

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

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

Date: Tuesday 29 March 2022
Time: 5pm
Venue: Held by Audio/Visual Link

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system), meeting attendance is only possible via an audio/visual link or by viewing a livestream of the meeting (<https://www.youtube.com/channel/UCGweLMco4E1iUpXZ7voUgA>). Please request access details from Amy.Hart@ccc.govt.nz for the audio/visual link.

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

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

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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 Whakamutunga

Karakia Tīmatanga

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 Waihoru Spreydon-Cashmere Community Board meeting held on [Wednesday, 16 March 2022](#) 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 Friends of Riverlaw Esplanade Reserve

Finn Jackson will speak on behalf of Friends of Riverlaw Esplanade Reserve regarding the group's activities.

4.2 Arvida Good Friends

Vanessa Bottomley, Centre Manager, will speak on behalf of Arvida Good Friends regarding its activities.

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.

Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

Date:	Wednesday 16 March 2022
Time:	8am
Venue:	Audio/Visual Link

Present

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

Jo Wells
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Secretarial Note:

It is noted that this meeting was held via audio/visual link on the Zoom platform due to the country being under the COVID-19 Protection Framework (Red Traffic Light) on the date the meeting was scheduled. The meeting was also livestreamed and recorded on the Board's YouTube channel. These minutes provide a written summary of the meeting proceedings.

Karakia Tīmatanga: Lee Sampson.

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 SCCB/2022/00007

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Tuesday, 1 March 2022 be confirmed.

Lee Sampson/Tim Scandrett

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Environment Canterbury – Annual Plan

Phil Clearwater and Vicky Southworth, Councillors, spoke on behalf of Environment Canterbury (ECan) regarding its Annual Plan for 2022-23. ECan provided an overview of the key proposals including:

- Changing the bus fare structure
- Flood recovery and protection
- Responding to climate change.

The Councillors noted that it was unclear whether the Council would make a submission, but encouraged those interested to submit as individuals. A Board member noted that the Age Friendly Spreydon-Cashmere Committee plans to make a submission.

The Councillors noted that ECan has been promoting the Government's recent announcement that it will reduce public transport fares for three months to help counter

the rising cost of living. A Board member asked if ECan will be able to implement reduced fares by the date the Government has announced. The Councillors replied that it will be able to do so.

A Board member asked if ECan is considering making public transport in the central city free, similar to some other cities such as Melbourne. The Councillors replied that Ecan's ticketing system does not permit this at this time, but when it is upgraded it may consider this.

A Board member asked if there has been research on why people's use of public transport decreases after they leave high school. The Councillors replied that the University of Canterbury has undertaken research on this matter.

When asked if there has been research on what age group has the highest vehicle use the Councillors replied that it is unaware of research by age group for Christchurch, but that vehicle use for the city as a whole is high. Many trips by vehicles are short so there is the opportunity to walk or cycle instead.

A Board member asked what ECan is proposing for flood recovery and protection in rural areas. The Councillors replied that it is proposing a range of measures to reduce the risk of community infrastructure, homes and land being damaged by future flooding events.

In response to a question about how ECan plans to assess the impact of the proposed change to the bus fare structure, the Councillors noted that it will assess passenger numbers, among other data.

A Board member suggested that the Board and ECan meet a number of times throughout the year.

The Chairperson thanked Councillors Southworth and Clearwater for their presentation.

St Martins Library and Community Centre – Internet Connection

Sue Anglem, President, spoke on behalf of the St Martins Library regarding a proposal to install publically available internet at the library and community centre. Ms Anglem noted that as the library does not have an internet connection, all administrative tasks are completed manually. Internet would also make the community centre more appealing to hirers.

A Board member asked if the library has liaised with Tech Mate. Ms Anglem replied that her first step was speaking to the Board.

A Board member suggested asking staff if public wi-fi can be installed at the library and community centre, and approaching Enable about this matter.

A Board member suggested asking staff to investigate whether there are other community facilities in the Board area that do not have internet. Staff noted that some facilities do not wish to have internet.

The Chairperson thanked Ms Anglem for her presentation.

Part B

The Waihoru Spreydon-Cashmere Community Board agreed to:

1. Request staff advice on whether public wi-fi can be installed at the St Martins Library and Community Centre.
2. Request staff advice on what other community facilities in the Board area do not have wi-fi.

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. Waihoru Spreydon-Cashmere Community Board Area Report - March 2022

Board Comment

The Board heard from staff, who shared the key points from the report. Staff noted that the Council's Draft Annual Plan 2022-23 is open for consultation. Board members noted that they would make a submission.

Staff shared key points from the Board's Strengthening Communities Fund 2022-21 Accountability Report. A Board member asked if Manuka Cottage records the number of different people who visit in addition to the total number of visitors. Staff advised that they were unsure but would follow this up.

A Board member asked for an update on the land around Hunter Terrace. Staff advised that a request for proposal will be issued later this month for the grass area adjacent to Christchurch South Library.

A Board member asked if the residents who raised the issue of traffic safety in Hoon Hay and Somerfield had feedback on the memo attached to the report in the agenda of this meeting. Staff advised that the residents noted that they would like a right turn arrow to be installed from the Sparks Road approach into Hoon Hay Road. In the memo, staff note that they will undertake further investigation and monitoring of this issue when traffic volumes had returned to peak levels following the holiday period.

Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Receive the Waihoru Spreydon-Cashmere Community Board Area Report for March 2022.

Community Board Resolved SCCB/2022/00008

Part B

That the Waihoru Spreydon-Cashmere Community Board:

1. Receives the Waihoru Spreydon-Cashmere Community Board Area Report for March 2022.
2. Decide to submit on the Council's Draft Annual Plan 2022-23, and delegate approval of the final submission to the Chairperson and Deputy Chairperson.

Keir Leslie/Callum Ward

Carried

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

Part B

Board members shared the following information:

- A Board member noted that residents have had positive comments about an upgraded footpath in Somerfield Park.
- A Board member noted that the Council's Draft Annual Plan 2022-23 is open for consultation.
- A Board member noted that the Council will consider a report from a hearings panel on the Lincoln Road peak hour bus lanes project.
- A Board member noted that the Addington Neighbourhood Association made a small grant to Addington School.
- A Board member noted that the owner of a section at the corner of Hackthorne/Dyers Pass Roads may speak to the Board at a future meeting about a proposal to pave a footpath on their property for public use.
- A Board member noted that residents are concerned that seven sycamores in Ernle Clark Reserve were poisoned. The Board member has asked for staff advice on this matter.
- A Board member will attend a meeting of the Port Hills Park Trust Board.
- A Board member noted that they understand women's only swimming times at Te Pou ToeToe: Linwood Pool are oversubscribed and suggested implementing women's only times at other pools.
- A Board member heard from a resident that it is difficult to access a footbridge off of Smartlea Street on horizontal bikes. The Board member has submitted a request for service to determine if any low cost improvements are possible.
- A Board member heard from a resident who would like two car parks removed on Domain Terrace.

