

Waihoro
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

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

Date: Wednesday 17 August 2022
Time: 8am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

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

Matthew McLintock
Manager Community Governance Team
941 6231
matthew.mclintock@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 Whakamutunga

Karakia Tīmatanga

Waiata

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 [Tuesday, 2 August 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.

There were no public forum requests received at the time the agenda was prepared

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: Tuesday 2 August 2022
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson (Via Audio-Visual Link)
Members	Melanie Coker (Via Audio-Visual Link)
	Keir Leslie
	Tim Scandrett
	Callum Ward

Matthew McLintock
Manager Community Governance Team
941 6231
matthew.mclintock@ccc.govt.nz
www.ccc.govt.nz

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Part A **Matters Requiring a Council Decision**

Part B **Reports for Information**

Part C **Decisions Under Delegation**

Karakia Tīmatanga: Callum Ward

Waiata: The Board sang a waiata to open the meeting.

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/2022/00043

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Tuesday, 12 July 2022 be confirmed.

Tim Scandrett/Keir Leslie

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Miriama Buchanan – Milton / Dobson Streets Alleyway

This scheduled presentation did not take place.

4.2 Lynley Gacsal – Silver Birch Tree

This scheduled presentation did not take place.

4.3 Addington Farm

William Le Heux with Hillmorton High School students Atlantis and Arleana Woo spoke on behalf of Addington Farm providing an update on the organisation's work. Addington Farm transforms unproductive backyards, creating opportunities for people to find belonging and connection, growing a community of gardens and gardeners.

Mr Le Heux presented a document outlining the story of Addington Farm. (Attached)

The Board thanked Mr Le Heux, Atlantis and Arleana for their presentation.

Attachments

- A Addington Farm Public Forum Information

Melanie Coker and Lee Sampson were not present for part of Item 4.3 from 5.15 pm to 5.29pm due to a loss of internet connection.

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 2022-23 Strengthening Communities Fund Report

Community Board Resolved SCCB/2022/00044 (Original officer recommendation accepted without change.)

Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves the 2022-23 Strengthening Communities Fund grants outlined in the following schedule:

No	Organisation Name	Project	Recommendation
64148	Addington Community House Incorporated (Manuka Cottage)	Manuka Cottage Community Development Hub	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$15,000 from its 2022-23 Strengthening Communities Fund to Addington Community House Incorporated (Manuka Cottage) towards operational costs.
64115	Opawaho Heathcote River Network	Opawaho Heathcote River Network	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$12,000 from its 2022-23 Strengthening Communities Fund to the Opawaho Heathcote River Network towards core operational expenses.

64154	Church Army NZ – Canterbury Kids Coach	Working with Families in Rowley	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$15,000 from its 2022-23 Strengthening Communities Fund to the Church Army NZ- Canterbury Kids Coach towards the Working with Families in Rowley Project towards wages.
64405	Flourish Kia Puawai Social Enterprise Ltd	Regenerative Communities - King George V Reserve	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$2,000 from its 2022-23 Strengthening Communities Fund to Flourish Kia Puawai Social Enterprise Ltd towards volunteer, equipment, and meeting costs of the Regenerative Communities King George V Reserve project.
63929	Kereru Sports and Cultural Club Incorporated	Administrator and Equipment	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$7,000 from its 2022-23 Strengthening Communities Fund to Kereru Sports and Cultural Club Incorporated towards the Administrator and Equipment project.
64396	Southern Districts Cricket Club Incorporated	Community Physical Literacy and Disability Sector Support	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$2,500 from its 2022-23 Strengthening Communities Fund to the Southern Districts Cricket Club towards physical literacy and disability sector support project.

64079	St Martins Scout Group	St Martins Scouts Capacity Building: First Aid Training and Hall Upgrades and Maintenance	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$4,000 from its 2022-23 Strengthening Communities Fund to the St Martins Scout Group towards St Martins Scouts Capacity Building: First Aid Training, Hall Upgrades and Hall Maintenance.
64037	Sydenham Junior Cricket Club	Salaries & Wages to Support Inclusivity	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$1,500 from it 2022-23 Strengthening Communities Fund to Sydenham Junior Cricket Club for the salaries and wages to support inclusivity project.
64345	Cashmere New Life Church	24-7 YouthWork: Beckenham Te Kura o Pūroto	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$1,500 from its 2022-23 Strengthening Communities Fund to Cashmere New Life Church towards overhead costs of the 24-7 YouthWork Beckenham Te Kura o Puroto project.
64178	Christchurch South Community Patrol Incorporated	Patrol expenses	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$1,800 from its 2022-23 Strengthening Communities Fund to Christchurch South Community Patrol towards operating expenses.

64282	Suburbs Rugby Football Club Incorporated	Rugby and Netball in the community.	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$2,500 from its 2022-23 Strengthening Communities Fund to the Suburbs Rugby Football Club Incorporated towards Rugby and Netball in the community project.
64181	Whareora House of Life Community House	Whareora Community House	That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$4,000 from its 2022-23 Strengthening Communities Fund to Whareora House of Life Community House towards Project Coordinator wages.

2. Declines the 2022/23 Strengthening Communities Fund applications outlined in the following schedule:

No	Organisation Name	Project	Recommendation
64370	Graeme Dingle Foundation Canterbury	Kiwi Can Outside of Curriculum Programme	That the Waihoru Spreydon-Cashmere Community Board declines to approve a grant from its 2022-23 Strengthening Communities Fund to Graeme Dingle Foundation towards Kiwi Can Outside of School Curriculum Programme.

3. Establish the 2022-23 Spreydon-Cashmere Discretionary Response fund and approve the transfer of unallocated funds from the 2022-23 Strengthening Communities Fund to the 2022-23 Spreydon-Cashmere Discretionary Response Fund.

Tim Scandrett/Callum Ward

Carried

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

Part B

Board members exchanged information on the following:

- A Board member noted that some of the eel sculptures in Farnley Reserve have gone missing.
- A Board member noted that a walking/cycling track that is below Dyers Pass Road which is on Canterbury Adventure Park land needs better signage to make pedestrians aware that it is a cycle track.
- A Board member noted that toby boxes have been fenced off on Dyers Pass Road where pipes have been re-laid and that local residents should be made aware of this by the contractor.
- A Board member noted that the Malthouse Theatre was affected by the burst water main on Colombo Street earlier this year and has a shortfall in insurance coverage.
- Board members discussed the flooding events in July which have affected parts of the Community Board area.
- A Board member queried whether there are any learnings from recent flooding events which can help for future events. Another Board member queried whether there was the possibility for a text alert system which potentially affected residents could sign up to receive.
- A Board member has been contacted from a resident who is concerned that there is an emphasis on cycleways over pedestrian footpaths, with the path along Hoon Hay Park cited as a particular area example. The resident felt that footpaths were not receiving similar levels of maintenance.
- A Board member noted that the Hoon Hay Foodbank is now a registered charity.
- A Board member noted that there is a future community planting event of fruit trees in Gainsborough Reserve. The Board expressed its thanks to the new Parks Ranger who has facilitated this.
- Board members attended the Hoon Hay Community Association meeting. A traffic management planning expert attended and briefed the network on traffic management. During the meeting, residents relayed concerns regarding traffic safety. Two specific issues mentioned were parking on Mathers Road beside Hoon Hay Reserve on Saturday mornings while sport is being played and the Mathers Road / Hoon Hay Road intersection. It is noted that the Hoon Hay Community Association will be coming to the Board in the near future.
- A member noted Government has announced a \$350 million transport choice package for improving safety across the country.
- A member queried the progress on the Board receiving information on vaping legislation and density. A Board member queried the number of alcohol licences in Addington compared to vaping licences.
- Board members reported on their attendance at the stakeholder meeting for the South Library which discussed future design options. A Board member queried community representation on this panel. Board members noted that previous community angst has been mitigated due to increased communication about the project.

- A Board member has been contacted by a resident who would like an update on the low level stopbank proposals for Ōpāwaho-Heathcote River.
- A Board member expressed concern that Coronation Hall remains unrepaired and the Suburbs Rugby Football Club which is the approved lessee is awaiting the ability to use the building.
- A Board member noted that the Beckenham Neighbourhood Association has asked for information on the future of the True Right Ōpāwaho-Heathcote Riverbank Reserve. Board members noted that they have previously requested an update on this. A Board member queried how the name of the reserve had eventuated and noted that the Board were awaiting information on Council's naming policy.
- A Board member has spoken to a resident who is interested in the development of Ōtautahi Community Housing Trust properties in Carey Street.

Karakia Whakamutunga: Callum Ward

Meeting concluded at 6:10pm.

CONFIRMED THIS 17th DAY OF August 2022.

KAROLIN POTTER
CHAIRPERSON

7. Maryhill Avenue - Kea Crossing

Reference / Te Tohutoro: 22/435745

Report of / Te Pou
Matua:

Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz

General Manager /
Pouwhakarae:

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 installing a Kea Crossing and associated No Stopping Restrictions down Maryhill Avenue, outside the entrance to Hoon Hay and Our Lady of the Assumption Schools.
- 1.2 This report has been written in response to concerns raised through the School Travel Plan with Hoon Hay and Our Lady of the Assumption Schools to improve the safety of students crossing Maryhill Avenue before and after school.
- 1.3 The decision in this report is 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.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment
- 1.5 The recommended option is to install a Kea Crossing in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Approve, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teachers of the Hoon Hay School and Our Lady of the Assumption School to appoint appropriately trained persons to act as school patrols at the Maryhill Avenue school crossing point as indicated in drawing TG142006 Issue 1, dated 30/06/2022 in Attachment A of the agenda report.
2. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north west side of Maryhill Avenue commencing at a point 89 metres south west of its intersection with Wyn Street and extending in south west direction for a distance of 31 metres.
 - b. That the stopping of vehicles be prohibited at all times on the south east side of Maryhill Avenue commencing at a point 84 metres south west of its intersection with Wyn Street and extending in a south west direction for a distance of 34 metres.
3. 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 and 2 above.
4. Approve that these resolutions take effect when the traffic control devices 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 Whakatau

- 3.1 Safety concerns have been raised by the local schools concerning pedestrian safety when crossing Maryhill Avenue before and after school.
- 3.2 The recommendations will reduce the risk of crash by providing students a supervised crossing point before and after school so they can safely cross Maryhill Avenue.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains six on-street parking spaces on Maryhill Avenue.
- 4.2 The disadvantages of this option include:
 - 4.2.1 Does not address the concerns raised about students safety at this location.

5. Detail Te Whakamahuki

- 5.1 Maryhill Avenue currently has temporary no stopping restrictions in place between the times of 8:20-9am and 2:30-3:15pm, school days only. This is to increase visibility for pedestrians crossing Maryhill Avenue outside the school entrance. The current signposted restrictions have low compliance rates and many people still park in this area.
- 5.2 Pedestrian surveys on November 2021 recorded a total of 94 pedestrian movements over the 15 minute period from 3-3:15pm.
- 5.3 The Kea Crossing is compliant with the Land Transport Rule: Traffic Control Devices 2004 and Council staff are satisfied the site is complimentary for a Kea Crossing.
- 5.4 Kerbside parking demand in the site would be displaced further along Maryhill Avenue.

