Recess Committee will be publicised and details forwarded to all Board members.

Community Board Resolved SCCB/2018/00122

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Appoints a Recess Committee comprising a minimum of any two Board members available, to be authorised to exercise the delegated powers of the Spreydon- Cashmere Community Board for the period following the Board's final scheduled meeting for the year on 7 December 2018 until its next ordinary meeting on 5 February 2019.
2. Requires that the exercise of any such delegation by the Recess Committee be reported back to the Board for record purposes.
3. Notes that any meeting of the Recess Committee will be publicised and details forwarded to all Board members.

Melanie Coker/Tim Scandrett

Carried

7. Proposed Parking Restrictions - Maryhill Avenue, Holliss Avenue, Lascelles Street, Centaurus Road, Rowley Avenue

Community Board Resolved SCCB/2018/00123 (Original staff recommendation accepted without change)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

Maryhill Avenue – Attachment A

1. Approve that the stopping of vehicles be prohibited at any time in the part of Maryhill Avenue referred to as 'Area A - Proposed No Stopping Restriction' as indicated on **Attachment A**, drawing TG133463, dated 17/10/2018, attached to the agenda for this meeting.

Holliss Avenue – Attachment B

2. Approve that the stopping of vehicles be prohibited at any time in the parts of Holliss Avenue referred to as 'Area A - Proposed No Stopping Restriction' as indicated on **Attachment B**, drawing TG133433, dated 24/9/2018, attached to the agenda for this meeting.

Intersection of Lascelles Street and Centaurus Road – Attachment C

3. Approve that the stopping of vehicles be prohibited at any time in the parts of Centaurus Road and Lascelles Street referred to as 'Proposed No Stopping Restriction' as indicated on **Attachment C**, drawing TG133440, dated 1/10/2018, attached to the agenda for this meeting.

Rowley Avenue – Attachment D

4. Approve that the parking of vehicles be restricted to a maximum period of three minutes on school days from 8:15 to 9:15 and from 14:30 to 15:30, in the part of Rowley Avenue referred to as 'Area A - Proposed P3 Parking Restrictions' as indicated on **Attachment D**, drawing TG133432, dated 24/09/2018, attached to the agenda for this meeting.

Melanie Coker/Helene Mautner

Carried

8. Proposed No Stopping Restrictions, Stop Control and No Passing Lines- Dyers Pass Road

Board Comment

The Board discussed the merits of no passing restrictions on Dyers Pass Road and agreed that restricted visibility warranted no passing lines on both sides of the road.

Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Resolve that the stopping of vehicles be prohibited at any time in the part of Dyers Pass Road and Overdale Drive referred to as Area A and Area B, 'Proposed No Stopping Restriction', as indicated on **Attachment A**, drawing TG133417, dated 24/10/2018, attached to the agenda for this meeting.
2. Resolve the installation of a Stop Control against Overdale Drive at its intersection with Dyers Pass Road.

3. Approve that No Passing lines be installed along the centre of Dyers Pass Road, referred to as 'Area C - Proposed No Passing Lines' as indicated on **Attachment A**, drawing TG133417, dated 24/10/2018, attached to the agenda for this meeting.

Community Board Resolved SCCB/2018/00124

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Resolves that the stopping of vehicles be prohibited at any time in the part of Dyers Pass Road and Overdale Drive referred to as Area A and Area B, 'Proposed No Stopping Restriction', as indicated on **Attachment A**, drawing TG133417, dated 24/10/2018, attached to the agenda for this meeting.
2. Resolves the installation of a Stop Control against Overdale Drive at its intersection with Dyers Pass Road.
3. Approves that double no passing lines be installed along the centreline of Dyers Pass Road, commencing at its intersection with Cracroft Terrace and extending in a westerly then southerly direction for 232 metres, with advance warning lines installed along the centreline of Dyers Pass Road, commencing at its intersection with Cracroft Terrace and extending in a easterly direction for 60 metres and commencing at a point 232 metres west from its intersection with Cracroft Terrace and extending in a southerly direction for 60 metres.

Tim Scandrett/Helene Mautner

Carried

11. Elected Members' Information Exchange

Part B

Board members shared information on the following:

- Valley Road residents recently held a street party.
- There are concerns that invasive plants are appearing on the banks of the Opawaho/Heathcote River.
- The Manuka Cottage Annual General Meeting was held recently.
- Hoon Hay Residents Association recently held its Annual General Meeting.
- Board members and staff met with affected residents of Marion Street, Copenhagen Place and Weir Place, Hoon Hay on 6 December 2018 to discuss localised flooding issues. The meeting was very positive.
- Beckenham School Year 7 and 8 pupils have painted a mural on the Beckenham Ponds Toilet Block and it is to be unveiled soon.

Meeting concluded at 9.58am.

CONFIRMED THIS 5TH DAY OF FEBRUARY 2019.

**KAROLIN POTTER
CHAIRPERSON**

7. Proposed Parking Restrictions - Grove Road, Hazeldean Road, Major Aitken Drive, Hoon Hay Road, Spencer Street, Poulson Street, Cashmere Road

Reference: 18/1287518

Presenter(s): John Dore – Area Traffic Engineer

1. Purpose and Origin of Report

Purpose of Report

1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider approval of:

1.1.1 The installation of 'No Stopping' restrictions at the following locations:

- Grove Road and Hazeldean Road as shown on **Attachment A**.
- Major Aitken Drive as shown on **Attachment B**.
- Spencer Street and Poulson Street as shown on **Attachment D**.
- Cashmere Road as shown on **Attachment E**.

1.1.2 The installation of P3 time restricted parking at the following locations:

- Hoon Hay Road as shown on **Attachment C**.
- Spencer Street as shown on **Attachment D**.

1.1.3 The installation of residents only parking at the following location:

- Spencer Street as shown on **Attachment D**.

Origin of Report

1.2 This report is staff generated in response to requests from the community.

2. Significance

2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.

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

1. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

[Grove Road – Attachment A](#)

1. Approve that the stopping of vehicles be prohibited at any time in the parts of Grove Road referred to as 'Area A - Proposed No Stopping Restrictions' as indicated on Attachment A, drawing TG133496, dated 27/11/2018, attached to the agenda for this meeting.

Hazeldean Road – Attachment A

2. Approve that the stopping of vehicles be prohibited at any time in the parts of Hazeldean Road referred to as Area A, Area B, Area C – ‘Proposed No Stopping Restrictions’ as indicated on Attachment A, drawing TG133496, dated 27/11/2018, attached to the agenda for this meeting.

Major Aitken Drive – Attachment B

3. Approve that the stopping of vehicles be prohibited at any time in the parts of Major Aitken Drive referred to as ‘Area A, Area B - Proposed No Stopping Restriction’ as indicated on Attachment B, drawing TG133469, dated 23/10/2018, attached to the agenda for this meeting.

Hoon Hay Road – Attachment C

4. Revoke the existing parking restriction in the parts of Hoon Hay Road referred to as ‘Area A, Area B – Replace existing P5 with P3 restriction’ as indicated on Attachment C, drawing TG133474, dated 6/11/2018, attached to the agenda for this meeting.
5. Approve that the parking of vehicles be restricted to a maximum period of three minutes on school days from 8:15 to 9:15am and from 2:30 to 3:30 pm, in the parts of Hoon Hay Road referred to as ‘Area A, Area B – ‘Replace existing P5 with P3 restriction’ as indicated on Attachment C, drawing TG133474, dated 6/11/2018, attached to the agenda for this meeting.

Spencer Street – Attachment D

6. Revoke the existing parking restriction in the parts of Spencer Street referred to as ‘Area D, Area E – ‘Proposed P3 parking restrictions’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
7. Revoke the existing parking restriction in the parts of Spencer Street referred to as ‘Area F – ‘Proposed bus stop’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
8. Revoke the existing parking restriction in the parts of Spencer Street referred to as ‘Area B – Proposed No Stopping Restrictions’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
9. Approve that a marked bus stop be installed in the parts of Spencer Street referred to as ‘Area F – Proposed bus stop’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
10. Approve that the parking of vehicles be restricted to a maximum period of three minutes on school days from 8:15 to 9:15 and from 14:30 to 15:30, in the parts of Spencer Street referred to as ‘Area D, Area E – Proposed P3 parking restrictions’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
11. Approve that the parking of vehicles be prohibited at any time on school days from 8:15 to 9:15 am and from 2:30 to 3:30 pm, in the parts of road referred to as ‘Area B – Proposed P3 parking restrictions’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.
12. Approve that the stopping of vehicles be prohibited at any time in the parts of Spencer Street referred to as Area B – ‘Proposed No Stopping Restrictions’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.

