

Waitai Coastal-Burwood Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Waitai Coastal-Burwood Community Board will be held on:

Date: Monday 31 May 2021
Time: 4.30pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Membership

Chairperson	Kelly Barber
Deputy Chairperson	Jo Zervos
Members	James Daniels Bebe Frayle Phil Mauger Linda Stewart

25 May 2021

Christopher Turner-Bullock
Manager Community Governance, Coastal-Burwood
941 8233
christopher.turner@ccc.govt.nz
www.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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Ōtautahi-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

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	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
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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Karakia Timatanga

1. Apologies / Ngā Whakapāha

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

2. Declarations of Interest / Ngā Whakapuaki Aronga

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

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

That the minutes of the Waitai Coastal-Burwood Community Board meeting held on [Monday, 17 May 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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

4.1 Grant Donnell

Grant Donnell, local resident will provide the Board an update on the Parklands Community meeting outcomes.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

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

6. Presentation of Petitions / Ngā Pākikitanga

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

Waitai Coastal-Burwood Community Board OPEN MINUTES

Date: Monday 17 May 2021
Time: 4.32pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

Present

Chairperson	Kelly Barber
Deputy Chairperson	Jo Zervos
Members	James Daniels
	Bebe Frayle
	Phil Mauger
	Linda Stewart

17 May 2021

Christopher Turner-Bullock
Manager Community Governance, Coastal-Burwood
941 8233
christopher.turner@ccc.govt.nz
www.ccc.govt.nz

Karakia Timatanga: Given by Kelly Barber.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

There were no apologies.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved CBCB/2021/00031

That the minutes of the Waitai Coastal-Burwood Community Board meeting held on Monday, 3 May 2021 be confirmed.

Kelly Barber/James Daniels

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Sue McKenna and Jack Radford – Pouwhenua

Sue McKenna and Jack Radford, local residents presented to the Board their plans for a Pouwhenua at Southshore Spit. They indicated that they have received support from Christchurch City Council's Kaihāpai Toi Aporei Principal Arts Advisor, Avon Heathcote Estuary Te Ihutai Trust and Tangata Whenua via Matapopore and were now seeking support from the Community Board.

After questions from members, the Chairperson thanked Sue McKenna and Jack Radford for their presentation.

The Board expressed their support for the Pouwhenua project.

Attachments

- A Coastal-Burwood Community Board - Public Forum Handout - 17 May 2021

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Christchurch Archery Club - Variation To Extend Lease Term

Board Comment

The Board did not accept the original staff recommendation. The Board decided to approve the variation to the lease with a final expiry date of 30 June 2023 without the right of renewal for a further year.

Officer Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood Community Board:

1. Approve a variation to the lease with Christchurch Archery Club Incorporated dated 9 August 2002 extending the final expiry date to 30 June 2023 with one right of renewal of one year having a final expiry of 30 June 2024 should the renewal be exercised over that part of land being approximately 253 square metres at Rawhiti Domain.
2. Authorise the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

Community Board Recommendation

Part C

That the Waitai Coastal-Burwood Community Board:

1. Approve a variation to the lease with Christchurch Archery Club Incorporated dated 9 August 2002 extending the final expiry date to 30 June 2023 with one right of renewal of one year having a final expiry of 30 June 2024 should the renewal be exercised over that part of land being approximately 253 square metres at Rawhiti Domain.
2. Authorise the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

Jo Zervos/Phil Mauger

Lost

Chairperson Kelly Barber exercised his casting vote to declare the motion lost.

Community Board Resolved CBCB/2021/00032

That the Waitai Coastal-Burwood Community Board:

1. Approve a variation to the lease with Christchurch Archery Club Incorporated dated 9 August 2002 extending the final expiry date to 30 June 2023.
2. Authorise the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

Kelly Barber/James Daniels

Carried

8. Waitai/Coastal-Burwood Community Board Area Report - May 2021

Community Board Resolved CBCB/2021/00033 (Original Officer Recommendation accepted without change)

Part B

That the Waitai Coastal-Burwood Community Board:

1. Receive the Waitai/Coastal-Burwood Community Board Area Report for May 2021.

Phil Mauger/Jo Zervos

Carried

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

Part B

Board members exchanged information on various matters of interest.

10. Resolution to Exclude the Public

Community Board Resolved CBCB/2021/00034

Part C

That at 5.37pm the resolution to exclude the public set out on pages 62 to 63 of the agenda be adopted.

Kelly Barber/James Daniels

Carried

The public were re-admitted to the meeting at 6.02pm.

Karakia Whakamutunga: Given by James Daniels

Meeting concluded at 6.02pm.

CONFIRMED THIS 31ST DAY OF MAY 2021

**KELLY BARBER
CHAIRPERSON**

7. Correspondence

Reference / Te Tohutoro: 21/598971

Report of / Te Pou Cindy Sheppard, Community Board Advisor

Matua: cindy.sheppard@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community

Pouwhakara: mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
North Beach Residents' Association	Mobility Parking at North Beach

2. Officer Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood Community Board:

1. Receive the correspondence from the North Beach Residents' Association, in relation to mobility parking spaces in the North Beach car park, near the Surf Club and refer to staff for investigation and respond back to the Community Board.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	North Beach Residents Association - North Beach Mobility Parking	10



42 Marine Parade
North New Brighton
Christchurch 8083

13 May 2021

Waitai/Coastal-Burwood Community Board
PO Box 73023
Christchurch 8154

Dear Community Board members,

North Beach Mobility Parking

Recently it has come to our attention that there are currently no mobility parking spaces in the North Beach car park near the Surf Club. Following discussions with the North Beach Surf Club, we brought this up at a recent North Beach Residents Association (NBRA) meeting and everyone was unanimously in support of two mobility parks being designated. The Surf Club is in agreement with this and asked that we write a letter on behalf of both organisations to request these parks.

Improving accessibility for ALL people is vital in supporting and strengthening community wellbeing. The Council's "Equity and Access for People with Disabilities" Policy includes the goal of people with disabilities having equitable access to public services, facilities, and environments. As you may know, there is an Accessibility Mat at North Beach (owned and managed by the NBRA) which provides access from the Surf Club over the softer sand closer to the shore. This mat is rolled out by volunteers regularly over the summer months and we have recently applied for funding to further support this and increase the frequency of its use. Providing access to the beach offers numerous benefits to those with mobility issues and their friends and whānau.

It makes complete sense for the use of the Accessibility Mat to be supported with mobility parking nearby. On a busy day at North Beach when the car park is full, it seems illogical that the Accessibility Mat provides access to the shore, but it is too challenging for people to actually get to the mat from their car.

The NBRA would like the Waitai/Coastal-Burwood Community Board to please organise the designation of two mobility parks outside the North Beach Surf Club, adjacent to the toilet block. We would be happy to meet with someone on site to discuss this further and point out the exact location that we believe would be most suitable.

Yours sincerely,



Josiah Thompson
Chairperson
on behalf of
North Beach Residents' Association

8. Briefings - Parklands Community Centre – Security Update

Reference / Te Tohutoro: 21/579261

Report of / Te Pou Cindy Sheppard, Community Board Advisor

Matua: cindy.sheppard@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community

Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Parklands Community Centre Security Update	Gary Watson, Manager	Community Partnerships and Planning

2. Officer Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood Community Board:

1. Notes the information supplied during the Briefing.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

9. Travis Road Cycle Lanes (Bower Avenue - Wattle Drive)

Reference / Te Tohutoro: 21/408536

Report of / Te Pou
Matua: Wayne Gallot, Senior Transportation Engineer,
wayne.gallot@ccc.govt.nz

General Manager /
Pouwhakarae: Carolyn Gallagher, General Manager Infrastructure, Planning and
Regulatory Services
carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the Board with a possible alternate scheme for completion of the partially completed Transport Network Improvements scheme for Travis Road and Bower Avenue, approved by the Waitai Coastal-Burwood Community Board on 19 March 2018 and by the Council on 22 November 2018, and seek direction from the Board on whether staff should proceed with Option 1 or Option 2 as follows;
 - 1.1.1 Option 1 (preferred) – Continue implementation of the approved scheme (**Attachment A**) by installing cycle lanes and removing the existing flush median on Travis Road between Bower Avenue and Wattle Drive; or,
 - 1.1.2 Option 2 – Progress development of the alternate scheme (**Attachment B**), which retains a flush median but removes parking on the north side of Travis Road between Bower Avenue and Wattle Drive in order to accommodate the approved cycle lanes, and take the alternate scheme out to public consultation. The alternate scheme may also require changes to parking time restrictions on the south side of the road, due to removal of existing short-term P60 parking on the north side.
- 1.2 This report has been prepared following staff discussions with Councillors Daniels (Coastal Ward) and Mauger (Burwood Ward), and agreement on options to progress the project that was suspended after local businesses raised concerns about removal of the flush median.
- 1.3 Although it has been identified that the alternate scheme may provide safer cycling infrastructure compared to the previously approved scheme, this has to be balanced against other factors including the loss of parking adjacent outside local businesses. After due consideration, the option preferred by staff is to complete implementation of the previously approved scheme.
- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by applying the assessment criteria in the Significance and Engagement Policy Worksheet.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Approve that staff proceed with implementation of the Road Network Improvement scheme previously approved by the Coastal Burwood Community Board on 19 March 2018 (resolution CBCB/2018/00014) and by Council on 22 November 2018 (resolution CNCL/2018/00291).
2. Note that the removal of the existing flush median on Travis Road between Bower Avenue and Wattle Drive is required in order to accommodate on-road cycle lanes and retain existing on-street parking.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Throughout 2016 and 2017, a Transport Network Improvement scheme for Travis Road, Bower Avenue and the internal roading network within QEII Park was developed through a multi-agency partnership approach. This involved Council transport and facilities management staff along with representatives of Ministry of Education (MoE), Environment Canterbury (Ecan), Red Bus, New Zealand Transport Agency (NZTA, now Waka Kotahi) and the NZTA-led 'Safer Journeys to School' working group (that also comprised of multiple agency stakeholders). The Transport Network Improvement scheme was developed to address road network effects and changes in transport demand associated with Taiora: QEII Recreation and Sports Centre and the Avonside Girls'/Shirley Boys' High Schools campus development projects.
- 3.2 The scheme was approved in part (general layout, pedestrian crossing facilities, traffic controls, stopping and parking restrictions) by the Waitai Coastal Burwood Community Board on 19 March 2018, with remaining elements (shared paths and cycle lanes) approved by the Council on 22 November 2018. In accordance with consent conditions, responsibility for delivering the sections of the scheme adjoining (and within) the Council (Taiora: QEII RSC) and MoE (Schools) development areas lay with the respective project teams. The Council's Traffic Operations Team took responsibility for delivering a connecting section of shared path on the north side of Travis Road between Frosts Road and Atlantis Street (i.e. beyond the extent of Taiora: QEII RSC project team responsibility).
- 3.3 The approved scheme included the installation of cycle lanes along both sides of Travis Road between Anzac Drive/Frosts Road and Bower Avenue. To accommodate the cycle lanes in the road section between Wattle Drive and Bower Avenue, the existing flush median needed to be removed in order to retain existing on-street parking.
- 3.4 For various reasons, including confusion over project scope and associated responsibilities between the Council and the MoE's project team working on the QEII Schools development, implementation of the approved scheme was not completed east of the QEII Schools boundary on the north side of the road and east of Wattle Drive on the south side of the road.
- 3.5 The partial completion of the eastbound cycle lane on the north side of the road, and its abrupt termination east of the Schools site, also resulted in a significant road safety issue. To address the identified road safety issue, and following clarification of project scope and responsibilities (between the Council and the MoE/QEII Schools project team), staff from the Council's Traffic Operations Team sought to complete installation of the approved scheme in May 2019 (including removal of flush median and installation of cycle lanes). This action met with opposition from local businesses, who questioned the need for the cycle lanes and raised safety-related concerns about the planned removal of the flush median. A number of events followed this, including a Board deputation and presentation of petition against the proposed works by a local business owner, a site meeting with the business owner, staff and Community Board members, as well as a number of meetings and communications between staff the Community Board. A detailed background summary is provided in **Attachment C**.
- 3.6 The current situation is that the scheme remains only partially implemented, cycle lanes have not been installed on Travis Road between Bower Avenue and Wattle Drive, and the flush median remains in place. In staff's view, this is an undesirable situation in terms of not providing safe cycling infrastructure (to meet existing and latent demand) and also impacts on staff's responsibility to complete the actions associated with the November 2018 Council decision. The termination of the eastbound cycle lane (on the north side of Travis Road, just east of the schools site access) is of particular concern owing to the fact that cyclists have to merge abruptly into the general traffic lane. While minor changes were made to improve the situation in conjunction with changes implemented as part of the QEII Schools Parking

Management Plan in November 2019, the current layout still departs from best practice industry design guidance.