Community Views and Preferences

- 5.5 Consultation was held from Thursday 12 May to Friday 27 May 2022. A total of 22 consultation letters were posted to affected owners and residents.
- 5.6 One submission was received, opposing the Kea Crossing down Maryhill Avenue. Reasons for the submitters' opposition included, that the schools already have a crossing on Sparks Road, and worries that the proposal will limit parking at the back of the school and cause congestion.
- 5.7 The School Principals for Hoon Hay School and Our Lady of the Assumption School support the recommendations.
- 5.8 It was agreed that Hoon Hay School would operate the kea crossing. The Hoon Hay School Board of Trustees agree to the establishment and operation of the kea crossing.
- 5.9 The New Zealand Police Education Team is satisfied with the site. Staff are currently waiting for official agreement from the Police that this site is suitable for a Kea Crossing and that they can train the children to operate it.
- 5.10 The decision affects the following wards/Community Board areas:
 - 5.10.1 Waihoru Spreydon-Cashmere Community Board.

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

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with 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 The proposal does not have any significant impact upon carbon emissions and climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The proposal is expected to improve accessibility by providing a supervised crossing point for students crossing Maryhill Avenue before and after school. It will also provide a crossing point for pedestrians outside of the times.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – Approximately \$40,000 for the installation of the Kea Crossing, plus \$1000 for the preparation of this report.
- 7.2 Maintenance/Ongoing costs – Approximately \$100 per annum for line marking renewal.
- 7.3 Funding Source – Traffic Operations Team Minor Road Safety 2023 Budget.

Other / He mea anō

- 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 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 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 There are no identified risks associated with the recommendations in this report.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Maryhill Avenue - Kea Crossing	17

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

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>
<enter document name>	<enter location/hyperlink>

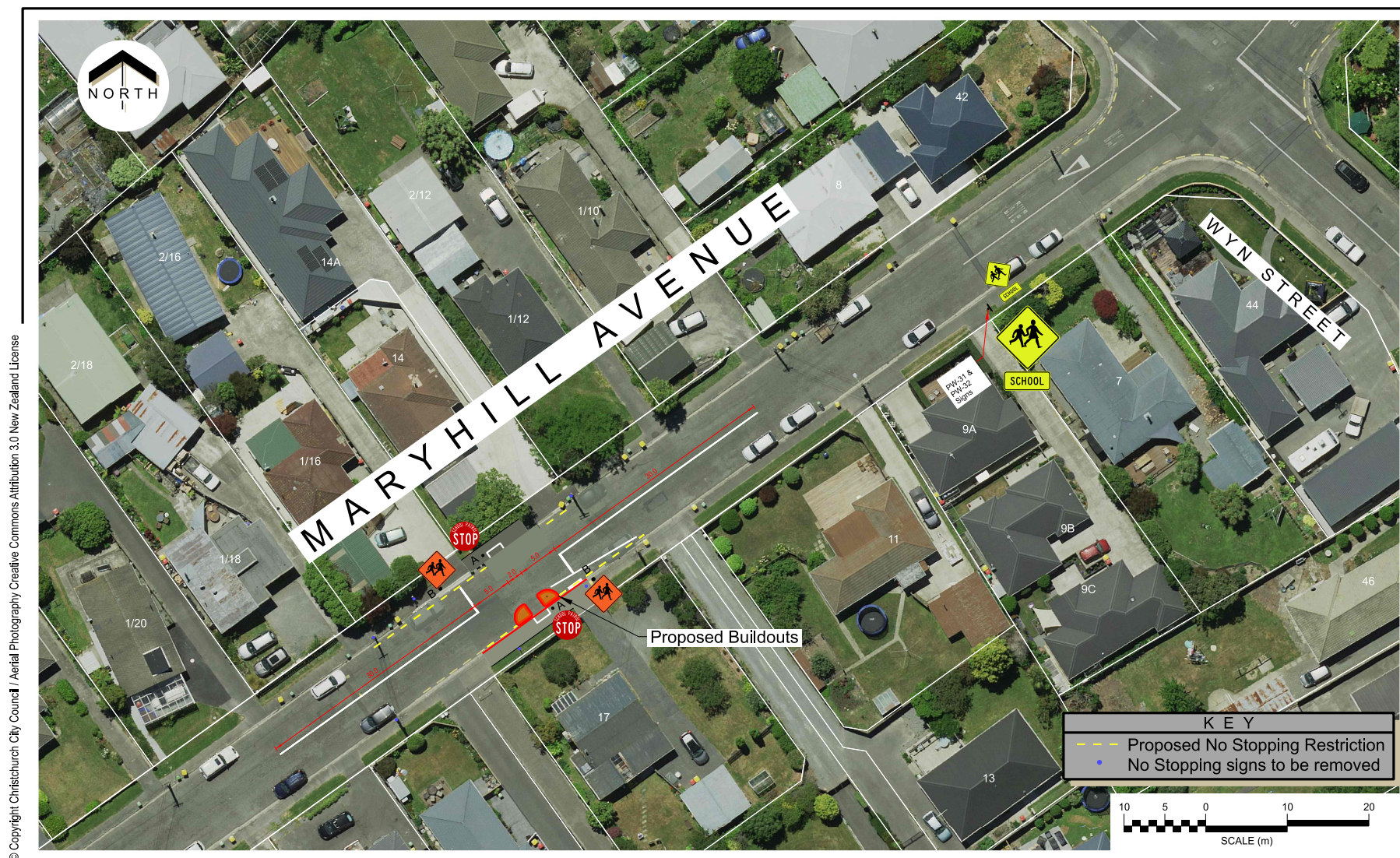
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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	Georgia Greene - Traffic Engineer
Approved By	Sarah Anderson - Team Leader Travel Demand Management Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Maryhill Avenue
Proposed Kea Crossing
For Community Board Approval

Attachment A
Designed by: GG Approved by: MK

Original Plan Size: A4
ISSUE.1 30/06/2022
TG142006 MJR

8. Rowley Avenue - Kea Crossing

Reference / Te Tohutoro: 22/435738

Report of / Te Pou
Matua:

Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz

General Manager /
Pouwhakarae:

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 installing a Kea Crossing and associated No Stopping restrictions on Rowley Avenue, outside the entrance to Te Kōmanawa Rowley School.
- 1.2 This report has been written in response to a request from the Principal of Te Kōmanawa Rowley School for Staff to consider options to improve the safety of students crossing Rowley Avenue before and after school.
- 1.3 The decision in this report is 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.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install a Kea Crossing and associated No Stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves the kerb alignments and road markings at the Rowley Avenue school crossing point as indicated in drawing TG142014 Issue 1, dated 13/07/2022 in Attachment A of the agenda report.
2. Approves, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of Te Kōmanawa Rowley School to appoint the appropriately trained persons to act as school patrols at the Rowley Avenue school crossing point as indicated in drawing TG142014 Issue 1, dated 18/07/2022 in Attachment A of the agenda report.
3. Approves under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the east side of Rowley Avenue commencing at its intersection with Herdman Street (measured from the prolongation of the southern kerb line on Herdman Street) and extending in a southerly direction for a distance of 36 metres.
 - b. That the stopping of vehicles be prohibited at all times on the west side of Rowley Avenue commencing at its intersection with Herdman Street (measured from the prolongation of the northern kerb line on Herdman Street) and extending in a southerly direction for a distance of 45 metres.

4. Approves under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of motor vehicles be restricted to a maximum period of three minutes between the times of 8:15am and 9:15am, and between 2:30pm and 3:30pm, Monday to Friday on the west side of Rowley Avenue commencing a point 45 metres south of its intersection with Herdman Street (measured from the prolongation of the northern kerb line on Herdman Street) and extending in a southerly direction for a distance of 20 metres.
5. Revoke any previous resolutions pertaining to traffic controls and parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic controls and parking or stopping restrictions described in recommendations 2, 3, and 4 above.
6. Approves that these resolutions take effect when the traffic control devices 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 Whakatau

- 3.1 Concerns have been raised by the Principal of Te Kōmanawa Rowley School regarding student safety when crossing Rowley Avenue before and after school.
- 3.2 Te Kōmanawa Rowley School has a high rate of students walking to school. Young children were often observed walking themselves and their younger siblings to school without adult supervision and having to cross Rowley Avenue by themselves.
- 3.3 The recommendations will reduce the risk of a crash by providing students with a supervised crossing point before and after school so they can safely cross Rowley Avenue.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains five on-street parking spaces on Rowley Avenue.
- 4.2 The disadvantages of this option include:
 - 4.2.1 Does not address the concerns raised about students safety at this location.

5. Detail Te Whakamahuki

- 5.1 Rowley Avenue is classified as a Local Road in Councils roading hierarchy and carries on average 1,300 vehicles per day.
- 5.2 The permanent speed limit on Rowley Avenue is currently 50 kilometres per hour. A school speed zone is being investigated for Te Kōmanawa Rowley School and will be proposed at 30 kilometres per hour.
- 5.3 A new subdivision off Hendersons Road and the proposed Waka Kotahi SH75 Halswell Road upgrades are likely to change traffic patterns in the wider area. The new subdivision will also likely increase the school role.
- 5.4 The proposed scheme includes extending the kerb build outs to narrow the required crossing distance to 9 metres. The proposal will reduce the available kerbside parking provision on Rowley Avenue by around five spaces. Three of these spaces are along the school frontage in the existing P3 area.

- 5.5 The proposed plans include closing the existing pedestrian crossing point and reinstating the kerb and grass. This is to encourage students to use the Kea Crossing and avoid confusion for motorists.

Community Views and Preferences

- 5.6 Consultation was held from Thursday 12 May to Friday 30 May 2022. A total of seven consultation letters were posted to affected property owners and residents. Staff received no responses to the consultation.
- 5.7 The School Principal and the Board of Trustees for Te Kōmanawa Rowley School support the recommendations and agree to the establishment and operation of the Kea Crossing.
- 5.8 The New Zealand Police Education Team is satisfied with the site and have agreed to train the students to operate it.
- 5.9 The decision affects the following wards/Community Board areas:
- 5.9.1 Waihoru Spreydon-Cashmere Community Board.
 - 5.9.2 Spreydon Ward.

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

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with 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 The proposal does not have any significant impact upon carbon emissions and climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The proposal is expected to improve accessibility by providing a supervised crossing point for students crossing Rowley Avenue before and after school.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - Approximately \$70,000 for the installation of the Kea Crossing, plus \$1000 for the preparation of this report.

- 7.2 Maintenance/Ongoing costs - Approximately \$200 per annum for line marking renewal.
- 7.3 Funding Source – Traffic Operation Team Minor Road Safety 2023 Budget.