Spencer Street (Resident parking) – Attachment D

13. Revoke the existing parking restriction in the parts of Spencer Street referred to as ‘Area A - Proposed Residents Parking’ as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.

14. Approve that a Residents Parking Area, restricted to the parking of authorised residents vehicles only displaying the appropriate permit be installed, in the parts of Spencer Street referred to as 'Area A - Proposed Residents Parking' as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.

Poulson Street – Attachment D

15. Revoke the existing parking restriction in the parts of Poulson Street referred to as 'Area C – Proposed No Stopping Restrictions' as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.

16. Approve that the stopping of vehicles be prohibited at any time in the parts of Poulson Street referred to as 'Area C - Proposed No Stopping Restrictions' as indicated on Attachment D, drawing TG133494, dated 20/12/2018, attached to the agenda for this meeting.

Cashmere Road – Attachment E

17. Approve that the stopping of vehicles be prohibited at any time in the parts of Cashmere Road referred to as 'Area A - Proposed No Stopping Restriction' as indicated on Attachment E, drawing TG133499, dated 28/11/2018, attached to the agenda for this meeting.

3. Key Points

- 3.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 3.2 The following feasible options have been considered:
 - Option 1 - As shown on Attachments A, B, C, D and E (preferred options)
 - Option 2 - Do Nothing
- 3.3 These options address issues raised by the community, reduce the chance of a crash and optimise use of existing kerbside parking, with a minimal impact on surrounding residents and businesses.

4. Option 1 - Install Parking Restrictions (preferred)

Grove Road and Hazeldean Road– Attachment A

Summary

1.1.1 The advantages of this option include:

- Improves accessibility for long heavy goods vehicles into and out of a commercial loading/unloading yard.
- Reduces chance of a long heavy vehicle not being able to perform a manoeuvre and blocking the street until a parked vehicle is relocated.

1.1.2 The disadvantages of this option include:

- Removes some kerbside parking

Context / Background

- 4.1 The purpose of the no stopping restriction is to remove parked vehicles from the typical turn path of long heavy goods vehicle into and out of a commercial property (Humes Yard), with frontages on Hazeldean Road and Grove Road.
- 4.2 Council have received anecdotal reports from the public, of longer heavy vehicles having difficulty entering and existing the subject yard due to kerbside parked vehicles. One incident required a parked car to be towed to allow a vehicle to exit.
- 4.3 The Little River Major Cycle Route (MCR) has recently been completed along Grove Road. To accommodate an off street cycle way in both directions, the kerb to kerb carriageway width has been reduced. The reduction in kerb width has created the heavy vehicle accessibility issue on Grove Road.
- 4.4 Hazeldean Road and Grove Road are both classified as local roads in an area that is defined as; Industrial General (IG) and Commercial Office (CO) in the Christchurch City Council District Plan.
- 4.5 The recent MCR installation has reduced kerb to kerb width from about 12m to about 9m. New Road Standards Appendix 8.10.3 in the CCC District Plan specifies a minimum roadway width of 11m for a local road in an industrial area.
- 4.6 The proposal removes five existing kerbside spaces in an area with a high parking demand generated by a variety of commercial activities in the Addington area.
- 4.7 The five parking spaces will be displaced several blocks away in an area that has a heavy demand for kerbside parking.
- 4.8 The proposal mitigates some traffic effects created by the MCR, by creating enough space for a heavy vehicle to complete a manoeuvre out of and into the site. It is recommended to remove parking in an area with heavy demand to allow heavy goods vehicle accessibility as originally intended for this section of Grove Road.

Community Views and Preferences

- 4.9 Affected property owners and operators were advised of the recommended option. The affected property operator and owner supports the proposal.

Major Aitken Drive– Attachment B

Summary

4.10 The advantages of this option include:

- Reduces chance of vehicles crossing centre line where forward visibility is limited, therefore reducing chance of a head on crash.

4.11 The disadvantages of this option include:

- Removes some kerbside parking.

Context / Background

4.12 The purpose of the no stopping restriction is to reduce chance of a vehicle crossing the centre line where there is restricted forward visibility due to a crest in the road.

4.13 Bus route 17 has recently been rerouted along Major Aitken Drive and Kenmure Drive. Larger vehicles such as buses will encroach over the centre line if vehicles are parked on approach to the road crest. This proposal reduces the risk of a head on crash.

4.14 The proposal removes on street parking. Parking demand in this area is low and there is adequate parking supply in the immediate area.

4.15 Major Aitken Drive is local road surrounded by residential properties and has an estimated average daily traffic flow of around 750-1,000 vehicles per day.

4.16 The subject section of Major Aitken Drive has an assessed road safety risk of low, based on the NZTA Kiwi Rap methodology.

4.17 The rerouting of a bus route along Major Aitken Drive increases the risk of a crash. The proposal will maintain existing crash risk.

Community Views and Preferences

4.18 Affected property owners and residents were advised of the recommended option by post, no objections were received.

Hoon Hay Road – Attachment C

Summary

4.19 The advantages of this option include:

- Allows for short term parking such as drop off and pick up before and after school, improving operational efficiency and safety in the area.

4.20 The disadvantages of this option include:

- No known disadvantages

Context Background

4.21 A Council parking enforcement officer alerted operation staff to the inconsistent short term parking restrictions outside a school and the problems enforcing them due to lack of signage.

4.22 The proposed P3 restriction allows vehicles to park for a maximum period of three minutes and will apply from 8:15am to 9:15am and from 2:30pm to 3:30pm on School Days only. The restriction aims to provide high turnover short term parking, allowing school children to be dropped off and walked to the school gate.

4.23 The proposed P3 parking restriction replaces existing P5 Loading Zones. A P3 restriction is better suited to a school frontage that has a high demand for parking to drop off and walk students to school gate. Traffic Operations experience has found that P5 restrictions are often not adhered

to, as occupants of parked vehicles tend to enter the school and stay for longer than the expected five minutes.

Community Views and Preferences

- 4.24 The school principal and board of trustees have been advised of the proposal. The proposal has no effect on any other residential properties.

Spencer and Poulson St– Attachment D

Summary

- 4.25 The advantages of this option include:
- Allows for short term parking such as drop off and pick ups before and after school, improving operational efficiency and safety in the area
 - Improves visibility between pedestrian and vehicles
- 4.26 The disadvantages of this option include:
- Removes some kerb side parking spaces

Context Background

- 4.27 Council staff met representatives from Sacred Heart School including members of the school patrol to discuss traffic issues experienced around the start and finish of the school day.
- 4.28 The proposal shown on Attachment D, is a reflection of measures discussed to improve safety and general traffic management around the school.
- 4.29 The proposed restrictions remove P120 (11am to 3pm) kerbside parking spaces and unrestricted kerbside parking. The P3 parking restriction is for a short time before and after school and only on school days, all other times there are no parking restrictions.
- 4.30 There is limited kerbside parking available on Spencer Street and the surrounding area within a five minute walk from the school for parents who wish to park for longer periods of time. The proposed restriction optimises the kerbside space available for short stay parking, allowing children to be dropped off and walked to school gate. The proposal helps overall traffic management and safety around the school.
- 4.31 The proposed no stopping restrictions remove kerbside parking along residential property frontages.
- 4.32 A reasonable level of kerbside parking is still available outside one residential property. The other property loses all frontage on street parking. To mitigate the adverse effect this restriction was changed to only apply from 8:15am to 9:15 am and 2:30pm to 3:30pm on school days.
- 4.33 Spencer Street is local road surrounded by residential properties and has an average daily traffic flow of 1,650 vehicles per day. Approximately 150 vehicle per hour during morning and afternoon peak pedestrian activity. Other road safety features near the school include:
- A kea crossing, patrolled in afternoon only.
 - Raised intersections (speed humps) at; Spencer/Macaulay and Spencer/Poulson
 - Speed hump outside 4 Spencer Street
- 4.34 Speed humps are spaced at approximately 100m intervals along Spencer Street and outside Sacred heart School. This provides a good level of traffic calming to manage vehicle speeds.
- 4.35 Traffic counts undertaken outside 39 Spencer Street in 2016 measured traffic speeds over a week long period. Results below:
- Median recorded speed – 33.8km/h

- 85% speed – 41km/h
- 4.36 Half the recorded vehicles travelled 33.8km/h or less and 85% of vehicles travelled 41km/h or less.
- 4.37 Poulson Street is classified as a local road with a similar traffic volume to Spencer Street. Traffic from the surrounding arterial road network does short cut through this area.
- 4.38 Overall the proposal will help with parking management outside the school, reduce congestion issues at school time, improve pedestrian visibility and road safety.

