

Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board AGENDA

Notice of Meeting:

A joint Extraordinary meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board will be held on:

Date: Monday 4 March 2019
Time: 6pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Members	Waimāero/Fendalton-Waimairi-Harewood Community Board	Waipuna/Halswell-Hornby-Riccarton Community Board
	Sam MacDonald	Mike Mora
	David Cartwright	Helen Broughton
	Aaron Campbell	Natalie Bryden
	Linda Chen	Vicki Buck
	Jamie Gough	Jimmy Chen
	Aaron Keown	Catherine Chu
	Raf Manji	Anne Galloway
	Shirish Paranjape	Ross McFarlane
	Bridget Williams	Debbie Mora

27 February 2019

Maryanne Lomax

Manager Community Governance Fendalton-Waimairi-Harewood

941 6730

maryanne.lomax@ccc.govt.nz

Matthew Pratt

Manager Community Governance Halswell-Hornby-Riccarton

941 5428

matthew.pratt@ccc.govt.nz

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.

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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

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STAFF REPORTS

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1. Apologies

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

2. Election of Meeting Chairperson

Reference: 19/150591

Presenter(s): Maryanne Lomax, Manager Community Governance (Fendalton-Waimairi-Harewood)

1. Purpose of Report

- 1.1 The purpose of this report is to request that the Waimaero/Fendalton-Waimairi-Harewood Community Board and Halswell-Hornby-Riccarton Community Boards adopt a system of voting for the election of a Chairperson for this Joint Extraordinary meeting and then to proceed and elect a Chairperson.

2. Staff Recommendations

That the Waimaero/Fendalton-Waimairi-Harewood Community Board and Halswell-Hornby-Riccarton Community Board resolve to:

1. Adopt by resolution, which system of voting it will use to elect a Chairperson and Deputy Chairperson, that is System A or System B.
2. Elect a Chairperson for this Joint Extraordinary Meeting.

3. Key Points

- 3.1 The manner in which the community board members are to elect a Chairperson is prescribed in clause 25 of Schedule 7 of the Local Government Act.
- 3.2 The systems of voting are prescribed in the Local Government Act as follows:

System A –

- (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
- (b) has the following characteristics:
 - (i) there is a first round of voting for all candidates; and
 - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - (iii) if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and
 - (iv) in any round of voting, if two or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.

System B –

- (a) requires that a person is elected or appointed if he or she receives more votes than any other candidate; and
- (b) has the following characteristics:
 - (i) there is only one round of voting; and
 - (ii) if two or more candidates tie for the most votes, the tie is resolved by lot.

- 3.3 In simpler terms, under System A a candidate is successful if he or she receives the votes of the majority of the members of the community board present and voting. If no candidate is successful in the first round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded. If no candidate is successful in the second round there is a third and

if necessary, subsequent round of voting from which each time the candidate with the fewest number of votes in the previous round is excluded, until a candidate is successful. In any round of voting if two or more candidates tie for the lowest number of votes the person to be excluded from the next round is resolved by lot.

- 3.4 System B is First Past the Post except that a tie for the most votes is resolved by lot.

Practical application for Electing a Chairperson or Deputy Chairperson

- 3.5 Each Community Board must first determine, by resolution, which system of voting it will use, that is System A or System B.
- 3.6 Nominations for the position of chairperson and deputy chairperson are called for.
- 3.7 If there is only one candidate then the Community Board may resolve that that person be elected.
- 3.8 If there is more than one candidate the Community Board must then put the matter to a vote according to the system it has adopted. The Community Board members are then asked to vote on each candidate.
- 3.9 The following examples may be useful to illustrate two of the system:

System A

Example 1

Three nominations are received and upon the votes being counted the result is: A (4) B (2) C (1). In this case A is elected to the relevant position.

Example 2

Three nominations are received and upon the votes being counted the result is: A (3) B (3) C (1). In this case no candidate is successful so a second round of voting is held for candidates A and B. The lowest polling candidate, C, is excluded.

