Christchurch City Council

Waitai
Coastal-Burwood-Linwood Community Board
AGENDA

Notice of Meeting:

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

Date:	**Monday 10 June 2024**
Time:	**4.30 pm**
Venue:	**Boardroom, Corner Beresford and Union Streets, New Brighton**

Membership

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Tim Baker
	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Jo Zervos

4 June 2024

Principal Advisor
Chris Turner-Bullock
Manager Community Governance,
Coastal-Burwood-Linwood
Tel: 941 8233

Cindy Sheppard
Community Board Advisor
941 6547
cindy.sheppard@ccc.govt.nz
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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https://www.youtube.com/channel/UCl96HGy4yTuHdxoX3617V0g

To view copies of Agendas and Minutes, go to:

https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term
2022–2025

Strategic Priorities

- **Be an inclusive and equitable city which puts people at the centre** of developing our city and district, prioritising wellbeing, accessibility and connection.
- **Champion Ōtautahi-Christchurch** and collaborate to build our role as a leading New Zealand city.
- **Build trust and confidence** in the Council through meaningful partnerships and communication, listening to and working with residents.
- **Reduce emissions** as a Council and as a city, and invest in **adaptation and resilience**, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.
- **Manage ratepayers' money wisely**, delivering quality core services to the whole community and addressing the issues that are important to our residents.
- Actively balance the needs of **today's residents** with the **needs of future generations**, with the aim of leaving no one behind.

Adopted by the Council on 5 April 2023

Our goals for this Long Term Plan
2024–2034

Draft Community Outcomes

Collaborative and confident
Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

Green and liveable
Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

A cultural powerhouse
Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.

Thriving and prosperous
Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

To be adopted by the Council as part of the Long Term Plan 2024–2034

Our intergenerational vision

A place of opportunity for all.

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

Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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

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Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 6 May 2024 be confirmed (refer page 7).

4. Public Forum Te Huinga Whānui

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

4.1 Creating Connected Communities

Margot Korhonen, resident will address the Board in relation to a book she has published "Creating Connected Communities". The Book was written with the goal to help more people help more people.

4.2 Play Equipment at Rawhiti Domain

James Ridpath on behalf of Youth Alive Trust and the PTFA of New Brighton Catholic School will address the Board in relation to play equipment at Rawhiti Domain.

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.

Christchurch City Council

Christchurch City Council

Waitai
Coastal-Burwood-Linwood Community Board
OPEN MINUTES

Date:	**Monday 6 May 2024**
Time:	**4.31 pm**
Venue:	**Boardroom, Corner Beresford and Union Streets, New Brighton**

Present

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Jo Zervos

Principal Advisor
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Unconfirmed

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Karakia Tīmatanga: Led by Paul McMahon.

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
Community Board Resolved CCBCC/2024/00037

That the apology received from Tim Baker for absence be accepted.

Jackie Simons/Kelly Barber **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
Alex Hewison declared an interest in Item 6, Presentation of Petitions and took no part in the Board's discussion or voting on this item.

Yani Johanson declared an interest in Item 18, Waitai Coastal-Burwood-Linwood – Better-Off Fund Applications for Consideration – Parklands United Spots Club - Activation and took no part in the Board's discussion or voting on this item.

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

Part C
Community Board Resolved CCBCC/2024/00038

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 8 April 2024 be confirmed.

Jackie Simons/Jo Zervos **Carried**

4. Public Forum Te Huinga Whānui

Part B
There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Dallington Landing

Bebe Frayle on behalf of the Dallington Residents' Association and David Collins on behalf of the Dallington Community Trust addressed the Board in relation to the Dallington Landing (item 7 refers).

After questions from members, the Chairperson thanked Bebe and David for their presentation.

Item 7 of these minutes records the Board's decision on this matter.

Unconfirmed

7. Correspondence

Staff Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the correspondence from Dallington Residents' Association and Dallington Community Trust.
2. Refer the issues raised to staff for investigation and response back to the Board.

Community Board Resolved CCBCC/2024/00039

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the correspondence from Dallington Residents' Association and Dallington Community Trust.
2. Refer the issues raised to staff for investigation and response back to the Board.
3. That staff investigate options for either providing signage or changing the name so that the Landing is not confusing for the public.
4. That staff working on the City to Sea pathway include this when planning and construction is underway.

Yani Johanson/Greg Mitchell **Carried**

23. Briefings

Staff Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Notes the information supplied during the Briefing.

Community Board Resolved CCBCC/2024/00040

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Notes the information supplied during the Briefing.
2. Ask that staff provide advice on the possibility of addressing the safety concerns and the rubbish concerns along Dyers Road including the maintenance schedule and cycle safety.

Celeste Donovan/Greg Mitchell **Carried**

Attachments

A Wastewater Treatment Plant Odour Update - May 2024

Unconfirmed

8. Waitikiri Drive - Proposed No Stopping Restrictions

Community Board Resolved CCBCC/2024/00041 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitikiri Drive - Proposed No Stopping Restrictions Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Waitikiri Drive, commencing at a point 76 metres from the prolongation of the northern kerb of Bluestone Drive and following the road alignment generally in a northeasterly direction for a distance of 75 metres, as detailed in Agenda Attachment A.
5. Approve that these resolutions take effect when road markings that evidence the restrictions described in this staff report are in place.

Jackie Simons/Jo Zervos **Carried**

The meeting adjourned between 5.23pm and 5.29pm.

9. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - The New Brighton and Districts Historical Society and Museum Incorporated

Council Officers in attendance provided those present with a presentation on the current status of the Better Off Fund and took the opportunity to answer questions raised by members.

Community Board Resolved CCBCC/2024/00042 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - The New Brighton and Districts Historical Society and Museum Incorporated Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Unconfirmed

3. Approves a grant of $26,000 from its Better-Off Fund to The New Brighton and Districts Historical Society and Museum Incorporated to employ a part time curator.

Paul McMahon/Alex Hewison **Carried**

Attachments

A Waitai Coastal-Burwood-Linwood Community 6 May 2024 - Community Board Better Off Fund - Presentation

11. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - New Brighton Playground and Foreshore

Community Board Resolved CCBCC/2024/00043 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - New Brighton Playground and Foreshore Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $32,000 from its Better-Off Fund to the Council's Parks Unit towards the towards the cost of two shade sails and two picnic benches at the New Brighton Playground and Foreshore.

Paul McMahon/Alex Hewison **Carried**

13. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - All Saints Community Facility

Community Board Resolved CCBCC/2024/00044 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - All Saints Community Facility Report.
2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $20,000 from its Better-Off Fund to Anglican Diocese of Christchurch - Parish of Shirley towards the All Saints Community Facility Outdoor Spaces.

Paul McMahon/Alex Hewison **Carried**

Unconfirmed

14. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Kāwai Rangatahi Mobile Youth Centre

Community Board Resolved CCBCC/2024/00045 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Kāwai Rangatahi Mobile Youth Centre Report.
2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $41,394 from its Better-Off Fund to Kāwai Rangatahi Trust towards the Kāwai Rangatahi Mobile Youth Centre.

Paul McMahon/Alex Hewison **Carried**

17. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Woolston Gala

Community Board Resolved CCBCC/2024/00046 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Woolston Gala Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $21,000 from its Better-Off Fund to Woolston Development Project towards the Woolston Gala Event for 2024, 2025 and 2026 ($7,000 per year).

Paul McMahon/Alex Hewison **Carried**

19. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Dallington Residents Association

Community Board Resolved CCBCC/2024/00047 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Dallington Residents Association Report.

Unconfirmed

2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Approves a grant of $15,000 from its Better-Off Fund to Dallington Residents Association towards the provision of Skip Days and Community Events for 2024, 2025 and 2026 ($5,000 per year).

Paul McMahon/Alex Hewison **Carried**

20. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - ACTIS

Community Board Resolved CCBCC/2024/00048 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - ACTIS Report.

2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Approves a grant of $32,470 from its Better-Off Fund to Aranui Community Trust A.C.T.I.S towards the Parking Security.

Paul McMahon/Alex Hewison **Carried**

10. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - New Brighton Project Incorporated New Brighton Seaside Christmas Parade

Community Board Resolved CCBCC/2024/00049 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - New Brighton Project Incorporated New Brighton Seaside Christmas Parade Report.

2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Approves a grant of $30,000 from its Better-Off Fund to New Brighton Project Incorporated towards the New Brighton Seaside Christmas Parade for 2024, 2025 and 2026 ($10,000 per year).

Jackie Simons/Alex Hewison **Carried**

Unconfirmed

12. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - The Green Lab - Mobile Workshop

Community Board Resolved CCBCC/2024/00050 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - The Green Lab - Mobile Workshop Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $35,000 from its Better-Off Fund to The Green Lab towards The Green Lab Mobile Workshop.

Yani Johanson/Celeste Donovan **Carried**

15. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - A Town Boxing Incorporated - Roof Repair

Community Board Resolved CCBCC/2024/00051 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - A Town Boxing Incorporated - Roof Repair Report.
2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $84,052 from its Better-Off Fund to A Town Boxing Incorporated towards the Roof Repairs.

*The division was declared **carried** by 8 votes to 0 votes the voting being as follows:*

For: *Paul McMahon, Jackie Simons, Kelly Barber, Celeste Donovan, Alex Hewison, Yani Johanson, Greg Mitchell and Jo Zervos*

Against: *Nil*

Kelly Barber/Jackie Simons **Carried**

Kelly Barber left the meeting at 6.20pm and returned at 6.24pm during consideration of item 16.

Unconfirmed

16. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Pūkeko Centre Activation

Community Board Resolved CCBCC/2024/00052 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Pūkeko Centre Activation Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $30,000 from its Better-Off Fund to The Pūkeko Centre Incorporated towards the Pūkeko Centre Activation.

Celeste Donovan/Greg Mitchell **Carried**

18. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Parklands United Sports Club - Activation

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Parklands United Sports Club - Activation Report.
2. Note that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $30,000 from its Better-Off Fund to Parklands United Sports Club Incorporated towards the Parklands Community Centre Activation.

Community Board Resolved CCBCC/2024/00053

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Let the report lay on the table until the 10 June 2024 meeting.

Alex Hewison/Celeste Donovan **Carried**

Unconfirmed

6. Presentation of Petitions Ngā Pākikitanga

Part B

6.1 Alex Hewison presented a 1458 signatory petition regarding The Thomson Park fort and playground.

The Prayer of the petition reads:
The Thomson Park Fort has been loved across the East since the 70's.

The playground is being replaced (due to its condition), and we need your help to make sure the replacement is fit for purpose!

The current design is significantly smaller, and doesn't feature many of the amenities we have grown to love!

We want to ensure Thomson Park remains a destination for our locals, and people across Christchurch.