Community Views and Preferences

- 4.39 Affected property owners/residents, including the school and church were advised of the recommended option by post. No formal responses were received. The school verbally supported the proposal.

Spencer Street (Resident Parking) – Attachment D

Summary

- 4.40 The advantages of this option include:
- Allows for an on street resident only park outside a property that was no off street parking available and no space to provide any off street parking.
- 4.41 The disadvantages of this option include:
- Removes one unrestricted kerb side parking space in an area with high parking demand

Context Background

- 4.42 The property owner at 43 Spencer Street has formally applied for a resident only parking space outside 43 Spencer Street.
- 4.43 Council is not required to provide on street parking where the amount of off street parking is insufficient for the number of vehicles at the property.
- 4.44 Council will consider installing a residents' parking area outside your property if:
- there is no off-street parking at all on your property and
 - there is no space on the property that could be converted to off-street parking and
 - there is no private parking within a reasonable distance that could be used and
 - there are no other traffic engineering matters that would exclude this, such as parking meters.
- 4.45 Property 43 Spencer Street meets the above criteria.
- 4.46 An existing P120 on the east side of Spencer Street from Poulson St to Fielding Street allows vehicles to park for no more than 120 minutes Monday to Friday between 11am and 3pm. This restriction aims to prevent all day parking generated from commercial activities along Lincoln Road and at Hazeldean business park.
- 4.47 Spencer Street and the surrounding area has a high parking demand during weekday business hours. It is reasonable to expect that a resident at 43 Spencer Street may not always be able to find an on street park within a walking distance of 5 minutes.
- 4.48 In this instance, as there is limited off street parking and no space on the property to convert to an off street park, the application meets the criteria for consideration.

- 4.49 The removal of one P120 restricted car parking space and changing to a resident only parking space is an inefficient use of the kerbside space. Only allows a resident vehicle to park their compared to any other vehicle for various periods of time.
- 4.50 Depending on the outcome of the draft suburban parking another possible option is to provide resident exemptions to parking restrictions, this option would allow residents with a permit to park in an existing restricted park, providing more efficient use of kerbside for all residents with a valid permit.

Community Views and Preferences

- 4.51 Affected property owners/residents supports the proposal.

Cashmere Road, Outside Cashmere Valley Reserve– Attachment E

Summary

- 4.52 The advantages of this option include:
- Improve vehicle and pedestrian visibility at the marked zebra, reducing crash risk.
- 4.53 The disadvantages of this option include:
- Removes some kerbside parking

Context / Background

- 4.54 Pedestrian visibility at the subject zebra crossing is sometimes restricted due to parked vehicles. A member of the public has raised this issue.
- 4.55 No stopping restrictions as shown on Attachment E, ensure standard minimum pedestrian sight distances are met.
- 4.56 The minimum pedestrian sight distance can generally be described as; distance a car travels in the time it takes a pedestrian to cross from the kerb to the refuge island.
- 4.57 The proposal reduces the chance of a crash and improves pedestrian levels of service by enhancing visibility between vehicles and pedestrians - in an area with high pedestrian and high traffic volumes.
- 4.58 The proposal removes two on street parks, outside a public park and playground. Parking demand in the immediate area is high. Parking will be displaced further along Cashmere Road and within a five minute walk of the park.
- 4.59 Cashmere Road is a minor arterial round and bound by the Heathcote River and River Reserve to the north and residential properties to the south. Cashmere Road has an average daily traffic flow of around 20,000 vehicles per day at the subject location.
- 4.60 Pedestrians counts have not been undertaken at the zebra crossing, pedestrians are expected to exceed 50 in a peak hour and have a relatively higher flow throughout the day due to the reserves and playground nearby.
- 4.61 Risk along this corridor is assessed as medium, based on the KiwiRap methodology developed by NZTA. No further crash analysis has been undertaken.

Community Views and Preferences

- 4.62 Council Parks representative has been advised of the recommended option via email. No response has been received.

Significance

- 4.63 The level of significance is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 4.64 The proposals shown on Attachments, A, B, C, D and E does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Alignment with Council Plans and Policies

- 4.65 This option is consistent with Council's Plans and Policies.

Financial Implications

- 4.66 Cost of Implementation – No more than \$1,500 for the installation of traffic controls, plus \$3,000 for consultation and the preparation of this report.
- 4.67 Funding source - Traffic Operations Budget.
- 4.68 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 4.69 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 4.70 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 restrictions and traffic control devices.
- 4.71 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 4.72 Not applicable.

Implementation

- 4.73 Implementation dependencies - Community Board approval.
- 4.74 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

5. Option 2 - Do Nothing

Option Description

- 5.1 No changes to traffic management.

Significance

- 5.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 5.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 5.4 This option is inconsistent with community requests to resolve traffic issues.

Alignment with Council Plans and Policies

5.5 This option is consistent with Council's Plans and Policies.

Financial Implications

5.6 Cost of Implementation - \$3,000 for consultation and the preparation of this report

5.7 Maintenance / Ongoing Costs - \$0

5.8 Funding source – Existing staff budgets.

Legal Implications

5.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

5.10 Not applicable.

Implementation

5.11 Implementation dependencies - Not applicable.

5.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

5.13 The advantages of this option include:

- Has no impact to on-street parking.

5.14 The disadvantages of this option include:

- It does not address concerns raised by the community.

Attachments

No.	Title	Page
A ↓	Preferred Option - Hazeldean/Grove	24
B ↓	Preferred Option - Major Aitken Drive	25
C ↓	Preferred Option - Hoon Hay Road	26
D ↓	Preferred Option - Spencer and Poulson Street	27
E ↓	Preferred Option - Cashmere Road	28