System B

Example 1

Three nominations are received and upon the votes being counted the result is: A (4) B (2) C (1). In this case A is elected to the relevant position.

Example 2

Three nominations are received and upon the votes being counted the result is: A (3) B (3) C (1). In this case a lot is held to determine who between A and B will be elected to the relevant position.

Attachments

There are no attachments to this report.

Signatories

Author	Margaret Henderson - Community Board Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

3. 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.

4. Deputations by Appointment

4.1 Leigh and Janette Webber - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School

Leigh and Janette Webber will address the Boards on behalf of Christchurch Boys' High School regarding the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School report. (Item 5 of this agenda refers.)

4.2 Craig Dunnett - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School

Craig Dunnett will address the Boards on behalf of Christchurch Boys' High School regarding the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School report. (Item 5 of this agenda refers.)

4.3 Cameron Taylor - Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School

Cameron Taylor will address the Boards regarding the Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School report. (Item 5 of this agenda refers.)

5. Correspondence

Reference: 19/209710

Presenter(s): Margaret Henderson, Community Board Advisor Fendalton-Waimairi-Harewood

1. Purpose of Report

Correspondence has been received from:

Name	Subject
Julie Van Essen	Kahu Road - Parking Changes At Christchurch Boys' High School

2. Staff Recommendations

That the Joint Meeting - Fendalton-Waimairi-Harewood and Halswell-Hornby-Riccarton Community Boards:

1. Receive the information in the correspondence report dated 04 March 2019

Attachments

No.	Title	Page
A ↓	Kahu Road Parking Changes at Christchurch Boy's High School	10

27 February 2019

I am a resident of Kahu Road. I am unable to address the joint Community Board meeting on 4 March 2019, therefore I would like to send my thoughts in by correspondence.

The first option would not work because Kahu Road is a residential street. Removing the parking would leave nowhere for resident and visitors to park.

Option 2 is better, however finding parking on Kahu Road is already difficult and removing parking would only worsen the problem.

Option 3, I am not sure why the street can't be left as it is. Christchurch Boys High School cites safety reasons for their boys on bicycles, but there is, completely separate from the road, a bike path going directly to and through Boys High School.

Julie van Essen

6. Kahu Road - Proposed Safety and Parking Changes at Christchurch Boys' High School

Reference: 18/1337676

Presenter(s): Steve Dejong, Traffic Engineer

Secretarial Note:

A joint meeting of the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards was previously held to consider this matter on 10 September 2018.

Due to a procedural issue and the lack of a quorum, the September meeting was subsequently deemed invalid.

The staff report is therefore being submitted for consideration to this Joint Extraordinary Meeting of the two Boards.

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards joint approval for parking changes on Kahu Road outside Christchurch Boys' High School (CBHS) in accordance with **Attachment A**.

Origin of Report

- 1.2 This report is staff generated following a request from the Senior Master at CBHS, for Council traffic operations staff to help improve safety outside the Kahu Road entrance to the school, particularly at the close of the school day.

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.

3. Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. 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 staff report, are revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at its intersection with Tui Street and extending in an easterly direction for a distance of 13 metres.
3. Approve that the parking of vehicles be restricted to a maximum period of three (3) minutes (8.30am to 9.30am and 2pm to 4pm, School Days) on the north side of Kahu Road commencing at a point 13 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 23 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the north side of Kahu Road commencing at a point 36 metres east its intersection with Tui Street and extending in an easterly direction for a distance of eight metres.
5. Approve that a bus stop be installed on the north side of Kahu Road commencing at a point 44 metres east of its intersection with Tui Street and extending in an easterly direction for a distance of 32 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the north and north east side of Kahu Road commencing at a point 76 metres east its intersection with Tui Street and extending in an easterly direction for a distance of 152 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the south side of Kahu Road commencing at its intersection with Girvan Street and extending in an easterly direction for a distance of 14 metres.
8. Approve that the parking of vehicles be restricted to a maximum period of three (3) minutes (8.30am to 9.30am and 2pm to 4pm, School Days) on the south side of Kahu Road commencing at a point 14 metres east of its intersection with Girvan Street and extending in an easterly direction for a distance of 44 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the east side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.
10. Approve that the stopping of vehicles be prohibited at any time on the west side of Girvan Street commencing at its intersection with Kahu Road and extending in a southerly direction for a distance of 14 metres.
11. Approve that the resolutions in 1. to 10. above, take effect when the traffic control devices that evidence the restrictions described in the agenda staff report are in place.
12. Approve the line marking changes to the special vehicle lane (Cycle Lane) and the addition of a flush median outside 34 to 38 Kahu Road, as identified in Attachment A, TG133038, Issue 1 of the agenda staff report.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - **Option 1** - Implement parking and line marking changes on Kahu Road outside Christchurch Boys' High School as indicated in the whole of Attachment A including the inset (preferred).
 - **Option 2** - Implement parking changes on Kahu Road outside Christchurch Boys' High School as indicated within the inset of Attachment A only.
 - **Option 3** - Do Nothing.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Reduces the risk of an accident by improving sight lines at the Kahu Road entrance of CBHS.
 - Provides dedicated school drop off and pick up facilities on both sides of Kahu Road.

- Improves bus stop on the north side of Kahu Road providing sufficient space for the buses that use this stop daily.
- Improves safety for students cycling to CBHS.
- Improves safety for all road users along the Kahu Road frontage to CBHS.
- Provides unobstructed entrance to Girvan Street.

4.3.2 The disadvantages of this option include:

- Removes 23 kerb side parking spaces.

5. Context/Background

- 5.1 Following the Christchurch earthquakes, CBHS has undergone significant redevelopment which has been estimated to continue for the next three to five years. The redevelopment has caused cycle parking facilities to be relocated, which has resulted in significantly greater cycle activity on the Kahu Road frontage.
- 5.2 The new location for half of CBHS cycle parking is on the tennis courts located at the corner of Tui Street and Kahu Road. This requires students to cycle through the accessway between Straven Road and Kahu Road and then cross to the west side of Kahu Road using the new Uni Cycle Major Cycle Route (MCR) cycle signals. The students must then cycle in a northwesterly direction on the south-west side of Kahu Road and then cross back to the north-east side of Kahu Road around the bend to access the school gate beside the tennis courts.
- 5.3 This crossing of Kahu Road every morning must be undertaken during the morning traffic peak while other motorised students are searching for kerbside parking close to the school gate and parents are double parking on Kahu Road to drop other students off at the school.
- 5.4 The afternoon departure from the CBHS gate on Kahu Road presents another set of safety issues as although there is a cycle lane on the north-east side of Kahu Road, it is slightly under width and cycling students have to avoid parents trying to enter the parking between the cycle lane and the kerb and their motorised peers trying to exit the kerb side parking.
- 5.5 The students exiting the CBHS Kahu Road gate to the north-east at the end of the school day, need to cross to the south-west side of the Kahu Road. The students exiting are obstructed from the view of oncoming motorists by the Rangiora and Sumner buses that wait every afternoon on the bus stop to the immediate north-west of the gate. The current bus stop is not large enough for two buses, so the front bus pulls forward onto the no stopping lines restricting inter visibility between south east bound motorists and exiting students.

6. Option 1 - Implement Parking Changes on both sides of Kahu Road outside Christchurch Boys' High School and No Stopping on Girvan Street as indicated in the whole of Attachment A, including the insert (Preferred)

Option Description

- 6.1 P3 Restricted drop-off and pick-up zones are proposed for either side of Kahu Road. They will operate from 8.30am to 9.30am and from 2pm to 4pm every school day. Outside these times parking in these locations will be unrestricted. This will prevent all day parking and free up some space for parents to drop and collect students from school without having to double park or use private entranceways, improving safety for all road users.