Sign the petition below being presented to the Waitai Coastal Burwood Linwood Community Board, requesting that the Parks team consults with the board, to create a custom playground/module with a larger footprint, reflecting the needs and wishes of the community.

Community Board Resolved CCBCC/2024/00054

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the petition.
2. Requests that the Parks Staff work with the Board to create a larger footprint for the replacement playground to accommodate a custom module (in addition to those already purchased).
3. Requests staff prepare a report with options for funding the additional module;
   a. That these options include reordering of playground renewals within the Coastal Ward.
   b. That the advice also includes the schedule of renewals for the local play space renewal budget in the Coastal ward, the amount allocated, and the year allocated.

Paul McMahon/Jackie Simons **Carried**

Attachments

A Waitai Coastal-Burwood-Linwood Community Board 6 May 2024 Petition - Thomson Park Playground

B Waitai Coastal-Burwood-Linwood Community Board 6 May 2024 Petition Presentation - Thomson Park Playground

Unconfirmed

21. Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2024

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2024 Report.

Community Board Resolved CCBCC/2024/00055

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2024 Report.
2. That staff update the community on the progress of the draft plan/projects regarding the Improving Bromley's Road Projects.

Paul McMahon/Jackie Simons **Carried**

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

Part B
Members exchanged information on matters of mutual interest:

- Possibility of meetings starting earlier.

Karakia Whakamutunga: Led by Paul McMahon

Meeting concluded at 6.58pm.

CONFIRMED THIS 10TH DAY OF JUNE 2024

PAUL MCMAHON
CHAIRPERSON

Unconfirmed

Christchurch City Council

Item 7

7. Briefings

Reference Te Tohutoro:	24/751525
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Wastewater Treatment Plant	Adam Twose	Three Waters

*Note: This Briefing will not include updates on insurance, progress on the permanent replacement solution or the improving engagement with the East project.

2. Staff Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Notes the information supplied during the Briefings.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Christchurch City Council

Item 8

8. Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards Minutes - 14 May 2024

Reference Te Tohutoro:	24/833923
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

The Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards held a meeting on 14 May 2024 and is circulating the Minutes recorded to the Waitai Coastal-Burwood-Linwood Community Board for its information.

2. Recommendation Te Tūtohu Waitai Coastal-Burwood-Linwood Community Board

That the Waitai Coastal-Burwood-Linwood Community Board confirms the Minutes from the Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards meeting held on 14 May 2024.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards - 14 May 2024	24/820575	22

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor

Christchurch City Council

Christchurch City Council

Item 8

Attachment A

Waitai Coastal-Burwood-Linwood Community Board and Waipapa Papanui-Innes-Central Community Board

OPEN MINUTES

Date:	**Tuesday 14 May 2024**
Time:	**4.31pm**
Venue:	**Board Room, Corner Union and Beresford Streets, New Brighton**

Present

Chairperson	Paul McMahon	
Members	Jackie Simons	Emma Norrish
	Tim Baker	Simon Britten
	Kelly Barber	Pauline Cotter (via audio/visual link)
	Celeste Donovan	Victoria Henstock (via audio/visual link)
	Alex Hewison (via audio/visual link)	Ali Jones
	Yani Johanson	Jake McLellan (via audio visual link)
	Greg Mitchell	Emma Twaddell
	Jo Zervos	

Christopher Turner-Bullock
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Part A **Matters Requiring a Council Decision**

Part B **Reports for Information**

Part C **Decisions Under Delegation**

Karakia Tīmatanga: Led by Paul McMahon.

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
Joint Community Board Resolved JMWP/2024/00004

That the apologies received for absence from Sunita Gautam and John Miller, be accepted.

Kelly Barber/Greg Mitchell **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

3.1 City to Sea West Safety Improvements - Roading Elements

Jack Gibbons on behalf of Greater Ōtautahi addressed the meeting regrading item 4, City to Sea West Safety Improvements, Roading Elements.

The Chairperson thanked Jack for his presentation.

Item 4 records the Joint Board's decisions on this matter.

Attachments

A Jack Gibbons - Greater Ōtautahi Statement

4. City to Sea West Safety Improvements - Roading Elements

Council Officers in attendance provided those present with an overview and presentation on the project.

Following questions from those present, Members took into consideration the deputation received from Jack Gibbons (refer item 3.1) and the responses from Council Officers.

The resolutions below were voted on part by part by each respective Board.

Ali Jones moved an amendment (to resolution 6, refer below) that was seconded by Victoria Henstock. The amendment was debated, put to vote and declared lost. Victoria Henstock requested that it was noted that her vote against the raised platform in resolution 6 be recorded.

The original officer recommendation was then put to the vote and declared carried.

Joint Community Board Resolved JMWP/2024/00005 Original Officer Recommendation accepted without change

Part C

1. That the **Waipapa Papanui-Innes-Central Community Board** approves:
    a. A pedestrian crossing be established on Swanns Road, for the use of pedestrians and riders of mobility devices only, located at a point 41 metres west of its intersection with Avonside Drive as detailed in Agenda Attachment B – Swanns Road Crossing Plan, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.
    b. A Give Way control be placed against the westbound Swanns Road traffic, located at a point 32 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.
    c. A Give Way control be placed against the eastbound Swanns Road traffic, located at a point 50 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.
    d. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda Attachment B – Swanns Road Crossing Plan.
    e. All kerb alignments, road surface treatments, speed cushions and road markings related to the Stanmore Road crossing, as detailed on Agenda Attachment A – Stanmore Road Crossing Plan.
    f. All kerb alignments, road surface treatments, speed cushions and road markings related to the Flesher Avenue carpark entry, as detailed on Agenda Attachment D – Flesher Avenue Car Park Plan.
    g. All kerb alignments, road surface treatments, speed cushions and road markings related to the Evelyn Couzins Avenue carpark entry, as detailed on Agenda Attachment E – Evelyn Couzins Car Park Plan.

Pauline Cotter/Ali Jones **Carried**

Joint Community Board Resolved JMWP/2024/00006 Original Officer Recommendation accepted without change

2. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

   a. *Swanns Road Dual Pedestrian/Cycle Crossing*

      i. On the northern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 33 metres.

      ii. On the northern side of Swanns Road, commencing at a point approximately 45 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 15 metres.

      iii. On the southern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 36 metres.

      iv. On the southern side of Swanns Road, commencing at a point approximately 44 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 50 metres.

      v. On the northern side of Swanns Road, commencing at a point approximately 103 metres west of its intersection with Avonside Drive and extending in a south-westerly direction for a distance of 4 metres.

      vi. On the southern side of Swanns Road, commencing at a point approximately 91 metres west of its intersection with Avonside Road and extending in a westerly direction for a distance of 4 metres.

      vii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a northerly direction for a distance of eight metres.

      viii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a southerly direction for a distance of 11 metres.

   b. *Flesher Avenue Carpark (within the red zone)*

      i. On the eastern side of Flesher Avenue, commencing at a point approximately 14 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of six metres.

      ii. On the eastern side of Flesher Avenue, commencing at a point approximately 32 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of nine metres.

   c. *Evelyn Couzins Carpark (within the red zone)*

      i. On the eastern side of Evelyn Couzins Avenue, commencing at a point approximately 173 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 30 metres.

      ii. On the western side of Evelyn Couzins Avenue, commencing at a point approximately 168 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 35 metres.

Pauline Cotter/Emma Norrish **Carried**

Joint Community Board Resolved JMWP/2024/00007 Original Officer Recommendation accepted without change

3. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

   a. *Stanmore Road Signalised Crossing*

      i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of eight metres.

      ii. On the western side of Stanmore Road, commencing at a point approximately 82 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 37 metres.

      iii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of ten metres.

      iv. On the eastern side of Stanmore Road, commencing at a point approximately 83 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres.

Emma Norrish/Emma Twaddell **Carried**

Joint Community Board Resolved JMWP/2024/00008 Original Officer Recommendation accepted without change

4. That the **Waitai Coastal-Burwood-Linwood Community Board** approves:

   a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

      i. A pedestrian crossing be established on Gayhurst Road, for the use of pedestrians and riders of mobility devices only, located at a point 383 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.

      ii. A Give Way control be placed against the southbound Gayhurst Road traffic, located at a point 370 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

      iii. A Give Way control be placed against the northbound Gayhurst Road traffic, located at a point 386 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

      iv. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**.

Celeste Donovan/Tim Baker **Carried**

Joint Community Board Resolved JMWP/2024/00009 Original Officer Recommendation accepted without change

5. That the **Waitai Coastal-Burwood-Linwood Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

   a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

      i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of nine metres.

      ii. On the western side of Gayhurst Road, commencing at a point approximately 382 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

      iii. On the eastern side of Gayhurst Road, commencing at a point approximately 363 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

      iv. On the eastern side of Gayhurst Road, commencing at a point approximately 385 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of eight metres.

      v. On the western side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      vi. On the western side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      vii. On the eastern side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      viii. On the eastern side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

Celeste Donovan/Greg Mitchell **Carried**

Joint Community Board Resolved JMWP/2024/00010 Original Officer Recommendation accepted without change

10. That the **Waitai Coastal-Burwood-Linwood Community Board** and **Waipapa Papanui-Innes-Central Community Board**:

      i. Revoke any previous restrictions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described above.

      ii. Approves these resolutions to take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Paul McMahon/Emma Norrish **Carried**

Attachments

A City to Sea West Safety Improvements - Presentation

Proposed Amendment moved by Ali Jones and Seconded by Victoria Henstock

6. That the **Waipapa Papanui-Innes-Central Community Board** recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Stanmore Road Signalised Crossing*

      i. A signalised crossing for use by pedestrians and cyclists, installed on Stanmore Road with its centreline approximately 80 metres north of the centreline of Avonside Drive, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

Ali Jones/Victoria Henstock **Lost**

Joint Community Board Decided JMWP/2024/00011 Original Officer Recommendation accepted without change

Part A

6. That the **Waipapa Papanui-Innes-Central Community Board** recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Stanmore Road Signalised Crossing*

      i. A signalised crossing with a raised safety platform for use by pedestrians and cyclists, installed on Stanmore Road with its centreline approximately 80 metres north of the centreline of Avonside Drive, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

Emma Norrish/Simon Britten **Carried**

Joint Community Board Decided JMWP/2024/00012 Original Officer Recommendation accepted without change

7. That the **Waipapa Papanui-Innes-Central Community Board** recommends that the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

   a. *Stanmore Road Signalised Crossing*

      i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres be resolved as a Shared Path for pedestrian and north bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

      ii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 25 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the

Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

b. *Swanns Road Dual Pedestrian/Cycle Crossing*

i. On the northern side of Swanns Road, commencing at a point approximately 27 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 18 metres be resolved as a Shared Path for pedestrian and east bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

ii. On the southern side of Swanns Road, commencing at a point approximately 26 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 28 metres be resolved as a Shared Path for pedestrian and west bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes `of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Pauline Cotter/Simon Britten **Carried**

Joint Community Board Decided JMWP/2024/00013 Original Officer Recommendation accepted without change

8. That the **Waitai Coastal-Burwood-Linwood Community Board** recommends that the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and north bound cycle only and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

ii. On the eastern side of Gayhurst Road, commencing at a point approximately 370 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

Celeste Donovan/Tim Baker **Carried**

Joint Community Board Decided JMWP/2024/00014 Original Officer Recommendation accepted without change

9. That the **Waitai Coastal-Burwood-Linwood Community Board** recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Gayhurst Road Special Vehicle Lane (cycle) extension*

      i. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the western side of Gayhurst Road at a point approximately 290 metres north of its intersection with Avonside Drive extending in a northerly direction for a distance of 234 metres.

      ii. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the eastern side of Gayhurst Road at a point approximately 260 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 281 metres.