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

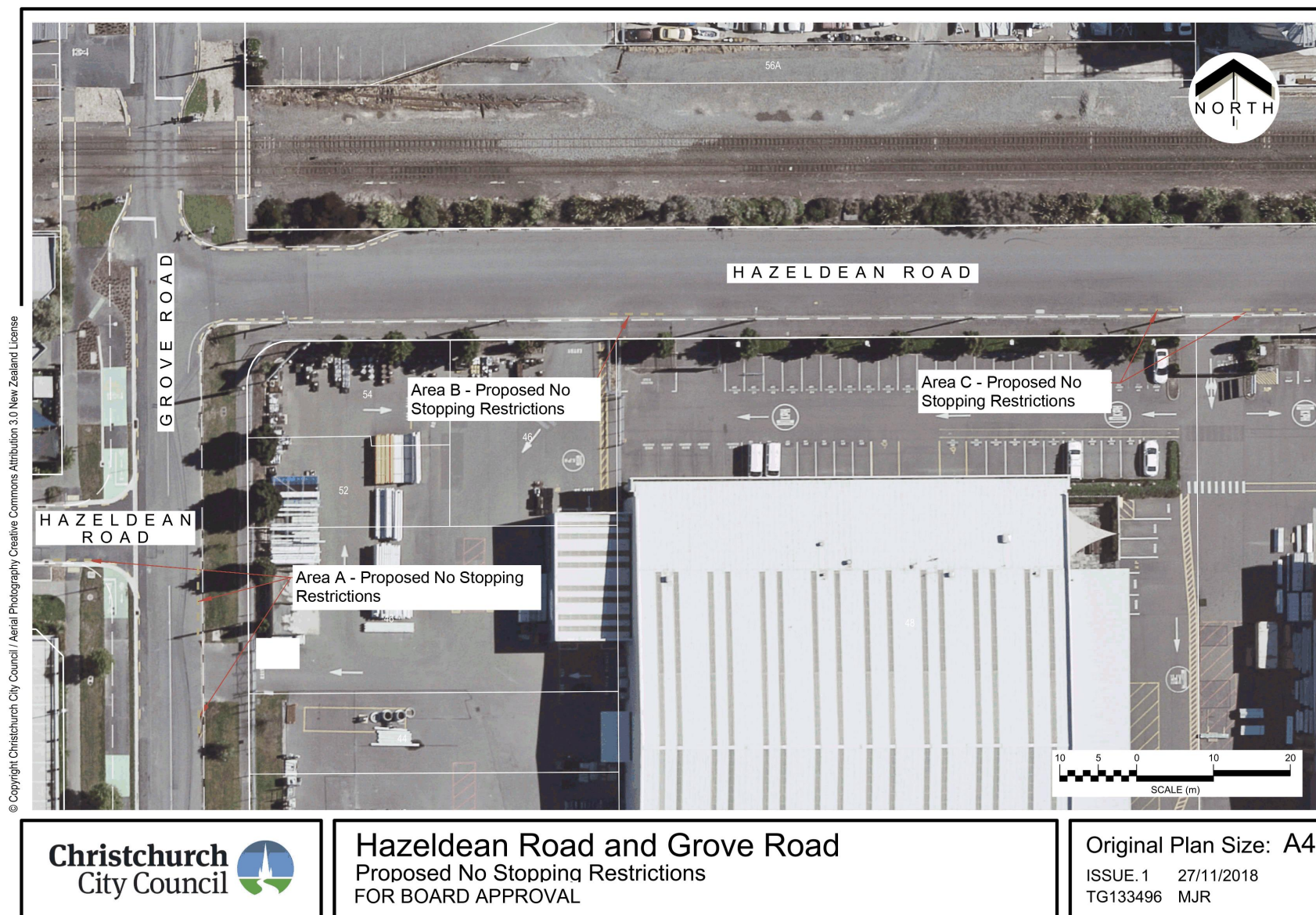
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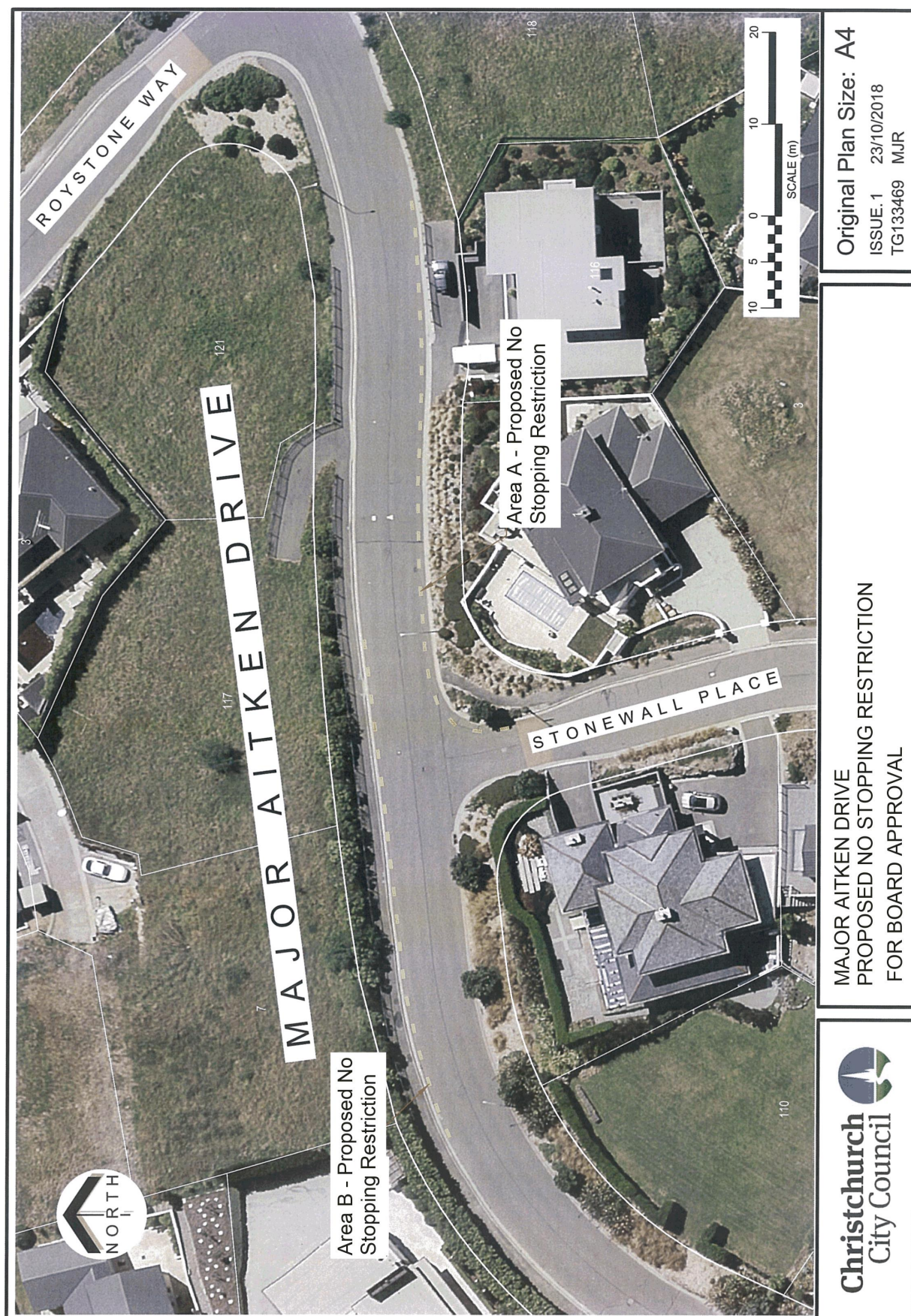
- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