- 3.7 Staff acknowledge that the existing flush median is used by some vehicles waiting to turn right into commercial property accesses, most notably Hopman Motors, BP service station, medical centre and shops. Removal of the flush median means that vehicles waiting to turn right into these commercial properties may briefly impede following vehicles, although staff acknowledge that some following vehicles may then attempt to pass, using the cycle lane and/or unoccupied kerbside parking area. With appropriate marking of the cycle lane (including green surfacing across high volume accesses), staff consider that its presence (and the presence of cyclists within the lane) will be clearly evident to other road users such that this risk will be minimised.
- 3.8 A suggestion was also made that the flush median provides a safe place for pedestrians (especially school children) to wait when crossing the road. While it is acknowledge that the existing flush median is currently used by some pedestrians, this is not recommended by staff due to the lack of protection and exposure to passing traffic as well as vehicles turning into and out of commercial property accesses. There are a number of safe crossing facilities (traffic islands and pedestrian refuge islands) provided on Travis Road, including the traffic island at the Bower Avenue roundabout and a pedestrian refuge island immediately east of Wattle Drive.
- 3.9 In addition to providing safe cycling infrastructure, a distinct benefit of the approved scheme is that it retains all on-street parking on this section of Travis Road. Through previous interactions and communications with local businesses, staff are aware that on-street parking is a sensitive issue in this area, and there is likely to be strong community support to retain the existing parking.
- 3.10 For the above reasons, staff's preference is to proceed with implementation of the approved scheme.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 In January this year, Council's contractors started work on site to implement the road marking changes to install the cycle lanes and remove the flush median on Travis Road between Bower Avenue and Wattle Drive in accordance with the approved scheme. This work had to be abandoned, however, when a local business owner arranged to have vehicles parked on the flush median in protest.
- 4.2 Following this, staff met with Councillors Daniels (Coastal Ward) and Mauger (Burwood Ward) to discuss how to proceed. It was agreed at that meeting, that staff consider a possible alternate scheme that retained a flush median but removed parking (approximately 9 to 10 spaces) on one side of Travis Road in order to accommodate the cycle lanes. Staff developed a rough concept plan for the suggested alternate option, and approached an external consultant to undertake a high-level 'Safe System Assessment' to compare the existing traffic environment (with partially implemented cycle lanes and flush median still in place), full implementation of the approved scheme, and the alternate scheme concept.
- 4.3 A Safe System Assessment is an industry tool that assesses how closely road design and operation align with the Safe System objectives, and helps to clarify which elements need to be modified to achieve closer alignment with Safe System objectives. It is a comparative tool, used to assess the relative merits of different schemes and inform scheme improvements, and does not replace formal safety audit processes. The Safe System Assessment considers exposure, likelihood and severity of various crash and road user types.

- 4.4 The consultant's report is provided as **Attachment D**. In summary, it finds that the approved scheme provided marginal safety benefits for cyclists (in terms of crash likelihood) compared to the existing layout. There were more distinct benefits (comparatively) for cyclists, however, in the alternate scheme due to removal of parking (and associated risk of vehicle manoeuvres and door openings) adjacent to the cycle lane on the north side.
- 4.5 Staff agree with the consultant's report findings in terms of the relative safety benefits to cyclists through removal of adjacent parking, but also acknowledge the potential impact on other road users and the local business community associated with removal of the 9 to 10 on-street parking spaces indicated in the alternate scheme.
- 4.6 Another consideration is the timeframes associated with additional design work on the alternate scheme, plus public consultation, reporting and Board approvals processes. This is roughly estimated to be around 3 months, with a further 1 to 2 months for implementation.
- 4.7 For these reasons, the option preferred by staff is to proceed with the implementation of the previously approved scheme. However, if the Board are of a mind to pursue this alternate scheme option, the following wording could form the necessary resolutions that replace the staff recommendations in this report.

That the Waitai Coastal-Burwood Community Board;

1. *Approve that an alternate scheme plan is developed for the section of Travis Road between Bower Avenue and Wattle Drive generally in accordance with the concept sketch plan attached to the agenda report (**Attachment B**), and taken out to public consultation.*
2. *Note that the alternate scheme will result in the removal of parking on one side of the road (at this stage, 9 to 10 spaces on the north side), and may require changes to parking time restrictions on the other side of the road (eg converting some P120 parking to shorter-term P60 or P30).*
3. *Request staff report back to the Board on the outcome of consultation on the alternate scheme and seek a decision on whether to proceed with implementation of the previously approved scheme or implement the alternate scheme.*
4. *Note that implementation of the previously approved Road Network Improvement scheme will remain on-hold pending development of and consultation on the alternate scheme, and a subsequent decision by the Waitai Coastal-Burwood Community Board on which scheme to progress.*

5. Detail / Te Whakamahuki

- 5.1 The Transport Network Improvements scheme for Travis Road and Bower Avenue, previously approved by the Waitai Coastal-Burwood Community Board on 19 March 2018 and the Council on 22 November 2018, remains only partially implemented. Specifically, approved road layout changes including the installation of cycle lanes, have not been completed on the section of Travis Road between Bower Avenue and Wattle Drive. The detailed background summary included as **Attachment C** to this report provides further information on the reasons for the delays.
- 5.2 Prior to approval of the original Transport Network Improvements scheme, consultation was only undertaken with those property owners and occupiers directly adjacent to sections of the scheme where on-street parking was impacted. As such, property owners and occupiers on the section of Travis Road were not directly consulted with. As outlined in the background summary, there has since been opposition to the planned removal of the existing flush

median from some local business owners, occupiers and general public in the local community.

- 5.3 Through involvement in the development and implementation of the QEII Schools Parking Management Plan in November 2019, staff are also aware that on-street parking in this vicinity is likely to be a sensitive issue.
- 5.4 The decision affects the following wards/Community Board areas:
- 5.4.1 Coastal Ward/Waitai Coastal-Burwood Community Board.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The Council's strategic priorities have been considered in formulating the recommendations in this report. Provision of safe cycling infrastructure helps promote more sustainable transport mode choices, thereby supporting the Council's strategic priority of *'meeting the challenge of climate change through every means available'*.
- 6.2 This report also supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.2.1 Activity: Active Travel
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city. - >=55%

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 Both the previously approved scheme and the alternate scheme include measures to encourage cycling, which has associated positive changes in terms of reduced carbon emissions and effects of Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Provision of safe cycling infrastructure helps to provide road users and people in the community with different, and sustainable, transport mode choices to meet their individual accessibility needs.
- 6.7 Removal of parking, indicated in the alternate scheme option, may impact on accessibility to local businesses and services for some people.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$26,000.
- 7.2 Maintenance/Ongoing costs – less than \$1,000 per year.
- 7.3 Funding Source – Traffic Operations Minor Safety Road Safety Improvements budget for installation, and existing maintenance budgets for on-going maintenance.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 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. Part 2, Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install special vehicle lanes by resolution.
- 8.2 Section 334 of the Local Government Act 1974 provides the Council with the authority to provide facilities on a road for the control of traffic or enforcement of traffic laws.
- 8.3 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, plus facilities for the control of traffic or enforcement of traffic laws. The Council has not delegated its powers with respect to the authority to approve special vehicle lanes.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.5 There is a legal context, issue or implication relevant to this decision. The original, partially-implemented Transport Network Improvements scheme for Travis Road and Bower Avenue has already been approved by the Waitai Coastal-Burwood Community Board on 19 March 2018 and by the Council on 22 November 2018. If the staff recommendations in section 2 of this report are adopted and approved by the Community Board, no further resolutions are necessary to enable the installation of cycle lanes (and associated removal of flush median) on the section of Travis Road between Bower Avenue and Wattle Drive.
- 8.6 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 to 8.4.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is a risk that further attempts to implement the approved Transport Network Improvements scheme, by installing cycle lanes and removing the flush median, will be met with continued opposition from some members of the community and possibly actions to disrupt the work being undertaken. As well as costs associated with delays and repeated work, this could potentially compromise safety for road users and contractors engaged to carry out the work. This risk can be mitigated by discussing potential risks with the contractor and providing adequate 'start work' information to local businesses.
- 9.2 There is also a risk that, if the alternate option is pursued, the removal of parking on the north side of Travis Road may be met with strong community opposition. This may cause further delays to the project, with associated costs. This risk can be avoided by implementing the approved scheme, or minimised through the provision of good consultation material that clearly explains the background and reasons for the proposal.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Approved Transport Network Improvements Scheme - Travis Road (Bower - Wattle)	20
B ↓	Travis Road (Bower - Wattle) - Possible Alternate Scheme (north side parking removed)	21
C ↓	Travis Road (Bower - Wattle) Background Summary Notes	22
D ↓	Travis Road SSAF Report_Final Addendum 17 March 2021	25

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

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

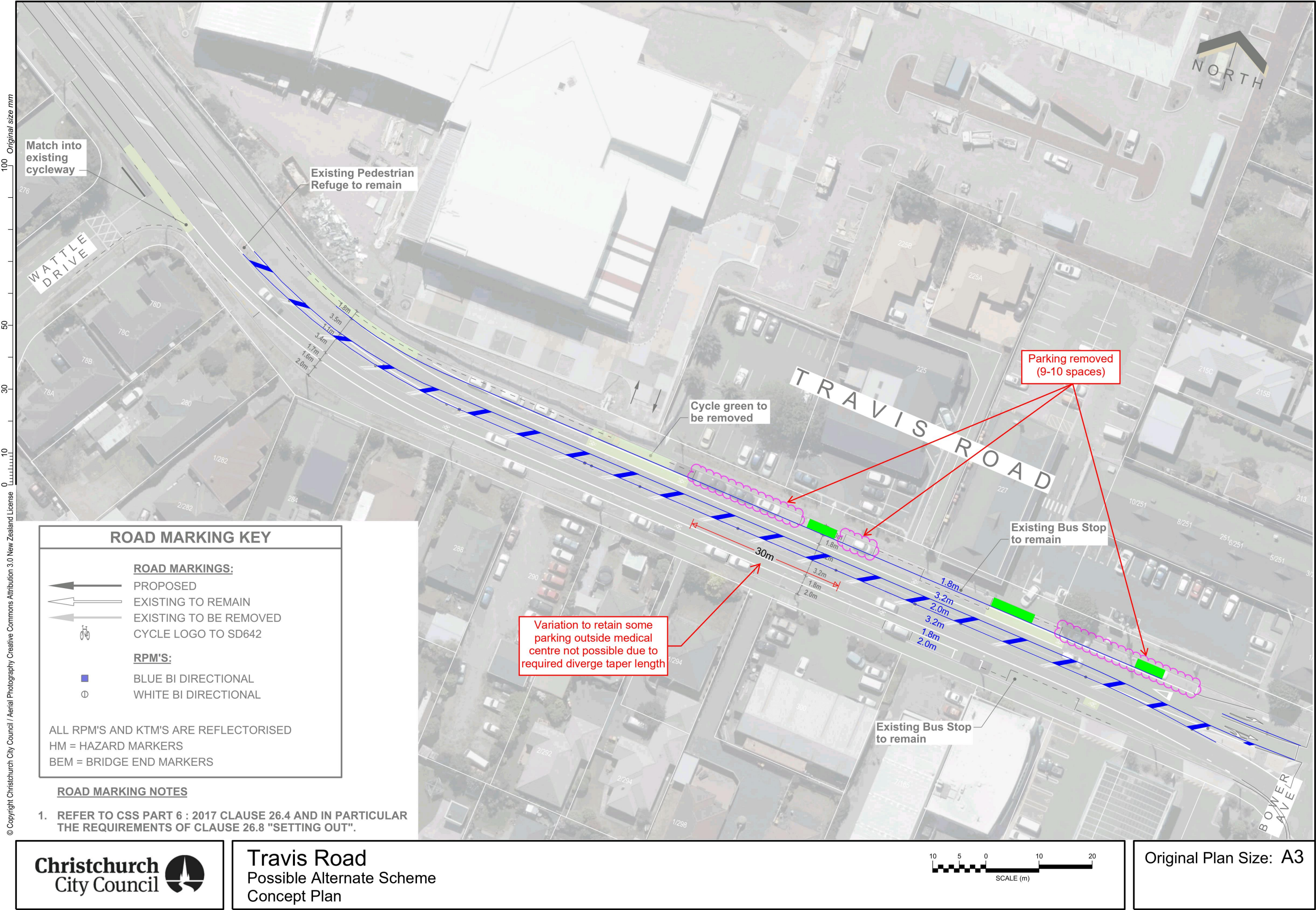
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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 / Ngā Kaiwaitohu

Author	Wayne Gallot - Senior Transportation Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





Travis Road / Bower Avenue and QEII Park Area Transport Network Improvements Scheme

Background Summary - Travis Road (Bower – Wattle) Section

19 March 2018	Coastal Burwood Community Board Meeting <p>The Board approved (under delegation) elements of the Transport Network Improvement scheme for Travis Road and Bower Avenue associated with the QEII Recreation and Sports Centre (RSC) plus Ministry of Education (MoE) developments, and also resolved to recommend that Council approve remaining elements of the scheme relating to special vehicle (cycle) lanes and shared paths. Development of the Transport Network Improvement scheme had occurred throughout 2016-2017 in conjunction with the consenting process, and involved a multi-agency partnership approach including staff from Council, Ministry of Education, Environment Canterbury, Red Bus, New Zealand Transport Agency and the NZTA led 'Safer Journeys to School' working group (comprised of multiple agency stakeholders).</p>
22 November 2018	Council Meeting <p>Council approved remaining elements of the Travis Road and Bower Avenue Transport Network Improvement scheme relating to special vehicle (cycle) lanes and shared paths.</p>
May 2019	Staff Actions <p>Staff from Council's Traffic Operations Team sought to complete implementation of the Travis Road and Bower Avenue Transport Network Improvement scheme by completing elements not delivered by the QEII RSC and MoE project teams. This including the section of Travis Road between Bower Avenue and Wattle Drive, where installation of cycle lanes on Travis Road required the removal of an existing flush median. Whilst on-site, staff were approached by a local business owner (M Watson of Hopman Motors) who objected to the planned removal of the flush median.</p>
4 June 2019	Waitai/Coastal-Burwood Community Board Meeting <p>During the Public Forum part of the meeting, M Watson of Hopman Motors (300 Travis Road) spoke about traffic issues on Travis Road in the vicinity of his premises, the medical centre, shops, BP service station and at the Bower-Rookwood-Travis roundabout. Mr Watson tabled a petition objecting to the removal of the existing flush median on Travis Road, however the petition could not be received by the Board at that time as it did not meet the certain administrative/procedural requirements.</p>
11 June 2019	Email advice to Board from Council Traffic Operations staff <p>Staff provided information on the current road environment, as well as other information that provided background and context in order to assist the Board in its consideration of the M Watson petition.</p>