Celeste Donovan/Jackie Simons **Carried**

Karakia Whakamutunga: Led by Paul McMahon

Meeting concluded at 5.50pm.

CONFIRMED THIS 10TH AND 13TH DAY OF JUNE 2024

PAUL MCMAHON
CHAIRPERSON
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

EMMA NORRISH
CHAIRPERSON
WAIPAPA PAPANUI-INNES-CENTRAL COMMUNITY BOARD

Christchurch City Council

Item 9

9. Sandy Avenue - Proposed Removal of No Stopping Restrictions

Reference Te Tohutoro:	24/764889
Responsible Officer(s) Te Pou Matua:	Courtney Fale, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waitai Coastal-Burwood-Linwood Community Board to consider the approval of removing a section of no stopping restrictions on Sandy Avenue.

1.2 This report has been written following a customer request to remove a length of broken yellow lines outside of their residential property.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Sandy Avenue - Proposed Removal of No Stopping Restrictions Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be allowed at any time on the northern side of Sandy Avenue, commencing at a point 6.7 metres west of its intersection with Willryan Avenue and extending in a westerly direction for a distance of 25 metres, as detailed in Agenda Attachment A.
5. Approves that these resolutions take effect when road markings that evidence the restrictions described in this staff report are removed.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The recommended option is to remove a length of no stopping restrictions in accordance with Attachment A. The retained length of no stopping in this option is the minimum length needed to deter motorists from parking too close to the Sandy/Willryan Avenue intersection.

3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city.

Background/Context Te Horopaki

3.3 A large section of Sandy Avenue has been developed for residential housing following the permanent closure of Freeville School on the site. The no stopping referred to in this report was installed near one of the school's main vehicle crossings. Due to the change of land use,

associated decrease in short-term parking demand, reduction in vulnerable pedestrians in the area and therefore change in level of risk, staff consider the lines are no longer necessary.

3.4 Unrestricted parking demand has increased due to residential development.

3.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

3.6 The following reasonably practicable options were considered and are assessed in this report:

- Remove 25 metres of no stopping restrictions on Sandy Avenue
- Do nothing.

Options Descriptions Ngā Kōwhiringa

3.7 **Preferred Option:** - Remove a section of broken yellow lines.

3.7.1 **Option Description:** Remove 25 metres of broken yellow lines.

3.7.2 **Option Advantages**

- Creates 2 on street parking spaces for residents.

3.7.3 **Option Disadvantages**

- None identified.

3.8 Do nothing:

3.8.1 **Option Description:** Retain 25 metres of no stopping restrictions.

3.8.2 **Option Advantages**

- None-identified.

3.8.3 **Option Disadvantages**

- Ongoing costs to maintain existing restrictions.
- Potential customer dissatisfaction with retaining restrictions that are considered no longer required.

4. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Implement	$305	N/A
Maintenance/Ongoing Costs	N/A	$135 annually
Funding Source	Traffic Operations – Signs and markings budget	N/A
Cost to prepare report	$750 from Traffic Operations Opex budget	$750 from Traffic Operations Opex budget

5. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

5.1 Statutory and/or delegated authority to undertake proposals in the report:

5.1.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

5.1.2 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 and traffic control devices.

5.2 Other Legal Implications:

5.2.1 There is no other legal context, issue, or implication relevant to this decision.

5.2.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

5.3 The required decision:

5.3.1 Aligns with the Christchurch City Council's Strategic Framework.

5.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

5.3.3 The decisions in this report are assessed as low significance based on 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.

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

5.5 This report supports the Council's Long Term Plan (2021 - 2031):

5.6 Transport

5.6.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

5.7 Consultation letters including a plan of the recommended option were sent to two affected properties. Beyond the initial request, at the time of writing this report no feedback has been received from either of the properties.

5.8 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

5.9 The decision does not involve a significant decision concerning 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.

5.10 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

5.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A - Sandy Ave Proposed Removal of No Stopping Restrictions	24/764892	35

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Christchurch City Council

Sandy Avenue
Existing No Stopping Restrictions to be Removed
For Board Approval

Original Plan Size: A4
Drawn: VMI Issue 1 06/05/2024
Designed: CF Drawing: TG148314
Approved: ... Project:

Attachment A Item 9

Christchurch City Council

Item 10

10. Cypress Street Speed Humps

Reference Te Tohutoro:	24/798550
Responsible Officer(s) Te Pou Matua:	Lachlan Beban, Principal Transport Advisor, Traffic Operations
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to seek approval for the installation of speed humps on Cypress Street, Linwood.

1.2 The report is in response to resident complaints with regard to speed and anti-social road user behaviour.

1.3 The recommended option is to install four speed humps in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Cypress Street Speed Humps Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the installation of four speed humps with associated road marking and signage on Cypress Street at the locations noted on the plan attached to Agenda report as Attachment A (tg146867 dated 21 May 2024).

3. Executive Summary Te Whakarāpopoto Matua

3.1 In response to residents complaints regarding anti-social road user behaviour and speeding on Cypress Street, Linwood, it is proposed to install four speed humps.

3.2 The issue has been highlighted to Council over a number of years, including a residents presentation to Council as part of Safer Speed Hearings in June 2023. A repeated pattern of behaviour is evident and attempts to resolve the issue through the involvement of Police have not provided a long term solution.

3.3 As funding is available within the Transport Unit's Minor Safety Intervention Programme it is proposed to install traffic calming measures to address this behaviour. The proposal supports wider initiatives within the surrounding area – to be implemented through the Bromley Action Plan.

4. Background/Context Te Horopaki

4.1 Improving safety on local roads in Christchurch is a priority for CCC, with a Level of Service target of reducing the number of death and serious injury crashes on the local road network by 40% by 2030.

4.2 Issues with anti-social road use behaviour on Cypress Street have been brought to Council's attention through residents' complaints over recent years. In June 2023 a resident of the street presented to Council on the issue during hearings for Safe Speed Neighbourhoods. The presentation including video footage highlighting vehicles speeding and racing on the street which occurs on a regular basis. An action was put to staff to investigate solutions.

4.3 The Transport Unit have investigated this issue further and are looking to implement speed humps along the length of the street through the Minor Safety Intervention programme.

4.4 Cypress Street is classified as a Local Road in Council's roading hierarchy, to be used primarily for access to properties rather than catering for through traffic. Due to the layout of the local network, the street can be used by some drivers as a shortcut between Ruru Road and Pages Road.

4.5 The most recent count on the street was undertaken in February 2021 and showed an average daily traffic of 1,150 veh per day. The average measured speed was 47.3 km/hr and the 85th percentile speed 55.2 km/hr. The maximum measured speed during the week long survey was in the range of 110-120 km/hr.

4.6 A search of Waka Kotahi's Crash Analysis System indicates there have been no reported crashes on Cypress Street within the last five years (2019-2024).

4.7 The proposed works consist of:

- Four speed humps along the length of Cypress Street, spaced at around 80 metres which is within the range of recommended spacing to achieve meaningful speed reductions.
- Signage and marking to highlight the speed humps.
- Tactile pavers at pedestrian crossing points at the intersections with Ruru Road and Rudds Road.

4.8 The project is to be funded from the Minor Safety Intervention Programme. It is not part of the Bromley Transport Action Plan, which is being worked on separately and a workshop is scheduled for late June to discuss this with the Board. The works proposed on Cypress Street complement the scope/objectives of the Plan and the types of interventions which are likely to be considered for implementation.

4.9 Additionally, the speed limit on Cypress Street has been reduced to 30km/hr along with other streets in the area as part of the Safe Speed Neighbourhoods programme, as approved by Council in July 2023.

4.10 The following related memos/information were circulated to the members of the meeting:

Date	Subject
29/02/24	Cypress Street Speed Humps (**Attachment B**)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.11 The following reasonably practicable options were considered and are assessed in this report:

- Install four speed humps along the length of Cypress Street between Rudds Road and Ruru Road.
- Do Nothing.

4.12 The following options were considered but ruled out:

- Option B – Single road humps on entry to Cypress Street and its intersections with Ruru Road (southern end) and Rudds Road (northern end). Whilst expected to have some impact in terms of discouraging use of this route, the absence of any speed reduction

devices within the midblock section would mean that issues with excessive speed are less likely to be mitigated.

Options Descriptions Ngā Kōwhiringa

4.13 **Preferred Option:** Speed Humps.

4.13.1 **Option Description:** Speed humps at four locations.

4.13.2 **Option Advantages**

- The placement of humps on entry to Cypress Street at its intersections with Rudds Road (northern end) and Ruru Road (southern end) will deter drivers from travelling along Cypress Street.

4.13.3 **Option Disadvantages**

- May push activities to other parts of the city.
- Potential noise issues from acceleration and deceleration between speed humps.

4.14 Do Nothing

4.14.1 **Option Description:** Leave the street in its current form.

4.14.2 **Option Advantages**

- No cost to Council to implement.

4.14.3 **Option Disadvantages**

- Without any form of traffic calming, and reliance on Police enforcement to deter anti-social road user behaviour, the current pattern of behaviour is likely continue leaving the concerns of residents unaddressed.

Analysis Criteria Ngā Paearu Wetekina

4.15 The recommended option of using speed humps (vertical deflection devices) for traffic calming aligns with industry-standard guidance such as that outlined in the Standard safety intervention toolkit handbook produced by Waka Kotahi NZTA, the Austroads design guides and design guidance by Waka Kotahi NZTA.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Do Nothing
Cost to Implement	$50,000 (cost estimate) – includes contruction cost and supervision	$0
Cost to investigate and prepare report	$750	$750
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset - no increase expected.	Covered under the roading maintenance contract.
Funding Source Capex	Minor Safety Interventions	N/A

Opex	Traffic Operations Staff Budget	
Funding Availability	Available	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a risk that if this report is not approved then speeding and associated safety issues will remain.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

6.2.1 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.