Other / He mea anō

- 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 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 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 There are no identified risks associated with the recommendations in this report.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A  	Rowley Avenue Kea Crossing	24

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

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

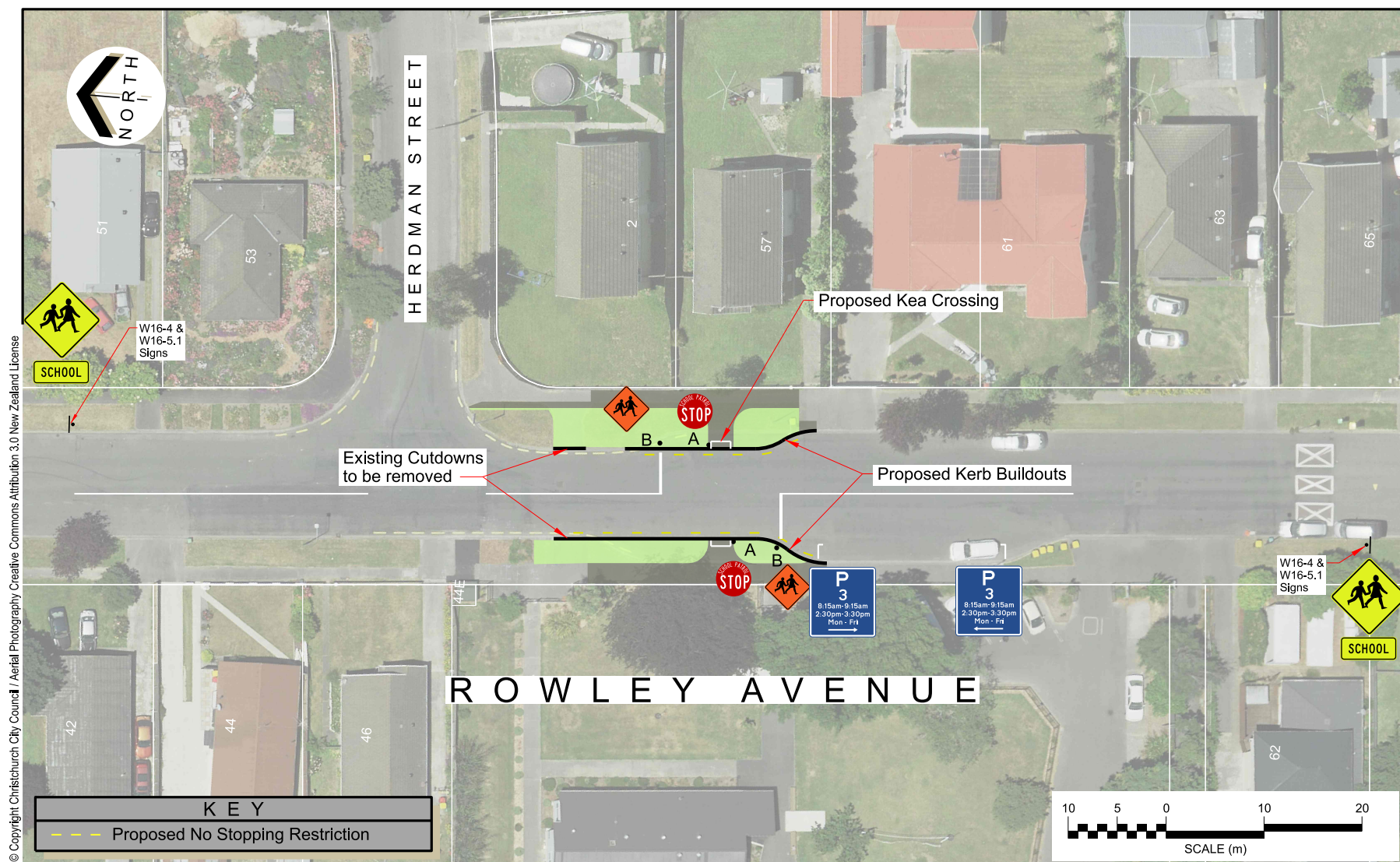
(a) This report contains:

- (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	Georgia Greene - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Rowley Ave
Proposed Kea Crossing
For Community Board Approval

Attachment A
Designed by: GG Approved by: MK

Original Plan Size: A4
ISSUE.1 18/07/2022
TG142014 VMI

9. Centaurus Rd / Wilsons Rd / Albert Tce Roundabout Safety Improvements

Reference / Te Tohutoro: 22/838226

Report of / Te Pou
Matua: Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz
Samantha Sharland, Engagement Advisor,
samantha.sharland@ccc.govt.nz

General Manager /
Pouwhakarae: 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 approve a proposal for safety improvements at the Centaurus Road / Wilsons Road / Albert Terrace roundabout.
- 1.2 This report has been written in response to concerns raised by the St Martins School community and members of the wider public about pedestrian and cycle safety at the roundabout.
- 1.3 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 recommend decision.
- 1.4 The recommended option is to construct pedestrian crossing points, install new road markings and speed humps on the major road approaches in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves the design for the approaches to the Centaurus Road / Wilsons Road / Albert Terrace roundabout as shown on Attachment A (Centaurus Road / Wilsons Road / Albert Terrace Safety Improvements, TG140775, 19/07/2022), including pedestrian crossing points, speed humps and amendments to the existing crossing point on Centaurus Road (west).
2. Approves the removal of one tree on the southern side of Centaurus Road outside the commercial property (238 Centaurus Road), as shown on Attachment A (Centaurus Road / Wilsons Road / Albert Terrace Safety Improvements, TG140775, 19/07/2022).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The main focus of the proposal is to:
 - 3.1.1 Reduce the speeds that drivers are approaching and travelling through the intersection. The higher vehicle speeds through the roundabout are largely due to the lack of deflection and wide approach lanes;
 - 3.1.2 Improve the safety of pedestrians crossing at the roundabout, and those walking past the wide access across the Mobil Service Station on Albert Terrace; and
 - 3.1.3 Improve cycle safety; this is a popular route for both commuter and recreational cyclists.

- 3.2 The proposal includes speed humps on the major road approaches and complementary line marking to improve delineation and visually narrow down the approaches to assist with managing speeds.
- 3.3 There is an existing pedestrian crossing point on the western (Centaurus Road) approach to this roundabout, however no formalised crossing points on the north and east approaches. Surveys and on-site observations showed that there is a demand for crossing facilities in these locations as pedestrians are currently choosing to cross over the existing islands. The proposal will formalise these crossing points to make them accessible for pedestrians including those with prams, wheelchairs etc.
- 3.4 Line marking improvements are proposed on the footpath along the frontage of the Mobil service station on Albert Terrace to better define this space for pedestrians and alert drivers to the likely presence of pedestrians in this location. Speed bumps are also proposed to reduce the speeds of vehicles exiting/entering the Mobil station.
- 3.5 A dis-used Kea crossing is located on Wilsons Road to the north of the roundabout. The Kea crossing is proposed to be dis-established as part of this proposal however the buildouts will be retained. In response to consultation feedback, tactile pavers will be installed in this location.
- 3.6 The proposal includes the removal of one tree on the southeast corner to maintain visibility to the pedestrian crossing point. Two new replacement trees will be planted in accordance with Council's Tree Policy. The proposed locations for the new trees are indicated on Attachment A, however these are subject to checking of service locations which will be confirmed during the detailed design stage. The detailed tree assessment is included as Attachment B to this report.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Do Nothing,
 - 4.1.1 The 'do nothing' option is not recommended due to the factors described in Section 3 above.
- 4.2 Improve the existing crossing point on Centaurus Road (west) only,
 - 4.2.1 Through the course of this investigation various iterations of the proposal were developed. Pedestrian crossing points were not originally proposed on the east and north approaches.
 - 4.2.2 These initial options were not progressed further as early engagement and further assessment indicated that there is a clear demand for pedestrian crossing points on the east and north approaches.

5. Detail Te Whakamahuki

- 5.1 Members of the local community including St Martins School staff, parents and students have raised safety concerns about the Centaurus Road / Wilsons Road / Albert Terrace roundabout. These have come through various channels including the Council Hybris customer service system, presentations to the Community Board and through surveys undertaken as part of the School Travel Plan process.
- 5.2 The school currently operates two Kea crossings in this area; one on Centaurus Road to the west of the roundabout and one on Albert Terrace outside the School. These are well used both before and after school.
- 5.3 A search of the Waka Kotahi NZ Transport Agency Crash Analysis System identified six reported crashes at this intersection over the last five years. One crash resulted in serious

injury, two in minor injury and three were non injury crashes. All three injury crashes involved drivers not giving way to cyclists when entering the roundabout.

- 5.4 Both Centaurus Road and Wilsons Road are classified as Minor Arterial Roads in the Christchurch City Council District Plan. These roads carry a high volume of through traffic due to their movement function.
- 5.5 The Number 17 Bryndwr / Huntsbury Bus travels through the roundabout between Wilsons Road and Centaurus Road west.
- 5.6 The decision affects the following wards/Community Board areas:
 - 5.6.1 Cashmere Ward
 - 5.6.2 Waihoru Spreydon Cashmere Community Board

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Consultation started on 13 May and ran until 3 June 2022. An email was sent to 16 key stakeholders, including St Martins School, emergency services, Environment Canterbury (bus route through the area) and cycle advocacy groups.
- 6.2 Consultation documents were delivered to 77 properties, including affected businesses, on 13 May 2022.
- 6.3 St Martins School shared the consultation through their school newsletter.

Summary of Submissions Ngā Tāpaetanga

- 6.4 We received 52 submissions from - 48 residents and the Disabled Persons Assembly NZ, Environment Canterbury, Fava Café and Spokes. All submissions are provided on [our Have Your Say page](#).
- 6.5 23 submissions (44%) gave the following reasons for supporting the plan:
 - The new speed humps will slow vehicle speeds
 - The new crossing points will make it safer to cross
 - The new paint on the footpath will help guide school kids safely
- 6.6 Key issues raised by submitters were

Issue raised by submitter(s)	Staff response
Want speed limits lower in the area (12, 23%)	This area is being be considered as part of a programme being developed for Slow Speed Neighbourhoods throughout the City. Further work is underway to review speed limits around schools in response to recent legislation changes which allow 30km/h speed limits to be set around urban schools.
Make the pedestrian crossings clearer (9, 17%)	The crossing points will have kerb cut-downs and extend through the central islands on the three major road approaches. All will have tactile pavers and pedestrian hand rails.
Install Zebra crossings (9, 17%)	A driver's primary focus in this location, is most likely to be on navigating the roundabout, not necessarily on

	<p>pedestrians crossing as they immediately exit the roundabout.</p> <p>In locations like this, zebra crossings would only be considered if installed on raised table platforms to increase their prominence and significantly reduce vehicle speeds. This treatment is outside of the scope and available budget for this project.</p>
Traffic lights should be installed near the roundabout (6, 12%)	Traffic signals are outside of the scope and available budget for this project.
Please explain why you have not put in full pedestrian crossings with diamonds on the road. What is the legal status of these crossing points and motorists understand them with respect to giving priority to pedestrians?	<p>The proposed crossing points are not intended to give priority to pedestrians. The responsibility is on pedestrians to find a safe gap in traffic to cross safely. The central islands allow pedestrians to cross one lane of traffic at a time. The speed humps are also intended to improve safety for pedestrians and all road users by reducing speeds through the roundabout. Also see zebra crossing staff response above.</p>
The central Islands are fairly narrow and do not seem wide enough for a pram or mobility scooter to wait at the island without protruding into the carriageway. Consider widening the islands or at least allowing for this to happen at a future date.	<p>The minimum depth for pedestrian crossing points through central islands is 1.8 metres. All the proposed crossing points meet or slightly exceed this requirement. The width of the available waiting areas in the central islands have been maximised within the constraints of the site. These areas provide space for pedestrians to wait and give them space to slightly angle a bike/pram/mobility scooter if necessary so they do not protrude into the traffic lane.</p> <p>The islands are not proposed to be rebuilt as part of this project, however the work proposed does not restrict this from happening in future.</p>
If the cycle lane could be extended to past #251 and #253 Centaurus Road I would feel a lot safer.	<p>Extending the cycle lanes further down Centaurus Road is not being considered as part of the project. This section of Centaurus Road is identified as a route for future cycle improvements, however there is no budget currently allocated for this.</p>
Want to see cycle lanes installed at the roundabout (4, 8%)	<p>Best practise in New Zealand is for cycle lanes to stop around 30 metres in advance of the limit lines at roundabouts. This allows cyclists time to transition into the general traffic lane or 'take the lane' in advance of the roundabout.</p> <p>Continuing cycle lanes through roundabouts forces cyclists to the left of vehicles and may result in conflicts between cyclists and vehicles entering/exiting the roundabout.</p>

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

7.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

7.1.1 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

7.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 7.4 The effects on Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.5 The proposal includes new infrastructure for pedestrians and overall safety improvement to support walking and cycling in this area.
- 7.6 Two new trees will be planted to replace the one tree being removed.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.7 One of the main reasons for this proposal is to improve safety for pedestrians at this intersection. Currently pedestrians are required to walk over the central islands if they want to cross on the east or north approaches.
- 7.8 The new crossing points extending through these central islands will be flush with the road surface and have kerb cut downs on each side of the road, making them accessible for all pedestrians, including those with restricted mobility. There will be space in the central islands for pedestrian to wait so they can cross one lane of traffic at a time. Tactile pavers will be installed to assist visually impaired pedestrians.
- 7.9 The overall reduction in speeds is intended to improve safety for all road users, including pedestrians and cyclists.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 8.1 Cost to Implement – approximately \$110K for construction, including traffic management and materials.
- 8.2 Maintenance/Ongoing costs - To be covered under the area maintenance contract, the effects will be minimal to the overall asset.
- 8.3 Funding Source – Traffic Operations 'School Safety' budget.