26 June 2019	<p>Memo to Board from Council Traffic Operations staff</p> <p>Staff prepared and submitted a memo that formalised and expanded on the previous background and context information provided by email on 11 June 2019.</p>
1 July 2019	<p>Waitai/Coastal-Burwood Community Board Meeting</p> <p>The staff memo dated 26 July 2019 was included in the Area Report section of the meeting agenda.</p> <p>Following approval of the Chief Executive, the M Watson petition was received and considered by the Board. The Board subsequently resolved (CBCB/2019/00040) to;</p> <ol style="list-style-type: none">1. <i>Receive the petition from Mike Watson which requests that the median strip immediately west of the Travis Road/ Bower Avenue roundabout is not removed. The Board requested a site meeting to be organised with Mike Watson, the Community Board and staff from the Transport team to discuss the layout of the planned works in Travis Road.</i>
14 August 2019	<p>Waitai/Coastal-Burwood Community Board Seminar and Site Meeting</p> <p>The site meeting at Hopman Motors was attended by M Watson, a representative of the Travis Medical Centre, elected members and governance staff of the Coastal-Burwood Community Board and a staff representative from Council's Traffic Operations Team.</p> <p>Following discussion and agreement at the site meeting, the Board formally requested the following staff actions;</p> <p><i>4.1 - Seminar action - Travis Road report (Action ID 29510)</i></p> <ul style="list-style-type: none">• <i>Immediate rectification of the parking situation on the Travis Road bend outside the schools, temporarily removing one car park, install a sign warning of merging and undertake traffic counts at various times during the day</i>• <i>Once the counts are known, a seminar with the Board would take place to provide input into a formal report to the Board</i>
3 February 2020	<p>Coastal Burwood Community Board Briefing</p> <p>Staff briefed the Community Board on the project background, summary description of the existing traffic environment and results of traffic and cycle counts undertaken on 16 September 2019. Staff advised their preference to proceed with installation of the cycle lanes (and removal of the flush median), and sought feedback from the Board as to whether they supported or did not support this.</p>
10 March 2020	<p>Transport Steering Group Meeting</p> <p>In the absence of specific feedback or direction from the Board, staff sought direction from the Transport Steering Group. The Group endorsed staff to</p>

- proceed with installation of the cycle lanes (and removal of the flush median) in accordance with the originally approved Transport Network Improvement scheme. The Group also requested that staff advise the Board via memo of the intention to proceed with this work, and include reference to previous Board and Council resolutions.
- 16 April 2020** **Memo to Board from Council Traffic Operations staff**
- Staff prepared and submitted a memo to the Board (through the Board Advisor), advising them of the intention to progress the road marking changes (cycle lane installation and flush median removal) previously approved by the Board and Council back in 2018.
- 15 June 2020** **Waitai/Coastal-Burwood Community Board Meeting**
- The staff memo dated 16 April 2020 was included in the Area Report section of the meeting agenda, and was received by the Board.
- 15 January 2021** **Installation started, but then abandoned**
- Council's contractors started work on site to implement the road marking changes to install the cycle lanes and remove the flush median, but had to abandon the work when M Watson parked vehicles on the flush median in protest.
- 29 January 2021** **Staff meeting with Coastal and Burwood Ward Councillors**
- After receiving a suggestion of another site meeting with M Watson and Community Board members, staff instead arranged to first informally meet Councillors Daniels (Coastal) and Mauger (Burwood) before deciding how to proceed. It was agreed at that meeting, that staff consider a possible alternate scheme that retained a flush median but removed parking on one side of Travis Road in order to accommodate the cycle lanes.
- Staff quickly developed a rough scheme plan for the suggested alternate option, and approached an external consultant to undertake a high-level 'Safe System Assessment' to compare the existing traffic environment (with partially implemented cycle lanes and flush median still in place), full implementation of the approved scheme, and the indicative alternate scheme. Staff received the final version of the consultant's Safe System Assessment report on 18 March 2021.

Travis Road Upgrade Safe Systems Assessment Addendum 1

PREPARED FOR: Christchurch City Council | March 2021

We design with community in mind



Revision Schedule

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
A	22/02/21	Draft for Team Review	MS	MM	AN	AN
B	17/03/21	Addendum Report following client feedback	MS	MM	AN	AN



Quality Statement

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PROJECT MANAGER	PROJECT TECHNICAL LEAD
Alix Newman	Mike Smith

PREPARED BY

Mike Smith  16 / 03 / 2021

CHECKED BY

Melanie Muirson  17 / 03 / 2021

REVIEWED BY

Alix Newman  17 / 03 / 2021

APPROVED FOR ISSUE BY

Alix Newman  17 / 03 / 2021

CHRISTCHURCH
6 Hazeldean Road, Addington, Christchurch, 8141
PO Box 13-052, Armagh, Christchurch 8141
TEL +64 3 366 7449,

STATUS Final for Client | **Project No** 310203418 / 0400.0402



CHRISTCHURCH CITY COUNCIL
TRAVIS ROAD IMPROVEMENTS
SAFE SYSTEMS ASSESSMENT

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1.0 INTRODUCTION

1.1 DESCRIPTION OF SITE

The project proposes to extend cycle lanes along the section of Travis Road between Wattle Drive and Bower Avenue.

1.2 PROCESS

This Safe System Assessment Framework (SSAF) analysis has been undertaken in general accordance with the Austroads Safe System Assessment Framework 2016 and assesses the level of alignment of this project to the Safe System objectives.

The existing road configuration will be compared against the proposed design as submitted for the Road Safety Audit.

1.3 PROJECT BACKGROUND

The following background to the project was received from Council staff. This outlines the factors leading to the need for a Safe Systems Assessment, along with the specific Brief from Council.

Figure 1-1 below indicates the project location within the greater roading network.

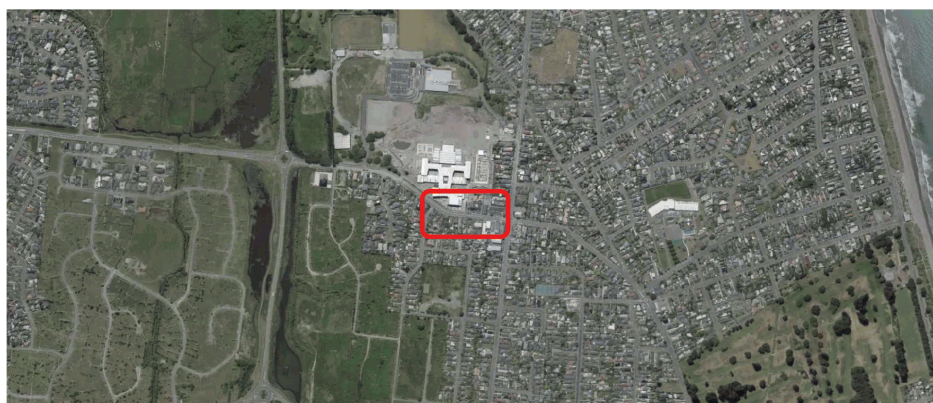


Figure 1-1: Project Length – Travis Road

In conjunction with development of the Taiora QEII RSC and adjacent QEII schools (AGHS & SBHS) developments, Council approved a broader road network improvement scheme for Travis Road (Bower – Frosts/Anzac) back in 2018. A key feature of that scheme was the introduction of on-road cycle lanes. For the section of Travis Road between Bower Avenue and Wattle Drive, this meant that the existing flush median needed to be removed to accommodate the cycle lanes.

For various reasons, the Bower-Wattle section has not yet been delivered. Currently, the eastbound cycle lane on the north side of Travis is hard against the kerb and stops immediately east of the Schools site, the westbound cycle lane on the south side starts immediately east of Wattle, and the flush median between Bower and Wattle remains in place.

Local business opposed the design, and submitted a petition against, the scheme – particularly the removal of the flush median. The local Councillors (Crs Mauger and Daniels) met with Council staff to discuss a way forward.



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The Councillors requested Council staff to consider another option that removes parking on the north side of Travis Road in order to accommodate the cycle lanes and a 2.0m flush median. The existing parking on the north side is a mix of P15 and P60, while the south side is P60 and P120. In review, if the removal of north side parking progresses, the design may have to review parking time restrictions on the south side.

The next step is to take a short report back to the Coastal-Burwood Community Board for a decision on whether Council should continue to implement the 2018 approved scheme (removal of flush median) or take the alternate option (removal of parking) out to public consultation.

Council request that an independent assessment be undertaken so they could incorporate into the initial report and presentation to the Board for them to make a decision on whether to take the alternate option out to consultation.

1.3.1 Scope

The scope requires Stantec to undertake a safe system assessment and comparison of the following Options (using the Austroads framework, or suitable variant);

1. Existing environment (i.e. only partial implementation of the previously approved cycle lanes, and flush median still in place)
2. Approved 2018 scheme (i.e. parking retained / flush median removed)
3. Alternate option (i.e. parking removed on north side to accommodate a 2.0m flush median)

Following initial discussions with Council staff, the following recommendation for the scope was made:

Previous SSAF assessments around New Zealand has given a good understanding of the limitations of the Austroads Safe Systems Assessment Framework with regards to pedestrians and cyclists. Under the Austroads guide, cyclists and pedestrians are considered in single evaluations for all movements, and does not identify movements that retain higher risk, nor those where the risk is greatly reduced. Following the development of a modified system for Auckland Transport, this modified system was tested, and peer reviewed by some of New Zealand's leading road safety practitioners. This process, the Crash Risk Assessment Framework (CRAF) breaks the evaluation system for pedestrian and cycle movements into key movement areas. This process is based upon SSAF but gives much greater granularity to pedestrians / cyclists.

1.3.2 Deliverable

Stantec will present a single report, with the CRAF output for three options, being:

1. Existing road layout.
2. Approved scheme.
3. Alternative scheme.

Delivery of the report will be two weeks after Council approval to proceed.

If the framework assessment throws up some complications, we will talk with Council staff about how this may affect the work and timing.

1.3.3 Road Network

Travis Road forms a key connection to the greater road network in the Burwood / New Brighton area. Travis Road is listed as being a Primary Collector and has a traffic volume of 7,000 vehicles per day.

The Travis Road section under review is characterised by a large diameter roundabout junction at Anzac Drive, and a smaller diameter roundabout at the junction with Bower Avenue.

The speed limit on Travis Road is 50 km/h with speed limits of 50 km/h on the side roads.



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There are three main intersections that connect with Travis Road, being Blue Gum Place, Wattle Drive and the main access into the QEII Sports complex. These intersections are priority controlled, with all junctions being formed as Tee intersections.

The combined campus of Avonside Girls High School (approx. 1,000 Students) and Shirley Boys High School (approx. 1,300 students) is located at the western end of the road segment under review.

1.3.4 Proposed Improvements

The schemes presented propose to form on road cycle lanes along the remaining section of Travis Road.

Option 1 retains kerbside parking on the north side of the road (the approved scheme), while Option 2 removes parking (the alternative scheme). Option 2 details the retention of the current flush median over the review section length. It is important to note that a portion of the flush median has been removed prior to this review being commenced.

1.4 TRAFFIC DETAILS

1.4.1 Motorised vehicles

Annual average daily traffic (AADT) traffic counts and heavy vehicle percentages were obtained from the CCC dataset from Mobileroads™ and are detailed in the table below.

Table 1-1: AADT and HV% traffic data for the roads within the project extent

Road Description	AADT (vpd)	HV%
Travis Road	7,000	3.9
Anzac Drive (Roundabout Junction)	15,600 (south arm) 18,500 (west arm)	6.4 7.0
Bower Avenue (Roundabout Junction)	7,200 (north arm) 5,500 (south Arm)	2.6 3.4

1.4.2 Pedestrians

This section of Travis Road feeds directly to the new Avonside Girls and Shirley Boys High School complex (joint campus). The assessors observed extensive pedestrian movements even during school hours.

Data supplied from Council indicate that prior to the High Schools opening, the pedestrian count exceeded 100 users per day.

For the purpose of this assessment, the assessors have determined that there is a high pedestrian volume. An exposure score of 4 has been used.

1.4.3 Cyclists

This section of Travis Road feeds directly to the new Avonside Girls and Shirley Boys High School complex (joint campus). The assessors observed a high number of parked cycles during school hours.

Data supplied from Council indicate that prior to the High Schools opening, the cycle count exceeded 100 users per day.



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For the purpose of this assessment, the assessors have determined that there is a moderate to high amount of cycles in and around the school complex, therefore a high cycle volume.

An exposure score of 4 has been used.