6.2.2 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 traffic control devices.

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision/decisions:

6.3.1 Aligns with the Christchurch City Council's Strategic Framework.

6.3.2 Is assessed as low significance based on 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.

6.3.3 Is consistent with Council's Plans and Policies.

6.4 This report supports the Council's Long Term Plan (2021 - 2031):

6.5 Transport

6.5.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.6 A letter was sent to all 19 properties on Cypress Street and four absentee owners on 4 March 2024. We heard from six people from four properties who were all supportive of the proposed speed humps in Cypress Street.

6.7 The decision affects the following wards/Community Board areas:

6.7.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.8 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.

6.9 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.10 The decisions in this report are likely to:

6.10.1 Contribute neutrally to adaptation to the impacts of climate change.

6.10.2 Contribute neutrally to emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved staff will proceed to detailed design and construction of the speed humps.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Cypress Street - Proposed Speed Humps	24/866645	42
B	Internal or External Memos Cypress Street Speed Humps 29 February 2024 Report	24/276963	43

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Lachlan Beban - Principal Advisor Transportation Signals
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Christchurch City Council

Attachment A Item 10

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Christchurch City Council

Cypress Street

Proposed Speed Humps and Tactile Pavers
For Board Approval

Original Plan Size: A4

Drawn:	MJR	Issue 1	21/05/2024
Designed:	LB	Drawing:	TG146867
Approved:		Project:	

Christchurch City Council

Memos

Christchurch City Council

Memo

Date: 20 February 2024
From: Lachlan Beban, Principal Transport Advisor, Traffic Operations
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Enter name(s) and title(s)
Reference: 24/276963

Cypress Street Speed Humps

1. Purpose of this Memo Te take o tēnei Pānui

1.1 To provide information to the Waitai Coastal-Burwood-Linwood Community Board on proposed improvements to address speeding and related safety issues on Cypress St, Linwood.

1.2 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

2.1 Improving safety on local roads in Christchurch is a priority for CCC with a Level of Service target of reducing the number of death and serious injury crashes on the local road network by 40% by 2030.

2.2 Issues with anti-social road use behaviour on Cypress St have been brought to Council's attention through residents' complaints over recent years. Through consultation and hearings for Safe Speed Neighbourhoods residents presented to the hearing panel with videos highlighting speeding and racing on the street which occurs on a regular basis. An action was put to staff to investigate solutions.

2.3 The Transport Unit have investigated this issue further and are looking to implement speed humps along the length of the street through the Minor Safety Intervention programme.

2.4 Cypress St is a classified as a local road in Council's roading hierarchy, to be used primarily for access to properties rather than catering for through traffic. Due to the layout of the local network, the street can be used by some drivers as a shortcut between Ruru Road and Pages Road.

2.5 The proposed works to be included in the scheme design for consultation consist of:

- Four speed humps along the length of Cypress St, spaced at around 80m which is within the range of recommended spacing to achieve meaningful speed reductions.
- Tactile pavers at pedestrian crossing points at the intersections with Ruru Road and Rudds Road.

2.6 The project is to be funded from the Minor Safety Intervention Programme. It is not part of the Bromley Transport Action Plan, which is being worked on separately and an update will be provided to the Board in the near future. The works proposed on Cypress Street complement the scope/objectives of the Plan and the types of interventions which are likely to be considered for implementation.

2.7 Additionally, the speed limit on Cypress St will be reduced to 30km/hr along with other streets in the area as part of the Safe Speed Neighbourhoods programme, as approved by Council in July 2023. This should be implemented on-street in late February/March 2024.

3. Conclusion Whakakapinga

3.1 The next step for this project is to complete community engagement and report back to the Community Board. It is proposed to begin engagement in early March.

3.2 The delivery of this project will be through the Minor Safety Intervention programme. It is anticipated that construction on the project would be complete by the end of this financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Cypress St Consultation Plan	24/282102

Signatories Ngā Kaiwaitohu

Author	Lachlan Beban - Principal Advisor Transportation – Signals
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Christchurch City Council

Item 11

11. Streets For People Aranui

Reference Te Tohutoro:	24/440170
Responsible Officer(s) Te Pou Matua:	Shaleen Prasad-Kumar, Project Manager
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Waitai Coastal-Burwood-Linwood Community Board with a summary of submissions received through engagement, on the Aranui Streets for People project. This report also provides an early evaluation of the treatments that have been implemented through this project.

1.2 The report is intended to support the Community Board to deliberate on the engagement feedback, the evaluation of the trial, and consider advice from staff, on the outcomes of the trial process, and approve the recommendation to retain improvements that have been implemented during the trial, with additional modification outlined in option D.

1.3 The improvements implemented through the trial were approved by the Community Board on Monday 6 November 2023 (CCBCC/2023/00080).

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Streets For People Aranui Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by completing a Significance and Engagement Assessment.
3. Approves that Option D for street improvements, trialled through the pilot project under Land Transport Rule: Street Layouts 2023, are permanently installed. These are made up of:
   a) Speed humps
   b) Safer speed platforms
   c) Kerb buildouts
4. Relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974, approve the road layout, including all kerb build outs, road surface treatments, traffic calming features and road markings detailed in **Attachment D** to the agenda report.

Pembroke Street / Breezes Road intersection:

5. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:
   a) on the eastern side of Pembroke Street commencing at its intersection with Breezes Road, and extending in a southerly direction for a distance of 21 metres.
   b) on the western side of Pembroke Street commencing at its intersection with Breezes Road, and extending in a southerly direction for a distance of 21 metres.

c) on the southern side of Breezes Road commencing at its intersection with Pembroke Street, and extending in a westerly direction for a distance of 5 metres.

d) on the southern side of Breezes Road commencing at its intersection with Pembroke Street, and extending in an easterly direction for a distance of 5 metres.

Eglinton Street / Breezes Road intersection:

6. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

a) on the eastern side of Eglinton Street commencing at its intersection with Breezes Road, and extending in a northerly direction for a distance of 23 metres.

b) on the western side of Eglinton Street commencing at its intersection with Breezes Road, and extending in a northerly direction for a distance of 21 metres.

c) on the northern side of Breezes Road commencing at its intersection with Eglinton Street, and extending in an easterly direction for a distance of 6 metres.

d) on the northern side of Breezes Road commencing at its intersection with Eglinton Street, and extending in a westerly direction for a distance of 5 metres.

Gosport Street / Breezes Road intersection

7. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

a) on the southwestern side of Gosport Street commencing at its intersection with Breezes Road, and extending in a northeasterly direction for a distance of 21 metres.

b) on the northwestern side of Gosport Street commencing at its intersection with Breezes Road, and extending in a northeasterly direction for a distance of 22 metres.

c) on the northern side of Breezes Road commencing at its intersection with Gosport Street, and extending in a southeasterly direction for a distance of 8 metres.

d) on the northern side of Breezes Road commencing at its intersection with Gosport Street, and extending in a northwesterly direction for a distance of 10 metres.

8. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwestern approach of Gosport Street at its intersection with Breezes Road be controlled by a Give Way.

Hampshire Street / Breezes Road intersection

9. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

a) on the northwestern side of Hampshire Street commencing at its intersection with Breezes Road, and extending in a northeasterly direction for a distance of 20 metres.

b) on the southwestern side of Hampshire Street commencing at its intersection with Breezes Road, and extending in a northeasterly direction for a distance of 24 metres.

c) on the northern side of Breezes Road commencing at its intersection with Hampshire Street, and extending in a southeasterly direction for a distance of 11 metres.

d) on the northern side of Breezes Road commencing at its intersection with Hampshire Street, and extending in a northwesterly direction for a distance of 5 metres.

Tahuna Street / Shortland Street intersection

10. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the southeastern side of Tahuna Street commencing at its intersection with Shortland Street, and extending in a southwesterly direction for a distance of 23 metres.

    b) on the northwestern side of Tahuna Street commencing at its intersection with Shortland Street, and extending in a southwesterly direction for a distance of 24 metres.

11. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northeastern approach of Tahuna Street at its intersection with Shortland Street be controlled by a Give Way.

Mchaffies Place / Shortland Street intersection

12. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the northwestern side of Mchaffies Place commencing at its intersection with Shortland Street, and extending in a northeasterly direction for a distance of 14 metres.

    b) on the southwestern side of Mchaffies Place commencing at its intersection with Shortland Street, and extending in a northeasterly direction for a distance of 14 metres.

    c) on the northern side of Shortland Street commencing at its intersection with Mchaffies Place, and extending in a northwesterly direction for a distance of 9 metres.

    d) on the northern side of Shortland Street commencing at its intersection with Mchaffies Place, and extending in a southeasterly direction for a distance of 10 metres.

13. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwestern approach of Mchaffies Place at its intersection with Shortland Street be controlled by a Give Way.

Aldershot Street / Hampshire Street intersection

14. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the southwestern side of Aldershot Street commencing at its intersection with Hampshire Street, and extending in a northwesterly direction for a distance of 11 metres.

    b) on the southeastern side of Aldershot Street commencing at its intersection with Hampshire Street, and extending in a northwesterly direction for a distance of 22 metres.

    c) on the northwestern side of Hampshire Street commencing at its intersection with Aldershot Street, and extending in a southwesterly direction for a distance of 10 metres.

    d) on the northwestern side of Hampshire Street commencing at its intersection with Aldershot Street, and extending in a northeasterly direction for a distance of 10 metres.

15. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southeastern approach of Aldershot Street at its intersection with Hampshire Street be controlled by a Give Way.

Lyndhurst Crescent (South) / Hampshire Street intersection

16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations

a) on the western side of Lyndhurst Crescent commencing at its southern intersection with Hampshire Street, and extending in a southeasterly direction for a distance of 10 metres.

b) on the eastern side of Lyndhurst Crescent commencing at its southern intersection with Hampshire Street, and extending in a southeasterly direction for a distance of 21 metres.

c) on the eastern side of Hampshire Street commencing at its intersection with Lyndhurst Crescent south, and extending in a northeasterly for a distance of 10 metres.

d) on the eastern side of Hampshire Street commencing at its intersection with Lyndhurst Crescent south, and extending in a southwesterly direction for a distance of 11 metres.

17. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northwestern approach of Lyndhurst Crescent at its southern intersection with Hampshire Street be controlled by a Give Way.