- 6.2 This proposal extends the bus stop located on the north side of Kahu Road and moves it slightly west by extending the existing no stopping lines. This will move the front of the bus stop west to provide minimum safe stopping sight lines between students leaving the gate and east bound motorists. This will also provide space for the two buses that arrive at the stop every afternoon and remove the need for the front bus to have to park too close to the school gate.
- 6.3 The existing parking and cycle lane on the north side of Kahu Road is of minimum width. This results in larger or poorly parked vehicles encroaching into the cycle lane and forces the students leaving CBHS by cycle every day, out into the traffic lane between the school gate and the bridge.
- 6.4 This proposal will remove parking on the north and north east side of Kahu Road between the CBHS tennis courts gate and the bridge. The cycle lane will then be marked against the kerb. The relocation of the cycle lane to the kerb will improve the safety of the cycling students leaving school at the close of the school day.
- 6.5 Removing the parking on the north side of Kahu Road and moving the cycle lane against the kerb will provide sufficient space in the centre of the road to mark a one metre wide flush medium. The proposed flush medium will channelise east and west bound traffic making it easier for students riding to school every morning, to cross Kahu Road.
- 6.6 During consultation, residents requested additional no stopping restrictions on both sides of the 6.5 metre wide entrance of Girvan Street because students park on the speed hump and on the angle at the entrance to the street thus restricting entry and exit from the street. The additional no stopping has been included in the proposal.

Significance

- 6.7 The level of significance of this option 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

- 6.8 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

- 6.9 On 8 August 2018, affected property owners and residents were advised of the recommended option by letter, which included a plan of the proposal. This letter included an offer of parking restrictions for Girvan Street residents if requested, and was also sent to the Riccarton Bush Trust at the request of both Community Boards.
- 6.10 Staff received responses from eight residents and the school. Of these, five responses were opposed to the proposal, and three (including the school) were in support of the proposal. The remaining response requested only P120 restrictions for Girvan Street, however, this was countered by two of the previous fuller responses from Girvan Street that did not want restrictions.
- 6.11 Summing up the responses for Option 1, there is an indication of five to three opposition for the Kahu Road proposal and a 50/50 split for the Girvan Street proposal.
- 6.12 None of the eight residents who responded opposed the extension to the bus stop on the north side of Kahu Road. A number of the Girvan Street residents who responded, requested some additional no stopping lines at the entrance to Girvan Street. Staff therefore contacted all residents who had responded explaining the outcome of the consultation and introducing a

second option Attachment A 'Inset Option 2' asking them to indicate their support or opposition for this option.

- 6.13 The majority of residents who were contacted the second time by staff, supported Option 2. Indicating a clear majority of seven in support, with one resident not responding. CBHS also support Option 2, but desires the removal of parking on the school side of the Kahu Road to improve safety for students.
- 6.14 Finally, all residents that responded were sent an email outlining this report's recommendations to the joint Community Boards, advising them of the date of the forthcoming Board meeting and offering them the option of seeking speaking rights.
- 6.15 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.17 Cost of Implementation - \$2,000 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report.
- 6.18 Funding source - Traffic Operations budget
- 6.19 Maintenance/Ongoing Costs - Covered under the area maintenance contract and effects will be minimal to the overall asset.

Legal Implications

- 6.20 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 6.21 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.
- 6.22 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

- 6.23 No risks identified

Implementation

- 6.24 Implementation dependencies - Community Boards' approval
- 6.25 Implementation timeframe - Approximately four weeks once the area contractor receives the request

Option Summary - Advantages and Disadvantages

- 6.26 The advantages of this option include:
- Reduces the risk of an accident by improving sightlines at the Kahu Road entrance of CBHS.
 - Provides dedicated school drop off and pick up facilities on both sides of Kahu Road.
 - Improves bus stops providing sufficient space for the busses that use this stop daily.
 - Improves safety for students cycling to CBHS.
 - Improves safety for all road users along the Kahu Road frontage to CBHS.
 - Provides unobstructed entrance to Girvan Street.