1.5 FIVE-YEAR CRASH HISTORY

A search was made of the NZ Transport Agency's Crash Analysis System (CAS) for all reported crashes within a cordon either side of Travis Road, commencing at Blue Gum Place, and including the Travis Road / Bower Avenue / Rockwood Avenue roundabout for the full five-year period from 2016 to 2020.

The search revealed a total of 15 crashes over the search period including five (5) minor injury crashes and ten (10) non-injury crashes. The location of the crashes is displayed in Figure 1-2 below.

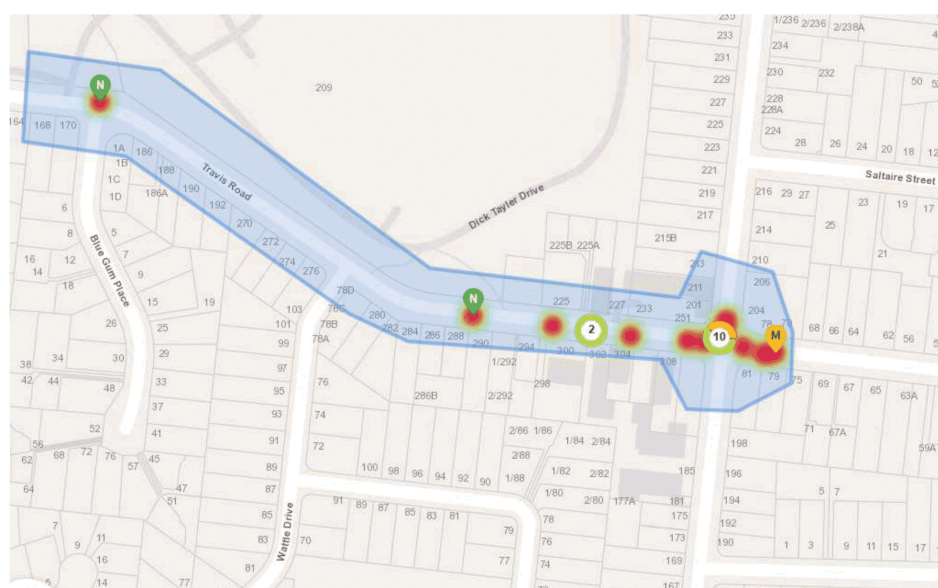


Figure 1-2: Crash Summary. CAS; 2016 – 2021, all crashes

An analysis of the crash data for crash type reveals the following information.

In the mid-block section there have been 3 non-injury crashes. The crashes are detailed as:

1. Driver leaving kerbside park (north side) impacting with vehicle driving along Travis Road (eastbound)
2. Driver westbound commencing U-Turn movement has impacted with parked vehicles on their left.
3. Driver eating breakfast while driving has veered left and impacted with parked vehicles.

There have been 11 crashes recorded at the Travis Road / Bower Avenue / Rockwood Avenue roundabout.

Noticeably, one crash is recorded as a pedestrian being hit by a car entering the roundabout. The Police record details that the pedestrian thought that the driver had signalled for them to cross ahead of the vehicle.



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A review of the crash data reveals that the highest proportion of crashes occur during the 9am to 6pm daytime period, with the afternoon 3pm – 5pm time block being the highest.

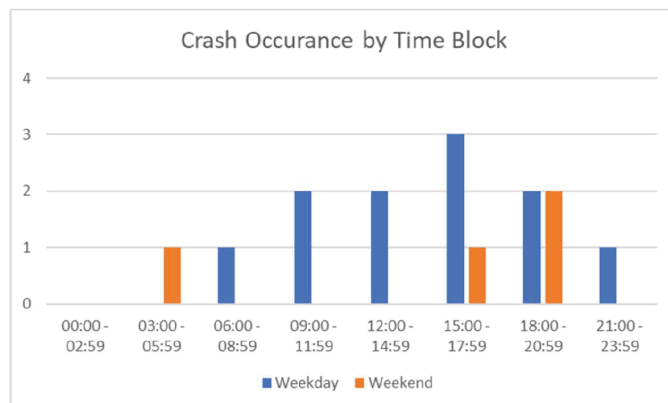


Figure 1-3: Crash Occurrence by Time Block

2.0 SAFE SYSTEM ASSESSMENT FRAMEWORK

2.1 COMMON SAFE SYSTEM COMPONENTS AND CRASHES

The Safe System has five interrelated components: safer people, safer roads and roadsides, safer vehicles, safer speeds, and safer maintenance and post-crash care.

This Safe System assessment of the existing road alignment with the current layout as described in Section 1 is a comparative assessment of how well or badly the proposed treatments fit within the Safe System. This will be used to assess how well the proposed treatment aligns with a safe system.

2.2 SAFE SYSTEM MATRIX SCORING

This assessment is based on the Safe System Assessment Framework matrix in Table 2-1 using the scoring system in Table 2-2. Austroads Research Report AP-R509-16, pg 12 – 13. Scores close to zero indicate close alignment with the Safe System. Scores equal to zero for either exposure, likelihood, or severity indicate that the Safe System has been achieved for that component.

Table 2-1: Safe System matrix scoring for safe roads and roadsides and safe speeds

	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	/4	/4	/4	/4	/4	/4	/4	
Likelihood	/4	/4	/4	/4	/4	/4	/4	
Severity	/4	/4	/4	/4	/4	/4	/4	
Product	/64	/64	/64	/64	/64	/64	/64	/448

Product = exposure x likelihood x severity in each column

Total score = sum of products in each column



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Table 2-2: Safe System matrix scoring system

Road user exposure	Crash likelihood	Crash severity
0 = there is no exposure to a certain crash type. This might mean there is no side flow or intersecting roads, no cyclists, no pedestrians, or motorcyclists.	0 = there is only minimal chance that a given crash type can occur for an individual road user given the infrastructure in place. Only extreme behaviour or substantial vehicle failure could lead to a crash. This may mean, for example, that two traffic streams do not cross at grade, or that pedestrians do not cross the road.	0 = should a crash occur, there is only minimal chance that it will result in a fatality or serious injury to the relevant road user involved. This might mean that kinetic energies transferred during the crash are low enough not to cause a death or serious injury (DSI), or that excessive kinetic energies are effectively redirected/dissipated before being transferred to the road user. Users may refer to Safe System-critical impact speeds for different crash types, while considering impact angles, and types of roadside hazards/barriers present.
1 = volumes of vehicles that may be involved in a particular crash type are particularly low, and therefore exposure is low. For run-of-road, head-on, intersection and 'other' crash types, AADT is < 1 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are < 10 units per day.	1 = it is highly unlikely that a given crash type will occur.	1 = should a crash occur, it is highly unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies must be fairly low during a crash, or the majority is effectively dissipated before reaching the road user.
2 = volumes of vehicles that may be involved in a particular crash type are moderate, and therefore exposure is moderate. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 1 000 and 5 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 10-50 units per day.	2 = it is unlikely that a given crash type will occur.	2 = should a crash occur, it is unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, and the majority of the time they are effectively dissipated before reaching the road user.
3 = volumes of vehicles that may be involved in a particular crash type are high, and therefore exposure is high. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 5 000 and 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 50-100 units per day.	3 = it is likely that a given crash type will occur.	3 = should a crash occur, it is likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate but are not effectively dissipated and therefore may or may not result in an FSI.
4 = volumes of vehicles that may be involved in a particular crash type are very high, or the road is very long, and therefore exposure is very high. For run-of-road, head-on, intersection and 'other' crash types, AADT is > 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are > 100 units per day.	4 = the likelihood of individual road user errors leading to a crash is high given the infrastructure in place (e.g. high approach speed to a sharp curve, priority movement control, filtering right turn across several opposing lanes, high speed).	4 = should a crash occur, it is highly likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are high enough to cause a DSI crash, and it is unlikely that the forces will be dissipated before reaching the road user.



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2.3 SITE OBSERVATIONS

At the time of the site inspection the team noted the following key elements:

1. Shirley Boys High School / Avonside Girls High School has been established, and is fully operational,
2. Line marking in the project section length was a mixture of old (Flush Median) and new (centreline markings),
3. Green cycleway markings and lane lines were installed on the north side only, and only for part of the route,
4. There was extensive wear in the grassed shoulder (north side) grass berm outside the Medical Centre indicating extensive foot traffic along Travis Road (assumed to be school related),
5. There was extensive left turn in, all turn movements out observed at the BP™ Service Station.
6. Vehicles were generally free flowing, with speeds consistent with the underlying 50 km/h speed limit,
7. The School Speed Zone (40 km/h) was active, yet poor reduction in speed by drivers traversing through the route,
8. Off street parking was generally underutilised,
9. on street parking was highly utilised,
10. Student pedestrian movement occurred midblock along the route, with a centroid of movement based around the location of the Medical Centre,
11. Inconsistent and poorly maintained Tactile Ground Surface Indicators (GSI) along the route,
12. Inconsistent application of green cycle lane markings over major access points,
13. Available footpath width is restricted by kerbside clutter, especially rubbish bin collection day,



Figure 2-1: View east from opposite Medical Centre



Figure 2-2: View west from opposite Medical Centre



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Figure 2-3: View of extensive pedestrian movement over grass berm



Figure 2-4: View west along Travis Road from the Bower Avenue Roundabout

The following sections consider the current (Baseline) scoring, Option 1 (Council Design), and Option 2 (Revised Design) options, based upon the observations and behaviours observed on site.

The assessors acknowledge that the observations were made on a single day, and during the off-peak travel time. It is further acknowledged that morning and evening peak could display different characteristics. The assessors have considered this in their findings, based upon general knowledge of the area.

2.4 SAFE SYSTEM ASSESSMENT – INITIAL PROJECT DESIGNS

2.4.1 Existing Road Configuration

2.4.1.1 SSAF Scoring

The baseline configuration currently comprises elements of both designs, with the flush median having been removed to the western end of the project, replaced with centreline only, while the eastern end of the project continues to have the flush median installed.

The score of 180/448 in Table 2-3 indicates that the existing road configuration have a moderate to high risk profile, with elements that are far removed from a Safe System.

Table 2-3: Existing Road Configuration Safe System scores

Option 0 Baseline								
	Run-off-Road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	3	3	3	3	3	3	21
Severity	2	3	2	3	3	3	2	18
Product	18	27	18	27	36	36	18	180
Max Score	64	64	64	64	64	64	64	448

Short descriptions of the derivations of the scores in Table 2-3 are given the sections below.

2.4.1.2 Run-Off-Road

The exposure is based on the AADT of over 7,000 vehicles per day (vpd). (Exposure Score = 3 (<5,000 - >10,000 vpd))

The likelihood is based on the general alignment of the road, the departure movements from the roundabouts, coupled with the presence of roadside hazards (poles, vehicle parking movements



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etc), kerbside parking and medium to large business access movement, as demonstrated by the historical crash types (not addressed by this safety improvement).

Severity considers that if a crash occurs, then moderate injury severity would occur due to the general urban speed environment.

2.4.1.3 Head-On

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

The likelihood is based on the general absence of any central median separation along Travis Road. Solid central island is installed at major roundabout intersections only. This allows vehicle intrusion into the opposing lane, a higher risk with no safety space between the opposing traffic lanes.

Lane configurations vary along the greater route, with a flush median installed along the schools frontage and onwards to the ANZAC Drive / Travis Road roundabout.

2.4.1.4 Intersection

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

The likelihood is based on the presence of passive controls (Give Way) on the side road intersections, and a mixture of passive controlled and uncontrolled access points onto Travis Road.

There are turning protection currently installed where the flush median is present. Outside of these locations, a driver undertaking a right turn in movement is required to occupy the through lane, while waiting for the opposing traffic to clear. This can result in following drivers to slip to the left of the turning vehicle and traversing into any available space utilised by cyclists.

There is a high number of conflict points at side roads and major access points with full movements permitted.

2.4.1.5 Other

During peak travel times the road would be a moderate speed, and moderate traffic volume corridor. However, off peak the general low volume of traffic would result in higher speeds being undertaken, due to the lack side friction and calming measures along the route.

There are several accesses along the route that have their view lines obstructed due to adjacent parked vehicles. While on site it was observed that there was a high proportion of larger vehicles (vans and SUV). Some access points are affected by the bus stop locations.

2.4.1.6 Pedestrian

The exposure is based on pedestrians > 100 movements per day (Exposure = 4)

The assessors have considered that there would normally be moderate to high pedestrian movement along the road corridor, especially associated to the two high schools at the western end of the project length.

Midblock crossing movements across and along Travis Road were observed. Some of these movements had high school students waiting in the flush median, or on road centreline while oncoming traffic passed.

2.4.1.7 Cyclist

The exposure is based on cyclists > 100 movements per day (Exposure = 4)



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It is considered that this represents a typical user volume given the project location, the adjacent high schools and the lack of suitable alternate facilities.

2.4.1.8 Motorcyclist

It is assumed that between 50 and 100 motorcyclists use this corridor on a daily basis and are subjected to moderate levels of risk on this moderate speed, moderate volume corridor.

2.4.2 Option 1

2.4.2.1 SSAF Scoring

Option 1 has the full removal of the flush median along the project section, with the replacement with a road centreline, along with the formation of kerbside parking both sides, and on-road cycle lanes between the parking and the traffic lanes. Refer to Figure 2-5 below.