Lyndhurst Crescent (North) / Hampshire Street intersection

18. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

a) on the eastern side of Lyndhurst Crescent commencing at its northern intersection with Hampshire Street, and extending in a southeasterly direction for a distance of 12 metres.

b) on the western side of Lyndhurst Crescent commencing at its northern intersection with Hampshire Street, and extending in a southeasterly direction for a distance of 21 metres.

c) on the eastern side of Hampshire Street commencing at its northern intersection with Lyndhurst Crescent, and extending in a northeasterly for a distance of 17 metres.

d) on the eastern side of Hampshire Street commencing at its northern intersection with Lyndhurst Crescent, and extending in a southwesterly direction for a distance of 17 metres.

19. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northwestern approach of Lyndhurst Crescent at its northern intersection with Hampshire Street be controlled by a Give Way.

Marlow Road / Hampshire Street intersection

20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

a) on the northern side of Marlow Road commencing at its intersection with Hampshire Street, and extending in an easterly direction for a distance of 16 metres.

b) on the southern side of Marlow Road commencing at its intersection with Hampshire Street, and extending in an easterly direction for a distance of 19 metres.

c) on the eastern side of Hampshire Street commencing at its intersection with Marlow Road, and extending in a northerly direction for a distance of 8 metres.

d) on the-eastern side of Hampshire Street commencing at its intersection with Marlow Road, and extending in a southerly direction for a distance of 25metres.

21. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northwestern approach of Marlow Road at its intersection with Hampshire Street be controlled by a Give Way.

Eureka Street / Marlow Road intersection

22. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the northwestern side of Eureka Street commencing at its intersection with Marlow Road, and extending in a northerly direction for a distance of 21 metres.

    b) on the southwestern side of Eureka Street commencing at its intersection with Marlow Road, and extending in a northerly direction for a distance of 21 metres.

    c) on the northern side of Marlow Road commencing at its intersection with Eureka Street, and extending in a northwesterly direction for a distance of 12 metres.

    d) on the northern side of Marlow Road commencing at its intersection with Eureka Street, and extending in a southeasterly direction for a distance of 11 metres.

23. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwestern approach of Eureka Street at its intersection with Marlow Road be controlled by a Give Way.

Eureka Street / Rowan Avenue intersection

24. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the northeastern side of Rowan Avenue commencing at its intersection with Eureka Street, and extending in a southeasterly direction for a distance of 19 metres.

    b) on the southwestern side of Rowan Avenue commencing at its intersection with Eureka Street, and extending in a southeasterly direction for a distance of 23 metres.

    c) on the southern side of Eureka Street commencing at its intersection with Rowan Avenue, and extending in a northeasterly for a distance of 11 metres.

    d) on the southern side of Eureka Street commencing at its intersection with Rowan Avenue, and extending in a southwesterly direction for a distance of 12 metres.

    ~~e)~~ On the northwestern side of Eureka Street commencing at a point 2 metres from the prolongation of the northern kerb of Rowan Avenue and extending in a southwesterly direction for a distance of 8 metres.

25. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the northwestern approach of Rowan Avenue at its intersection with Eureka Street be controlled by a Give Way.

Yarmouth Street / Rowan Avenue intersection

26. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the northwestern side of Yarmouth Street commencing at its intersection with Rowan Avenue, and extending in a northeasterly direction for a distance of 20 metres.

    b) on the southwestern side of Yarmouth Street commencing at its intersection Rowan Avenue, and extending in a northeasterly direction for a distance of 20 metres.

    c) on the northern side of Rowan Avenue commencing at its intersection with Yarmouth Street, and extending in a northwesterly direction for a distance of 10 metres.

    d) on the northern side of Rowan Avenue commencing at its intersection with Yarmouth Street, and extending in a southeasterly direction for a distance of 9 metres.

27. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwestern approach of Yarmouth Street at its intersection with Rowan Avenue be controlled by a Give Way.

Carisbrooke Street / Rowan Avenue intersection

28. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the northwestern side of Carisbrooke Street commencing at its intersection with Rowan Avenue, and extending in a northeasterly direction for a distance of 20 metres.

    b) on the southwestern side of Carisbrooke Street commencing at its intersection Rowan Avenue, and extending in a northeasterly direction for a distance of 23 metres.

    c) on the northern side of Rowan Avenue commencing at its intersection with Carisbrooke Street, and extending in a northwesterly direction for a distance of 10.0 metres.

    d) on the northern side of Rowan Avenue commencing at its intersection with Carisbrooke Street, and extending in a southeasterly direction for a distance of 11 metres.

29. Approves that in accordance with Section 4 of the Land Transport Rule: Traffic Control Devices 2004 that the southwestern approach of Yarmouth Street at its intersection with Rowan Avenue be controlled by a Give Way.

New raised crossing points outside St James School on Rowan Avenue

30. Approves that in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004, that a Pedestrian Crossing be installed on Rowan Avenue, located 63 metres (northwest) of its intersection with Carisbrooke Street, and as detailed in Attachment D sheet 5 of 34 of the Agenda report.

Footpath and kerb build outs along Shortland Street

31. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, in the following locations:

    a) on the southwestern side of Shortland Street commencing 8 metres southeast of the Tahuna Street intersection's centreline and extending in a southeasterly direction for a distance of 26 metres.

    b) on the northeastern side of Shortland Street commencing 1 metres southeast of the Tahuna Street intersection's centreline and extending in a southeasterly direction for a distance of 40 metres.

    c) on the southern side of Shortland Street commencing 140 metres southeast of the Tahuna Street intersection and extending in a southeasterly direction for a distance of 27 metres.

    d) on the northern side of Shortland Street commencing 150 metres southeast of the prolongation of the eastern kerb of Tahuna Street and extending in a southeasterly direction for a distance of 22 metres.

    e) on the southwestern side of Shortland Street commencing 247 metres southeast of the Tahuna Street intersection's centreline and extending in a southeasterly direction for a distance of 12 metres.

    f) on the northeastern side of Shortland Street commencing 247 metres southeast of the Tahuna Street intersection's centreline and extending in a southeasterly direction for a distance of 16 metres.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The Aranui neighbourhood is a busy location used by many people travelling to school or work, accessing the shops, or moving across the community. Whether people are travelling through this area on foot, by bicycle, by bus or driving, they should be able to do so safely and have the opportunities to choose alternative modes of transportation.

3.2 The Streets for People project was constructed in February/March 2024. A monitoring and evaluation plan was developed to understand the project's impact. This report summarises the data collection completed during the trial construction period to show how the project has impacted the improvements installed. The key outcomes of the data analysis to date are:

- The preliminary data shows that the project has positive outcomes for key transport trends.
- Lower vehicle speeds at eight out of nine count locations, including outside the three schools. A significant 12 km/h drop in vehicle speed outside the Hampshire Street Shops.
- Data shows a 14% increase in active travel use at Haeata Community Campus.
- More students want to change their travel habits and use active modes to get to Haeata Community Campus.

3.3 Based on the feedback data gathered during consultation, school surveys, safety audits, and monitoring and evaluation, the recommended option is Option D:

- Retention of the speed humps
- Retention of the safer speed platforms
- Replace the bollards with kerb buildouts at a slightly amended position
- Removal of narrowing at the Tahuna Street/Shortland Street intersection
- Removal of physical separation at Hampshire Street by Wainoni Park (removed during trial)
- Removal of footpath widening at St James School (removed during trial)

4. Background/Context Te Horopaki

4.1 The purpose of the Aranui Streets for People project is to implement quick, low-cost, scalable improvements that create more vibrant, people-friendly spaces in neighbourhoods. The primary aim of the Aranui Streets for People project is to encourage school students to travel to school using active transport modes.

4.2 This project has received 90% funding support from the Waka Kotahi NZ Transport Agency Streets for People programme, with the remaining 10% funded by Council.

4.3 In November 2022, the Community Board approved (CCBCC/2023/00080) the design of the pilot scheme proposed for the intersection buildouts using bollards, speed humps, raised pedestrian crossings, and other pedestrian crossings in Aranui.

4.4 Due to the large scale of this project, which spans from Avondale Road to Pages Road and includes numerous improvements, as well as the proximity of three schools to the project area, a map has been provided below to illustrate the installed improvements.

Figure 1 – Project area

4.5 During early engagement the project team worked with the community and Community Board to develop the project objectives and programme of works. The scope was further developed through a design jam involving three Aranui schools: Haeata Community Campus, St James School, and Chisnallwood Intermediate. In the early phase of the project, students identified the main issues for their journeys to school being a lack of provision for active transport on Aranui Streets, such as large crossing distances, wide traffic lanes, high speeds and the absence of cycle lanes and perceived CPTED issues.

Community Board timeline

4.6 The project team have reported to the Community Board and Council through the project. A summary is provided below:

Meeting date	Summary
7 August 2023	Briefing on the project objective and the next steps for the project for approvals.
6 November 2023	Seek approval on design of the pilot scheme proposed for the intersection buildouts, speed humps, speed calming, raised pedestrian crossing in Aranui. The Board did not approve the cycleway at this time, and asked staff to investigate other options. The Board recommended that Council approve the use of a Pilot Scheme to install these, which was approved by Council on 6 December 2023
11 December 2023	Other cycleway options were presented to the Community Board (unidirectional and bi-directional cycleway options). These were not approved.

4.7 Designs were presented to the Community Board during a briefing held on 7 August 2023. The Board was informed about the results of the design jam, including key findings and quick wins for the project. The Board was advised at the briefing that once the scheme plans are ready, staff will return to the Board in November for approval.

4.8 At the Community Board meeting on 6 November 2023 (**Attachment B**), the Board approved (CCBCC/2023/00080) the design of the pilot scheme proposed for the intersection buildouts, speed humps, speed calming, raised pedestrian crossing in Aranui, as detailed in **Attachment E.** The Board declined the design of the pilot scheme to implement a separated unidirectional cycleway on both sides of Breezes Road between the existing Chisnallwood Intermediate pedestrian crossing and Pages Road. The Board requested for staff to return with further refined options on the temporary cycleway option.

4.9 6 December 2023, Council declined the pilot scheme to implement a separated unidirectional cycleway and recommended staff return to the Community Board for further option on the cycleway.

4.10 11 December 2023 (**Attachment C**), the project team presented two options on the unidirectional and bi-directional cycleway option which was declined and no further information was requested due to the time constraint to have this project installed and trialled.