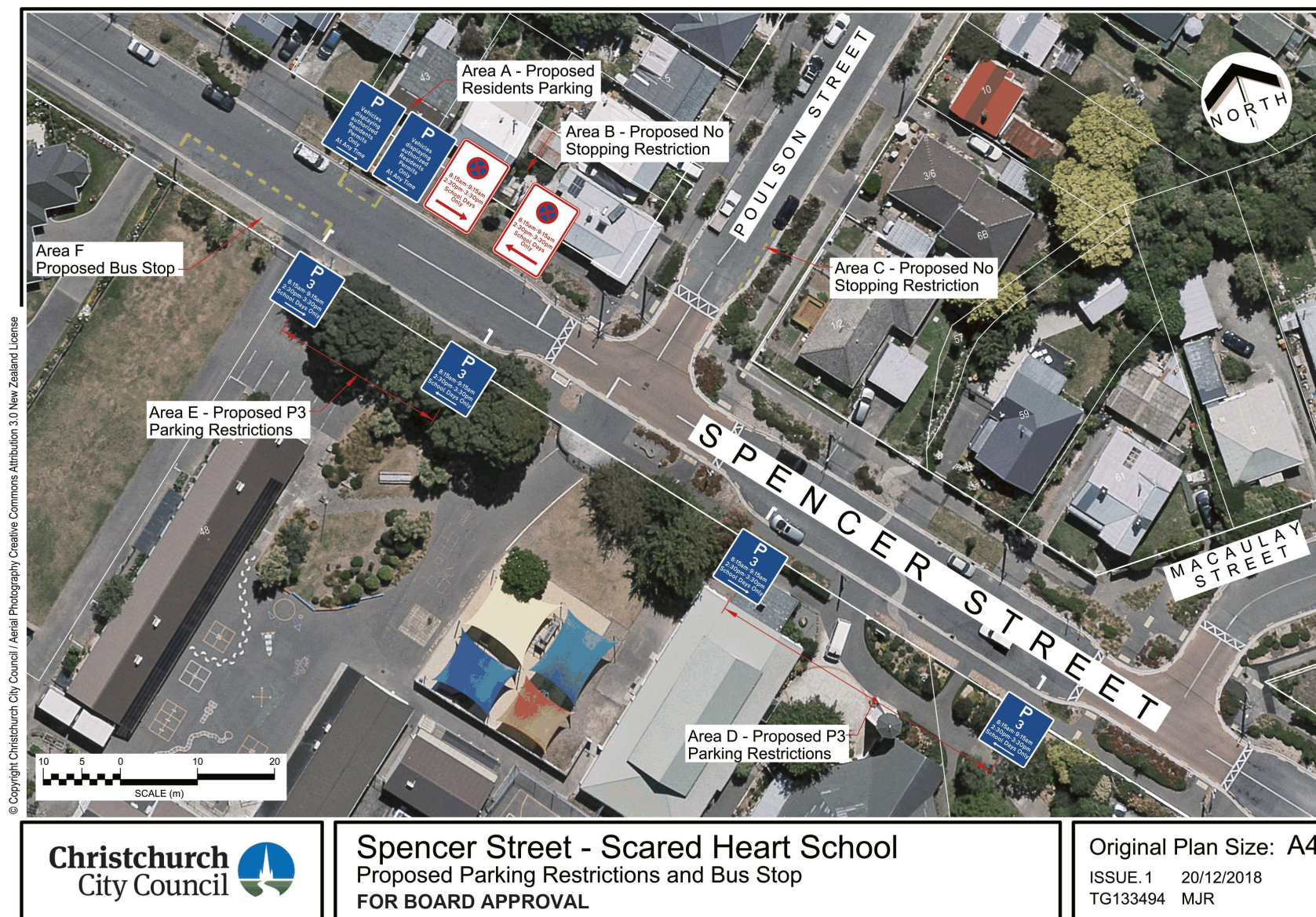
Author	John Dore - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations





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8. Proposed Parking Restrictions - Hillsborough Terrace

Reference: 19/58106

Presenter(s): John Dore – Area Traffic Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider approval of No Stopping restrictions on Hillsborough Terrace.

Origin of Report

- 1.2 This report is staff generated in response to requests from the community.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

1. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve that the stopping of vehicles be prohibited at any time in the parts of Hillsborough Terrace referred to as 'Area A - Proposed No Stopping Restrictions' as indicated on Attachment A, drawing TG133710, dated 20/12/2018, attached to the agenda for this meeting.

3. Key Points

- 3.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 3.2 The following feasible options have been considered:
 - Option 1 - As shown on Attachment A (preferred option)
 - Option 2 - Do Nothing
- 3.3 The preferred option addresses issues raised by the community, with a minimal impact on surrounding residents and businesses.

4. Option 1 - Install No Stopping Restrictions (preferred)

Summary

- 4.1 The advantages of this option include:
- Reduces chance of vehicles parking illegally over residential driveway
- 4.2 The disadvantages of this option include:
- Removes some kerbside parking for smaller vehicles

Context / Background

- 4.3 The southern end of Hillsborough Terrace has a relatively high parking demand generated by recreational users of the Port Hills. The distance between the driveway at 56 Hillsborough Terrace and the next driveway to the south, is not long enough to accommodate a typical parked vehicle. Vehicles that park in this space encroach within 1 metre of a residential access way.
- 4.4 'No Stopping restrictions' are proposed to clarify that parking is not suitable in this location, as shown on Attachment A.

Community Views and Preferences

- 4.5 Affected property owners and residents were verbally advised of the recommended option. The affected property owner supports the proposal.

Significance

- 4.6 The level of significance is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 4.7 The proposals shown on Attachment A does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Alignment with Council Plans and Policies

- 4.8 This option is consistent with Council's Plans and Policies.

Financial Implications

- 4.9 Cost of Implementation – No more than \$100 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report.
- 4.10 Funding source - Traffic Operations Budget.
- 4.11 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 4.12 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 4.13 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 restrictions and traffic control devices.
- 4.14 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

4.15 Not applicable.

Implementation

4.16 Implementation dependencies - Community Board approval.

4.17 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

5. Option 2 - Do Nothing

Option Description

5.1 No changes to traffic management.

Significance

5.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

5.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

5.4 This option is inconsistent with community requests to resolve traffic issues.

Alignment with Council Plans and Policies

5.5 This option is consistent with Council's Plans and Policies.

Financial Implications

5.6 Cost of Implementation - \$750 for consultation and the preparation of this report

5.7 Maintenance / Ongoing Costs - \$0

5.8 Funding source – Existing staff budgets.

Legal Implications

5.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

5.10 Not applicable.

Implementation

5.11 Implementation dependencies - Not applicable.

5.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

5.13 The advantages of this option include:

- Has no impact to on-street parking.

5.14 The disadvantages of this option include:

- It does not address concerns raised by the community.

Attachments

No.	Title	Page
A ↓	Preferred Option - Hillsborough Terrace	33

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

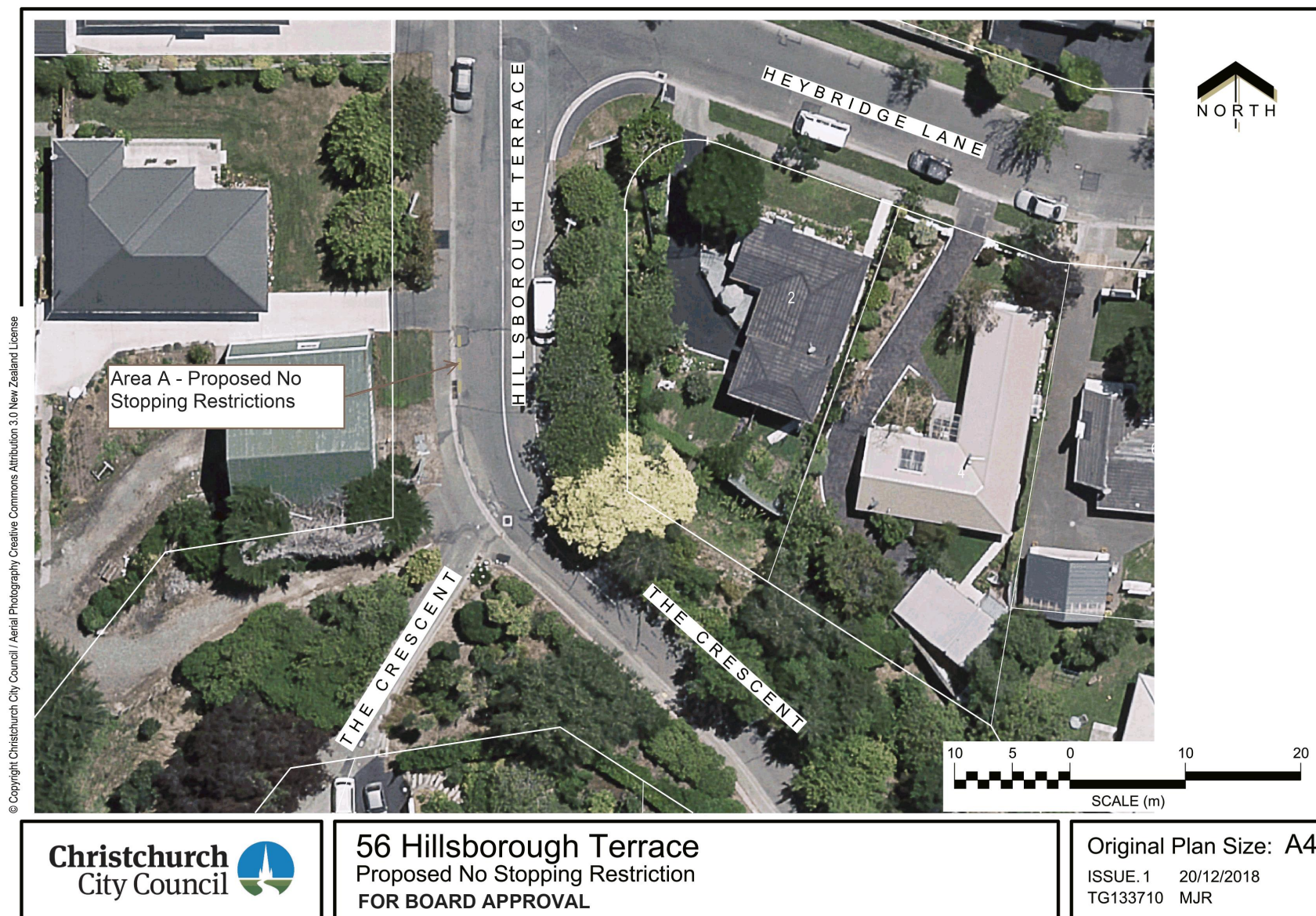
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	John Dore - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations



9. Proposed Bus Stop, Kenmure Drive

Reference: 18/1371994

Presenter(s): Peter Rodgers, Passenger Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Spreydon-Cashmere Community Board to approve a new bus stop on Kenmure Drive, Huntsbury.