Other / He mea anō

- 8.4 None identified.

9. Legal Implications Ngā Hīraunga ā-Ture

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

- 9.1 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 resolutions of stopping restrictions and traffic control devices.

- 9.2 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

- 9.3 There is no legal context, issue or implication relevant to this decision.
- 9.4 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 by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 7.1-7.2.

10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 None identified.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Site Plan - Centaurus Rd-Wilsons Rd-Albert Tce Safety Improvements	31
B 	Tree Assessment - Centaurus Rd-Wilsons Rd-Albert Tce	32

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

Document Name	Location / File Link

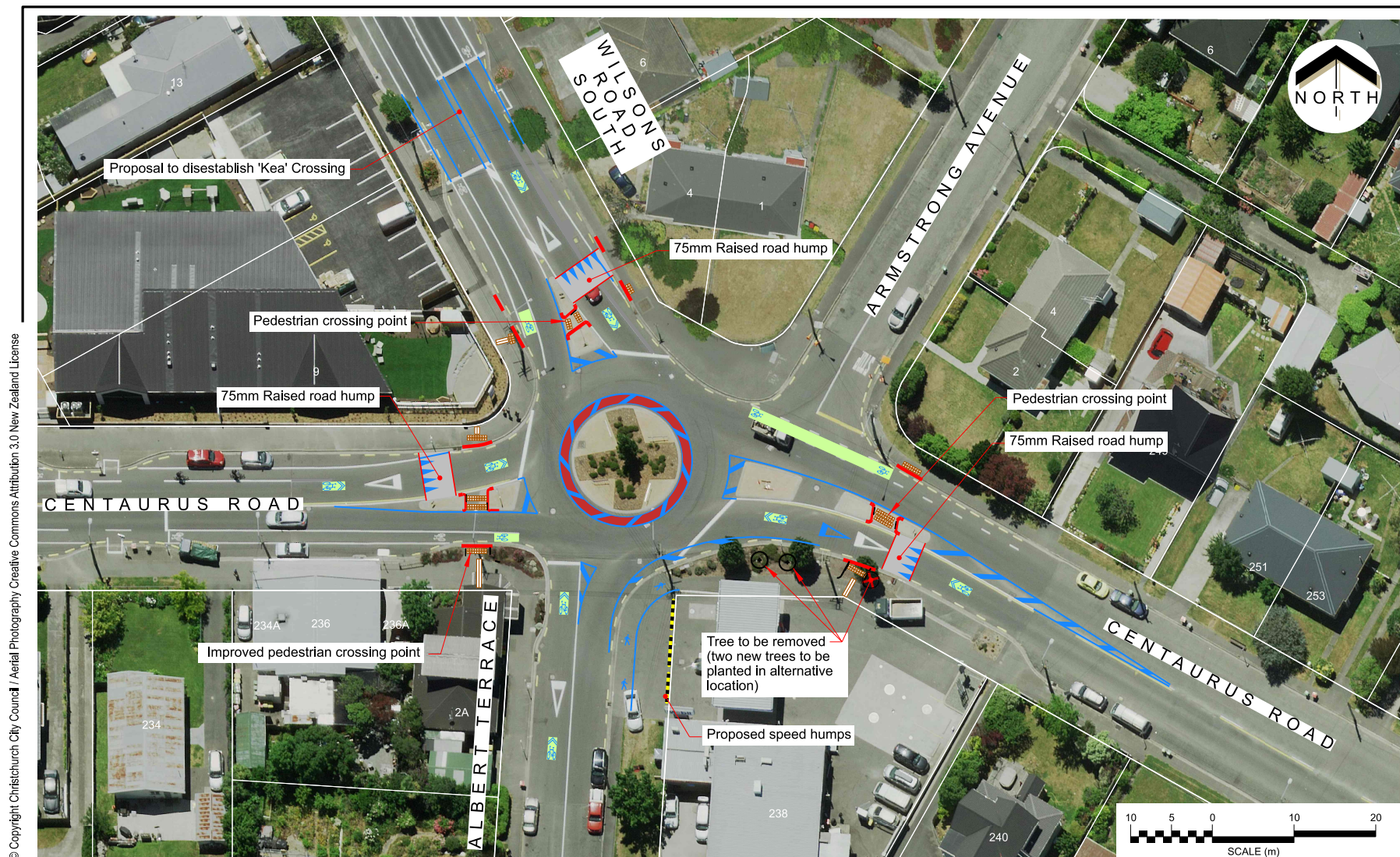
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

Authors	Toni Dakers - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Centaurus Rd - Wilsons Rd South - Albert Terrace
Safety Improvements
For Board Approval

Designed by. TD - Approved by. GD

Original Plan Size: A4

ISSUE.1 19/07/2022
TG140775 MJR



Wilsons/Centaurus (Safety Improvements) Tree Assessment

This tree assessment provides information relating to the planned road safety improvements at the Centaurus Road – Wilsons Road South – Albert Terrace intersection. The works will require the removal of one street tree and minor alterations to roadside landscape beds.

Tree to be Removed

The tree to be removed is one of three existing trees located outside the Mobil service station at 238 Centaurus Road, St Martins.

Tree ID 30516

Species: Thracian Apple (*Malus trilobata*)

Height: 5.5m; Canopy: 2.5m; DBH: 0.2m

Condition: Fair

The tree was assessed as being in fair condition due to areas of dieback within the lower and mid canopy, affecting approx. 20% of the canopy overall. No significant structural defects were identified.

It is possible that the tree is exhibiting progressive decline. However, it was not assessed as being in poor condition.



Figure 1: site and tree to be removed

As the tree is not in poor or very poor condition, its removal will require approval under Community Board delegations, as outlined in the Delegations Register Part D – Sub Part 1 Community Boards.

Tree Policy 1.9 requires that for every tree removed a minimum of two new trees are to be planted with the projected canopy cover replacing that which is lost within 20 years. Potential locations for two replacement trees have been identified between the two remaining trees outside the same address. Further site investigations will be required to confirm underground service locations, and the viability of the proposed replacement tree locations.

Trees and vegetation to be retained are expected to be protected during the works through compliance with the District Plan rules, the CCC Tree Policy tree protection requirements, and the Contract Standard Specifications (CSS) Part 1, 22.0 protection of natural assets and habitats.

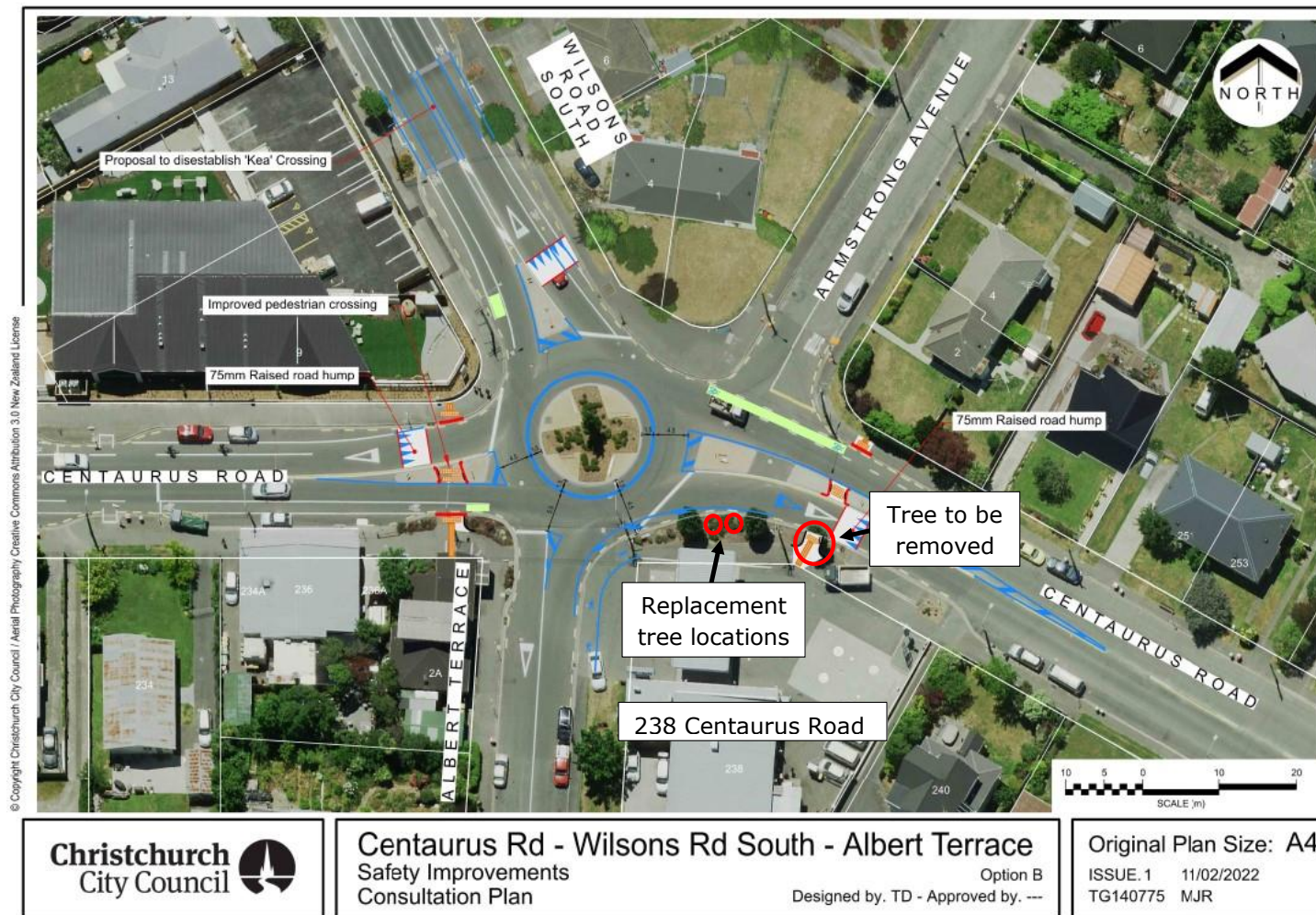
Due to the subject tree being less than 6.0m in height and project related earthworks being more than 5.0m from remaining trees, the proposed tree removal and works are not expected to require a resource consent or arborist supervision as per the District Plan tree protection rules (outlined in Chapter 9.4).

Based upon the proposed design (Option B below) construction works will not occur within the protection zone of remaining trees within the road corridor or on adjacent properties. Therefore, further arboricultural investigations are not expected to be required during detailed design and construction, and a tree protection management plan (TPMP) is not expected to be required. However, changes to the proposed design may result in tree protection requirements being applicable.