4.11 Staff were advised to return back to the Community Board in 2024 once improvements were installed and trialled.

Improvements Installed

4.12 In February 2024, the following improvements were installed as part of the trial project.

	Speed hump (Approx street address)	Intersection narrowing	Raised safety platforms (Street address and associated school)	Pedestrian build outs (Approx street address)	Footpath reclamation
Hampshire Street	• 10 Hampshire Street • 42 Hampshire Street • 74 Hampshire Street	• Hampshire Street / Aldershot Street • Hampshire Street / Lyndhurst Crescent (North) • Hampshire Street / Lyndhurst Crescent (South) • Hampshire Street / Marlow Road			Outside Wainoni Park playground

Breezes Road	• 42 Breezes Road • 63 Breezes Road	• Breezes Road / Pembroke Street • Breezes Road / Eglinton Street • Breezes Road / Gosport Street • Breezes Road / Hampshire Street	• 77 Breezes Road (Chisnallwood Intermediate) • 126 Breezes Road • 227 Breezes Road (Haeata Community Campus)		
Shortland Street	• 59 Shortland Street • 82 Shortland Street	• Shortland Street /Tahuna Street • Shortland Street / McHaffies Place		• 55 Shortland Street • 64 Shortland Street • 78A Shortland Street	
Rowan Avenue		• Rowan Avenue / Yarmouth Street • Rowan Avenue / Carisbrooke	• 24 Rowan Avenue (St James School)		
Pembroke Street	• 17 Pembroke Street				
Marlow Road	• 40 Marlow Street	• Marlow Road /Eureka Street			
Eureka Street		• Eureka Street /Rowan Avenue			

4.13 In March 2024, consultation was carried out by installing the safety improvements detailed in **Attachment D**. Bollards and road markings were used as they could be adapted at speed and low cost, while allowing the community to visualise the improvements. Feedback on the safety interventions was gathered during this period which included recommendations to make changes during the trial of the project. Adaptations were made, including the removal of the footpath widening along Hampshire Street by Wainoni Park, due to high-profile concerns around parking for sports and other recreational activities.

4.14 **Additional improvements**

During early engagement, staff identified “quick wins” that were not part of the trial but supported the objectives:

	Hampshire Street Bollards and Planter boxes	Orion Cabinet art work	Wainoni Park art work
Early feedback	• In August 2023 staff met with businesses on Hampshire Street that identified unsafe parking behaviour within the flush median. • Drivers would leave cars to visit the shops located on Hampshire Street or visit family/friends. • Customers complained about lack of visibility when crossing the road when cars were parked on the flush median. • Business perceived potential risk with ram raid.	• During early engagement and design jam kids wanted more colour and vibrant space.	• During the design jam kids worked on designs that represented the community.
Outcome	• In October 2023, the project installed 9 planter boxes outside each of businesses, along with bollards/Island separators on Hampshire Street. • Staff individually met with business owners to seek feedback on design on the planter boxes. • Each planter boxes were designed to represent business located in the area. • Chisnallwood Intermediate were involved in designing and painting of the planter boxes.	• Chisnallwood Intermediate designed and painted the Orion Cabinets around Aranui Streets in November/December.	• Project engaged Ariki Creative based in Aranui further develop designs from design jam. • Designs were approved by Whitiora who had reached out to the key stakeholders in the Community. • Road art was proposed to be installed late May.
Changes made during adaption	• During consultation feedback organised by ACTIS, we heard from submitters online and in-person that the bollards installed within the flush median felt like a prison and it was eye sore. • **Adaptation : Project has sourced 6 planter boxes for the flush median that will be installed later in May.**		• During consultation feedback organised by ACTIS, we heard from submitters online and in-person that the bollards installed in the parking bay outside Wainoni Park needed to be removed. **Adaptation: Wainoni Park bollards were removed and the art work originally**

			proposed in the parking bay will be installed on the footpath.

4.15 **Adaptation based on consultation in March/April 2024**

During March/April Consultation period adaptations were made on the intersection of Breezes Road/Hampshire Street and Shortland/Tahuna Street. The following table shows the measures were undertaken in the area to adapt.

Adaptation works	Intersection of Breezes Road and Hampshire Street Adaptation	Intersection of Shortland Street and Tahuna Street Adaptation
Feedback	• Number of submitters expressed that the narrowing of the intersection on Breezes Road and Hampshire Street was too narrow and forcing drivers to drive over the centre line which is a safety issue.	• Early March, project team met with the Operations Manager of Global Express located on Tahuna Street regarding the intersection narrowing for their container truck and trailer. • Speed humps are fine and should stay.
Monitoring	• Monitoring: Onsite observation was undertaken over couple of days to confirm customer feedback and understand driving behaviours. It was found that most drivers were staying clear of the bollards and crossing the centre line while approaching the intersection.	• Global express recommended staff understand how the large trucks carrying large containers move in and out of the intersection. • Project team met Tahuna Street stakeholders (Global express, Westco lumber limited and Heb) to monitor their largest truck movements throughout the intersection.
Adaptation	• The bollards between the speed bump and Breezes Road were moved back behind the double lanes (200 mm) to provide drivers with more space in the departure lane.	• All intersection narrowing was removed.
Outcome	• Motorists were noted to no longer be crossing the centre line and staying within their departure lane.	• All vehicles able to travel through intersection without hitting bollards. • It was noted by the safety audit team and HEB that general traffic was found to be driving by the road marking while the intersection still had the painted intersection narrowing.

4.16 The following related reports/memos/information were circulated to the members of the meeting:

Date	Subject
6 Nov 2023	Streets For People – Aranui Connection (Attachment B) Waitai Coastal-Burwood-Linwood Community Board – Approval for the pilot scheme to implement.
11 Dec 2023	Streets For People – Aranui Connection (Attachment C) Waitai Coastal-Burwood-Linwood Community Board – Approval for the cycleway

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.17 The following reasonably practicable options were considered and are assessed in this report:

- **Option A – All improvements retained with intersection adaptation.**
  - This option retains all improvements that have been installed, using the existing materials.
  - Minor adaptations are proposed to the intersections based on the feedback received: widening the entry lane into the side road by a minimum of 1 meter, where kerb alignment permits.
- **Option B - Retain speed humps and safer speed platforms only.**
  - This option involves removing all intersection narrowing measures, including bollards, road markings, and lane reductions.
  - Retention of the safe speed humps and platforms to reduce speeds.
- **Option C – Remove all safety improvements.**
  - Removal of all trialled interventions and returning the road corridor to before the trial had occurred.
- **Option D – Speed humps and safer speed platforms and kerb buildouts.**
  - This option retains all speed humps and platforms.
  - The intersection narrowing's are changed from bollards to kerb buildouts, using precast concrete separators
  - Minor adaptations are proposed to the intersection alignments based on the feedback received: widening the entry lane into the side road.

Figure 2 – Improvements with legend

Option Descriptions Ngā Kōwhiringa

4.18 **Preferred Option : Option D – Speed humps and safer speed platforms and kerb buildouts.**

4.18.1 **Option Description:** This option retains all improvements that have been installed throughout Aranui, shown in Figure 2 to meet all project objectives.

- The intersections will be altered by removing the bollards and providing a low-cost kerb buildout instead with a larger entry radius, allowing drivers to navigate the traffic-calmed areas more easily. The new kerb buildouts will be installed within the existing road marking extents.
- This will change the alignments by 300-500mm and will be tighter than Option A. However, vehicle tracking has shown that these radii will work for larger vehicles.
- All speed humps will be retained as installed. **(Attachment D,H)**

4.19 **Option A – All improvements retained with intersection adaptation**.

4.19.1 **Option Description:** This option retains all improvements that have been installed and makes adaptations to the intersections based on the feedback received.

- The intersections will be adjusted by widening the entry lane into the side road by a minimum of 1 metre, where kerb alignment permits. This will provide additional width at the intersections, allowing drivers to navigate the traffic-calmed areas more easily. The bollards will be adjusted to follow the new kerb alignment and road marking updated.
- All speed humps will be retained as installed. All other safety interventions listed below will be implemented throughout Aranui. **(See Attachment D)**

4.20 **Option B - Retain all speed humps and platforms**

4.20.1 **Option Description:** This option involves removing all intersection narrowing measures, while retaining the safe speed humps

- This will involve removing all bollards, road markings, and lane reductions at intersections.
- Other safety interventions, such as the speed humps listed in **Attachment D**, will remain implemented throughout Aranui.

4.21 **Option C - Remove all safety improvements**

4.21.1 **Option Description:** Removing of all trialled interventions and returning the road corridor to before the trial had occurred.

Advantages and disadvantages

	Option A – All improvements retained with intersection adaptation.	Option B - Retain speed humps and safer speed platforms only.	Option C – Remove all safety improvements.	PREFERRED Option D – Speed humps and safer speed platforms and kerb buildouts.
Advantages	This option meets the project objectives of making streets safer.	This option meets some of the project objectives by making streets safer by	No ongoing maintenance cost over 10 year period.	This option meets the project objectives of making streets safer.

		slowing at crossing points only.		
	Improved crossing points and accessibility for students walking to and from schools.			Improved crossing points and accessibility for students walking to and from schools.
		Low cost to maintain speed humps and platform over 10 year period.		Lowest cost to maintain speed humps and platform over 10 year period. Bollards removed.
	Speed at intersections has reduced along corridors with safe speed humps.			Speed at intersections has reduced along corridors with safe speed humps.
	Police callouts on 'Street/Drag Racing' has reduced to zero in April due to the improvements installed.			Police callouts on 'Street/Drag Racing' has reduced to zero in April due to the improvements installed.
	Increase in active travel- Since the improvements have been installed there has been an increase in active travel trips by the school students			Increase in active travel- Since the improvements have been installed there has been an increase in active travel trips by the school students
	Active travelling is expected to increase and continues to increase.			Active travelling is expected to increase and continues to increase.
	Increase in students feeling safer in the last school gate survey.			Increase in students feeling safer in the last school gate survey.
	More people want speed humps in the area to reduce speed.			More people want speed humps in the area to reduce speed.
	Improved crossing points and accessibility for students walking to and from schools.			Improved crossing points and accessibility for students walking to and from schools.
	Narrowing the intersection has reduced speed of vehicles turning into local streets. It also stops right turning vehicles blocking the visibility of left turning vehicles when exiting.			Narrowing the intersection has reduced speed of vehicles turning into local streets. It also stops right turning vehicles blocking the visibility of left turning vehicles when exiting.
Disadvantages	Feedback has highlighted that the intersection narrowing is increasing delay.	Removing intersection buildouts would increase the crossing	Does not meet the project objective of making streets safer and providing transport choice.	Removal cost for the bollards.

		distance for people walking.		
	Some community feedback has highlighted that the narrowing's feel unsafe.	Removing intersection buildouts would increase the speed of vehicles turning into local streets at the location where people are crossing.	Removal of all safety interventions does not address the safety concerns raised by the submitters in the streets.	Upfront cost to build kerb build outs.
	Ongoing maintenance cost for bollards over a 10 year period. To mitigate this impact, the project will purchase several bollards to hold by the Council's maintenance contractor for repairs when required.	Cost of removal of the bollards.	Does not align with the early engagement feedback from the schools that requested improvements to make streets safe for their pupils.	
			Faster car speeds may return, increasing safety risk.	
			May reduce number of trips made by active transport due to concerns around safety.	
			Expected increase in anti-social road user behaviour.	
			Cost for removal of all elements.	