- A Board member will meet with the Westmorland Residents Association.

8.1 Seat in Ernle Clark Reserve

A Board member noted that a resident advised that a seat in Ernle Clark Reserve is difficult to access due to overgrown vegetation. The seat is located near the Colombo Street entrance in the area with swans. The Board member asked if staff could trim the vegetation to improve access.

Part B

The Waihoru Spreydon-Cashmere Community Board agreed to request that staff trim vegetation to improve access to a seat in Ernle Clark Reserve near the Colombo Street entrance in the area with swans.

Karakia Whakamutunga: Lee Sampson.

Meeting concluded at 9.29am.

CONFIRMED THIS 29th DAY OF MARCH 2022.

KAROLIN POTTER
CHAIRPERSON

7. Proposed Bus Passenger Shelter 131 Rose Street, Spreydon

Reference Te Tohutoro: 22/190432

Report of Te Pou Matua: Community Board Member Lee Sampson, Chairperson –
Lee.Sampson.CBM@ccc.govt.nz

General Manager Jane Davis, GM Infrastructure, Planning & Regulatory Services –
Pouwhakarae: jane.davis@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Waihoru/Spreydon-Cashmere Community Board (the Community Board) the Bus Shelter Hearings Panel (the Panel) recommendations following the consultation and hearing process on the proposed bus passenger shelter at 131 Rose Street, Spreydon.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Community Board. The Community Board can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”
- 1.3 The Community Board, as the final decision-maker, should put itself in as good a position as the Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submission that was presented at the hearing, any additional information received and the Panel’s considerations and deliberations. The Council Officer report to the Panel is attached (Attachment A) and a link to the agenda is also available as follows:
https://christchurch.infocouncil.biz/Open/2022/02/BUS_20220211_AGN_7834_AT.PDF

2. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Taute

That the Waihoru Spreydon-Cashmere Community Board:

1. Approve the installation of a bus shelter at 131 Rose Street and;
2. Note that staff will work with the owner of 131 Rose Street on the final placement of the bus shelter. The final placement is on the provision that the width of the footpath in front of the shelter meets accessibility standards, including gradients.

3. Background / Context Te Horopaki

- 3.1 Each year, the Council installs bus passenger shelters to improve the sheltered waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location at 131 Rose Street, due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per weekday. The bus stop location has an average of 30 passenger boardings per day.
- 3.2 The advantages of this recommended option include:
 - Protection from the weather;
 - Seating and timetable information provided within the shelter; and

- Increases the visibility and legibility of public transport.
- 3.3 The disadvantages of this recommended option include:
- Increase in the number of bus passenger shelters to be maintained by the Council.

Analysis Criteria

- 3.4 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: *"The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road".*
- 3.5 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location.
- 3.6 Staff confirms that this proposed shelter will not prevent vehicular or pedestrian access to any land having a frontage to the road.

4. Consultation Process and Submissions Te Tukanga Kōrerorero / Ngā Tāpaetanga

- 4.1 Consultation has been carried out with affected properties at 131 Rose Street, Cashmere High School, GoBus and Environment Canterbury. The consultation period for the proposed shelter occurred from 22 October to 5 November 2021. During the consultation period, feedback was received from the owner of the property at 131 Rose Street objecting to the proposed shelter installation. The reasons for the objection are provided in Section 4.4.
- 4.2 Environment Canterbury is responsible for providing public transport services. The Christchurch City Council is responsible for providing public transport infrastructure. The installation of the bus passenger shelter is supported by Environment Canterbury.

Summary of Submissions / Ngā Tāpaetanga

- 4.3 During the consultation period, five submissions were received. Four submissions were supportive. A submission was received from the owner of 131 Rose Street objecting to the shelter and requested to be heard by the Panel.
- 4.4 Excerpts of the submission received from the owner of 131 Rose Street is found in italics below followed by a response from Council staff. Comments relating to the bus stop line marking and overall location of the bus stop will be addressed during the Community Board meeting. A full copy of the objection can be found in Attachment B.

Comments relating to access

- 4.5 *"We intend to install an electric gate at our driveway and create a pedestrian gate in our boundary fence. The location of our intended pedestrian gate is located exactly where CCC intends to erect a bus shelter. We have already engaged an Architect to assist us with drawing up our plans for this part of our property renovation. The location of the proposed bus shelter would directly prevent access to our property as part of our future plans."*
- 4.6 *"The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to paint, clean and maintain our boundary fence."*
- 4.7 *"This will directly affect our ability to cut and maintain our trees."*
- 4.8 Council staff are happy to shift the shelter away from any proposed pedestrian gate. The size of the shelter will be 3.6m long and the available property frontage is around 13 metres so there should be enough room to accommodate a future pedestrian gate and shelter.

- 4.9 The shelters are typically installed 300mm away from the boundary fence so that property owners can maintain their fences and Council contractors can clean the shelter every month.
- 4.10 The trees are within the property of 131 Rose Street. Any overhanging branches should be trimmed to a minimum height of 2.5 metres above footpaths. Council have assessed this and are of the view that a shelter will not impede any future tree trimming.

Comments relating to safety

- 4.11 *"During school drop off and pick up times, this junction is extremely busy. Cars are coming in and out of the school, there are many vehicles driving up and down Rose Street, parents are parked in every possible space around this junction dropping off or picking up their children and there are hundreds of school children walking on the pavement and crossing the roads. It is already very difficult to exit my property and turn left or right onto Rose Street, especially at these busy times.*
- To erect a bus shelter would further restrict my visibility along Rose Street.*
 - A bus shelter would also restrict visibility for neighbours at 129 and 133 exiting their properties."*
 - Restricted visibility will increase the risk of an accident occurring which could involve a school child, another road user, cyclist or my own family, including my young children."*
- 4.12 *"As mentioned above, the junction outside Cashmere High School entrance is extremely busy at certain times of the day. The introduction of a bus shelter into this area has the potential to:*
- Restrict a motorists view of pedestrians & cyclists*
 - Restrict a pedestrians view of a vehicle or cyclists*
 - Another distraction to all users in an already hazardous junction"*
- 4.13 The shelter will be set back along the property boundary and should not restrict any visibility along Rose Street. The shelter will have clear side panels; either glass or Perspex.
- 4.14 Council staff have reviewed the site lines for 129 and 133 Rose Street properties and can confirm that they will not have their view restricted. These properties have not objected to the installation of a shelter.
- 4.15 Council staff are recommending that this bus stop is marked to Council standard to improve the safety of this bus stop.