Laurie Gordon
Arboricultural Advisor

WILSONS-CENTAURUS (ROAD SAFETY IMPROVEMENTS) TREE ASSESSMENT

Site Plan



10. Waihoru Spreydon-Cashmere 2022-23 Discretionary Response Fund - Board Projects

Reference / Te Tohutoro: 22/941226

Report of / Te Pou Matua: Jay Sepie, Community Development Advisor jay.sepie@ccc.govt.nz,
Heather Davies, Community Development Advisor
heather.davies@ccc.govt.nz, Watene Hema, Community Recreation
Advisor Watene.hema@cc.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 allocations of funding for Community Board Projects from its 2022-23 Discretionary Response Fund.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
<enter number>	Waihoru Spreydon-Cashmere Community Board	Youth Development Fund 2022-23	\$3,000	\$3,000
	Waihoru Spreydon-Cashmere Community Board	Off The Ground Fund 2022-23	\$3,000	\$3,000
	Waihoru Spreydon-Cashmere Community Board	Summer With Your Neighbours 2022-23	\$3,500	\$3,500
	Waihoru Spreydon-Cashmere Community Board	Community Events 2022-23	\$8,500	\$8,500
	Waihoru Spreydon-Cashmere Community Board	Communicating with the Community 2022-23	\$3,000	\$3,000

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

- Allocates \$3,000 from its 2022-23 Discretionary Response Fund to establish the Waihoru Spreydon-Cashmere 2022-23 Youth Development Fund.
- Allocates \$3,000 from its 2022-23 Discretionary Response Fund to establish the Waihoru Spreydon-Cashmere 2022-23 Off The Ground Fund.
- Allocates \$3,500 from its 2022-23 Discretionary Response Fund towards costs of the 2022-23 Summer With Your Neighbours project.
- Allocates \$8,500 from its 2022 Discretionary Response Fund towards the costs of the 2022-23 Community Events project.

5. Allocates \$3,000 from its 2022-23 Discretionary Response Fund towards the costs of 2022-23 Communicating with the Community activities.

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 Resilient Communities. It will provide outcomes aligned with the four pillars of Te Haumako; Te Whitingia Strengthening Communities Together: People, Place, Participation, and Preparedness.

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 2022-23 Discretionary Response Fund is yet to be decided. The total budget stated below of \$22,121 is provisional, subject to Strengthening Communities Fund decisions to be made by the Community Board 2 August 2022. The amount does not include any carry-forward from the 2021-22 year as this figure is still being finalised.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$22,121	\$0	\$22,121	\$1,621

- 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  	Waihoru Spreydon-Cashmere Community Board Projects 2022-23 Decision Matrix	38

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	Jay Sepie - Community Development Advisor
Approved By	Matthew McLintock - Manager Community Governance Team

2022/23 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.

00064700	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Spreydon-Cashmere Community Board	Summer with Your Neighbours 2022/23 Summer with your Neighbours (previously known as Neighbourhood Week) is celebrated annually. Individuals and community groups hold a variety of small neighbourhood events within their area. The project is advertised and implemented citywide.	\$ 3,500 Requested \$ 3,500 (100% requested)		\$ 3,500 That the Waihoru Spreydon-Cashmere Community Board approves an allocation of \$3,500 from it's 2022/23 Discretionary Response Fund towards the Summer with Your Neighbours project 2022/23.	2

Organisation Details Service Base: 60 Colombo St Legal Status: Community Board Established: Target Groups: Community Development Annual Volunteer Hours: Participants:	Staff Assessment The Community Governance Team staff have the capacity to deliver this project on behalf of the Community Board for the year 2022-23. 'Summer with your Neighbours' is an opportunity for individuals and community groups to hold a variety of small neighbourhood events in their area. People can apply for a contribution towards their events. The application period was open from 15 July to 12 August 2022, with decisions on the applications to be made by the Community Board in September. Events have to take place between the 22 October 2022 and 31 March 2023. The payment of the grant is made after the event has taken place, when receipts are presented for items that had been approved by the Community Board in September. 'Summer With Your Neighbours' helps to contribute to safer, friendlier communities. It supports the process of individuals and households connecting with others in the neighbourhood so that they feel they are a part of something that is familiar and a source of assistance in time of need. The event is also a source of fun and enjoyment, which contributes to individual and community wellbeing. Last year \$3,535 was granted to 49 applicants. Of these 22 claimed reimbursement, staff were notified that 6 events were cancelled due to COVID and that 2 others chose not to claim reimbursement. It is probable that the remaining 19 did not take place due to COVID.
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Alignment with Council Strategies

CCC Funding History

2022/23 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

One
Two
Three
Four

Meets all eligibility criteria and contributes **significantly** to Funding Outcomes and Priorities. Highly recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.

Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00064679	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Spreydon-Cashmere Community Board	Off The Ground Fund 2022/23 The Off the Ground Fund supplies timely access to small grants for voluntary and community projects, especially those that celebrate a community milestone or event of local cooperation and active connection.	\$ 3,000 Requested \$ 3,000 (100% requested)	Small grants - \$3,000	\$ 3,000 That the Waihoru Spreydon-Cashmere Community Board approves an allocation of \$3,000 from its 2022/23 Discretionary Response Fund towards the Spreydon-Cashmere Off The Ground Fund 2022/23.	2

Organisation Details Service Base: 60 Colombo St Legal Status: Community Board Established: Target Groups: Community Development Annual Volunteer Hours: Participants: 150 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Together Enabling active and connected communities to own their future CCC Funding History 2021/22 - \$3,000 (OTGF) DRF SC 2020/21 - \$1,500 (supplement OTGF) DRF SC 2020/21 - \$2,500 (OTGF) DRF SC 2019/20 - \$2,000 (OTGF) DRF SC	Other Sources of Funding Nil Staff Assessment The Off the Ground Fund project was originally initiated by the Spreydon-Heathcote Community Board in 2013 to provide fast access to small grants for community groups and members to undertake voluntary activities contributing to earthquake recovery. Over subsequent years the project has been adapted to cater to voluntary projects whereby community groups mobilise local people in ways that address local needs and opportunities as well as building and strengthening social connections. The criteria for the fund is that the project must benefit people living in the Spreydon-Cashmere Board area; only one grant to be available for any one community project within a 12 month period; and funding may be granted up to a maximum of \$300. Applications are received and administered by Community Governance staff, who assess applications and provide a brief summary or copy of the application to all Board members. Board members indicate their support or otherwise for the application, and the approval is delegated to the Board Chairperson. Funds are paid to the applicant on the production of receipts, as reimbursement after approval has been received. If it is more appropriate for the payment to be made up front this can be discussed with staff. A schedule of grants from the Off The Ground Fund is provided to the Community Board at least monthly. Demand on this fund has dropped considerably over the past two years due to the restrictions and cautions experienced as a result to the COVID pandemic. The budget currently recommended would provide for ten successful applications to the fund for the \$300 maximum amount that can be granted. In a worst case scenario, the demand could halt or remain as low as in the 2021/22 period which has seen only two grants to a total expenditure of \$591.00. The recommendation therefore assumes there will be an improved appetite and increase in opportunities for local communities to take advantage of the fund.
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2022/23 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.

00064680	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Spreydon-Cashmere Community Board	Communicating with the Community 2022/2023 The Waihoru Spreydon-Cashmere Community Board will undertake engagement activities to communicate with community stakeholders utilising a range of methods in order to explore, inform, and share planning and decision-making opportunities.	\$ 3,000 Requested \$ 3,000 (100% requested)	Communication and engagement costs - \$3,000	\$ 3,000 That the Spreydon-Cashmere Community Board approves an allocation of \$3,000 from its 2022/23 Discretionary Response Fund towards the Communicating with the Community 2022/23 project.	2

Organisation Details Service Base: 66 Colombo St Legal Status: Community Board Established: Target Groups: General community, neighbourhood and interest groups Annual Volunteer Hours: Participants: 50,000 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Together - Te Mahi: Participation Enabling active and connected communities to own their future CCC Funding History 2021/22 - \$4,000 (communication and engagement costs) DRF SC 2020/21 - \$1,100 (costs supplement) DRF SC 2020/21 - \$1,500 (engagement costs) DRF SC 2019/20 - \$1,500 (engagement costs) DRF SC	Other Sources of Funding Nil Staff Assessment The Waihoru Spreydon-Cashmere Community Board area is home to multiple geographic and interest-based citizen groups. The Board commits to engagement with an equitable mix of resident group, community group, and local citizen engagements to assist planning and decision making. A range of engagement methods will be used to communicate with various local resident, business, and community groups to raise awareness and participation in democracy processes. In recent years the Community Board has undertaken a range of bespoke and extended engagement activities such as off-site community board meetings in community and school venues, participation in ANZAC Day commemorations, regular information exchange meetings with local school principals, update meetings with Members of Parliament, and the provision of an end of year function for partners and stakeholders. The Board has also previously pro-actively engaged locally about the Long Term Plan and Annual Plans, and the Community Board Plan, as well as about Ward specific issues such traffic management, parks maintenance, climate change, and the local representation review. Engagements are aimed at providing residents with information and an opportunity to provide feedback that can inform Community Board decisions and recommendations to other decision-makers. The Communicating with the Community project budget covers the costs of local communication, engagements and meetings undertaken by the Community Board. Board Plans have committed to engagement with a wide range of residents' groups, community groups, and residents in order to determine planning and decision-making priorities. Although project budgets have not been fully expended in recent years due to COVID 19 lockdowns and the implementation of red and orange frameworks restrictions, the recommended amount anticipates the possibility of more meeting based interaction opportunities ahead. The budget will also contribute to Community Board local communication and community meetings for planning phases after the 2022 local authority elections and the establishment of the Spreydon-Cashmere-Heathcote Ward.
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2022/23 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

One
Two
Three
Four

Meets all eligibility criteria and contributes **significantly** to Funding Outcomes and Priorities. Highly recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.

Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00064694	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Spreydon-Cashmere Community Board	Youth Development Fund 2022 - 2023 The Waihoru Spreydon-Cashmere Youth Development Scheme provides a fund to support the further development of young people who show effort, achievement, and excellence through sport, cultural, leadership, career, and extra-curricular learning activities, often involving regional, national, or international representation.	\$ 4,000 Requested \$ 4,000 (100% requested)	YDF Grant - \$4,000	\$ 4,000 That the Waihoru Spreydon-Cashmere Community Board approves an allocation of \$4,000 from its 2022/23 Discretionary Response Fund towards the Communicating with the Community project.	2

Organisation Details Service Base: 60 Colombo St Legal Status: Community Board Target Groups: Community Development Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Youth and Children policies Resilient Communities CCC Funding History 2021/22 - \$4,000 (YDF) 2020/21 - \$7,000 (YDAF) 2019/20 - \$7,000 (YDAF)	Staff Assessment The Youth Development Scheme provides financial assistance to school year 7 to 25 year olds to support personal development and growth and for representation at events. The fund is to acknowledge young people's effort, achievement or excellence in the community by providing financial assistance of up to \$500 for developmental and participatory activities. Achievement includes personal development and growth in the areas of sport, culture, leadership, and non-curricula education, as well as selection to regional, national, and international levels of competition or representation. Applicants complete an application form requesting financial assistance in personal development and growth, and for representation at events. Only individuals may apply. Each application is assessed and presented to the Community Board by Community Governance staff. Despite travel and event disruptions caused by COVID-19, eight applications were successfully submitted between August and December 2020, resulting in grants that mainly range between \$200 and \$250. Up to \$500 can be awarded when international travel is involved. COVID-19 reduced uptake 2021/22 in particular international travel. An increase in applications as COVID restriction eased was noticed. There was a \$900 underspend, but as restrictions are lifted, there is an expected increase in applications to the YDF. In 2021/22 the board approved changes to the scheme, firstly changing the name from Youth Achievement & Development Fund, to Youth Development Fund to recognise achievement reached despite challenges and barriers, or socio-economic factors. Alongside this, the board agreed to delegate the approval of grants from the Spreydon-Cashmere Youth Development Fund to the Community Governance Manager. The applications will be discussed with the board via email or briefing, in which a delegated decision will be made.
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2022/23 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.