Analysis Criteria Ngā Paearu Wetekina

4.22 Abley Transportation Consultants undertook the monitoring and evaluation of the trial. This measured the outcomes and effectiveness of interventions that were implemented. The monitoring and evaluation report is **Attachment A** and was a requirement of the Streets for People funding.

4.23 The recommended Option D ranks the lowest (lower is better) in the multi-criteria analysis (MCA) due to its alignment with the project outcomes of increasing active travel in the Aranui area. The safety interventions within Option D are expected to facilitate an increase in active transport by improving the level of service at all crossing locations and reducing speeds in the area. (*Figure 3 : Multi criteria analysis)* (**Attachment I**)

4.24 The criteria descriptions and assigned weightings, can be found in **Attachment A Page 14,16.**

Option	Option description	Ongoing costs (July '24 onwards)	Average reductions of speeds (calculated)	Increase in active travel (as recorded)	Alignment with rest of city	Feedback on speed bumps	Feedback regarding intersection narrowing	Feedback regarding mode shift	Rank (lower is better)
Criterion weighting									
A	All retained with intersection adaptation	High	-7.15%	14%	Similar intersection traffic calming as rest of Christchurch; high alignment.	Positive	Feedback is intersections are too narrow and a percieved safety issue, 25% of residents want to retain	More students want to change their travel habits and use active modes to get to Haeata Community Campus.	3
B	Retain all speed humps and platforms	Low	-5.36%	7%	Similar speed bump interventions as rest of Christchurch; medium-high alignment	Positive	Feedback is retaining original intersection widths is preferred, 40% of community want to remove	Expected reduction in active modes expected due to removal of intersection narrowing.	2
C	Remove all safety improvements	Low	Return to previous speeds	0%	Removes all safety improvements; low aligment.	Negative, as opposite to what community has asked	Feedback is retaining original intersection widths is preferred, 40% of community want to remove	Students want to change their travel habits, removing safety improvements is not aligned with this.	4
D	Speed humps and safer speed platforms and kerb buildouts	Low - medium	-7.15%	14%	Similar intersection traffic calming as rest of Christchurch; high alignment.	Positive	Feedback not received in the timeframe of the report.	More students want to change their travel habits and use active modes to get to Haeata Community Campus.	1

Figure 3 : Multi criteria analysis

4.25 Option D, which involves retaining all the safety improvements installed as part of the trial, has not yet been assessed by an independent safety audit team.

4.25.1 A design Safety Audit is planned to be complete in time to inform the decision of the Community Board.

4.25.2 However, Option D does not involve significant changes from Option A which has been safety audited during the scheme's detailed design and post-construction stages, with no significant concerns raised.

4.25.3 The implementation of primary safe system interventions, such as raised safety platforms and speed humps, has ensured that the project has no outstanding major safety concerns for both the safety audit team and the Transport Operations team.

4.25.4 Without these raised safety platforms and speed humps, there would be significant safety concerns at the crossing locations due to the high speeds recorded throughout Aranui. This was confirmed by the speed counts collected prior to the improvements being installed. **(Attachment A Page 14)**

4.26 The four options have been compared as part of the project based on several criteria: speed reduction, increase in active travel, reduction of crossing distance at intersections for

vulnerable users, alignment of interventions with the rest of the city, ongoing costs, and community feedback regarding speed humps, intersection narrowing, and mode shift.

Speed data

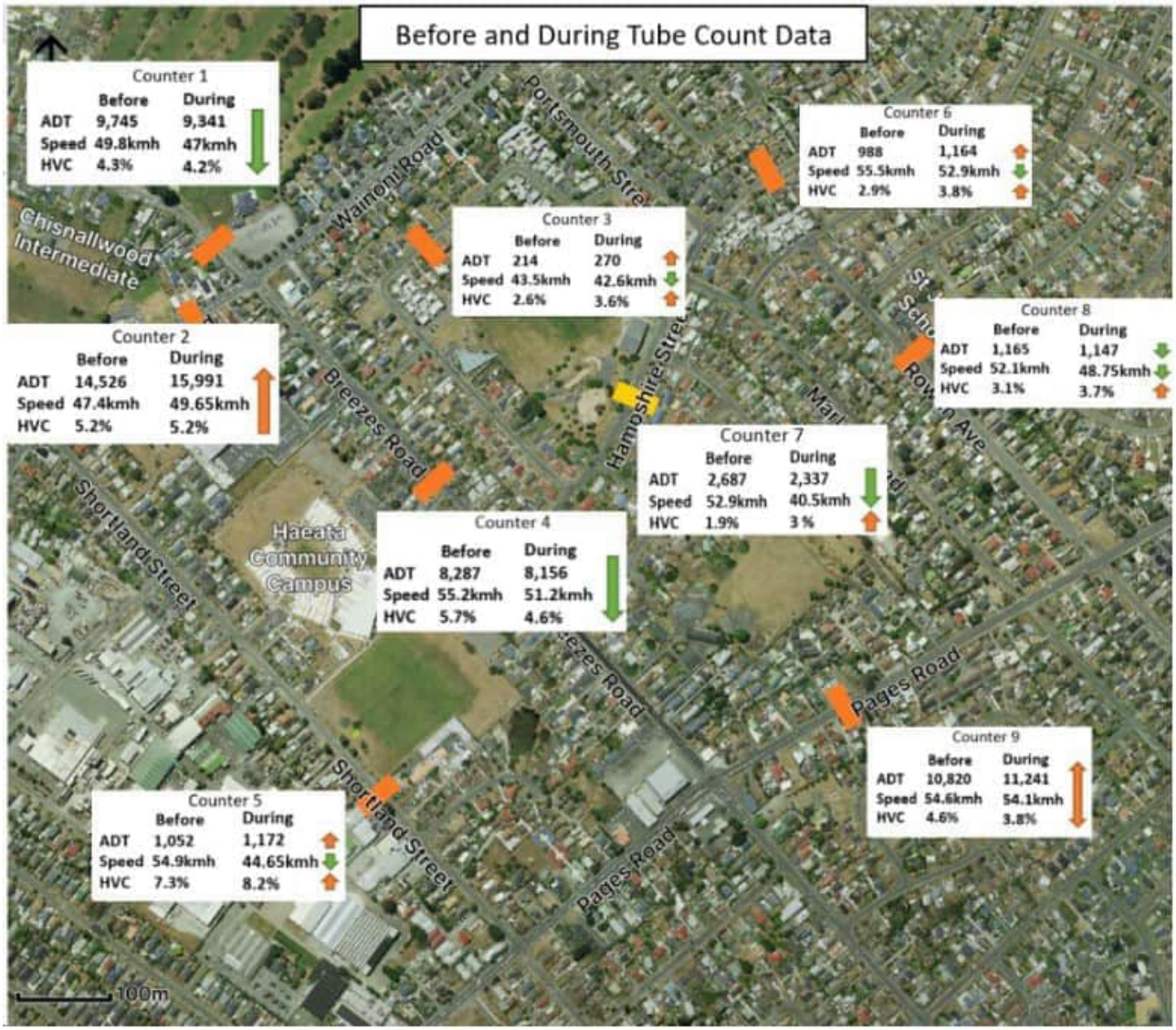


Figure 4 Comparison of before and after. Attachment A Page 14

4.27 Speed counts have been conducted at nine sites around Aranui, within the project area both before and during the trial period. The reduction in speed has been calculated at all these locations, resulting in an average reduction of 8.63% across all sites. The lower speeds are expected to be maintained with both Option A and D. Speeds are likely to increase through Option B and C.

4.28 Speed counts were not undertaken at the locations of the school crossings. However, the installation of safer speed platforms at these crossings is expected to have reduced speeds beyond those previously recorded. This reduction further decreases the likelihood of death and serious injury for vulnerable users.

4.29 Speeds recorded on Wainoni Road, Aldershot Street and Pages Road have seen either an increase in speed or a small reduction in speed compared to the rest of the project area. These corridors have no infrastructure improvements as part of this project and are outside of the project area. These tube counts were captured because it is important to understand the traffic flow on these corridors to understand the impact of changes within the Aranui area.

4.30 Parking demand and duration at the Hampshire Street Shops has remained consistent.

4.30.1 There is no observed change to the high turnover, with most vehicles parking for less than 5 minutes.

4.30.2 The bollards in the flush median have eliminated the illegal parking issue that was identified before the trial. This has provided a safe waiting space for pedestrians crossing the road.

4.30.3 Before the trial, very few school children were recorded cycling on Breezes Road. **Attachment A, Page 18** of the monitoring and evaluation report demonstrates an increase in footpath cycling on Breezes Road and other modes of travel in the area.

4.31 The Hampshire Street speed counts recorded an average speed of 52.9 km/h before the trial, a reduction 40.5 km/h was recorded post construction. If a crash was to occur with either a pedestrian or cyclists, the 12.4km/h speed reduction decreases the likelihood of death occurring by over 50%.

4.32 Notably, Counter 2 on Wainoni Road showed an increase in speed due to the absence of any infrastructure improvements in that section. The enhancements listed in **Attachment D** help to increase the liveability and use of active modes within the area by providing a better street environment (**Attachment A, Page 14**).

	Before Speed (June 2023) km/h	During Speed (March 2024) km/h	Reduction in speed improvements km/h
Counter 1 (Breezes Road)	49.8	47	2.8
Counter 2 (Wainoni Road)	47.4	49.65	-2.25
Counter 3 (Aldershot Street)	43.5	42.6	0.9
Counter 4 (Breezes Road)	55.2	51.2	4
Counter 5 (Shortland Street)	54.9	44.65	10.25
Counter 6 (Hampshire Street)	55.5	52.9	2.6
Counter 7 (Hampshire Street)	52.9	40.5	12.4
Counter 8 (Rowan Avenue)	52.1	48.75	3.35
Counter 9 (Pages Road)	54.6	54.1	0.5

Crash Data

4.33 Crash data within the project area is recorded in the Waka Kotahi CAS (Crash Analysis System). Data taken after the project indicated no crash incidents. This absence of data is anticipated, due to the length of the trial, and as crashes have a processing time before appearing on the database of up to 12 weeks.