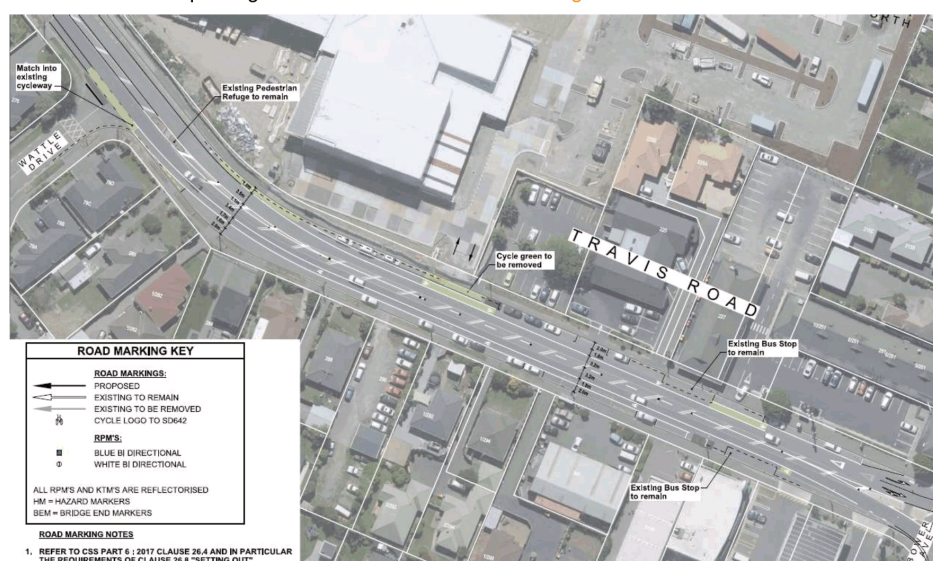


Figure 2-5: Option 1 design layout

Option 1 has generally retained all on street parking and bus stop configurations and has included some green markings over a limited number of key access points. The assessors consider that there is an inconsistent application of green markings within this design.

The score of 180/448 in Table 2-3 indicates that the Option 1 road configuration have a moderate to high risk profile, with elements that are far removed from a Safe System.

Table 2-4: Option 1 Road Configuration Safe System scores

Option 1 Centreline, shoulder parking, cycle lanes								
	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	3	3	3	3	3	3	21
Severity	2	3	2	3	3	3	2	18
Product	18	27	18	27	36	36	18	180
Max Score	64	64	64	64	64	64	64	448



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Short descriptions of the derivations of the scores in Table 2-5 are given in the sections below.

2.4.2.2 Run-Off-Road

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 1 results in a score equal to the baseline assessment, due to little features that would improve safety of users.

The likelihood is based on the general alignment of the road, the departure movements from the roundabouts, coupled with the presence of roadside hazards (poles, vehicle parking movements etc), kerbside parking and medium to large business access movement, as demonstrated by the historical crash types (not addressed by this safety improvement).

Severity considers that if a crash occurs, then moderate injury severity would occur due to the general urban speed environment.

2.4.2.3 Head-On

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 1 results in a score equal to the baseline assessment, due to little features that would improve safety of users. The lower speed of the environment results in the likely injury severity levels remaining the same.

The likelihood is based on the general absence of any central median separation along Travis Road. Solid central island is installed at major roundabout intersections only. This allows vehicle intrusion into the opposing lane, a higher risk with no safety space between the opposing traffic lanes.

Lane configurations vary along the greater route, with a flush median only present along the schools frontage.

2.4.2.4 Intersection / Major Access

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 1 results in a score equal to the baseline assessment, due to little features that would improve safety of users. The lower speed of the environment results in the likely injury severity levels remaining the same.

The likelihood is based on the presence of passive controls (Give Way) on the side road intersections, and a mixture of passive controlled and uncontrolled access points onto Travis Road.

This design removes any turning protection provided by the presence of a flush median. A driver undertaking a right turn in movement is required to occupy the through lane, while waiting for the opposing traffic to clear. This can result in following drivers to slip to the left of the turning vehicle and traversing into any available space utilised by cyclists.

There is a high number of conflict points at side roads and major access points with full movements permitted. Intersection / major access intervisibility is partially obstructed on both sides of the road due to adjacent kerbside parking.

2.4.2.5 Other

During peak travel times the road would be a moderate speed, and moderate traffic volume corridor. However, off peak the general low volume of traffic would result in higher speeds being undertaken, due to the lack side friction and calming measures along the route.



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There are several accesses along the route that have their view lines obstructed due to adjacent parked vehicles. While on site it was observed that there was a high proportion of larger vehicles (vans and SUV). Some access points are affected by the bus stop locations.

2.4.2.6 Pedestrian

The exposure is based on pedestrians > 100 movements per day (Exposure = 4)

Option 1 results in a score equal to the baseline assessment, due to little features that would improve safety of users.

The assessors have considered that there would normally be moderate to high pedestrian movement along the road corridor, especially associated to the two high schools at the western end of the project length.

Midblock crossing movements across and along Travis Road were observed. Some of these movements had high school students waiting in the flush median, or on road centreline while oncoming traffic passed.

The Option 1 design places a mid-block pedestrian crossing movement at greater exposure if they were to stand on centreline waiting for opposing traffic to pass.

2.4.2.7 Cyclist

The exposure is based on cyclists > 100 movements per day (Exposure = 4)

Option 1 results in a score equal to the baseline assessment, due to little features that would improve safety of users.

It is considered that this represents a typical user volume given the project location, the adjacent high schools and the lack of suitable alternate facilities.

Option 1 has cyclists traversing alongside parked vehicles on both sides of the road. This places the cyclist at risk of turn out movements, right turn through traffic movements, and dooring by people exiting a parked vehicle.

2.4.2.8 Motorcyclist

It is assumed that between 50 and 100 motorcyclists use this corridor on a daily basis and are subjected to moderate levels of risk on this moderate speed, moderate volume corridor.

Option 1 results in a score equal to the baseline assessment, due to fewer features that would improve safety of users.

2.4.3 Option 2

2.4.3.1 SSAF Scoring

Option 2 includes installation of the flush median along the project section, along with the removal of kerbside parking on the northern side, and on-road cycle lane between the parking and the traffic lanes on the southern side while the cycle lane is between the kerb line and traffic lane on the northern side. Refer to [Figure 2-6](#) below.



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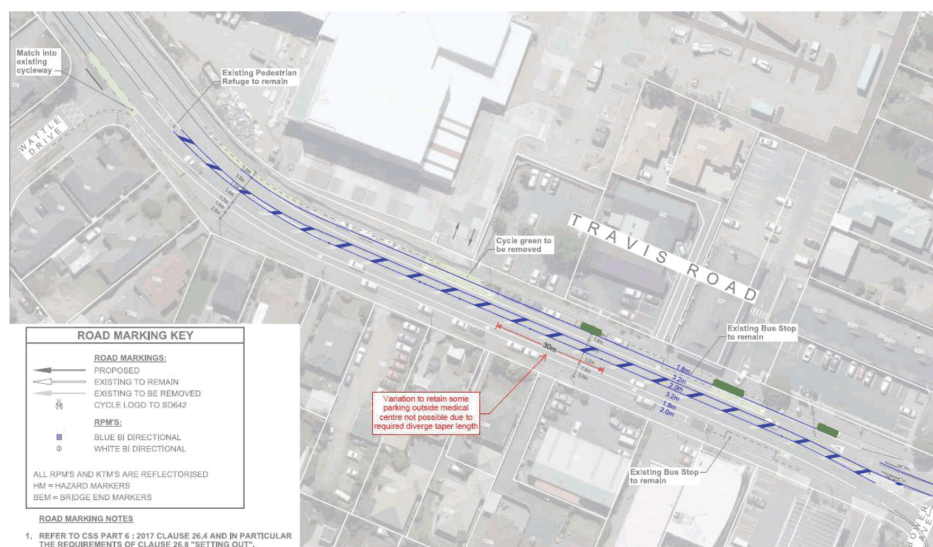


Figure 2-6: Option 2 design layout

Option 2 has incorporated a central flush median, allowing shelter for turning vehicles. The design also incorporates the removal of kerbside parking (except Bus stop) on the north side of Travis Road, along with some green markings over a limited number of key access points.

The assessors consider that there is an inconsistent application of green markings within this design.

The score of 118/448 in Table 2-5 indicates that the Option 2 road configuration has reduced risk profile, especially in the head-on, pedestrian and cycle elements. The remaining elements are considered to have now improvement to a Safe System.

Table 2-5: Option 2 Road Configuration Safe System scores

Option 2 Flush Median, parking east side only, cycle lanes								
	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	2	3	2	2	2	3	17
Severity	2	2	2	2	3	2	2	15
Product	18	12	18	12	24	16	18	118
Max Score	64	64	64	64	64	64	64	448

2.4.3.2 Run-Off-Road

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 2 results in a score equal to the baseline assessment, due to little features that would improve safety of users.

The likelihood is based on the general alignment of the road, the departure movements from the roundabouts, coupled with the presence of roadside hazards (poles, vehicle parking movements etc), kerbside parking and medium to large business access movement, as demonstrated by the historical crash types (not addressed by this safety improvement).



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Severity considers that if a crash occurs, then moderate injury severity would occur due to the general urban speed environment.

2.4.3.3 Head-On

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 2 results in a score less than the baseline assessment, due to an improved level of protection that a flush median offers in separating opposing traffic streams. The lower speed of the environment, along with the side friction presented to the driver results in the likely injury severity levels reducing.

This has reduced the Likelihood score from 3 to 2.

The separation, combined with the more visual narrowing of the carriageway will have an influence on vehicle position, and speed.

This has reduced the Severity score from 3 to 2.

Solid central island is installed at major roundabout intersections only.

2.4.3.4 Intersection / Major Access

The exposure is based on the AADT of over 7,000 vpd. (Exposure Score = 3 (<5,000 - >10,000 vpd))

Option 2 results in a score less than the baseline assessment, due to an improved level of protection that a flush median offers in separating opposing traffic streams. The lower speed of the environment results in the likely injury severity levels remaining the same.

The likelihood is based on the presence of passive controls (Give Way) on the side road intersections, and a mixture of passive controlled and uncontrolled access points onto Travis Road.

A driver undertaking a right turn in movement will be enabled to occupy the flush median, reducing conflicts and impacts on the through lane while waiting for the opposing traffic to clear. This reduces the risk of rear end type crashes with cyclists in the marked cycle lane.

There is a high number of conflict points at side roads and major access points with full movements permitted. Intersection / major access intervisibility is partially obstructed on the south side of Travis Road only due to adjacent kerbside parking.

Cyclists on the north side have a high level of available intervisibility with turning traffic, reducing the risk of crashes.

2.4.3.5 Other

During peak travel times the road would be a moderate speed, and moderate traffic volume corridor. However, off peak the general low volume of traffic would result in higher speeds being undertaken, due to the lack side friction and calming measures along the route.

There are a reduced number of accesses along the route that have their view lines obstructed due to adjacent parked vehicles (limited to south side only). Some access points remain affected by the bus stop locations.

The separation, combined with the more visual narrowing of the carriageway will have an influence on vehicle position, and speed.

This has reduced the Likelihood score from 3 to 2.

This has reduced the Severity score from 3 to 2.



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2.4.3.6 Pedestrian

The exposure is based on pedestrians > 100 movements per day (Exposure = 4)

Option 2 results in a score less than the baseline assessment, due to shelter for pedestrians on the flush median, and greater intervisibility at major access locations. The lower speed of the environment results in the likely injury severity levels reducing.

This has reduced the Severity score from 3 to 2.

The assessors have considered that there would normally be moderate to high pedestrian movement along the road corridor, especially associated to the two high schools at the western end of the project length.

Midblock crossing movements across Travis Road were observed. Some of these movements had high school students waiting in the flush median, or on road centreline while oncoming traffic passed.

The formation of the flush median would allow a safety improvement to be incorporated, with the formation of a central median refuge in the general location of the medical centre.

2.4.3.7 Cyclist

The exposure is based on cyclists > 100 movements per day (Exposure = 4)

Option 2 results in a score less than the baseline assessment, due to improved intervisibility between a turning driver and the cyclists utilising the on-road cycle lane, and greater intervisibility for drivers utilising the major access locations on the north side. Conflicts and risk remain on the south side of Travis Road. The lower speed of the environment results in the likely injury severity levels reducing.

This has reduced the Severity score from 3 to 2.

It is considered that this represents a typical user volume given the project location, the adjacent high schools and the lack of suitable alternate facilities.

The assessors consider that the placement of additional green surfacing over all major access points, including driveways that service multiple residential units, would provide additional mitigation to the risks on the south side of Travis Road.

This has reduced the Likelihood score from 3 to 2.

2.4.3.8 Motorcyclist

It is assumed that between 50 and 100 motorcyclists use this corridor on a daily basis and are subjected to moderate levels of risk on this moderate speed, moderate volume corridor.

Option 2 results in a score equal to the baseline assessment, due to fewer features that would improve safety of users.

3.0 COMPARISON OF RESULTS – USING FINER ASSESSMENT (CRAF)

The SSAF framework considers Pedestrian and Cycle movements as a single assessment. Work undertaken, and with a modified assessment process that considers the various key movement conflicts for pedestrians and cyclists allows a better understanding of the impacts of a design. This is a recognized enhancement to the SSAF framework.

As a comparison, we have undertaken an assessment of pedestrians and cyclists' components to demonstrate the true impact for these users.