00064696	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Spreydon-Cashmere Community Board	Community Events 2022 - 2023 This project is for two community events in the Spreydon-Cashmere area to celebrate local communities and cultures and to utilise the local recreational assets and strengths of community organisations. The events are Hoon Hay Fiesta and Hoon Hay Hoops 2022	\$ 8,500 Requested \$ 8,500 (100% requested)		\$ 8,500 That the Waihoru Spreydon-Cashmere Community Board approves an allocation of \$8,500 from its 2022/23 Discretionary Response Fund towards the Community Events project.	2

Organisation Details Service Base: 60 Colombo St Legal Status: Community Board Target Groups: Community Development Alignment with Council Strategies <ul style="list-style-type: none"> Events Strategy Strengthening Communities Together Strategy Physical Recreation and Sport Strategy Children and Youth Strategies Arts Policy and Strategy CCC Funding History 2021/22 - \$8,500 (Community Events) Not used 2020/21 - \$8,500 (Community Events) DRF 2019/20 - \$8,500 (Community Events) DRF	Other Sources of Funding Staff Assessment Hoon Hay Fiesta The Hoon Hay Fiesta brings diverse community groups together to celebrate the local community, showcase their talents, raise awareness, strengthen community relations hips, and provide opportunities for youth performances and participation in entertainment activities. The Hoon Hay Fiesta continues to grow in participation and audience numbers, and the committee aims to further increase participation from local schools. The event is coordinated by a local planning committee, with Community Governance staff support. The Hoon Hay Fiesta 2020 was led by the community attracting approximately 3,000 participants in 2020, and was partnered with the opening of the Pacific Series which drew in approximately 10,000 people over the three day tournament. Unfortunately the Hoon Hay Fiesta was cancelled in 2021 due to COVID. Hoon Hay Hoops The Hoon Hay Hoops competition was developed in line with local preference, replacing a previous annual Skate Jam event in 2016. By the second year, the event attracted over 30 teams taking part in two age groups, and the event has been replicated in other community board areas. The planning committee is made up of local young people who have attended a Get Set Go workshop. Hoon Hay Hoops 2020 was cancelled due to weather and was also cancelled in 2021 due to COVID.
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11. Waihoru Spreydon-Cashmere Community Board Area Report - August 2022

Reference Te Tohutoro:	21/1756834
Report of Te Pou Matua:	Matthew McLintock, Manager Community Governance Team, matthew.mclintock@ccc.govt.nz Marie Byrne, Acting Community Board Adviser, marie.byrne@ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, General Manager Customer and Community, mary.richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu


That the Waihoru Spreydon-Cashmere Community Board:

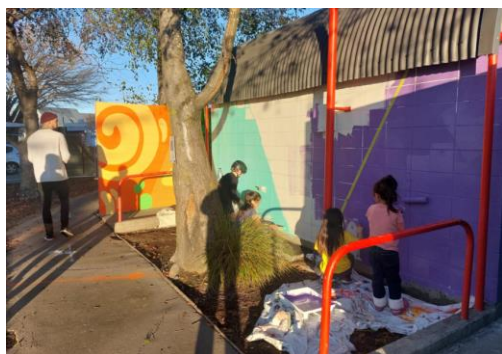
1. Receive the Waihoru Spreydon-Cashmere Community Board Area Report for August 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Service and Youth Service Awards	The Community Service and Youth Service Awards 2022 function is being held on Wednesday 17 August 2022 following the Waihoru Spreydon-Cashmere Board meeting with a morning tea in the Board room.	August 2022	Te Haumoko Te Whitingia Strengthening Communities Together Strategy
Ōpāwaho Heathcote River Network AGM	The Ōpāwaho Heathcote River Network Annual General Meeting was held on 28 June at the South Library, attended by close to 50 supporters and members. Officer positions were re-elected, the chair reported on the strategic plan and progress, and guest speaker Marie Gray from the Summit Road Society presented on Avoca Valley restoration.	Completed	Healthy Environment Enabling active and connected communities to own their Future.

			
Somerset Reserve Mural	<p>Somerset Reserve Mural – Te Kura Taumatua Addington School.</p> <p>After a public forum from Te Kura Taumatua Addington School to the Waihoru Spreydon-Cashmere Community Board, local staff worked with the school community through the council permissions, compliance, and health safety processes, along with resourcing support to add murals to the public toilet block at Somerset Reserve.</p> <p>The design and painting of facility were completed by an artist working with the students, which has increased their sense of ownership of and belonging to the reserve near their school, and improved attractiveness of the reserve located in the Selwyn St shopping area.</p>	August 2022	Te Haumoko Te Whitingia Strengthening Communities Together Strategy Enabling active and connected communities to own their Future.



3.2 Community Funding Summary

3.2.1 2022/23 Strengthening Communities Fund

At the Waihoru Spreydon-Cashmere Community Board meeting on 2 August 2022, the Board made decisions on applications to their 2022/23 Strengthening Communities Fund. At this meeting the Board's 2022/23 Discretionary Response Fund was also established. This funds is now open for applications.

3.2.2 The establishment of the Board's 2022/23 Off the Ground Fund and the 2022/23 Youth Development Fund is being considered in a separate report in this meeting.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan *[for items not included in the above table but are included in Community Board Plan]*

- Hoon Hay Community Association have completed the plan for the Hoon Hay Community Centre and has been accepted by the Facilities Team.

3.3.2 **Council Engagement and Consultation.**

- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.
- A webinar was arranged for residents along the Opawaho-Heathcote River corridor on flood mitigation measures. This webinar was arranged in response to a briefing presented to the combined Waihoru Spreydon-Heathcote and Waihora Linwood-Central-Heathcote Community Boards.
- The South Library and Service Centre user survey closed on Monday 25 July 2022.

3.4 **Governance Advice**

3.4.1 **Public Forum** – The Board received public forum presentations at its 12 July 2022 meeting on the following topics:

- Vicki Rowe and local school children spoke regarding an upgrade in soccer goalposts for Gainsborough Reserve, particularly by adding a net to the goal. This is considered to be a safety issue as balls kicked into the goal end up on the road
- Graham Robinson and Gareth Wright from the Addington Neighbourhood Association presented seeking a reduction of the speed limit in Addington to 30 kilometres per hour. The presenters noted that within the wider Addington area there are four different speed limits ranging from 30 kilometres to hour, through to 60 kilometres per hour.

3.4.2 **Deputations** – The Board received deputation presentations at its 12 July 2022 meeting on the following topics:

- Helen Tait, resident regarding her correspondence item.

3.4.3 **Correspondence** – The Board received correspondence at its 12 July 2022 meeting on the following topics:

- Helen Tait, resident, provided correspondence on the condition of Latter's Spur Track and the absence of track signage.

3.4.4 **Briefings** – The Board received briefings in June and July 2022 about the following matters;

- Christchurch Transport Plan
- Orion: Bromley to Milton Cable Project
- Lower Cashmere and Hoon Hay Speed Review
- Sunday Farmers Market on Esplanade
- Community Governance Team Updates

3.4.5 **Board Requests** – The Board made the following request during Elected Members' Information Exchange at its 28 June and 12 July 2022 meetings

- **Lower Ōpāwaho Heathcote River Guidance Plan** - The Board requested advice on the process that culminated in the Lower Ōpāwaho Heathcote River

Guidance Plan and whether a similar plan could be developed for the upper Ōpāwaho-Heathcote River.

- **Cycle safety on road bends** - The Board requested advice on the feasibility of installing flexiposts, particularly on road bends to assist in providing cyclist and motor vehicle separation, and how these could be used in conjunction with slower speeds to improve safety.
- **Parking on riverside verges** - The Board requested that staff investigate options to prevent car parking on the Ōpāwaho Heathcote riverbank on Ashgrove Terrace in the vicinity of Karitane drive, including the possibility of bollards and/or no stopping lines.

4. Advice Provided to the Community Board

- 4.1 **Graffiti Snapshot** - For the Board's information, attached is a Graffiti Snapshot, an update on graffiti as of June 2022 (**refer Attachment A**).
- 4.2 **Ashgrove Terrace** - The Board requested information on options to manage parking on the verges on Ashgrove Terrace, particularly near the entrance to Cashmere High School. A memo response to parking on grass verges in Ashgrove Terrace was distributed. (**refer Attachment B**)
- 4.3 **Wychbury Street** - The Board requested information on possible traffic calming measures on Wychbury Street following correspondence presented to the Board on 7 December 2021. A memo response to request for traffic calming was distributed. (**refer Attachment C**)
- 4.4 **Dyers Pass Road** - The Board were sent information notifying of traffic management measures that will take place on Dyers Pass through to the end of the year to undertake safety improvement work.
- 4.5 **Bollard Installation** - Following a briefing on the Sunday Farmers Market on Esplanade Reserve land, a memo was sent informing of the upcoming installation of bollards and cables on the Heathcote Riverbank True Right South reserve. (**refer Attachment D**)
- 4.6 **Domain Terrace Cycleway** - The Board had requested advice on whether entranceways from driveways from the cycleway meet the Council's accessibility standards. Staff advised that pedestrian crossing points have been installed as safe and accessible crossing points rather than using driveways as crossing points.
- 4.7 **Domain Terrace Traffic Safety** - The Board requested staff advice on options to improve traffic safety on Domain Terrace. Staff advised that there are safety improvements proposed as part of the Lincoln Road Passenger Improvements Project. Lowering the speed limit may be possible through the interim Speed Management Plan which the Board will be briefed on.
- 4.8 **Smartlea Street Bridge** - The Board had requested staff investigate options to improve access on the Smartlea Street Bridge. Minor amendments to improve the available width are being investigated from a structural and approval/consenting perspective.
- 4.9 **Community Parks Update** - Christchurch has seen record high rainfall during July, but that has not dampened the spirit of our frontline staff attending plantings where possible and working alongside community groups to achieve impressive results within the Waihoru Spreydon - Cashmere Community Board area.
 - 4.9.1 **Playground upgrades**
 - Cashmere View playground - Slide has been replaced
 - Buchan Playground - Whole playground has been renewed

- Remuera Reserve - Awaiting quote to place equipment order for a new carousel, swing set and double slide
- Holliss Reserve - Replacement slide has been installed

4.9.2 **Gardens** – This planting season we are renewing gardens at Barrington and Centennial Parks. 2000 daffodil bulbs have been planted at Sydenham Cemetery. Predominantly native species will be planted with selected exotic species where appropriate.

4.9.3 **Community Partnership Rangers**









- A Simeon Park Community Group helped organise two community planting events in Simeon Park on 3 July. 15 community members helped plant over 120 native trees and shrubs along the park boundary with in collaboration with Addington School. In a separate event, 800 daffodils were planted around the Simeon Park sign and along the road side. The community group is working on building momentum for further activation events in the park.



- Over 75 tamariki from Our Lady of Assumption School planted over 250 native trees along the water's edge in Centennial Park. This event was organised by Council's Waterways team and supported by the Community Partnership Ranger. The kura is kaitiaki for the 300 metre stretch along the Ōpāwaho Heathcote Awa.