6.27 The disadvantages of this option include:

- Removes 23 kerb side parking spaces.

7. Option 2 - Implement Parking Changes on the north side of Kahu Road outside Christchurch Boys' High School as indicated Attachment A (Insert Only)

Option Description

- 7.1 A P3 restricted drop off and pick up zone is proposed for the north side of Kahu Road. It will operate from 8.30am to 9.30am and from 2pm to 4pm every school day. Outside these times parking in this location will be unrestricted. These changes are limited to the provisions identified within the Inset contained in Attachment A.
- 7.2 This option will prevent all day parking and free up some space for parents to drop and collect students from school without having to double park, improving safety for all road users. However, this option does not address the key cycle safety issues raised by the school that initiated this report.
- 7.3 This option extends the bus stop located on the north side of Kahu Road and moves it slightly west by extending the existing no stopping lines. This will move the front of the bus stop west to provide minimum safe stopping sight lines between students leaving the gate and east bound motorists. This will provide space for the two buses that arrive at the stop every afternoon and remove the need for the front bus to have to park too close to the school gate.
- 7.4 A six metre length of no stopping is proposed for the east side of Girvan Street just south of the existing build out and speed hump, this will prevent vehicles parking on an angle and restricting entry to the street which is frustrating some residents (refer Attachment A 'Inset').

Significance

- 7.5 The level of significance of this option 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

- 7.6 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

- 7.7 See sections 6.9 to 6.15 above. This option is preferred over Option 1 by affected residents.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.9 Cost of Implementation - \$5,000 for installation of traffic controls, plus \$750 for consultation and the preparation of this report.
- 7.10 Maintenance/Ongoing Costs - Covered under the area maintenance contract and effects will be minimal to the overall asset.
- 7.11 Funding source – existing operational budgets

Legal Implications

- 7.12 See sections 6.20 to 6.22 above.

Risks and Mitigations

7.13 No risks identified

Implementation

7.14 Implementation dependencies - Community Boards approval

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

Option Summary - Advantages and Disadvantages

7.16 The advantages of this option include:

- Reduces the risk of an accident by improving sightlines at the Kahu Road entrance of CBHS.
- Provides dedicated drop off and pick up facilities on the north side Kahu Road.
- Improves Bus stops providing sufficient space for the buses that use this stop daily.
- Provides unobstructed entrance to Girvan Street.

7.17 The disadvantages of this option include:

- It does not address identified safety for students cycling to CBHS
- Removes six kerb side parking spaces.

8. Option 3 - Do Nothing

Option Description

8.1 Do nothing - do not make any changes to parking on Kahu Road outside CBHS or Girvan Street.

Significance

8.2 The level of significance of this option 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

8.3 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

8.4 See sections 6.9 to 6.15 above.

Alignment with Council Plans and Policies

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

Financial Implications

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

8.7 Maintenance/Ongoing Costs - \$0.

8.8 Funding source - Existing staff budgets.

Legal Implications

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

Risks and Mitigations

8.10 There are no risks associated with this option.

Implementation

8.11 Implementation dependencies - Not applicable

8.12 Implementation timeframe - Not applicable

Option Summary - Advantages and Disadvantages

8.13 The advantages of this option include:

- Has no impact on-street parking.

8.14 The disadvantages of this option include:

- It does not address the restricted sightlines at the Kahu Road entrance to CBHS and therefore the safety risk is not dealt with.
- It does not address identified safety for students cycling to CBHS.
- It does not address restricted entrance to Girvan Street.

Attachments

No.	Title	Page
A ↓	Kahu Road - Safety and Parking Changes at Christchurch Boys' High School	19

Confirmation of Statutory Compliance

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

(a) This report contains:

- 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	Steve Dejong - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)