Comments relating to justification for a shelter

- 4.16 *"There are no other shelters positioned at any of the other bus stops along Rose Street for the same bus route, why is a shelter required at only one of the stops on this route?"*
- 4.17 *"I can also confirm that the only time that there are passengers getting on a bus at this bus stop is the school children immediately after school finishes. Once school finishes, there are between approx. 30 children who wait at the bus stop, get on the first bus that arrives and there are no further passengers who use the bus stop for the rest of the day."*
- 4.18 *"Due to the volume of school kids all waiting at the same time, the bus shelter would be completely useless. You would only be able to fit maybe 4 to 5 people in a bus shelter that would leave the remaining 25 not sheltered."*
- 4.19 Council installs shelters when there are 20 or more passengers using the bus stop per day. Shelters provide protection from the weather, seating and increase the visibility and legibility of public transport.

- 4.20 On a typical week day there are around 37 children boarding the bus at the same time after school and around 3 adults boarding the bus stop though-out the day, some of which are gold card users.

Comments relating to mental health and well-being

- 4.21 *"A bus shelter has the potential for an increase in the following antisocial behaviours: graffiti, vandalism, littering, loitering and noise.*
- 4.22 *"It will be a constant ugly reminder that I am forced to live with a bus shelter outside my home without my consent or approval. It will have a negative impact on all of my family's mental health and well-being."*
- 4.23 The bus shelters are cleaned monthly. The shelter is located along a high solid fence so only the roof line will be visible from the south facing windows of 131 Rose Street.

Comments relating to property value

- 4.24 *"Erecting a bus shelter outside my property will affect the value of my home. I have contacted Real Estate agents in the area and they have confirmed to me that a bus shelter will definitely affect my property value and the ability to sell my home."*
- 4.25 Council staff do not have any evidence of bus stop shelters impacting property values.

5. The Hearing Te Hui

- 5.1 The Hearings Panel consisted of Community Board Member Lee Sampson (Chairperson), Councillor Melanie Coker and Community Board Member Karolin Potter. The Panel convened on 11 February 2021 to consider and deliberate on the submissions received on the proposal.
- 5.2 Prior to hearing the oral submission Council officers presented a brief overview of the proposal. Key points were:
- 5.2.1 Staff are happy to work with the property owner on the final placement of the shelter;
 - 5.2.2 GoBus, Environment Canterbury and Cashmere High School are supportive of the shelter;
 - 5.2.3 There is room to have the shelter a distance away from the property owner's fence, but this needs to be balanced with footpath width requirements;
 - 5.2.4 Staff are addressing the safety concerns raised by the submitter through line marking;
 - 5.2.5 Staff recommend installing a bench if the shelter is declined.
- 5.3 The Hearings Panel heard from the submitter. The verbal submission was largely consistent with the points raised in the written submission. The key issues raised in the verbal submission included:
- 5.3.1 Low usage of the bus stop. The submitter has observed that the stop is primarily used during school start and finish times then generally goes unused outside of these times;
 - 5.3.2 Concerns regarding access to their property, and that the installation of the shelter impedes their plans for installing new gates;
 - 5.3.3 Concerns that the shelter placement would impede tree maintenance at the front of their property;
 - 5.3.4 Safety issues over placement of the shelter with concern that its installation would encourage anti-social behaviour and children to cross the road during busy times.

6. Consideration and Deliberation of Submissions Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from staff during the hearing. Some of the key issues that were addressed by the Hearings Panel are as follows:
- 6.1.1 The benefit of providing people with mode choice and the importance of encouraging the use of Public transport services within Christchurch;
 - 6.1.2 The importance of providing a safe and comfortable experience for the users of bus services;
 - 6.1.3 The distance of the shelter away from the submitter's fence was discussed. Staff advised that the maximum distance is 400-500mm, to allow for the width of the footpath to meet accessibility requirements. The Panel were firmly of the view that the final placement of the shelter should not compromise accessibility requirements;
 - 6.1.4 Disability access was raised by the Hearings Panel and staff advised that the kerb is at normal height and there is nothing proposed at this time to change that. The kerb height is sufficiently high enough for a bus to lower for disability access;
 - 6.1.5 The Panel queried the longevity of the bus route. Staff advised that Environment Canterbury have no plans to review the route.
- 6.2 Following consideration and deliberation of the submission the Panel unanimously agreed to recommend to the Community Board that for the installation of a bus shelter at 131 Rose Street be approved, on the provision that the width of the footpath in front of the shelter meets accessibility standards, including gradients.

7. Reference Documents





Document	Location
Hearings Panel Agenda	https://christchurch.infocouncil.biz/Open/2022/02/BUS_20220211_AGN_7834_AT.PDF
Hearings Panel Minutes	https://christchurch.infocouncil.biz/Open/2022/02/BUS_20220211_MIN_7834_AT.PDF

Signatories Ngā Kaiwaitohu

Author Simone Gordon - Hearings Advisor

Approved By Community Board Member Lee Sampson - Chair of Hearings Panel

Attachments Ngā Tāpirihanga

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B  	Consultation response from 131 Rose Street	26

Item 7

Bus Shelters Hearings Panel
11 February 2022



4. Proposed Bus Shelter at 131 Rose Street

Reference Te Tohutoro: 22/43311

Report of Te Pou Matua: Sarah Thorne, Passenger Transport Engineer,
sarah.thorne@ccc.govt.nz

General Manager Jane Davis, GM Infrastructure, Planning & Regulatory Services,
Pouwhakarae: jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Bus Shelters Hearings Panel to recommend that the Spreydon-Cashmere Community Board approve the installation of a bus passenger shelter at an existing bus stop at 131 Rose Street.
- 1.2 The origin of the report is staff generated. The Community Board has the delegated authority to approve the installation of the bus passenger shelter relevant to this report however, Section 339 of the Local Government Act 1974 requires that resolution of the proposed shelter will require a separate decision of a Council Hearings Panel that will hear the objections of the immediate owner (s) and occupier (s) of bordering properties.
- 1.3 The bus stop locations prioritised for the installation of shelters are typically the bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people boarding a bus per weekday. This means shelters are being installed at bus stops that are most used by people accessing public transport.
- 1.4 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport help the Council achieve its:
 - Strategic framework of providing a well-connected and accessible city promoting active public transport, as well as meeting the challenge of climate change through every means available.
 - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing sheltered waiting areas for customers commuting by bus.
- 1.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.6 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy and the requirements as set out in section 339 of the Local Government Act.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Bus Shelters Hearings Panel resolve to:

1. Receive the information in the staff report.
2. Recommend to the Spreydon-Cashmere Community Board to approve the installation of a bus shelter at 131 Rose Street.

3. Background Te Horopaki

- 3.1 Each year, the Council installs bus passenger shelters to improve the waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location presented in this report,

**Bus Shelters Hearings Panel
11 February 2022**

due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per day. The bus stop beside 131 Rose Street has an average of 30 passenger boardings per day (Table 1).

- 3.2 The location of the bus stop and proposed improvements can be found in Figure 1.



Figure 1: Proposed bus stop beside 131 Rose Street.

- 3.3 A report will be taken to the Spreydon-Cashmere Community Board to resolve line marking the bus stop to council standard (figure 1) along with the hearing panel's recommendation pertaining to the installation of the bus shelter.
- 3.4 The existing bus stop can be seen in Figure 2.