Attachments Ngā Tāpirihanga

No.	Title	Page
A  	June 2022 Graffiti Snapshot	49
B  	Memo - Waihoru Spreydon-Cashmere Community Board - Ashgrove Terrace parking	51
C  	Memos Wychbury Street - Response to request for traffic calming 30 June 2022 Report	57
D  	Bollards to be installed on Heathcote Riverbank True Right South reserve 31 July 2022 Report	59

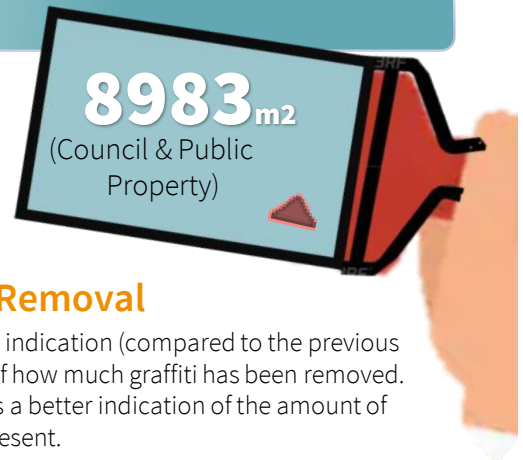
Signatories Ngā Kaiwaitohu

Authors	Matthew McLintock - Manager Community Governance Team Heather Davies - Community Development Advisor Watene Hema - Community Recreation Advisor Jay Sepie - Community Development Advisor Marie Byrne - Community Board Advisor
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

GRAFFITI SNAPSHOT

June 2022

Ward & Suburb Insights



Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same “tag” so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Banks Peninsula	31	-18%	38
Burwood	168	37%	123
Cashmere	32	10%	29
Central	802	15%	696
Coastal	223	-16%	264
Fendalton	48	-19%	59
Halswell	26	53%	17
Harewood	54	80%	30
Heathcote	230	0%	229
Hornby	32	19%	27
Innes	114	58%	72
Linwood	151	11%	136
Papanui	62	17%	53
Riccarton	42	-41%	71
Spreydon	109	68%	65
Waimairi	16	7%	15
Total	2,140	11%	1,924

Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

Ward	Cleaned Graffiti	
	Latest Month	Previous Month
Banks Peninsula	190	123
Burwood	356	118
Cashmere	31	16
Central	2,380	1,966
Coastal	954	981
Fendalton	569	79
Halswell	163	79
Harewood	634	72
Heathcote	1,052	563
Hornby	621	118
Innes	677	124
Linwood	687	1,202
Papanui	200	241
Riccarton	40	51
Spreydon	411	241
Waimairi	19	54
Total	8,983	6,026

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Worcester	87	200%	29
Colombo	59	247%	17
Ferry	47	213%	15
Gloucester	37	270%	10
New Brighton	32	33%	24
Madras	27	575%	4
Carlyle	24	140%	10
Cathedral	20	233%	6
Byron	15		
Cashel	14	56%	9
Ferry Road	14	56%	9

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Saddlers Drainage Reserve	592
Papanui	393
Northcote Road \ Greers Road	230
Cathedral	227
Armagh Street \ Manchester Street	200
Lismore Street \ Falsgrave Street	172
Addington Park	163
Colombo	153
Onawe	142
Queen Elizabeth II Park	137
Moorhouse Avenue \ Waltham Road	131
Sherborne	128
Carlyle	121

GRAFFITI SNAPSHOT

June 2022

Further Insights

Reporting Activity

Reporter Type	Total
Individual Volunteer	847
Non Volunteer	792
Friend Volunteer	273
Group Volunteer	231
Total	2,143

	This Month	Previous Month
# of reporters	340	354
Total Reports	2143	1961
Highest # of reports by an individual	376	209
Highest # of reports	Peter	
Voucher Winner	Graeme	

Most reported TAG

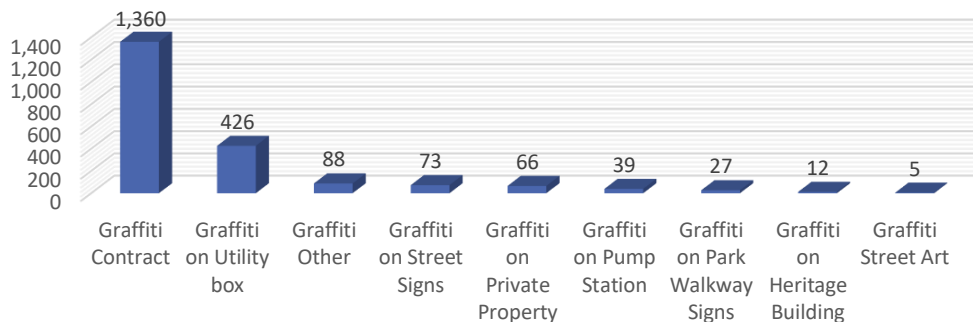
Locations and details of these TAGS are forward to the Police each month.

KP

KAEPE

ORGANZ

Reports by Asset Type



Murals



It's that time again!


We're excited to announce we've teamed up with Chorus for another round of the Chorus Cabinet Art Project.

This is a paid opportunity for artists to help beautify our city by painting telecommunications cabinets. There are ten cabinets to be painted in various locations around Christchurch.

To find out more & submit a design idea email us, graffitiprogramme@ccc.govt.nz

Christchurch
City Council

Memos

Christchurch
City Council 

Memo

Date: 27 June 2022
From: Toni Dakers, Traffic Engineer
To: Marie Byrne, Community Board Advisor
Cc:
Reference: 22/629481

Ashgrove Terrace - Parking on grass verge

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to the Waihoru / Spreydon Cashmere Community Boards request for options to manage parking on the verges on Ashgrove Terrace, particularly near the entrance to Cashmere High School.

2. Background

- 2.1 Cashmere High School's entrance off Ashgrove Terrace is located approximately midway between Fairview Street and Barrington Street. This is a popular access/egress for students travelling to and from school. Staff have met with staff from Cashmere High School independently of this assessment to discuss their wider safety concerns. Work is ongoing to address some of these concerns, specifically around cycle safety.
- 2.2 No-Stopping restrictions (broken yellow lines) are in place in isolated sections of Ashgrove Terrace, however drivers can still legally park to the left of these lines (ie. on the grass verge). This is a regular occurrence and is particularly evident during school times where parking is highly concentrated around the school entrance and pedestrian footbridges.
- 2.3 The sealed width of this section of Ashgrove Terrace varies from around 8.2 metres opposite the westernmost pedestrian footbridge, to 10.5 metres towards the eastern end. The majority of the sealed width is around 8.8-8.9 metres wide.
- 2.4 A plan showing the full section of Ashgrove Terrace between Fairview Street and Barrington Street is attached as Attachment A to this memo. For the purposes of this assessment the parking areas have been divided into four main zones (A-D). These zones and the existing No Stopping restrictions (broken yellow lines) are indicated on the plan.

3. Parking Demand

- 3.1 The parking demand and driver behaviour on this section of Ashgrove Terrace has been observed on many occasions over the course of this investigation. There is a clear peak parking demand during school times due to the proximity to Cashmere High School.
- 3.2 The approximate parking capacity in each of the four zones is shown in Table 1. There are no marked parking spaces on Ashgrove Terrace therefore this number will vary depending on vehicles spacing and specifically where drivers are choosing to park on any given day.

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Area	Verge Parking Capacity (vehs)	On Street Parking (north side) (vehs)
A	20	14
B	15	14
C	8	18
D	14	7
Total	57	53

Table 1: Assessed Parking Capacity on Ashgrove Tce (Fairview to Barrington)

- 3.3 As indicated in Table 1, up to 57 vehicles can theoretically be accommodated on the grass verge. On street kerbside parking is available for around 53 vehicles on the northern side.
- 3.4 A parking occupancy survey was undertaken on 6 May 2022 during the school afternoon peak period. The survey started from 2.45pm, immediately before school finished and was repeated again from 3.15pm after the school peak. The results of this survey are summarised in Table 2.

Area	2.45pm		3.15pm	
	Verge	On-street	Verge	On-street
A	12	0	3	0
B	15	13	3	4
C	8	11	2	5
D	4	3	4	3
Total	39	27	12	12

Table 2: Summary of school peak parking survey results

- 3.5 While the above is just a snap shot, it highlights the concentration of parked vehicles around the school during a week day. It is also noted that this was completed during Covid times so the surveyed parking demand it is likely to be lower than normal.
- 3.6 As expected, parking in zones B and C were essentially at capacity during the school peak.
- 3.7 A further survey was completed at night (9pm on Tuesday 31 May 2022) to gauge the base residential demands. Table 3 shows a summary of residential parking demands at this time.

Area	Verge	On-Street
A	0	3
B	2	1
C	2	7
D	1	1
Total	5	12

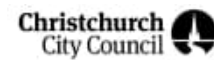
Table 3: Residential Survey data 31 May 2022

- 3.8 As indicated in Table 3, the total parking demand on this section of Ashgrove Terrace is relatively low in the evenings and can comfortably be accommodated on-street (on the north side).

4. Options

- 4.1 Three main options that have been considered to manage parking on this section of Ashgrove Terrace. These include:
- 4.1.1 Prohibit all parking on the verge;
- 4.1.2 Prohibit parking in isolated locations only; or
- 4.1.3 Maintain the status-quo

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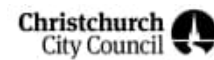
- 4.2 Each of these options is discussed further below:
- 4.3 Prohibit all parking on the verge.
- 4.3.1 A discussion around some of the factors that need to be considered if all parking on the grass verge were to be prohibited is summarised in Table 4:

Parking Displacement	<ul style="list-style-type: none"> Prohibiting all parking on the grass verge will displace a significant number of vehicles to other locations during peak periods. As per Table 2, peak demand on these verges is (conservatively) around 39 vehicles. Visibility on Ashgrove Terrace can be limited due to the delineation of the road, it is also a busy location during school peak periods. Therefore if parking were to be prohibited on the grass verge, further on-street No-Stopping restrictions would also need to be considered in some locations to prevent these drivers from parking on-street adjacent to the verge (southern side of Ashgrove Terrace). As a result, the demand for on-street parking will far exceed supply in peak periods. Other complementary options such as implementing time restrictions (during school times) may need to be considered in this area to encourage turnover and ensure some parking is available for residents/visitors to park during the day.
Safety Considerations	<ul style="list-style-type: none"> Removing parking and essentially widening the corridor is likely to increase speeds. This is therefore something that would need consideration.
Pedestrians	<ul style="list-style-type: none"> One of the safety benefits of restricting parking on the verge is that it would allow this space to be used by pedestrians. During busy times pedestrians are currently required to cross to the footpath on the north side or walk on the road to navigate around parked vehicles, particularly on the narrower verge areas around the western pedestrian bridge.
Compliance	<ul style="list-style-type: none"> Poor compliance has been observed with some of the existing No-Stopping restrictions during school pick up / drop off times. Physical measures may need to be considered to prevent drivers stopping on the verge for short periods of time and to also allow these grassed in areas to be re-established.

Table 4: Summary of factors associated with prohibiting all parking on the grass verge

- 4.1 Restricting parking on the verge and implementing further No-Stopping restrictions on-street is expected to have a significant effect on the availability of parking on this section of Ashgrove Terrace and displace a number of these vehicles to other nearby streets. To understand the full effects of such a change, an option is to undertake a trial over a short period of time using temporary traffic management. This would allow the full effects of this to be considered and ensure there is a clear basis for any complementary No-Stopping or parking time restrictions to be included as part of the proposal.
- 4.1.1 The trial could also involve an assessment of speeds to determine what effect the removal of parking (opening up the corridor) has on driver's speeds through this area.
- 4.1.2 This is a costly and resource intensive exercise so would only be considered if removing all parking is something there is a genuine desire and justification for.