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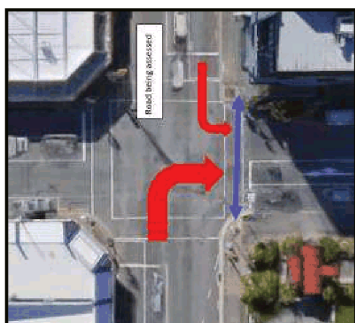
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3.1.1.1 Crash Category – Refined

Turner, S; Smith, M and Tse, I et al presented in a paper (*Understanding Vulnerable Road User Crash Risk, Engineering NZ Conference, 2019*) on the refinement of the vulnerable user crash categories, allowing a better understanding of the risks for distinct movements. In summary, the framework utilised a breakdown of pedestrian and cyclist movements to better understand the SSAF frame assessment.

The crash categories are detailed below.

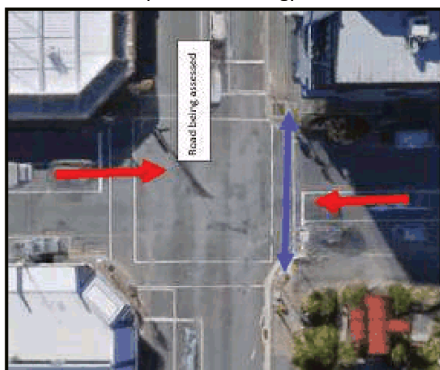
Pedestrian Movements (pedestrians are blue lines, cyclists green and motorists red)



P1 Intersection (Vehicle Turning)



P2 Mid-block/90 degree movement



P3 Intersections (vehicle straight through)

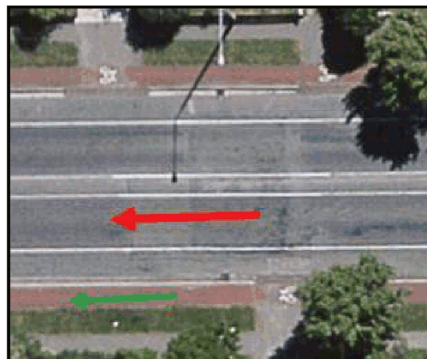


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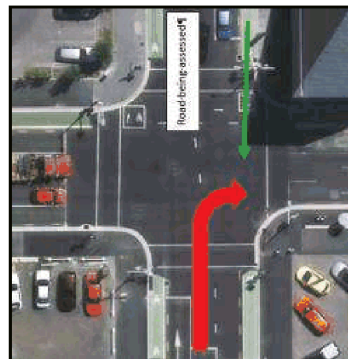
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Cycle Movements



C1 Mid-Block Side Swipe



C2 Intersection/Access (vehicles turning)

As detailed above, an alternate scoring process has been developed that provides a greater level of assessment for the vulnerable road user (cyclist and pedestrian).

We have undertaken this alternate scoring to enable better definition of the at-risk movements, and the resultant reduction in risk that the two design options have.

3.1.1.2 Alternate Scoring - Baseline

The baseline score for the existing road utilising the refined scoring process is as follows.

Table 3-1: Modified SSFA Score - Baseline

Option 0 Baseline					Pedestrian			Cyclist		Motorcyclist	Total score
	Run-off-road	Head-on	Intersection	Other	Ped 1	Ped 2	Ped 3	Cycle 1	Cycle 2		
Exposure	3	3	3	3	4	4	4	4	4	3	35
Likelihood	3	3	3	3	3	3	3	4	4	3	32
Severity	2	3	2	3	3	3	3	3	3	2	27
Product	18	27	18	27	36	36	36	48	48	18	312
Max Score	64	64	64	64	64	64	64	64	64	64	640

3.1.1.3 Alternate Scoring – Option 1

The score for the Option 1 road design utilising the refined scoring process is as follows.

Table 3-2: Modified SSFA Score – Option 1

Option 1 Centreline, shoulder parking, cycle lanes					Pedestrian			Cyclist		Motorcyclist	Total score
	Run-off-road	Head-on	Intersection	Other	Ped 1	Ped 2	Ped 3	Cycle 1	Cycle 2		
Exposure	3	3	3	3	4	4	4	4	4	3	35
Likelihood	3	3	3	3	3	3	3	4	4	3	32
Severity	2	3	2	3	3	3	3	3	3	2	27
Product	18	27	18	27	36	36	36	48	48	18	312
Max Score	64	64	64	64	64	64	64	64	64	64	640

This indicates that Option 1 remains the same as the Baseline score.

3.1.1.4 Alternate Scoring – Option 2

The score for the Option 2 road design utilising the refined scoring process is as follows.



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Table 3-3: Modified SSAF Score – Option 2

Option 2 Flush Median, parking east side only, cycle lanes					Pedestrian			Cyclist			
	Run-off-road	Head-on	Intersection	Other	Ped 1	Ped 2	Ped 3	Cycle 1	Cycle 2	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	4	4	4	3	35
Likelihood	3	2	3	2	3	3	3	2	3	3	27
Severity	2	2	2	2	2	2	3	2	2	2	21
Product	18	12	18	12	24	24	36	16	24	18	202
Max Score	64	64	64	64	64	64	64	64	64	64	640

This indicates that Option 2 achieves a **reduced score** of 202, compared to the baseline score of 312.

Reductions in overall scores are achieved for the following elements:

- Head-on Crashes
- Other Crashes
- Pedestrian 1 and Pedestrian 2 Crashes
- Cycle 1 and Cycle 2 Crashes



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4.0 ADDENDUM

4.1 SAFE SYSTEM ASSESSMENT – REVISED PROJECT DESIGNS

Following on from the submission of the original report, Council staff have responded with feedback to the proposed designs that considers the scoring and commentary presented in the initial report. The assessors have considered this feedback and, based upon the suggested improvements to the design presented by Council staff, have undertaken a revised assessment.

Council staff have presented the following changes to the design:

1. Incorporation of additional “greening” of the cycle lane over high volume access points (both Option 1 and Option 2)
2. A level of consistency for the whole route through this area.

In undertaking the assessment, the auditors have had the following considerations in arriving at their scoring.

- For Option 1, the new section is proposed to locate the cycle lane adjacent to the parked vehicles on the northern side of Travis Road, whereas the section from Frosts Road to the high schools is adjacent to the kerb (no parked vehicles).
- The cycle lanes are typically just an edge line with random symbols. It is proposed that this be changed to full green markings for both options.
- The SSFA framework looks at reductions in risk / exposure with the design. The current road layout (Baseline Option 0) has no cycle facilities, with the exception of “bits”. The existing flush median allows for some wriggle room around cyclists.
- The Option 1 proposed design incorporates a cycle lane adjacent to the existing on-road car parks, but the opposing traffic lanes are located against each other (no flush median). This results in no wriggle room for traffic to avoid cyclists taking evasive manoeuvres should a door open in front of the cyclist. There is a high number of larger off-road car parks located on the northern side creating a greater risk for drivers moving across the on-road parked vehicles and cycle lane, with restricted sight lines associated with the kerb side parking.
- With no flush median provided in Option 1, a right turn vehicle could potentially sit on the centre line waiting for a gap in the opposing traffic, allowing drivers to try and squeeze to the left of the right turning vehicle – this (underpass) movement places risk on cyclists using the cycle lane.
- Option 2 removes on street parked vehicles on the northern side of Travis Road (eastbound direction), the side with the greatest number of off-road car park accesses, which greatly increases available sight lines towards cyclists.

We have considered the effect that these changes would have on the risk assessment for the designs and have considered the respective scores for cyclists and pedestrians.

It is our consideration that some benefits would be achieved, through the change to the likelihood score, for cyclists. Pedestrians would remain unchanged.

Our revised scoring is presented below.

4.1.1 Option 0

This scoring remains unchanged.



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Option 0 Baseline								
	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	3	3	3	3	3	3	21
Severity	2	3	2	3	3	3	2	18
Product	18	27	18	27	36	36	18	180
Max Score	64	64	64	64	64	64	64	448

4.1.2 Option 1

A reduction in Likelihood score from 3 to 2 for cycles can be achieved if green markings are installed over the high use access point movements over the on-road cycle lanes. The cyclist score **reduces** from 36/64 to 24/64.

This reduces the overall score from 180 to 168.

Option 1 Centreline, shoulder parking, cycle lanes								
	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	3	3	3	3	2	3	20
Severity	2	3	2	3	3	3	2	18
Product	18	27	18	27	36	24	18	168
Max Score	64	64	64	64	64	64	64	448

4.1.3 Option 2

Option 2 with green markings over high use access points is considered in two parts.

1. Northern Side – the green markings will enhance the driver's awareness of cyclists at the high use access points, but as kerb side parked vehicles are proposed to be removed, a high level of intervisibility already exists.
2. Southern Side – the green markings over the reduced number of high use access points will have some benefit gain, and is considered in keeping with the entire route treatment.

Considering the nett effect, we are of the opinion that there is no reduction in likelihood of a cyclist crash for this design improvement.

The cyclist score reduces remains unchanged at 118.

Option 2 Flush Median, parking east side only, cycle lanes								
	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total score
Exposure	3	3	3	3	4	4	3	23
Likelihood	3	2	3	2	2	2	3	17
Severity	2	2	2	2	3	2	2	15
Product	18	12	18	12	24	16	18	118
Max Score	64	64	64	64	64	64	64	448

4.2 ADDENDUM SUMMARY

This addendum has considered the proposed design change incorporating the inclusion of green markings over high use access points, as presented by Council staff following their review of our initial report.

To assist the reader, we summarise the Cycle Assessment Scores for the three options, with both the original design, and the subsequent changes to the design as proposed by Council staff.



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Table 4-1: Cyclist Score Comparisons – Original Design versus Revised Designs

Cyclist Scoring	Original Assessment			Revised Assessment		
	Option 0	Option 1	Option 2	Option 0	Option 1	Option 2
Exposure	4	4	4	4	4	4
Likelihood	3	3	2	3	2	2
Severity	3	3	2	3	3	2
Score	36/64	36/64	16/64	36/64	24/64	16/64

Should the installation of green markings proceed in the design, then benefits can be gained from Option 1, however Option 2 has the highest level of safety benefits.

5.0 CONCLUSION

A review of the project for the Baseline (Option 0), along with the proposed designs for Option 1 and Option 2 has been undertaken, and a Safe System Assessment Framework scoring has been compiled based upon the submitted details.

Utilising the standard SSFA assessment framework, the Option 2 design indicates that there is a reduction in the risk score, indicating that the highest level of safety benefits are gained from this design, when compared to the Base Option and Option 1.

The assessment of Option 1 indicates that some safety gains would result in this design.

Utilising the refined vulnerable road user scoring system, it is identified that Option 2 has safety benefits for mid-block side swipe and intersection / access movements.



Supplied Material

We design with community in mind



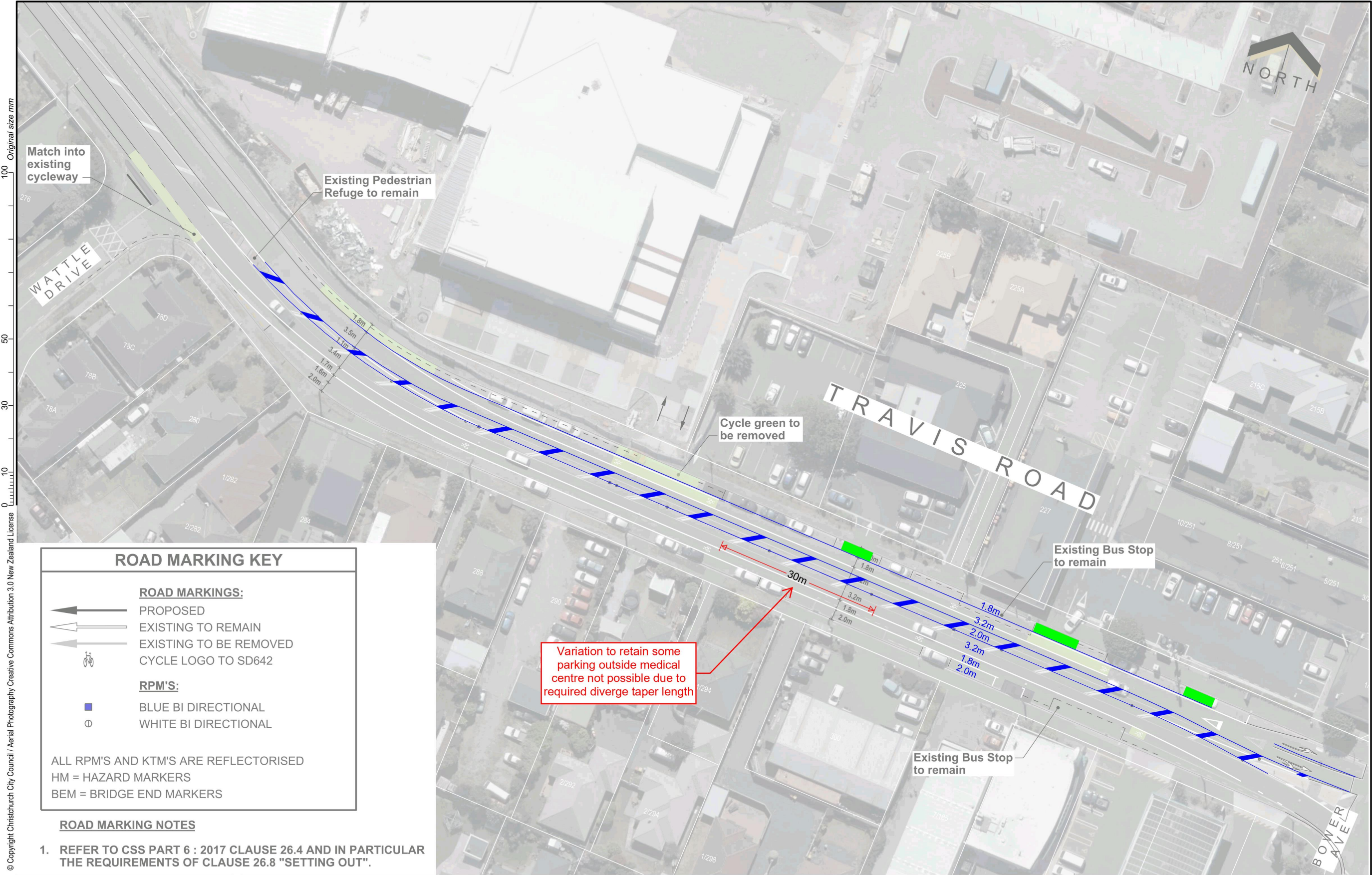
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Appendix A SUPPLIED PLANS AND COMMUNICATIONS



A.1





CREATING COMMUNITIES

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of belonging. That's why at Stantec, we always **design with community in mind**.