Bus Shelters Hearings Panel
11 February 2022



Figure 2: Existing bus stop at 131 Rose Street.

3.5 The advantages of installing this shelter include:

- Protection from the weather;
- Seating and timetable information provided within the shelter; and
- Increases the visibility and legibility of public transport.

3.6 The disadvantages of this recommended option include:

- Increase in the number of bus passenger shelters to be maintained by the Council.

Analysis Criteria

- 3.7 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: *“The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road”.*
- 3.8 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location. Examples of assessments include:
- The shelter will not restrict nearby driveway or intersection sightlines.
 - The shelter can be located at an appropriate location relative to the bus stop, which makes it a logical place for passengers to wait within the shelter.
 - That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
 - Does not adversely impact underground utilities.

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- Determine if other existing bus stop infrastructure needs to be relocated to ensure the location is accessible to the people who use the bus stop as well as the people who walk past the bus stop.
 - Determine if other accessibility and operational improvements need to be made to optimise the usability of the bus stop, for example extending the footpath to the kerb to ensure there is a hardstand for customers boarding or exiting the bus, or marking the bus stop to the recommended bus stop length.
- 3.9 Staff confirm that this proposed shelter will not prevent vehicular or pedestrian access to any land having a frontage to the road.

4. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 4.1 Consultation has been carried out with the following;
- Affected property owners/occupiers,
 - Environment Canterbury,
 - GoBus and
 - Cashmere High School.
- 4.2 The consultation period for the proposed shelter occurred from 22 October to 5 November 2021.
- 4.3 A site meeting with the owner/occupier of 131 Rose Street was held on the 23rd November 2021.

Summary of Submissions Ngā Tāpaetanga

- 4.4 A submission was received from the owner/occupier of 131 Rose Street who strongly objected to the bus passenger shelter. The excerpts of the objection relating to the bus shelter is found in blue italics below followed by a response from Council staff. Comments relating to the bus stop line marking and overall location of the bus stop will be addressed during the community board meeting. A full copy of the objection can be found in attachment A.

Comments relating to access

- 4.5 *“As part of the renovation of our property, we intend to install an electric gate at our driveway and create a pedestrian gate in our boundary fence. The location of our intended pedestrian gate is located exactly where CCC intends to erect a bus shelter. We have already engaged an Architect to assist us with drawing up our plans for this part of our property renovation. The location of the proposed bus shelter would directly prevent access to our property as part of our future plans.”*
- 4.6 *“The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to paint, clean and maintain our boundary fence. Again, the bus shelter is preventing us from accessing an area of our property.”*
- 4.7 *“The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to cut and maintain our trees. Again, the bus shelter is preventing us from accessing an area of our property.”*
- 4.8 Council staff are happy to shift the shelter away from any proposed pedestrian gate. The size of the shelter will be 3.6m long and the available property frontage is around 13 metres so there should be enough room to accommodate a future pedestrian gate and shelter.

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- 4.9 The shelters are typically installed 300mm away from the boundary fence so that property owners can maintain their fences and Council contractors can clean the shelter every month.
- 4.10 The trees are within the property of 131 Rose Street. Any overhanging branches should be trimmed to a minimum height of 2.5 meters above footpaths. Council staff do not see how the installation of the shelter will prevent any future tree trimming.

Comments relating to safety

- 4.11 *"In Appendix A of this letter, I have included a diagram of the vehicle movements immediately outside Cashmere High School entrance and my property, 131 Rose Street. During school drop off and pick up times, this junction is extremely busy. Cars are coming in and out of the school, there are many vehicles driving up and down Rose Street, parents are parked in every possible space around this junction dropping off or picking up their children and there are hundreds of school children walking on the pavement and crossing the roads. It is already very difficult to exit my property and turn left or right onto Rose Street, especially at these busy times."*
- *"To erect a bus shelter would further restrict my visibility along Rose Street."*
 - *"A bus shelter would also restrict visibility for neighbours at 129 and 133 exiting their properties."*
 - *"Restricted visibility will increase the risk of an accident occurring which could involve a school child, another road user, cyclist or my own family, including my young children."*
- 4.12 *"As mentioned above, the junction outside Cashmere High School entrance is extremely busy at certain times of the day. The introduction of a bus shelter into this area has the potential to:"*
- *"Restrict a motorists view of pedestrians & cyclists"*
 - *"Restrict a pedestrians view of a vehicle or cyclists"*
 - *"Another distraction to all users in an already hazardous junction"*
- 4.13 The shelter will be set back along the property boundary and should not restrict any visibility along Rose Street. The shelter will have clear side panels; either glass or Perspex.
- 4.14 Council staff have reviewed the site lines for 129 and 133 Rose Street properties and can confirm that they will not have their view restricted. These properties have not objected to the installation of a shelter.
- 4.15 Council staff are recommending that this bus stop is marked to Council standard to improve the safety of this bus stop (Figure 2).

Comments relating to justification for a shelter

- 4.16 *"Why is a bus shelter required at this bus stop? This bus stop has been located in this position for many years and there has never been a bus shelter required previously? There are no other shelters positioned at any of the other bus stops along Rose Street for the same bus route, why is a shelter required at only one of the stops on this route?"*
- 4.17 *"You mentioned in your email dated 1st Nov 2021 that the Council puts in shelters when passenger numbers exceed 20 passengers per day. Only a year ago, the bus service that runs outside my house was going to be axed due to lack of users."*
- 4.18 *"I can also confirm that the only time that there are passengers getting on a bus at this bus stop is the school children immediately after school finishes. Once school finishes, there are between approx. 30 children who wait at the bus stop, get on the first bus that arrives and there are no further passengers who use the bus stop for the rest of the day."*

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- 4.19 *"In addition, due to the volume of school kids all waiting at the same time, the bus shelter would be completely useless. You would only be able to fit maybe 4 to 5 people in a bus shelter that would leave the remaining 25 not sheltered."*
- 4.20 *"Again, I'd like to reiterate the point that this bus stop is very rarely, if ever, used by anyone else other than the school children who access x1 bus, immediately after school. Is it justifiable to spend money on a bus shelter that is only used for 1 bus service per day?"*
- 4.21 Council installs shelters when there are 20 or more bus stop passengers using the bus stop per day. Shelters provide protection from the weather, seating and increases the visibility and legibility of public transport.
- 4.22 On a typical week day there are around 37 children boarding the bus at the same time after school and around 3 adults boarding the bus stop though-out the day, some of which are gold card users. Below is a table summarising the bus stop boarding's for March 2021 as an example.