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- 4.2 Restrict parking on the verge in specific locations only
- 4.2.1 The items discussed in Table 4 all generally apply to this option as well.
- 4.2.2 This is only recommended in locations where there is firm reasoning for choosing to restrict parking on one section of verge but not others. This may be for reasons such as damage to the verge or environmental considerations however this assessment is primarily focussed on traffic safety.
- 4.2.3 One of the locations that has been identified is around the pedestrian footbridges. Broken yellow lines are already marked in these locations however drivers can still park on the verge to the left of these lines, right up to the bridge. No-Stopping signs apply to the full width of the road reserve and prevent vehicles parking on the verge to the left of the No-Stopping lines. A short section of No-Stopping (on the verge) would therefore provide further clearance and improved visibility around the bridge access points.
- 4.2.4 An indicative area is shown in Figure 1 below, extending from approximately 130 metres east of the easternmost bridge, past the school frontage to the west. It is noted that the verge is too narrow to park a vehicle in the majority of this section however the No Stopping signage would have the added benefit of reinforcing the existing broken yellow line restrictions. Poor compliance with these restrictions is an ongoing issue during school peaks.



Figure 1: Indicative area for consideration of No-Stopping restrictions (on the verge)

- 4.3 Maintain the status-quo and await confirmation of future works
- 4.3.1 The planned Ōpāwaho River Route Cycleway will connect the Heathcote River near Princess Margaret Hospital to the estuary at Ferrymead. The exact route has not been decided however funding is allocated for Section 1 in the Councils Long Term Plan from 2024/25.
- 4.3.2 Based on the description above, there is the possibility that this route could extend down Ashgrove Terrace. If the cycleway is to go down Ashgrove Terrace any significant changes to parking are best done in conjunction with these wider works. We therefore recommend awaiting confirmation of this route before implementing any major changes.

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5. Conclusion

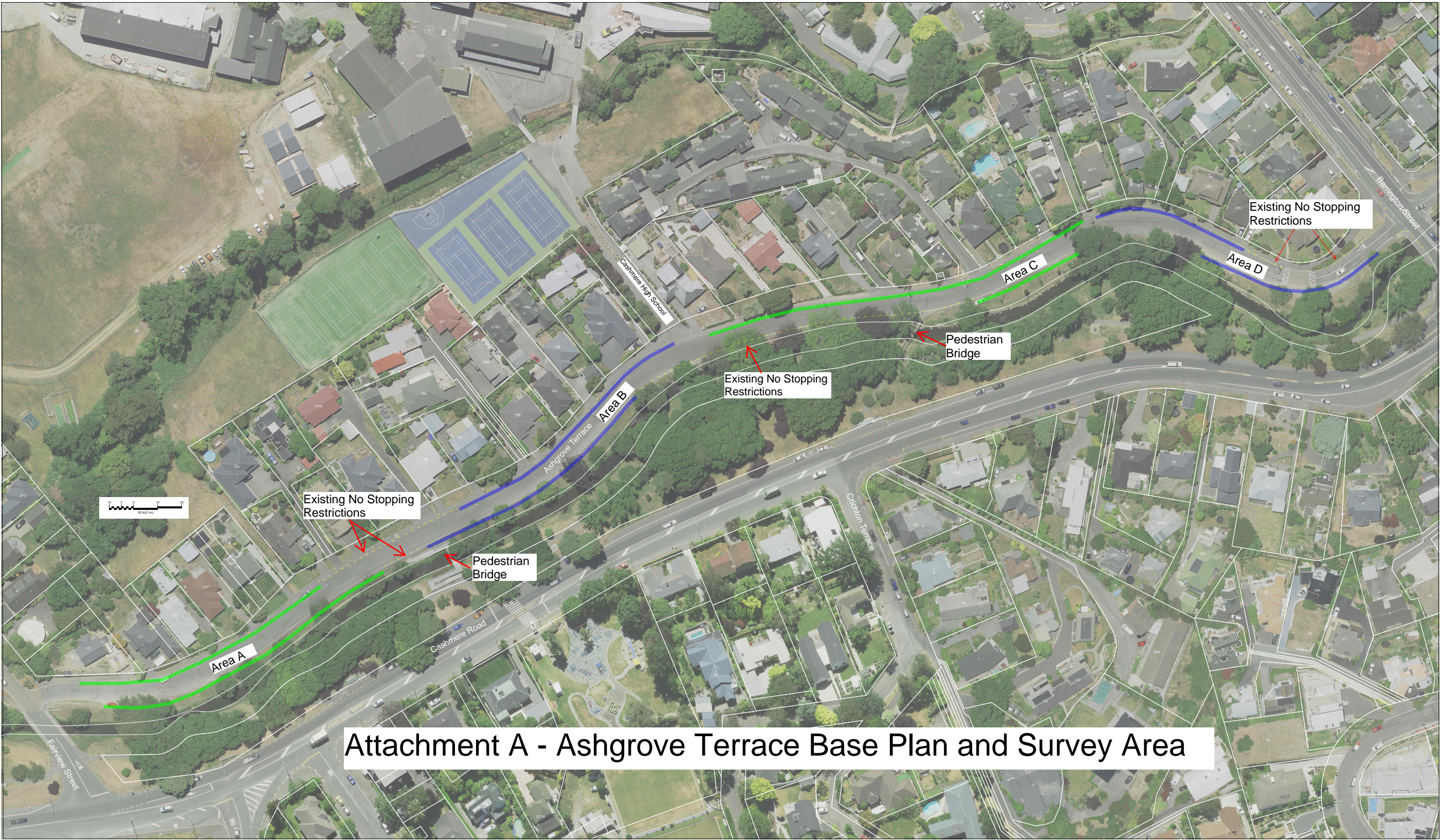
- 5.1 Council Staff are currently engaging with Cashmere High School to work through their concerns around the Ashgrove Terrace access/egress. In conjunction with this, speed limit changes are being considered around the school in response to recent legislation changes with regard to the Setting of Speed Limits Rule.
- 5.2 Due to the delineation of the road, prohibiting parking on the verge and encouraging drivers to park on-street adjacent to the verge will restrict visibility to oncoming traffic. Further No-Stopping and parking time restrictions will need to be considered if this were to proceed. This will displace a number of vehicles to other nearby streets.
- 5.3 The wider context also needs to be considered. There are other parts of Ashgrove Terrace and many other roads around the City where drivers park on the grass verge. At this stage, rather than a blanket prohibition on parking on the verge on this section of Ashgrove Terrace, we recommend firstly implementing some minor safety focussed changes where there is a high level of parking demand. We will continue to work with the School on this.
- 5.4 If there is a desire to restrict parking in order for these berms to be re-established and to limit further damage, for consistency, the full extent of Ashgrove Terrace may need to be evaluated.
- 5.5 It is also recommended that we await confirmation of the Ōpāwaho River Route Cycleway route before implementing any major operational changes on this section of road.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Ashgrove Terrace - Base Plan and Survey Area	

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)



Attachment A - Ashgrove Terrace Base Plan and Survey Area

Memos



Memo

Date: 30 June 2022
From: Toni Dakers, Traffic Engineer
To: Marie Byrne, Community Board Advisor
Cc:
Reference: 22/428409

Wychbury Street - Response to request for traffic calming

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to a request from the Waihoru / Spreydon Cashmere Community Board for staff to provide advice on traffic calming measures on Wychbury Street.
- 1.2 The action was generated by a member of the public via correspondence presented at the Community Board meeting on 7 December 2021 (Community Board action SCCB/2021/00104).

2. Update

- 2.1 Wychbury Street is classified as a Local Road in the Christchurch District Plan. It is around 600 metres long, connecting between Barrington Street and Lyttelton Street. There is an isolated threshold intersection treatment including narrowing and a traffic hump at its western end. The midblock section of Wychbury Street is around 13.5 metres wide.
- 2.2 The latest available speed count data for Wychbury Street was collected during the week beginning 27 October 2020, at the western end of Wychbury Street (near number 21). This survey measured both speed and traffic volume over a continuous 7-day period.
- 2.3 The result of the speed survey are summarised in Table 1 below:

Direction	85%ile Speed (km/h)	Average Speed (km/h)
North-Eastbound (towards Barrington Street)	51.6	43.7
South-Westbound (towards Lyttelton Street)	54.5	47.3
Combined Direction	53.2	45.7

Table 1: Summary of speed survey results

- 2.4 As shown in Table 1, the average speeds on this section of Wychbury Street are well below the posted speed limit of 50km/h. The survey did record a very small number of drivers travelling excessively during the survey period (11 vehicles travelling between 70 and 90km/h).
- 2.5 Traffic calming measures are generally only considered in locations where there is an underlying speeding issue (ie. high 85%ile speeds). They are not prioritised in response to a small number of people driving excessively as this is best addressed by Police enforcement.
- 2.6 Council does not have any specific funding for traffic calming measures. These currently fall within our Minor Safety budget which we are required to prioritise to undertake improvements at sites/intersections in the City with the highest reported injury crashes.

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- 2.7 Three non-injury crashes have been reported on Wychbury Street over the last five years. There have been no reported injury crashes over this period. Installing traffic calming measures on Wychbury Street is therefore not a priority for funding compared to other sites in the City.
- 2.8 Council is currently developing a programme to roll out more safe speed neighbourhoods around the City. Lowering the posted speed limit on Wychbury Street is being considered as part of a wider review.

3. Conclusion

- 3.1 Traffic calming on Wychbury Street is not currently a priority for Minor Safety funding compared to other sites in the City.
- 3.2 While we understand the frustration and concern with people driving excessively in residential areas, this is a Police enforcement matter so is best addressed by Police. It is recommended that the residents report these drivers to Police via their 105 non-emergency number.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)

Memos



Memo

Date: Thursday 21 July 2022
From: Angus Smith, Acting Head Sustainable City Growth and Property
To: Mayor and Councillors, Waihoru Spreydon-Cashmere Community Board
Cc: Executive Leadership Team
Reference: 22/959539

Bollards to be installed on Heathcote Riverbank True Right South reserve

1. Purpose of this Memo

- 1.1 The purpose of this memo is to inform elected members about the upcoming installation of bollards and cables on the Heathcote Riverbank True Right South reserve.

2. Update

- 2.1 The Heathcote Riverbank True Right South reserve is located behind South Library (see red area on map below). It is a section of road formally part of Hunter Terrace with no residential properties. It was ceased as road in 2003 and rezoned to esplanade reserve. Since the closure, the asphalted area has been used unofficially as parking by a small number of people, predominately Council staff working at South Library.



- 2.2 As well as parking along the reserve, some people also drive to the end of the reserve then drive over grass and the footpath to get onto Colombo Street.
- 2.3 The South Christchurch Farmers Market is permitted to use the reserve for their Sunday markets. Concerns were raised about traffic management on the reserve as people are trying to drive through or park their vehicles there during the markets. This is a health and safety concern as there is a lot of pedestrians and cyclists using this space. The issue of people

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parking and driving through the reserve is not restricted to just when the markets are on, it is an ongoing issue.

- 2.4 As a health and safety measure, and to prevent the illegal use of this reserve space for parking and as a shortcut, we will be installing permanent bollards and retractable cables in mid-August. At the Colombo Street end there will be permanent no entry and exit signage installed, along with additional bollards. This is to prevent people driving around the existing road barrier and onto the grass and footpath. This action supports the future intended use and development of this area of land.
- 2.5 In the first week of August, temporary signage will be installed at the entrance to the reserve to let people know that the area is going to be closing to vehicle access, with the exception of authorised vehicles. Authorised vehicles include emergency services, Council parks and waters staff and contractors and South Christchurch Farmers Market stall holders. Communications will also be going out to Council South Library staff who use the reserve for parking.
- 2.6 The Waihoru Spreydon-Cashmere Community Board are aware of the process to close the reserve area to vehicles and are supportive of this. The reserve will remain accessible to cyclists and pedestrians.

3. Conclusion

- 3.1 Temporary signage advising about the closure will go up early August, two weeks ahead of the bollards and cables being installed.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Authors	Lizzie Mullan - Communications Advisor Kim deLeijer - Principal Advisor Communications Elizabeth Hoskins - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy

12. 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