We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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6 Hazeldean Road, Addington, Christchurch, 8141
PO Box 13-052, Armagh, Christchurch, 8141
New Zealand: +64 3 366 7449 | www.stantec.com



10. Waitai Coastal-Burwood Community Board 2020-2021 Discretionary Response Fund Applications - South New Brighton Surf Life Saving Club Inc, New Brighton Project Incorporated, Christchurch Disc Golf Club Incorporated, New Brighton Community Gardens Trust and A-Town Boxing Gym Incorporated

Reference / Te Tohutoro: 21/584547

Report of / Te Pou
Matua: Jacqui Miller, Community Recreation Advisor
jacqui.miller@ccc.govt.nz
Anna Langley Community Development Advisor
anna.langley@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager, Citizens and Community
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waitai Coastal-Burwood Community Board to consider applications for funding from its 2020-21 Discretionary Response Fund from the organisations listed below:

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00063101	South Brighton Surf Life Saving Club Inc	Chairs, storage racks and TV screens	\$11,578	\$7,235
00063073	New Brighton Project Incorporated	New Brighton Seaside Christmas Parade	\$7,233	\$7,233
00063096	Christchurch Disc Golf Club Incorporated	New 18 hole disc golf course	\$29,140	\$10,071
00063095	New Brighton Community Gardens Trust	First Aid Courses	\$1,101	\$1,101
00063138	A Town Boxing Gym Incorporated	Repair fire damage	\$20,000	\$20,000

- 1.2 There is currently a balance of \$41,890 remaining in the fund.
- 1.3 If the Board were to accept the first staff recommendation of this report, to transfer the \$3,750 remaining in the Board's 2020-21 Youth Development Fund to the Board's 2020/21 Discretionary Response Fund there would be a balance of \$45,640 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood Community Board:

1. Approves the transfer of \$3,750 from its 2020-21 Youth Development Fund to its 2020-21 Discretionary Response Fund.
2. Approves a grant of \$7,235 from its 2020-21 Discretionary Response Fund to South Brighton Surf Life Saving Club Inc. for Chairs, Tables and Storage Racks.
3. Approves a grant of \$7,233 from its 2020-21 Discretionary Response Fund to the New Brighton Project Incorporated for the New Brighton Seaside Christmas Parade. Noting that \$7,000 will be allocated from funds tagged to 'Shape your Place toolkit'.
4. Approves a grant of \$10,071 from its 2020-21 Discretionary Response Fund to Christchurch Disc Golf Club Incorporated for the Disc Golf Course at QE11 Park.
5. Approves a grant of \$1,101 from its 2020-21 Discretionary Response Fund to the New Brighton Community Gardens Trust towards First Aid and Mental Health courses and First Aid equipment.
6. Approves a grant of \$20,000 from its 2020-21 Discretionary Response Fund to A Town Boxing Gym Incorporated for roof materials and roofing contractor costs.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tiaroaro

- 3.1 The recommendations are strongly aligned to the Strategic Framework and in particular the strategic priority of Strong Communities. They will provide support for the following community outcomes. Citizens have a strong sense of belonging and are actively involved in the life of their city. Communities are supported to undertake activities that activate their communities. Vibrant and resilient community and volunteer groups provide support, encourage participation and mobilise resources. People have strong social networks.

Decision Making Authority / Te Mana Whakatau

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

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.4 The level of significance was determined by the number of people affected and/or with an interest.

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

Discussion / Kōrerorero

- 3.6 At the time of writing, the balance of the 2020-21 Coastal-Burwood Discretionary Response Fund is as below:

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$146,808	\$104,918	\$41,890	-\$3750

- 3.7 If the Board were to accept the first staff recommendation included in this report to transfer the \$3,750 remaining in the Board's 2020-21 Youth Development Fund back to the Board's 2020-21 Discretionary Response Fund the balance of the 2020-21 Coastal-Burwood Discretionary Response Fund would be as below:

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$146,808	\$101,168	\$45,640	\$0.00

- 3.8 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.9 The attached Decision Matrixes (**Attachments A, B, C, D and E**) provide detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	South Brighton Surf Lifesaving Club - DRF 2020-21 Decision Matrix - 00063101	61
B ↓	New Brighton Project - DRF 2020-21 Decision Matrix - 00063073	62
C ↓	Disc Golf Club - DRF 2020-21 Decision Matrix - 00063101	63
D ↓	New Brighton Community Garden First Aid - DRF 2020-21 Decision Matrix - 00063095	64
E ↓	A-Town Boxing Gym Incorporated - DRF 2020-21 Decision Matrix - 00063138	65

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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 / Ngā Kaiwaitohu

Authors	Jacqui Miller - Community Recreation Advisor Anna Langley - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood

2020/21 DRF COASTAL-BURWOOD 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.

00063101	Organisation Name South Brighton Surf Life Saving Club Inc	Name and Description Chairs, Storage Racks and TV Screens South Brighton Surf Life Saving Club are seeking funding for furniture to enable complete use of the community building this includes 40 chairs and 12 tables, storage racks for furniture and 3 screens.	Funding History 2019/20 - \$2,000 (Junior Programme) SCF CB 2019/20 - \$250,000 (Clubrooms) CEF 2017/18 - \$2,500 (Junior Programme Gear) SCF CB 2016/17 - \$3,000 (Junior Holiday Programme) SCF BP Other Sources of Funding \$6,500 Mainland Foundation confirmed April 2021 (chairs)	Request Budget Total Cost \$18,785 Requested Amount \$11,578 62% percentage requested Contribution Sought Towards: \$6,219.53 - Chairs \$595.70 - Storage rack for tables \$419.70 - Storage rack for chairs \$4,343.55 - TV Screens	Staff Recommendation \$ 7,235 That the Waitai Coastal-Burwood Community Board approves a grant of \$7,235.00 from its 2020-21 Discretionary Response Fund to South Brighton Surf Life Saving Club Inc. for chairs, tables and storage racks.	Priority 2
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Organisation Details: Service Base: Corner Bridge Street and Marine Parade, South Brighton Legal Status: Charitable Trust Established: 1/03/1929 Staff – Paid: 1 Volunteers: 200 Annual Volunteer Hours: 2500 Participants: 25,000 Target Groups: Community Development Networks: Surf Life Saving New Zealand Organisation Description/Objectives: Prevention of drownings at South Brighton beach by providing life guard and support services. Be a club that provides members with the opportunity to participate in a wide range of surf life saving activities in a supportive and progressive environment. To provide opportunities for members to participate in events, encouraging honesty and sportsmanship.	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyPhysical Recreation and Sport StrategyCommunity Board Plan Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementEnhance community and neighbourhood safety Outcomes that will be achieved through this project <ul style="list-style-type: none">Bookings for community activitiesOperation as a Surf Life Saving Club from October to March.Education support to local schoolEducation of new life guards - 8 session training evenings from May to September in preparation for new season How Will Participants Be Better Off? The existing Council facility in South Brighton has a capacity of 99 people. The community will benefit from this investment by having a facility that has double the capacity for community gatherings. The local primary school at South Brighton has no hall and can use the community rooms for up to 3 classes.	Staff Assessment South Brighton Surf Life Saving Club Incorporated (SBSLSC) has operated at the current site at the end of Bridge Street since 1929. During this time the Club has fulfilled its role to provide patrolled and safe access to the sea for Christchurch residents and has acted as a community hub and centre for surf lifesaving skills development and children and youth training. The Christchurch earthquakes resulted in serious structural damage to the building, however, the Club was not compensated by insurance due to pre-existing building degradation. The Club has therefore been working on fundraising, management and delivery of the rebuilt Clubhouse to enable its continued and ongoing life-saving service to the greater Christchurch community, as well as providing an important local community function and facility. This project has taken many years and a significant amount of voluntary efforts to achieve the fundraising needs to complete the build project. The Council supported the club rebuild project with a grant of \$250,000 from the Capital Endowment Fund in 2019/20. The Club has invested all its funds into the rebuild. The Clubrooms will be formally opened to the community at an event on the 22nd May 2021. The building has total capacity of 235 people standing, and approximately 120 seated. Therefore the Club are aiming to provide 120 chairs, 12 tables, furniture storage racks and 3 screens within the facility. The Club are seeking funding for furniture to enable complete use of the community building. A grant for part funding towards the chairs was received from Mainland Foundation of \$6,500 for 80 chairs.
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00063073	Organisation Name New Brighton Project Incorporated	Name and Description New Brighton Seaside Christmas Parade The New Brighton Christmas Parade is one of the biggest events on the New Brighton events calendar. It brings around 18,000 spectators and includes around 40 community entries every year.	Funding History 2020/21 - \$24,000 (New Brighton Project) SCF CB 2020/21 - \$1,887 (New Brighton Spring Gala 2020) SCF CB 2020/21 - \$2,050 (Holding Back the Tide ? Coastal Flora of New Brighton) CCNZ 2019/20 - \$23,000 (Operating costs, projects and events) SCF CB 2019/20 - \$928 (OneMusic Featured Music Licence) DRF CB 2019/20 - \$583 (Seaside Market Community Concert) CCNZ 2019/20 - \$700 (Christmas Parade, Concert and Market Day) CCNZ 2018/19 - \$20,000 (Operating costs, projects and events) SCF CB 2018/19 - \$480 (Seaside Pirate Market Day) CCNZ Other Sources of Funding Funds on hand \$3,138.00 New Brighton Lions \$300.00 No other grant funding applications have been submitted for this event	Request Budget Total Cost \$ 7,233 Requested Amount \$ 7,233 100% percentage requested Contribution Sought Towards: \$700 - MC and Sound Equipment \$4,749 - Traffic Management \$165 - TMP Application Fee \$1,189 - CTOC advertising estimate \$430 - First Aid	Staff Recommendation \$ 7,233 That the Waitai Coastal-Burwood Community Board approves a grant of \$7,233 from its 2020-21 Discretionary Response Fund to New Brighton Project Incorporated for the New Brighton Seaside Christmas Parade.	Priority 2

Organisation Details: Service Base: 105 Brighton Mall, New Brighton Legal Status: Incorporated Society Established: 24/06/1994 Staff – Paid: 2 Volunteers: 10 Annual Volunteer Hours: 5194 Participants: 18,000 Target Groups: Community Development Networks: Volcan, CanCERN, Community Energy Action Organisation Description/Objectives: New Brighton Project is a non profit organisation working at a grassroots level to provide relevant and up-to-date information and connection opportunities for our hapori (community). MISSION STATEMENT: "To support New Brighton's growth as a diverse and inclusive community through celebration and engagement."	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyEvents Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Community participation and awarenessReduce or overcome barriers Outcomes that will be achieved through this project <ul style="list-style-type: none">We will organise and manage the New Brighton Seaside Christmas ParadeWe will prioritise community participation in this event How Will Participants Be Better Off? New Brighton Project prioritise community participation in this event, this creates new connections and nurtures community pride in the area for those involved.	Staff Assessment The New Brighton Project Incorporated has been operating since 1994 providing a range of activities and events that continue to create opportunities for the community to be engaged and involved. Their presence at 105 New Brighton Mall ensures they are visible and accessible to the community. The New Brighton Christmas Parade is an annual event held on the second Saturday of December. This event has run for 16 years and is a favourite for locals and visitors alike. The 2020 parade saw 45 groups and businesses involved, this is the largest number of participating groups to date. It is expected that around 2000 to 3000 people from all sectors of the community will be there to watch the Christmas Parade. The organisers consider the needs of all parade participants, several years ago a wheelchair accessible viewing area was introduced. This has proved extremely popular with people with reduced mobility and their caregivers. The Christmas Parade is a much loved community event, which is well supported by all sectors of the community. The event is a great showcase for the wonderful community spirit of New Brighton. This is the only Christmas Parade in the area. It is a highly collaborative event, working with Parade participants and also support from local businesses and community groups in the planning and delivery of this event. The Seaside Christmas Parade is a fantastic community connection opportunity with businesses, local groups, schools and pre-schools getting involved. This event brings much needed extra foot traffic to our CBD and is a great sales day for our community. It is a wonderful showcase of our seaside village encouraging new visitors to the area in a fun and engaging environment. It nurtures community pride and encourages collaboration opportunities between a multitude of diverse groups. The event had previously been funded through Air Rescue Services Limited. The most significant cost for the event is the traffic management services required for the road closure which have increased significantly over the past 5 years. Previously NBP received sponsorship for the traffic management costs from a local TMP provider. This sponsorship has now been withdrawn. NBP have received several competitive quotes for the TMP work. Funding for this project meets the criteria for Shape Your Place Fund and has been approved by the Urban Regeneration Team.
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00063096	Organisation Name Christchurch Disc Golf Club Incorporated	Name and Description New 18 hole disc golf course The Christchurch Disc Golf Club is seeking funding support to build a new 18 basket disc golf course at QEII Park.	Funding History None Other Sources of Funding None	Request Budget Total Cost \$36,557 Requested Amount \$29,140 80% percentage requested Contribution Sought Towards: \$12,500 - 18 Disc Golf Baskets & concrete sleeves \$8,000 - Tee pad materials \$7,200 - Labour for installations \$1,200 - Equipment hire	Staff Recommendation \$ 10,071 That the Waitai Coastal-Burwood Community Board approves a grant of \$10,071 from its 2020-21 Discretionary Response Fund to Christchurch Disc Golf Club Incorporated for the Disc Golf course at QEII Park.	Priority 2