Date	Adult	Child	Gold card	Total
Monday, 1 March 2021	2	36	0	38
Tuesday, 2 March 2021	2	40	1	43
Wednesday, 3 March 2021	1	36	0	37
Thursday, 4 March 2021	3	24	0	27
Friday, 5 March 2021	1	36	1	38
Saturday, 6 March 2021	1	0	0	1
Sunday, 7 March 2021	2	1	0	3
Monday, 8 March 2021	1	34	0	35
Tuesday, 9 March 2021	3	40	1	44
Wednesday, 10 March 2021	3	49	0	52
Thursday, 11 March 2021	0	29	0	29
Friday, 12 March 2021	1	39	0	40
Saturday, 13 March 2021	0	0	0	0
Sunday, 14 March 2021	0	1	0	1
Monday, 15 March 2021	4	33	0	37
Tuesday, 16 March 2021	0	35	1	36
Wednesday, 17 March 2021	4	32	0	36
Thursday, 18 March 2021	1	37	0	38
Friday, 19 March 2021	3	39	1	43
Saturday, 20 March 2021	0	0	0	0
Sunday, 21 March 2021	0	0	0	0
Monday, 22 March 2021	4	38	0	42
Tuesday, 23 March 2021	3	31	0	34
Wednesday, 24 March 2021	1	40	0	41
Thursday, 25 March 2021	1	39	0	40
Friday, 26 March 2021	3	44	0	47
Saturday, 27 March 2021	0	0	0	0
Sunday, 28 March 2021	0	0	0	0
Monday, 29 March 2021	1	47	1	49
Tuesday, 30 March 2021	5	43	0	48
Wednesday, 31 March 2021	5	31	0	36
Average weekday	2.37	37.31	0.27	39.95
Average weekend	0.38	0.25	0.00	0.63
Total average	1.77	27.55	0.19	29.52

Table 1: Passenger boarding data from March 2021

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- 4.23 The following vulnerable user groups are in the vicinity of the bus stop would benefit from seating and shelter at this bus stop;
- Ultimate Care Rose Court at 115 Rose Street located 95 metres from the bus stop. This is an aged care facility which also has studios and apartments in a separate wing to the main care facility for residents that don't need a high level of care.
 - Hohepa Canterbury at 23 Barrington Street, located 600 metres from the bus stop. This is a disability support service provider, offering diverse living options, learning & activity programmes, community participation. The bus stop at 131 Rose Street is the closest city bound bus stop to their facility.
- 4.24 The following stakeholders have supported the installation of the bus shelter.
- **Environment Canterbury** - *"We strongly support improving this stop. Adding a shelter will protect the travelling public from the elements and will make catching a bus more appealing in a greater variety of weather conditions."*
 - **Cashmere High School** - *"Cashmere High School is in support of this proposal for a bus stop shelter and line marking at Bus Stop 22380 outside 131 Rose St."*
 - **GoBus** - *"We do not see any issues from an operations perspective and support these improvements in infrastructure."*
 - **Owner/occupier of 133/A (2/133) Rose Street** - *"We have no issues with the bus shelter itself"*
 - **Owner/occupier of 129 Rose Street** - *"129 Rose Street are in favour of the changes."*

Comments relating to mental health and well-being

- 4.25 *"A bus shelter has the potential for an increase in the following antisocial behaviours: graffiti, vandalism, littering, loitering and noise."*
- 4.26 *"I do not want to have to live with the results of these anti-social behaviours on a daily basis and I certainly don't want my young children to be subjected to this either."*
- 4.27 *"A bus shelter is not aesthetically pleasing to look at. Every single time I leave or enter my property, I will need to look at this bus shelter. A bus shelter that is not needed in the first place! Every time I look out my bedroom window or my child's bedroom window, I will see the bus shelter. It will entirely spoil my view and any enjoyment at looking out of my own windows."*
- 4.28 *"It will be a constant ugly reminder that I am forced to live with a bus shelter outside my home without my consent or approval. It will have a negative impact on all of my family's mental health and well-being."*
- 4.29 *"Please take a moment to consider how you would feel if, without your consent, a bus shelter was erected immediately outside your own home!"*
- 4.30 The bus shelters are cleaned monthly. The shelter is located along a high solid fence so only the roof line will be visible from the south facing windows of 131 Rose Street. A typical shelter can be found in figure 3.

Bus Shelters Hearings Panel
11 February 2022



Figure 3: Example of bus shelter

Comments relating to property value

- 4.31 *"Erecting a bus shelter outside my property will affect the value of my home. I have contacted Real Estate agents in the area and they have confirmed to me that a bus shelter will definitely affect my property value and the ability to sell my home. If the bus shelter goes ahead, will CCC reimburse me and my family with our lost property earnings?"*
- 4.32 Council staff do not have any evidence of bus stop shelters impacting property values.

5. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

- 5.1 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 5.2 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 5.3 The relevant 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 bus passenger shelters under Section 339 (1) of the Local Government Act 1974.

**Bus Shelters Hearings Panel
11 February 2022**



- 5.4 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board.
- 5.5 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board. The Community Board will then determine the outcome of the objections in accordance with criterion outlined in Section 339 of the Local Government Act 1974.

Legal Implications / Ngā Hīraunga ā-Ture

- 5.6 Section 339 of the Local Government Act requires that resolution of the proposed shelter will require a separate decision of a Council Hearings Panel that will hear the objections of the immediate owner (s) and occupier (s) of bordering properties.

Risks / Ngā Tūraru

- 5.7 Should the shelter not be installed, the existing passenger waiting facilities remain as they are, leading to no improvement to the level of service for passengers waiting for a bus.

Next Steps Ngā Mahinga ā-muri

- 5.8 A report will be taken to the Spreydon-Cashmere Community Board to resolve bus stop line marking as shown in figure 1 along with the hearing panel's recommendation pertaining to the installation of the bus shelter.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Attachment A - Consultation response from 131 Rose Street pertaining to the objection to a bus stop shelter	

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	Sarah Thorne - Passenger Transport Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Dear Sarah

I am writing in response to your letter dated 19th October 2021, which advises that CCC propose to erect a bus shelter and road markings at bus stop 22380 outside 131 Rose Street.

Bus passenger shelter

I am writing to advise that I ***strongly object to this bus shelter*** being erected at the bus stop outside my property. I have outlined my objections below:

Preventing access to my property

- 1) As part of the renovation of our property, we intend to install an electric gate at our driveway and create a pedestrian gate in our boundary fence. The location of our intended pedestrian gate is located exactly where CCC intends to erect a bus shelter. We have already engaged an Architect to assist us with drawing up our plans for this part of our property renovation.
The location of the proposed bus shelter would directly prevent access to our property as part of our future plans.
- 2) The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to paint, clean and maintain our boundary fence. Again, the bus shelter is preventing us from accessing an area of our property.
- 3) The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to cut and maintain our trees. Again, the bus shelter is preventing us from accessing an area of our property.

Safety Concerns

- 4) In Appendix A of this letter, I have included a diagram of the vehicle movements immediately outside Cashmere High School entrance and my property, 131 Rose Street. During school drop off and pick up times, this junction is extremely busy. Cars are coming in and out of the school, there are many vehicles driving up and down Rose Street, parents are parked in every possible space around this junction dropping off or picking up their children and there are hundreds of school children walking on the pavement and crossing the roads. It is already very difficult to exit my property and turn left or right onto Rose Street, especially at these busy times.
 - To erect a bus shelter would further restrict my visibility along Rose Street.
 - A bus shelter would also restrict visibility for neighbours at 129 and 133 exiting their properties.