Origin of Report

- 1.2 This report is staff generated in response to requests from residents of the area.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessment of the number of properties affected by the preferred option.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve that all current parking and stopping restrictions on the northeast side of Kenmure Drive commencing at a point 45 metres southeast of its intersection with Major Aitken Drive and extending in a south easterly direction for a distance of 26 metres be revoked.
2. Approve that the stopping of vehicles be prohibited at all times on the northeast side of Kenmure Drive commencing at a point 45 metres southeast of its intersection with Major Aitken Drive and extending in a south easterly direction for a distance of eight metres.
3. Approve that a marked bus stop be installed on the northeast side of Kenmure Drive commencing at a point 53 metres southeast of its intersection with Major Aitken Drive and extending in a south easterly direction for a distance of 14 metres.
4. Approve that the stopping of vehicles be prohibited at all times on the northeast side of Kenmure Drive commencing at a point 67 metres southeast of its intersection with Major Aitken Drive and extending in a south easterly direction for a distance of four metres
5. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda report, are revoked.
6. Approve that these resolutions take effect when the traffic control devices that evidence resolution 2-4 above, are in place.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Public Transport Infrastructure Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

- 4.2 The following feasible options have been considered:
- Option 1 – Install a new bus stop on Kenmure Drive (preferred option)
 - Option 2 – Do nothing, do not install a new bus stop
- 4.3 Option Summary - Advantages and Disadvantages (preferred option)
- 4.3.1 The advantages of this option include:
- Improves access to public transport for the surrounding residents
- 4.3.2 The disadvantages of this option include:
- Reallocation of unrestricted on-street parking

5. Context/Background

Background

- 5.1 In November 2018, Environment Canterbury made minor changes to Huntsbury terminus of the 17 Huntsbury / Bryndwyr bus route. In order to turn around at the end of the route, the bus now travels on a small loop around Major Aitken Drive, Kenmure Drive, and Huntsbury Ave. **Attachment A** shows this route and the surrounding streets.
- 5.2 Residents were advised of this change by Environment Canterbury. In response, a resident of the area phoned Metro (Environment Canterbury), requesting an additional bus stop on this loop, and this request was forwarded to Christchurch City Council staff. The text of the request forwarded to Council staff reads:
- 5.2.1 “Rang to give feedback on recent letter sent out to residents in Huntsbury. Herself and several other neighbours would like to see a bus stop put in near the Kenmure reserve. At this stage there is quite a distance to the closest stop and the road is quite steep. It would cause no inconvenience to anyone having one there.”
- 5.3 The nearest existing bus stop is on Huntsbury Ave near Vista Place. The Christchurch City Council Bus Stop Guidelines recommend bus stops are placed to maximise catchment area (the properties within 5 minutes walking distance, approximately 400 metres on flat ground). The current catchment of the existing bus stop does not extend as far as Kenmure Drive, and an additional bus stop on Kenmure Drive will increase access to public transport for residents of the area.
- 5.4 Staff assessed the location of the bus stop proposed by the resident, and assessed other possible bus stop locations in the area to see if they were any more suited for the public transport network.
- 5.5 The proposed location outside Kenmure Reserve, shown in **Attachment B**, was found to be preferable to any other locations in the area, as it has the following advantages:
- Minimises impact on adjacent residential properties
 - Close to side streets (Milway Place and Swanton Drive) and close to a pedestrian link through Kenmure Reserve to Stonewall Place
 - On a straight section of road with a footpath
 - Central to the majority of houses in the area

6. Option 1 – Install a bus stop outside Kenmure Reserve (preferred option)

Option Description

- 6.1 Install a bus stop outside Kenmure Reserve.
- 6.2 This bus stop includes a bus stop sign, and road markings in accordance with the Christchurch City Council Bus Stop Guidelines.

Significance

- 6.3 The level of significance of this option is low and is consistent with section 2 of this report.
- 6.4 Engagement requirements for this level of significance are consultation with adjacent property owners and occupiers.

Impact on Mana Whenua

- 6.5 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.6 Adjacent properties to the proposed bus stop are specifically affected by this option due to proximity to the proposed bus stop. One of the properties is a Council owned reserve. Owners and occupiers were informed of the proposal via letter drop on 30th November 2018.
Attachment C shows the feedback received during consultation.

6.6.1 One response was received, from the owners and occupiers of 5 Kenmure Drive, in support of the proposed location.

6.6.2 No objections to the proposal were received.

Alignment with Council Plans and Policies

- 6.7 This option is consistent with Council's Plans and Policies

Financial Implications

- 6.8 Cost of Implementation - \$1000 for installation of road markings and signs associated with this bus stop and \$750 for the preparation of this report and the associated consultation.
- 6.9 Maintenance / Ongoing Costs – Maintenance costs are covered by existing maintenance budgets and will be minimal to the overall asset.
- 6.10 Funding source – Public Transport budgets

Legal Implications

- 6.11 There is not a legal context, issue or implication relevant to this decision

Risks and Mitigations

- 6.12 There are no known risks to this option.

Implementation

- 6.13 Implementation dependencies - Community Board approval
- 6.14 Implementation timeframe – Usually within 6 weeks of Board approval

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
 - Improves access to public transport to residents of the surrounding streets (including Stonewall Place, Milway Place, Kenmure Drive, Major Aitken Drive, and Swanton Drive)
- 6.16 The disadvantages of this option include:

- Reallocation of on-street parking

7. Option 2 – Do nothing

Option Description

- 7.1 Do not install an additional bus stop.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the request made for a new bus stop.

Alignment with Council Plans and Policies

- 7.5 This option is inconsistent with Council's Plans and Policies
- 7.5.1 Inconsistency – Christchurch City Council Bus Stop Guidelines (2009)
 - 7.5.2 Reason for inconsistency – Bus stops too far apart and do not maximise catchment area
 - 7.5.3 Amendment necessary – Install a bus stop in the vicinity

Financial Implications

- 7.6 Cost of Implementation - \$750 for the preparation of this report and the associated consultation
- 7.7 Maintenance / Ongoing Costs - \$0
- 7.8 Funding source – Not applicable

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this decision

Risks and Mitigations

- 7.10 There are no known risks to this option.

Implementation

- 7.11 Implementation dependencies - Not applicable
- 7.12 Implementation timeframe – Not applicable

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- No changes to on-street parking
- 7.14 The disadvantages of this option include:
- Does not reflect the desires of residents of the area for improved access to public transport via an additional bus stop.