Organisation Details: Service Base: Christchurch Legal Status: Incorporated Society Established: 17/01/2019 Staff – Paid: 0 Volunteers: 10 Annual Volunteer Hours: 4,500 Participants: 10,000 Target Groups: Health & Wellbeing Networks: Affiliated with New Zealand Disc Golf Organisation Description/Objectives: The Christchurch Disc Golf Club is a charity, whose purposes are to promote, maintain and develop the sport of Disc Golf. We are focused on the improvements that disc golf brings to the health and well-being of players, families and communities; the benefits it brings to wider society the potential for a wide uptake of the sport (including young and old, girls and boys, men and women, the fit and the less fit); and ease of access to play.	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyPhysical Recreation and Sport StrategyQEII Park MasterplanYouth and Children's Policy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityReduce or overcome barriers Outcomes that will be achieved through this project Participation: Disc golf can be played from school age to old age, making it one of the greatest lifetime fitness sports available. Because it is so easy to learn, no one is excluded from the opportunity to take part in a mainstream activity. Players merely match their pace to their capabilities and proceed from there. Physical and Mental Wellbeing: One of the great features disc golf shares with traditional golf is that they are both played in beautiful settings. A nine-hole disc golf course can be established on as little as two hectares of land and can coexist with existing park facilities and activity areas. The ideal location combines wooded and open terrains, and a variety of topographical change. Playing sport in beautiful surroundings is beneficial for players mental health and sense of well-being, as well as their physical health. Community Spirit: Community interest in disc golf is a way to bring a community together, participating in and supporting participants. Joining together as a community has vast benefits, not only to individuals but to the community. A sense of camaraderie is fostered, and community spirit is lifted when communities come together. How Will Participants Be Better Off? Disc golf supports a player's physical health and wellbeing, providing upper and lower body conditioning, aerobic exercise, and promoting a combination of physical and mental abilities that allow very little risk of physical injury. Concentration skills increase by mastering shots and negotiating obstacles. Players of limited fitness levels can start slowly and gradually increase their level of play, as their fitness improves. Scheduling is also flexible; a round takes one to two hours, and may be played alone, eliminating the difficulty of scheduling tee times. And as in traditional golf, disc golfers find themselves "hooked;" increasing the likelihood of frequent participation. Disc golf offers year-round fitness, whatever the weather. Perhaps the greatest attribute of the sport is the expense - or rather, the lack of it. A professional quality disc costs less than \$30, and it only takes one for basic play.	Staff Assessment The Christchurch Disc Golf Club is a registered charity, whose purposes are to promote, maintain and develop the sport of disc golf. The Club are focused on the improvements that disc golf brings to the health and well-being of players, families and communities, the benefits it brings to wider society the potential for a wide uptake of the sport and ease of access to play. Disc golf is very local sport, and the Club have found that people will give it a go if there is a course nearby. To increase participation in the sport, the Club want to develop more courses. The Club have applied to the Christchurch City Council for 10 new courses, typically in suburban parks close to residential areas, spread all over the city. There are currently 6x disc golf courses in Christchurch (2 private and 4 in public parks). There are also benefits to the wider society, provision of informal recreation opportunity for all ages, revitalisation of park land areas, a reduction in littering, vandalism and other anti-social activities, and improved personal safety in public parks. By having local courses, disc golf encourages people to walk to destinations (like their local park) to be involved. It is a sport that can be played quickly or slowly, so there is no pressure to make it through the course at a certain speed. Disc gold is inexpensive and versatile, and great options for communities that strive for healthier ways to encourage each other, and to create stronger community bonds. Disc golf players in Christchurch are growing at an exponential rate, and the Club want to be able to provide more courses to allow for more local people to participate in this sport. The Club aims to get 4% of the population of Christchurch and Canterbury actively playing disc golf (approximately 16,000 active players in Christchurch alone). Jellie Park is the busiest course in the city and with 300-500 players on a busy Sunday, it does become congested. The QEII Park Masterplan was approved in May 2019, the plan includes the concept for an 18 basket disc golf course in the area of the park previously used as the Ascot Golf Course. Through the consultation with the community about the future use of QEII Park disc golf was a preferred activity as it still allowed for other park users to enjoy the space, in particular for informal recreation and walking. The Club are working alongside Eastern Sports and want to use the Ascot course and Ascot Community Centre for Club events and tournaments. The ward has two existing disc golf courses currently operating including Queenspark Reserve which was funded by the Parklands Residents Association this is a 9 basket course which has proved extremely popular with local residents. The second 9 basket course is in East x East developed by Life in Vacant spaces in the area off Brooker Avenue, this course has not been funded by Council. The Club would like to establish an 18 basket course at Rawhiti Domain and wish to work with existing park users to design a course which will complement the current activities in the Domain. This application does not include signage costs for the course which are a requirement for all disc golf course. The Club will apply for grant funding for this cost but did not include it in this application as they were still working on their requirements and therefore were not able to supply a quote at the time of submitting.
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2020/21 DRF COASTAL-BURWOOD DECISION MATRIX

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00063095	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	New Brighton Community Gardens Trust	First Aid Courses Funding for First Aid courses including First Aid mental health, First Aid kits, fire blanket and fire extinguisher.	\$ 1,101 Requested \$ 1,101 (100% requested)	St John NO 3 metal First Aid Kit Fire Blanket in PVC Wall Mount Fire Extinguisher ABE 1kg St John First Aid level 1 x 2 St John First Aid Level 2 x 2 Mental Health First Aid Course	\$ 1,101 That the Waitai Coastal-Burwood Community Board approve a grant of \$1,101 from its 2020-21 Discretionary Response Fund to the New Brighton Community Gardens Trust towards First Aid and Mental Health courses and First Aid equipment.	1

Organisation Details

Service Base:
Legal Status: Charitable Trust
Established: 1/05/2005
Target Groups: Community Development
Annual Volunteer Hours: 32000
Participants: 4,878

Alignment with Council Strategies

- Strengthening Communities Strategy

CCC Funding History

2020/21 - \$20,000 (Wages) SCF CB
2019/20 - \$20,000 (Operational Costs) SCF C-B
2018/19 - \$15,000 (Wages - Garden Manager) SCF C-B
2017/18 - \$17,000 (Wages and Operational Costs) SCF C-B

Other Sources of Funding

0

Staff Assessment

The New Brighton Community Garden has been operating since 2005, its vision; 'a thriving garden which involves the community in providing a role model for growing organic food in a coastal and sandy environment'. People from greater Brighton, Aranui and Parklands frequent the garden. It is a welcoming and inclusive place for all people of all ages and abilities to interact, learn and work together, promoting healthy lifestyles, encouraging personal growth of individuals and a sense of belonging.

The Gardens are a key destination in the New Brighton area. The staff are increasingly utilising their communication, networking and life skills to support members of both the local and other communities to feel like the Garden is a place for them to belong. The age groups that are catered for reach from the cradle to the grave and include many folks with challenging mental health, vocational and life skills. The staff are warm and engaging and go above and beyond to make people feel included and welcome. The pressure over the last year, since the COVID lock down has seen as increase of vulnerable people finding their way to the gardens to be restored and reinvigorated.

There has been an increase in the number of young people coming to the gardens. This includes referrals from the local police and other organisations including Kingslea College. The staff have been successful with engagement and mentoring of these young people and they would like to continue with this work.

The funding of the First Aid and Mental Health workshops, along with the provision of essential items will mean that if there is an incident at the garden the staff are prepared and able to respond accordingly.

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00063138	Organisation Name A Town Boxing Gym Incorporated	Name and Description Repair fire damage Funding is sought to assist with the repairs to the fire damage to the building which occurred in 2014. Repairing the gym is a requirement/obligation the Club agreed to when they signed a lease with Council for the Clubrooms in February 2020.	Funding History 2020/21 - \$4,000 (Community Development) SCF CB 2019/20 - \$4,500 (Community Development) SCF CB 2018/19 - \$7,500 (A Champion 4 Life) SCF CB 2017/18 - \$3,000 (Equipment) SCF CB Other Sources of Funding Rata Foundation \$40,000, Lion Foundation \$40,000 and NZCT \$40,000 (pending) Westpac grant \$3,000 (confirmed)	Request Budget Total Cost \$1,701,400 Requested Amount \$20,000 1% percentage requested Contribution Sought Towards: \$20,000 - Roof materials and contractor costs	Staff Recommendation \$ 20,000 That the Waitai Coastal-Burwood Community Board approves a grant of \$20,000 from its 2020-21 Discretionary Response Fund to A Town Boxing Gym Incorporated for roof materials and roofing contractor costs.	Priority 2
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Organisation Details: Service Base: 31 Hampshire Street, Aranui Legal Status: Incorporated Society Established: 1/04/1999 Staff – Paid: 0 Volunteers: 10 Annual Volunteer Hours: 2,000 Participants: 100 Target Groups: Sports/Recreation Networks: Boxing New Zealand Organisation Description/Objectives: To run community boxing gym out of the bunker in Hampshire street to support the local community. To run in school programmes	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyPhysical Recreation and Sport StrategyYouth and Children's Policy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementEnhance community and neighbourhood safetyProvide community based programmesReduce or overcome barriersFoster collaborative responses Outcomes that will be achieved through this project <ul style="list-style-type: none">To allow other community groups/ sports teams to use the facility.To honour the Clubs agreement with Council to repair fire damageTo develop our disabled classes to allow more to join.Maximize the useable spaces within the Clubrooms.Continue to develop more role models for community, schools and whanau How Will Participants Be Better Off? Provision of space for youth to recreate through learning the skills and disciple of boxing, nutrition and well-being. Provision of skilled boxing training to provide tournament pathways for club members who wish to compete locally, nationally and internationally.	Staff Assessment A-Town started in 1999 based at the Aranui Salvation Army. The Club moved to Wainoni Park Youth Activity Centre (the Bunker) building in 2000. The Bunker building was built by the community as a Youth Centre prior to the development of the initial Aranui Wainoni Community Centre. The building is the property of the Christchurch City Council and was rented to A Town Boxing as an exclusive tenant. The Club provide a low cost weekly a boxing programme Tues, Thurs and Saturday for health, well-being with pathways for youth to box at tournaments. Many of the youth are joined by extended whanau who also participate in the Club. The bunker had minimal earthquake damage however in 2014, the building was fire damaged after a portaloos located next to the building was set alight, and the fire damaged the bunker roof structure in half of the building, this area housed the sparring ring. The Council made the building safe for use to allow the Club to continue to run programmes from the Bunker to the same number of children. In 2016 the Club developed a new programme called Champions for Life which is delivered to children at Haeata Campus and Chisnallwood Intermediate. This programme worked in partnership with the schools and the local neighbourhood policing team; who would come along to sessions to provide advice, support and encouragement to the programme participants. The graduation ceremony at the end of each Champions for Life programme is a big celebration where the policing team and school principals recognised the achievement of each child. In 2016, A-Town Boxing approached the Council as the building owner and asked if they could purchase and fix the building to gain long term certainty for their Club's future. After discussions with the Club about potential options to lease or purchase the Bunker the Club signed a lease agreement in February 2020 with a pepper corn annual rental. Other community spaces were part of the options discussion including use of the Aranui Wainoni Community Centre however as the Club needs their equipment to be set-up and to remain in place, the best option was to stay in the Bunker. Council assessed the number of community facilities available in the local area and the Bunker is not required for operational purposes. The Council does not have funding available to repair the Bunker but recognises the contribution A-Town Boxing has made to the local community. The Club have received Council's Strengthening Communities funding for equipment and programmes costs since 2005 and a number of youth have received Youth Development funding for tournament costs. The Club now have a 33 year lease for the Bunker, each term of the lease is 11 years with two rights of renewal of eleven years each. The Club are responsible for the fundraising for the repair project which will take approximately 1 month to complete. The Club have received three quotes for the repairs and taken the lowest quote. The Club are relying on in-kind support from community and local businesses
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11. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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

12. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
13.	PUBLIC EXCLUDED COASTAL-BURWOOD COMMUNITY BOARD MINUTES - 17 MAY 2021			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	