- Restricted visibility will increase the risk of an accident occurring which could involve a school child, another road user, cyclist or my own family, including my young children
- 5) As mentioned above, the junction outside Cashmere High School entrance is extremely busy at certain times of the day. The introduction of a bus shelter into this area has the potential to:
- Restrict a motorists view of pedestrians & cyclists
 - Restrict a pedestrians view of a vehicle or cyclists
 - Another distraction to all users in an already hazardous junction

Justification for Shelter

- 6) Why is a bus shelter required at this bus stop? This bus stop has been located in this position for many years and there has never been a bus shelter required previously? There are no other shelters positioned at any of the other bus stops along Rose Street for the same bus route, why is a shelter required at only one of the stops on this route?

You mentioned in your email dated 1st Nov 2021 that the Council puts in shelters when passenger numbers exceed 20 passengers per day. Only a year ago, the bus service that runs outside my house was going to be axed due to lack of users.

I can also confirm that the only time that there are passengers getting on a bus at this bus stop is the school children immediately after school finishes. Once school finishes, there are between approx. 30 children who wait at the bus stop, get on the first bus that arrives and there are no further passengers who use the bus stop for the rest of the day.

In addition, due to the volume of school kids all waiting at the same time, the bus shelter would be completely useless. You would only be able to fit maybe 4 to 5 people in a bus shelter that would leave the remaining 25 not sheltered.

Again, I'd like to reiterate the point that this bus stop is very rarely, if ever, used by anyone else other than the school children who access x1 bus, immediately after school. Is it justifiable to spend money on a bus shelter that is only used for 1 bus service per day?

Mental Health and Well-Being

- 7) A bus shelter has the potential for an increase in the following antisocial behaviours:
- Graffiti
 - Vandalism
 - Littering
 - Loitering
 - Noise

I do not want to have to live with the results of these anti-social behaviours on a daily basis and I certainly don't want my young children to be subjected to this either.

- 8) A bus shelter is not aesthetically pleasing to look at. Every single time I leave or enter my property, I will need to look at this bus shelter. A bus shelter that is not needed in the first

place! Every time I look out my bedroom window or my child's bedroom window, I will see the bus shelter. It will entirely spoil my view and any enjoyment at looking out of my own windows.

It will be a constant ugly reminder that I am forced to live with a bus shelter outside my home without my consent or approval. It will have a negative impact on all of my family's mental health and well-being.

Please take a moment to consider how you would feel if, without your consent, a bus shelter was erected immediately outside your own home!

[Property Value](#)

- 9) Erecting a bus shelter outside my property will affect the value of my home. I have contacted Real Estate agents in the area and they have confirmed to me that a bus shelter will definitely affect my property value and the ability to sell my home. If the bus shelter goes ahead, will CCC reimburse me and my family with our lost property earnings?

[Bus stop markings](#)

As I have outlined above, the road junction outside Cashmere High School is extremely busy with vehicle movements, pedestrians and cyclists, especially at school drop off and pick up times. As there are currently no bus stop markings on the road and the bus stop sign is not very clear, cars often park in the bus stop area. This forces the bus driver to either park across a driveway or stop on Rose Street, blocking traffic whilst passengers get on or off.

I would welcome the bus stop markings on the road. I think this will improve safety for school children, cyclists and motorists. It will make access for bus drivers much easier and it will stop vehicles and buses from blocking my driveway.

However, I would like to request that the end of the bus stop is a reasonable distance away from the edge of my driveway. In your diagram – TG135649, it appears that the end of the markings are directly in line with the edge of my driveway. Could the bus stop markings be reduced from 15 metres to 14 metres?

[Overall location of bus stop](#)

Whilst bus stop 22380 is under review, I would like to take the opportunity to raise my concerns about the overall location of this bus stop. I have previously raised these concerns with CCC.

As mentioned several times above, the junction outside Cashmere High School is extremely busy with a lot of vehicle movements in many directions and a lot of cyclists and pedestrians, the majority of which are school children, using the area on a daily basis as they enter or leave school.

Having a bus stop located immediately across the road from the school, in this high traffic area, raises many safety concerns for me.

School children are forced to cross the road, in this extremely busy area, to access the bus stop – see Appendix A. Surely, it would be much safer to relocate the bus stop further along Rose Street, away

from the entrance to the school, where the vehicle movements are significantly reduced and it would be much safer for children to cross the road.

Buses stopping in this high volume area, adds increased risk on a daily basis. Buses restrict visibility for all users of the area and increase the risk of an accident. Again, if the bus stop was located further along Rose Street, buses stopping in this high risk area would stop and the risk of an accident would be significantly reduced.

Given the proximity of my house to this junction, I would describe it as chaotic and dangerous and I witness near misses on a daily basis.

If you have budget to erect a proposed bus shelter, I would urge you to consider re-purposing this budget and relocating the bus stop further along Rose Street to a safer location for school children. I would also ask that you use your budget to install a pedestrian crossing or central island to make a safer crossing area for school children.

Conclusion

To address the main points in your letter dated 19th Oct:

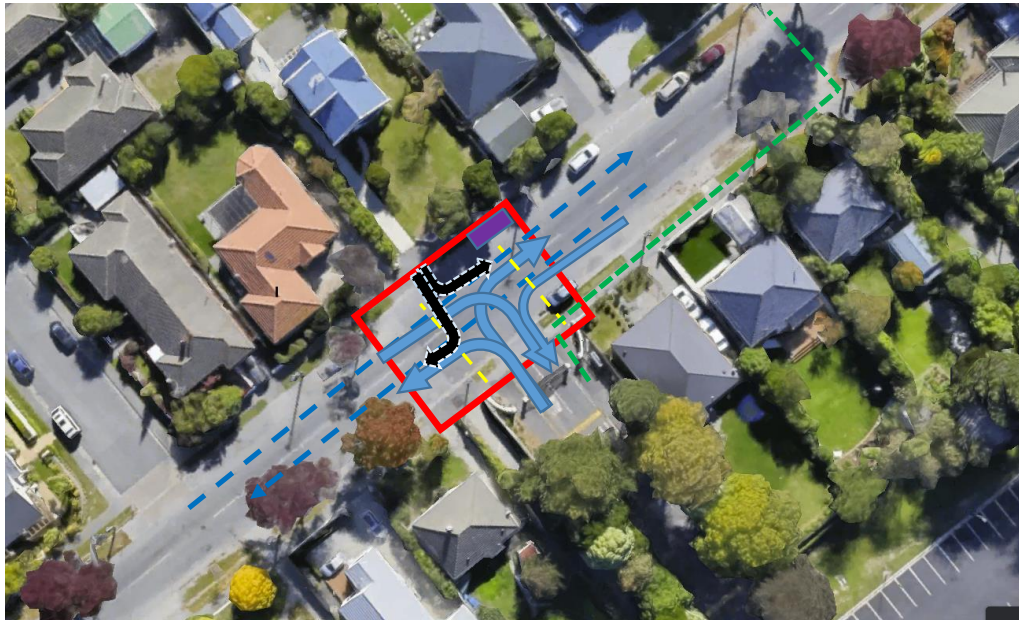
- **I strongly object to the proposed bus shelter:**
 - It directly impacts my ability to access my property
 - It is a safety concern for school children, other pedestrians, motorists and cyclists
 - It is unnecessary
 - It will have a significant impact on my families daily life
- **I would welcome and encourage the bus stop markings,** if the bus stop is to remain in its current location
- I would like to **request that you review the overall location** of the bus stop and consider that relocating it away from the school entrance will improve safety for school children and all other users of this junction