Attachments

No.	Title	Page
A ↓	Location map	40
B ↓	Proposed Bus Stop, Kenmure Drive outside Kenmure Reserve	42
C ↓	Consultation feedback, Proposed Bus Stop Kenmure Drive	43

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

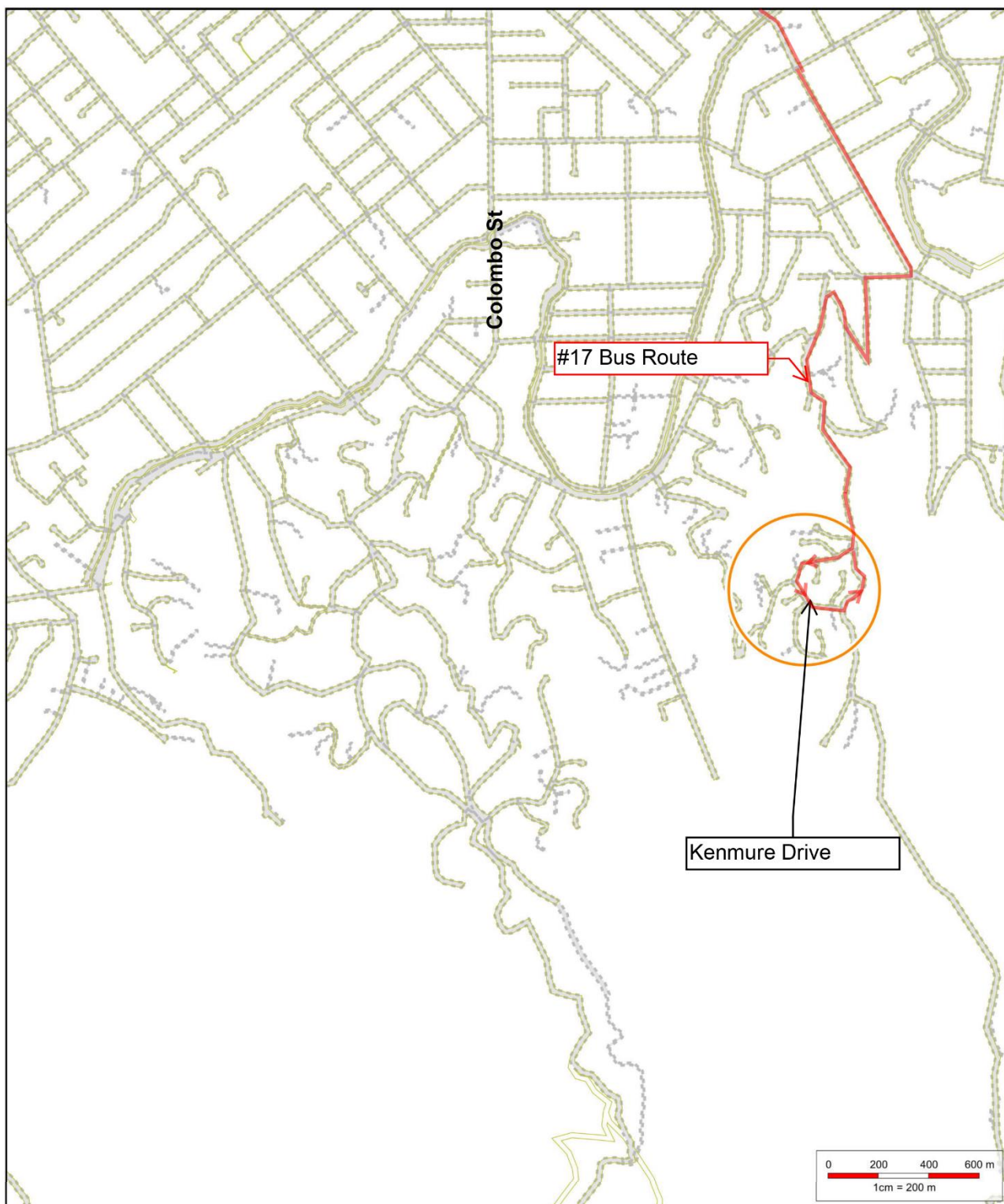
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- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Peter Rodgers - Passenger Transport Engineer
Approved By	Stephen Wright - Senior Traffic Engineer



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Christchurch
City Council

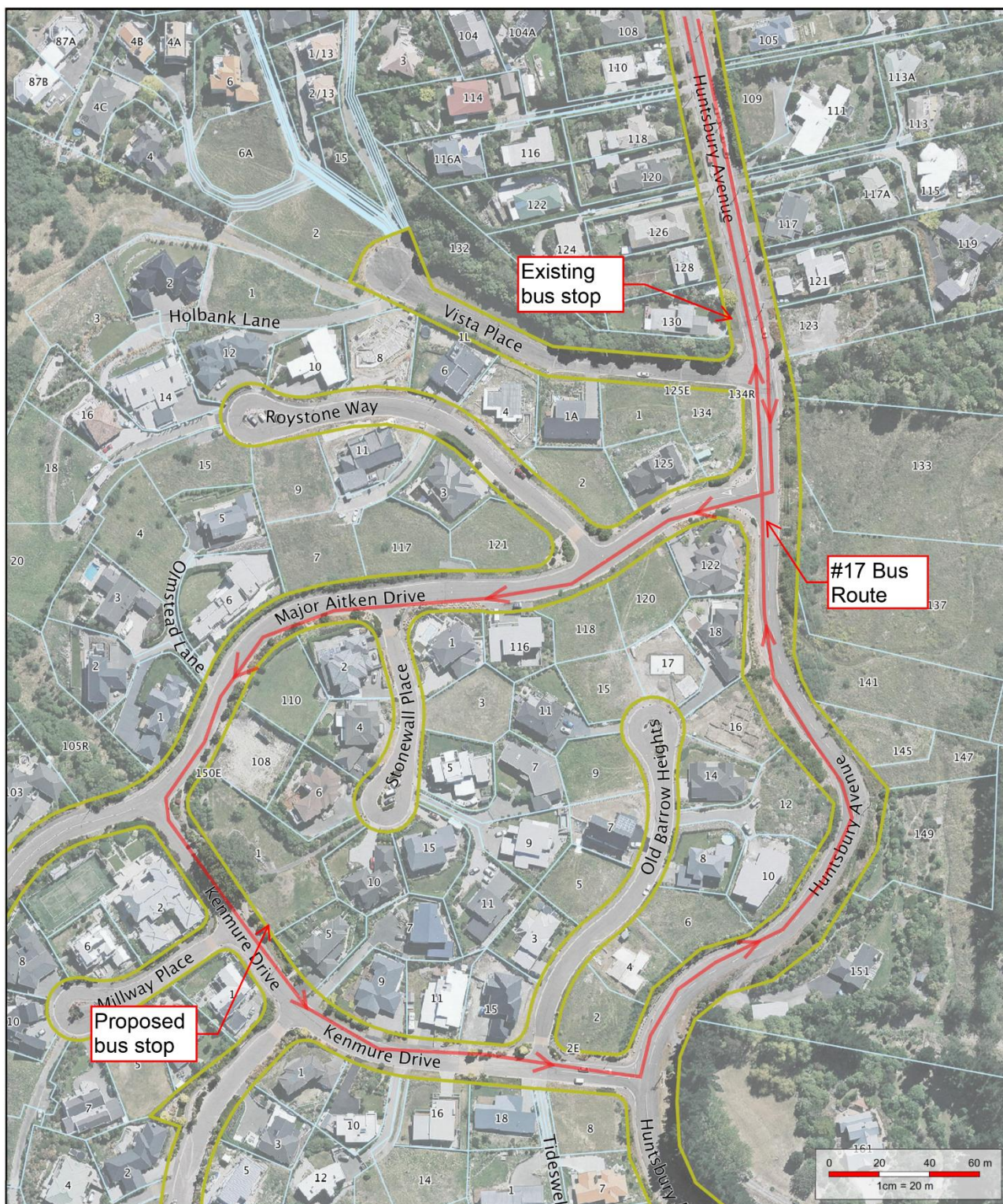
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Proposed Bus Stop, Kenmure Drive

Project location



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ph: 941-8300 fax: 941-8385

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Proposed Bus Stop, Kenmure Drive

Project location



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ph: 941-8300 fax: 941-8385

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Proposed Bus Stop Kenmure Drive

Consultation Plan

Submitter ID#	Submitters name	Support the proposal	Do not support the proposal	Submitters comments
1	Philip & Jocelyn Richards	✓		Very grateful that you have proposed this, + the siting is spot on

10. Spreydon-Cashmere Youth Achievement and Development Fund Application - Tessa May Cockerton-Holmes

Reference: 19/55150

Presenter(s): Gail Payne, Community Development Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider an application received for funding from its 2018/19 Youth Achievement and Development Fund.
- 1.2 There is currently a balance of \$1,395 remaining in this fund.