I can confirm that I do want to know when the hearing panel is being held, I would like to understand how to request speaking rights and I do want to be kept up to date with all discussions/decisions on this matter.

Yours sincerely



Appendix A



Key



Direction of traffic on Rose Street



Vehicles turning into and from Cashmere High School



Traffic coming out of 131 Rose Street



Routes that school children currently walk across road to access bus stop



Area with most vehicle movements and greatest risk to school children



Suggested path that school children would walk if bus stop was relocated further away from the school entrance. Removing school children from area with increased traffic movements.

To further improve safety for school children, a pedestrian crossing or central island could be installed to assist children in crossing the road safely to the relocated bus stop.



Current bus stop location and proposed shelter location

8. Albert Tce / Roscoe St - Proposed Stop Control

Reference Te Tohutoro: 21/1787445

Report of Te Pou Matua: Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz

General Manager: Jane Davis, General Manager Infrastructure, Planning & Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru / Spreydon-Cashmere Community Board to consider the approval of a Stop control on Roscoe Street at its intersection with Albert Terrace. This report has been written in response to safety concerns being raised by parents and staff from St Martins Primary School, as well as other local residents. The intersection is located immediately to the south of the School's Kea crossing on Albert Terrace.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install a Stop control at this intersection in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Approve that a Stop control be placed against Roscoe Street on its approach to the intersection with Albert Terrace.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. Approve that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatauranga

- 3.1 The intersection is located opposite St Martins Primary School, immediately south of the schools Kea Crossing on Albert Terrace. There is a high presence of young pedestrians and traffic activity during peak school periods.
- 3.2 Visibility is limited to the north along Albert Terrace due to the alignment of the road. Staff referred to the NZ Transport Agency's Manual of Traffic Signs and Markings – Part 1: Traffic Signs which states the assessment criteria for when Stop control is warranted. The warrant for Stop control, as described in Section 2-5 is met, since the required sight distance is obscured due to the alignment of the road.
- 3.3 In addition, the proposal is intended to improve safety for pedestrians crossing near the intersection, by requiring drivers to come to a complete stop before turning. Concerns raised by members of the public were associated with drivers turning at speed conflicting with school students crossing Albert Terrace, as well as drivers manoeuvring to / from parking spaces during busy periods.

- 3.4 The recommendations in this report will reduce the risk of a collision between approaching traffic and all road users in this location.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo -
- 4.1.1 The advantages of this option include:
- The only identified advantage is that no costs will be incurred to install new signs/markings.
- 4.1.2 The disadvantages of the option include:
- Does not address the identified safety concerns and those raised by the local Community.

5. Detail Te Whakamahuki

- 5.1 Albert Terrace and Roscoe Street form an uncontrolled 'T' intersection. Roscoe Street intersects with Albert Terrace from the east.
- 5.2 There is a high parking demand in this area during school peaks. Outside of these times, parking demand and traffic volumes are generally low and largely generated by the nearby residential properties.
- 5.3 A search of the NZ Transport Agency's Crash Analysis database did not identify any reported crashes at this intersection over the last five years.
- 5.4 Approval is required by the Waihoru / Spreydon Cashmere Community Board.
- 5.5 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.6 Adjacent property owners and residents were advised of the recommended option by letter. The proposal was also emailed to the St Martins School Principal and Board Chair. The representative from St Martin's School Board confirmed their support for the preferred option.
- 5.7 No further feedback was received.
- 5.8 The do nothing option is inconsistent with community requests to improve safety at the intersection.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes

Policy Consistency Te Whai Kaupapa here

- 6.3 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.6 This proposal improves accessibility for pedestrians/drivers/cyclists, by lowering vehicle speeds through this intersection.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement –approximately \$700 for new traffic signs and road markings and \$750 for investigation and preparation of this report.

7.2 Maintenance/Ongoing costs – Approximately \$120 per annum for line marking renewal.

7.3 Funding Source –Traffic Operations Team, Traffic Signs and Markings budget.

Other

7.4 Not applicable

8. Legal Implications Ngā Hīraunga ā-Ture

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

8.1 Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, and s334 of the Local Government Act 1974 provides Council with the authority to install traffic controls by resolution.

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

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

Other Legal Implications Ētahi atu Hīraunga-ā-Ture


8.4 There is a legal context, issue or implication relevant to this decision

8.5 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 – 8.3.

9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 None identified

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Site Plan: Roscoe St / Albert Tce Proposed Stop Control	35

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

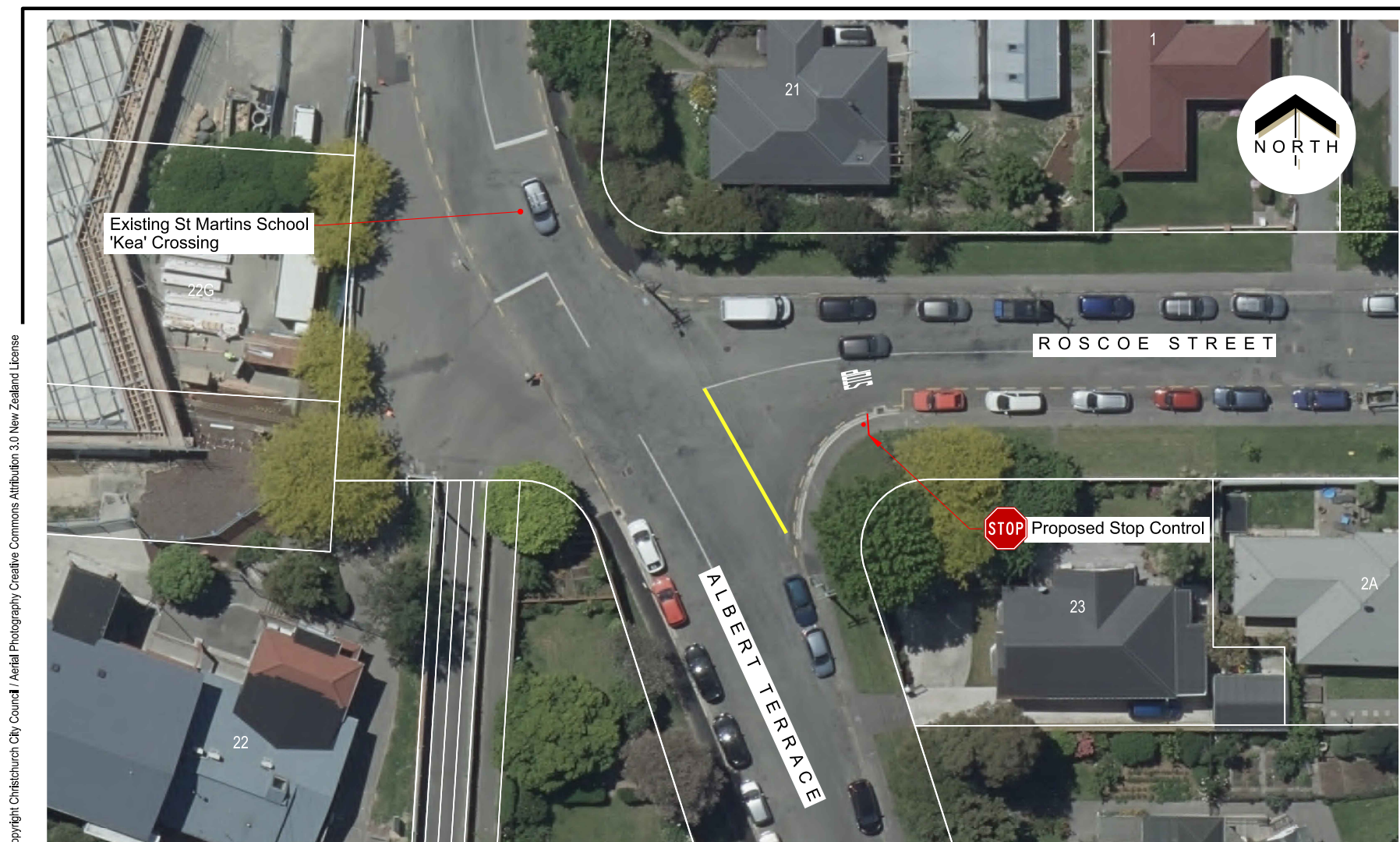
(a) This report contains:

- (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	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



9. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2021/22 Rowley Resource Centre Shed Project

Reference / Te Tohutoro: 22/313247

Report of / Te Pou
Matua: Heather Davies, Community Development Advisor,
heather.davies@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 Waihoru Spreydon-Cashmere Community Board to consider an application for funding from its 2021/2022 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
63789	Rowley Resource Centre	Shed Project	\$5,500	\$5,500

- 1.2 There is currently a balance of \$29,845 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

- Approves a grant of \$5,500 from its 2021/2022 Discretionary Response Fund to Rowley Resource Centre towards the Shed Project.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. They will provide resilient communities.

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 2021/2022 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$74,416	\$44,071	\$29,845	\$24,345

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

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Decision Matrix Rowley Resource Centre Shed Project	39

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	Heather Davies - Community Development Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere

2021/22 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

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

00063789	Organisation Name Rowley Resource Centre Incorporated	Name and Description Shed for sports and events equipment Purchase and install a shed to store the equipment used for the sports modules, events, programmes and activities at Rowley Resource Centre.	Funding History 2021/22 -\$37,000 (Community Development SCF year 2 of 3 2020/21 - \$11,734 (Promotion Project)) DRF 2020/21 - \$5,500 (Computer Project) DRF 2020/21 - \$40,000 (Community Development) SCF Year 1 of 3 2019/20 - \$4,238 (Wellbeing) DRF 2019/20 - \$27,000 (Community Development) SCF Year 3 of 3 2019/20 - \$5,500 (Computer Project) DRF 2019/20 - \$5,500 (Promotional Project) DRF 2018/19 - \$27,000 (Community Development) SCF Year 2 of 3 2018/19 - \$11,466 (Community Projects) DRF Other Sources of Funding None for this project	Request Budget Total Cost \$ 5,500 Requested Amount \$ 5,500 100% percentage requested Contribution Sought Towards: \$5,100 - Shed \$100 - delivery \$300 - materials for installation	Staff Recommendation \$ 5,500 That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$5,500 from its 2021/22 Discretionary Response Fund to Rowley Resource Centre Incorporated towards the purchase and installation of a shed at the centre.	Priority 2
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Organisation Details: Service Base: 89 Rowley Avenue. Legal Status: Incorporated Society Established: 22/02/1993 Staff – Paid: 4 Volunteers: 20 Annual Volunteer Hours: 294 Participants: 1,000 Target Groups: Community Development Networks: n/a Organisation Description/Objectives: "to build collaborations, co-operation, a sustainable and robust community: Work in collaboration with Cross Over Trust, Spreydon Youth Community, Sharp Trust, Megan Woods office, Kainga Ora, West Women Refuge, Screen South clinic, Sydenham Fruit and Veggie Co-op, Hoon Hay Food Bank, CCC Hoon Hay Network, Hoon Hay Fiesta Committee, Lalaga Market Committee. Each agency works individually and collectively to assist and support the local community.	Alignment with Council Strategies and Board Objectives <ul style="list-style-type: none">Strengthening Communities StrategySpreydon Cashmere Community Board PlanAgeing Together PolicyYouth PolicyChildren's Policy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementProvide community based programmesReduce or overcome barriersFoster collaborative responses Outcomes that will be achieved through this project People/families coming together To promote fun, positivity, encouragement, learning and conquering challenges for participants. Inspire and encourage personal development and teamwork. Provide ongoing active activities for families to be a part of, which is affordable and low cost or no cost concept. How Will Participants Be Better Off? To provide connectedness and participation to build healthy relationships for families within their communities. Strengthen and encourage family participation. Be supported to a better quality of life.	Staff Assessment The Rowley Resource Centre (RRC) has operated formally as a community support organisation since 1991. It delivers a range of resources, services, programmes and events, all of which are well supported by the local community. As a community resource hub it responds to the changing needs of the community. Working at a grass roots level it uses a strength based approach to its work in the community. As participation in the "Whanau Active" modules including Canterbury Tag and Ki-O-Rahi increase so does the equipment needed to deliver them. Events organised by the centre include the Lalaga Market, Wellness and Wellbeing Day, Matariki, community barbeques and Hoon Hay Fiesta. These events are provided in collaboration with other groups, local agencies and schools in the community. They provide an opportunity for the community to connect, share activities and foster community pride. The events, activities and programmes all require equipment that needs to be stored safely and accessibly at the centre. The current storage space at the centre is no longer sufficient to hold all equipment in a safe, orderly accessible way, hence the need for a new shed. This application includes a request for funds for the purchase and delivery of the shed and for the materials needed to install it. The installation of the shed will be done by people at the centre. A qualified builder will be present to ensure installation is done correctly and safely.
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10. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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

Karakia Whakamutunga