Origin of Report

- 1.3 This report is to assist the Board to consider an application of funding from Tessa May Cockerton-Holmes.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
 - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board resolve to:

1. Declines to make a grant from its 2018/19 Youth Achievement and Development Fund to Tessa May Cockerton-Holmes towards the Summer Course of the English National Ballet School in London.

4. Applicant 1 - Tessa May Cockerton-Holmes

- 4.1 Tessa May Cockerton-Holmes has been accepted to attend the Summer Course at the English National Ballet School in London. The total cost of Tessa's trip to the course is \$5,448. She is requesting a contribution of \$500 from the Spreydon Cashmere Youth Achievement and Development Fund.
- 4.2 Tessa is one of the top 14 year old ballet dancers in New Zealand. She won the South Island Ballet Awards in 2018; competed in the Youth America Grand Prix competition (the largest ballet competition in the world); and has won a scholarship with Bolshoi Ballet. She also won a professional development award at the International Ballet Workshop in Auckland; and has performed many times in Christchurch performances and competitions.
- 4.3 Tessa states that the Summer Course of the English National Ballet School in London is one of the top summer courses in the world. Tessa is thrilled to have been offered a place in the four week course (15 July to 9 August).

- 4.4 In addition to her schooling, Tessa undertakes ballet training for 50 hours per week. This means that Tessa cannot have an after-school job, however she plans to undertake other fundraising for the English Ballet Summer Course, including holding sausage sizzles, a movie night, and boosted crowd funding.
- 4.5 Tessa attends school in Wellington and has a home in Wellington. Tessa's family wish the Council to note that she also has a home in Christchurch in the Spreydon Cashmere area, where her other parent lives. She was born and raised in Christchurch, and has won a scholarship to attend the Chilton Ballet Academy.
- 4.6 The following table provides a breakdown of the costs for Tessa to attend the Summer Course of the English National Ballet School in London:

EXPENSES	Contribution Cost Sought (\$)
Air Travel – (Total cost: \$1,749)	\$150
Accommodation – (Total Cost: \$241)	\$25
Course Fees – (Total Cost: \$2,650)	\$250
Application Fee – (Total Cost: \$56)	\$25
Travel within London – (Total Cost: \$750)	\$50
Total	\$500

- 4.7 This is the first time the applicant has applied for funding from the Spreydon Cashmere Community Board. The applicant has previously received funding from the Fendalton-Waimairi-Harewood Community Board.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Gail Payne - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere

11. 2018/19 Spreydon-Cashmere Discretionary Response Fund - West Spreydon School

Reference: 19/77188

Presenter(s): Emma Pavey, Community Recreation Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider an application for funding from its 2018/19 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
#58685	West Spreydon School	West Spreydon School Hangi 2019	\$2,000	\$500

- 1.2 There is currently a balance of \$50,285 remaining in the fund

Origin of Report

- 1.3 This report is staff generated as a result of an application from West Spreydon School being received.

2. Significance

- 2.1 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
- 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

- Approves a grant of \$500 from its 2018/19 Discretionary Response Fund to West Spreydon School towards the School Hangi 2019.

4. Key Points

- 4.1 At the time of writing, the balance of the 2018/19 Discretionary Response Fund is as below.

Total Budget 2018/19	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$107,394	\$57,109	\$50,285	\$49,785

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

Attachments

No.	Title	Page
A ↓	Spreydon-Cashmere 2018-19 Discretionary Response Fund Decision Matrix West Spreydon School	49

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Emma Pavey - Community Recreation Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere

2018/19 DRF SPREYDON-CASHMERE 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.

00058685	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	West Spreydon School	West Spreydon School Hangi 2019 West Spreydon School is seeking funding assistance towards the purchase of equipment to construct a Hangi pit and the food and equipment required to host the 2019 community Hangi.	\$ 2,000 \$ Requested \$ 2,000 (100% requested)	Hangi Costs - \$2,000	\$ 500 That the Waihoru/Spreydon-Cashmere Community Board resolves to make a grant of \$500 to West Spreydon School towards the School Hangi 2019.	2

Organisation Details Service Base: Lyttelton Street, Spreydon Legal Status: School Board of Trustees Established: 1/01/1926 Target groups: Children, Families Annual Volunteer hours: 2,800 Number of project participants: 500 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Children's Strategy Community Board Plan, Strong Communities CCC Funding History 2017/18 - \$18,000 (Pool Rebuild) DRF	Other Sources of Funding (this project only) Nil Staff Assessment West Spreydon School has been holding an annual community Hangi for their families for the past seven years. The Hangi is a festive occasion to celebrate the cultural diversity of their school. The school role sits at approximately 250 students with 64% European, 17% Maori, 12% Pacific and 7% Asian. The students are involved in the preparation of the Hangi with senior students helping to dig the pit and the younger students (under teacher supervision) preparing the vegetables and helping to set up on the day. The event is ticketed and as the school role has grown over the past few years the number of participants has reflected this with approximately 500 people attending. The school's Kapa Haka class will be performing at the Hangi which is being held in February. West Spreydon School is a decile 4 school with families who struggle to meet basic living costs and asking each family to contribute would create a further burden. The schools had previously been supported with funding from the Rotary Neighbourhood Project fund which is reportedly no longer available. Funding assistance is sought to provide the equipment required to construct the Hangi pit, food, plates, cutlery and napkins. The school uses existing relationships with suppliers to secure the lowest prices for all resources. Thea Mickell Services has submitted this Discretionary Response Funding application on behalf of West Spreydon School.
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12. 2018/19 Youth Achievement and Development Scheme - Haydn Llewellyn Armstrong Boul

Reference: 19/79431

Presenter(s): Emma Pavey, Community Recreation Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider an application(s) received for funding from its 2018/19 Youth Achievement and Development Scheme.
- 1.2 There is currently a balance of \$1,395 remaining in this fund.

Origin of Report

- 1.3 This report is to assist the Board to consider an application(s) of funding from Haydn Llewellyn Armstrong Boul.

2. Significance

- 2.1 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
 - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board resolve to:

1. Approve a grant of \$500 from its 2018/19 Youth Achievement and Development Scheme to Haydn Llewellyn Armstrong Boul towards the New Zealand Under 18 Ice Hockey World Championship Tournament 2019 in Bulgaria, 14 to 31 March 2019.

4. Applicant 1 – Haydn Llewellyn Armstrong Boul

- 4.1 Haydn is 17 years of age and a student at Christchurch Boys High School. Haydn is an only child and lives in Beckenham with his parents.
- 4.2 Haydn has been playing ice hockey for 11 years and plays all year round. He trains a minimum of seven hours a week and has significant achievements over the years including scoring his first goal for his national team in the 2017 championships in Taiwan and Haydn has captained his school team to a silver medal in the South Island competitions along with representing Canterbury. Haydn was also chosen as MVP in both the Canterbury U18 and U20 league team last year.
- 4.3 Haydn is a qualified referee and scorekeeper and uses his wages to help fund his team expenses and travel. Haydn also coaches the U12's team each week as a volunteer to give back to the sport he loves.
- 4.4 Haydn has been selected to represent New Zealand in the Under 18 World Championship Tournament 2019 which is being held in Bulgaria from the 14 to 31 March 2019.

- 4.5 Haydn enjoys mountain biking and skiing and has an interest in model trains, aeroplanes and cars. He would like to qualify as a software engineer / programmer when he leaves school as well as continuing in his ice hockey career.
- 4.6 Haydn has been fundraising towards the trip and has also been saving money from refereeing and scorekeeping.
- 4.7 The following table provides a breakdown of the costs for Haydn Llewellyn Armstrong Boul:

EXPENSES	Cost (\$)
Airfare	\$2,100
Insurance	\$459
Food, Accommodation, Misc	\$391
Total	\$2,950

- 4.8 This is the first time the applicant has applied for funding.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Emma Pavey - Community Recreation Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere

13. Elected Members' Information Exchange

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.