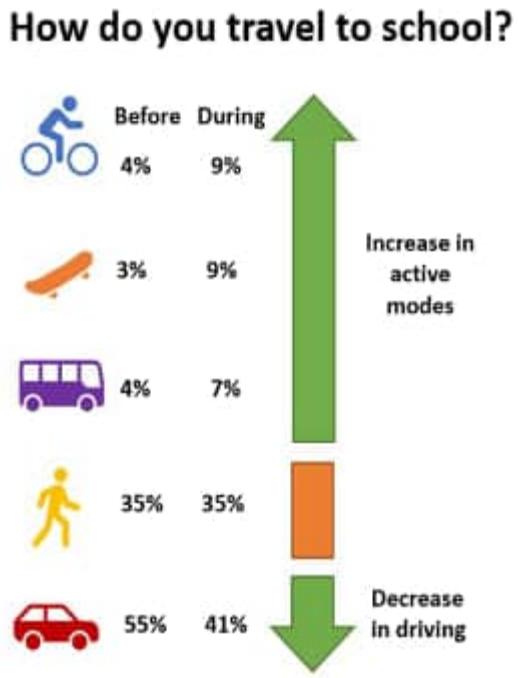
4.34 As part of the New Zealand Police submission, which supported all safety interventions, they provided their road policing call-out log from December through March. We have now received the data for April, which shows a continued reduction in street/drag racing call-outs in the area **Attachment F.**

Changes in behaviour

4.35 An increase in active travel has been identified at Haeata Community Campus.

4.35.1 Throughout the trial period, an increase of 14% of children travelling on bicycles, scooters and on the bus, as shown by the comparison of school travel data diagram below (**See Attachment A Page 18**).

4.35.2 Option A and D are expected to support these journeys and a continued increase in active travel. Option B and Option C are less likely to maintain the increases in active transport as measures are being reduced. Option C is expected to return to numbers before the trial.



Key findings from monitoring and evaluation

4.36 As presented in **Attachment A** by Abley Consultants:

- The preliminary data shows that the project has positive outcomes for key transport trends.
- Lower vehicle speeds at seven out of nine count locations, including outside the three schools.
- A significant 12 km/h drop in vehicle speed outside the Hampshire Street Shops.
- Operating speeds at three locations are now below the posted speed limit.
- Data shows a 14% increase in active travel use at Haeata Community Campus.
- More students want to change their travel habits and use active modes to get to Haeata Community Campus.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option A – All retained with intersection adaptation	Option B – Retain all speed humps and platforms	Option C – Remove all safety improvements	Recommended : Option D- Speed humps and safer speed platforms and kerb buildouts.
Cost to Implement	This estimate is based on current rates **$69,000** funding is available with the project.	Removing of bollards and intersection buildouts has been estimated to cost **$423,810.56.** There is a shortfall of **$223,810.56 .**	Cost to remove all safety improvements **$956,917.24**. There is a shortfall of **$759,917.24**	Cost to build permanent kerb buildout **$420,000**. Which NZTA has agreed to fund this option.
10 year Maintenance/Ongoing Costs	Cost to maintain $498,000	Cost to maintain $57,000	Maintenance not required if project is fully removed.	Cost to maintain $177,000
Funding Source	#71600 Streets for People – Aranui NZTA 90% funded and 10% Capital programmed funded.	#71600 Streets for People – Aranui NZTA 90% funded and 10% Capital programmed funded. **Additional funding would need to be sourced through a future Annual Plan process.**	#71600 Streets for People – Aranui. **Additional funding would need to be sourced through a future Annual Plan process.**	#71600 Streets for People – Aranui **NZTA has agreed to fund this additional work through the Streets for People programme.**
Funding Availability	Available	#71600 Streets for People – Aranui. **Additional funding would need to be sourced through a future Annual Plan process.**	#71600 Streets for People – Aranui. **Additional funding would need to be sourced through a future Annual Plan process.**	#71600 Streets for People – Aranui. **NZTA has agreed to fund this additional work through the Streets for People programme.**
Impact on Rates	0.007%	0.002%	0.002%	0.003%

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a risk that if the decision is made to remove all safety improvements (Option C), it could negatively impact the safety of all road users, reduce the ability for children to travel safely to school, and increase the number of police callouts due to drag racing.

6.2 As per the agreement with NZTA Waka Kotahi, funding for the project is scheduled to conclude on June 30 2024. If a decision is not made during the meeting on 10 June 2024 it will affect the project completion date and the NZTA component of the funding will be at risk. This could result in an increased cost to Council to cover the NZTA portion of the costs.

6.3 There is a risk that if Option C is selected which has a higher cost associated with removal; additional funding will be required and need to be sourced to facilitate the removal process. This option has a shortfall of $759,917.24 which will need to sourced if the Board approves to remove all improvements.

Legal Considerations Ngā Hīraunga ā-Ture

6.4 Statutory and/or delegated authority to undertake proposals in the report:

6.5 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.

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

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.8 The required decision:

6.8.1 Aligns with the Christchurch City Council's Strategic Framework. Providing safe crossing points for people who walk, cycle and bus will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.8.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by completing a Significance and Engagement Assessment.

6.8.3 Is consistent with Council's Plans and Policies.

6.9 This report supports the Council's Long Term Plan (2021 - 2031):

6.10 Transport

6.10.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 600 kilometres (total combined length)
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - >=85% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

6.11 The decision affects the following wards/Community Board areas:

6.11.1 Waitai Coastal-Burwood-Linwood Community Board

6.12 Early engagement ran from late 2022 until the trial commenced in March 2024. Results were reported to the Waitai Coastal-Burwood-Linwood Community Board to inform their decision on whether to proceed with the trial.

6.13 Following the decision to proceed, staff attended the Aranui Partners Meeting (with Aranui Community Trust Incorporated Society (ACTIS), Police, Salvation Army, Kainga Ora, school principals, Aranui Library) and met separately with Haeata Community Campus, Chisnallwood Intermediate School, and St James School, to confirm the trial plans and next steps. All schools were supportive of the temporary changes. The upcoming trial was also socialised at AFFIRM – Aranui Festival, and at an Eastern Eagles league game.

6.14 Public consultation was planned to start once the trial was in place and the community had the opportunity to fully experience the new road layout to inform their feedback. However, it became apparent that people wanted to provide feedback prior to construction being completed so the Kōrero mai Let's Talk webpage and feedback form was 'soft-launched' – promoted through elected members, ACTIS, the schools, and on social media.

6.15 Consultation officially started on 18 March and ran until 15 April 2024. An email was sent to around 130 key stakeholders, including emergency services, businesses and organisations operating within Aranui, and residents who provided feedback during early engagement. Businesses and organisations were provided with posters advertising the trial, and corflute signs were placed in 15 locations adjacent to upgrades. A Newsline story inviting people to check out the trial and provide feedback was posted, and shared to Council social media. Paid advertising promoted the trial and consultation both online (Facebook, Instagram and Google Display) and on the digital billboard at the corner of Pages and Breezes roads.

6.16 Consultation documents were delivered to around 3,000 households in the project area, inviting feedback online or via a paper-copy submission form.

6.17 ACTIS hosted a 'humps and bollards have your say day' on 14 March. Around 200 people provided feedback on some of the temporary changes. The feedback was less supportive than that received through Council channels and has been reported on within the submission analysis attachment. Scans of the physical submissions are available on the Kōrero mai page.

6.18 Throughout the trial period, staff door-knocked 65 households in the project area.

6.18.1 Most households spoken to were positive about the speed humps and their intention to slow traffic. Some suggested that they should be higher, with others saying that they would be more effective further away from intersections, as vehicles are slowing down around intersections anyway.

6.18.2 Most households spoken to were fine with the intersection treatments but thought that they could be made a bit wider as it's too narrow for larger vehicles to navigate without crossing centrelines. Fewer households were either against the narrowing altogether, or supportive of the intersection upgrades in their entirety.

6.18.3 Other common discussion points included positivity around the removal of the Wainoni Park bollards, requests for more speed humps – particularly further down Hampshire Street and on Eureka and Aldershot Streets, requests for more signage around speed humps (particularly on the Avondale end of Breezes Road), and that there is a speed hump too close to the Avondale Road bend.

6.19 Aranui Library, Chisnallwood Intermediate, St James School and Crossroads Youth hosted token exercises throughout the trial. Here, users of these organisations were asked simplified versions of the consultation questions.

6.20 On 3 April 2024, staff worked with Mai FM to host a barbeque at Haeata Community Campus to capture parents that weren't being reached through the token tool. 15 groups of students and parents spoke to staff. Feedback received at this day was slightly more positive than overall consultation results, with general agreement that the streets feel safer because of the trial. Critiques related to the look of the flexi-posts and confusion as to their purpose.

6.21 Following feedback received during the trial and by working directly with impacted stakeholders, the intersection upgrades at Tahuna/Shortland and Hampshire/Breezes were altered, and the footpath widening at Wainoni Park was removed.

Summary of Submissions Ngā Tāpaetanga

6.22 Submissions were made by five recognised organisations, one business and 205 individuals. All submissions are available on the Kōrero mai page.

6.23 Across all streets, the majority of submitters said that they were in favour of safe speed humps.

6.1 Intersection upgrades received mixed feedback – some locations were more supported than others.

6.2 The most common feedback about the trial in general included:

6.2.1 The bollards make the intersections too narrow – dangerous, force drivers to cross the centre line (56)

6.2.2 The changes address the concerns residents have around speeding (32)

6.2.3 The intersection treatments should be humps only – no narrowing (26)

6.3 A full analysis of submissions is available in **Attachment G.**

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.

6.5 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.6 The decisions in this report are likely to:

6.6.1 Contribute positively to adaptation to the impacts of climate change.

6.6.2 Contribute positively to emissions reductions.

6.7 The installed improvements have enhanced walkability in the area, providing people the opportunity to choose alternative modes of transportation such as cycling and walking.

7. Next Steps Ngā Mahinga ā-muri

7.1 The next steps for the project will be dependent on the option approved by the Community Board.

- **Option A – All improvements retained with intersection adaptation.**

- All speed humps and platforms will remain in place. The intersection narrowing will be adjusted by 1 meter at the entry of the intersection.

- **Option B - Retain speed humps and safer speed platforms only.**
  - speed humps and platforms will remain. All bollards around the intersection will be removed.
- **Option C – Remove all safety improvements.**
  - All speed humps, platforms and intersection narrowing will be removed.
- **Option D – Speed humps and safer speed platforms and kerb buildouts.**
  - All speed humps and platforms to remain in this option. Along with permanent kerb buildouts instead of the bollards at the intersection.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Streets For People Monitoring and Evaluation Report	24/799563	70
B	Waitai Coastal-Burwood-Linwood Community Board Streets for People - Aranui Connections 6 November 2023 Report	23/1544775	142
C	Waitai Coastal-Burwood-Linwood Community Board Streets For People Aranui Connections 11 December 2023 Report	23/1919854	152
D	Streets For People Aranui - All improvements list	24/827678	159
E	Streets For People Aranui Plans	24/846081	165
F	Streets For People Aranui - Road Policing Data	24/827679	200
G	Streets For People Aranui | analysis of submitter feedback	24/563897	204
H	Streets for People Aranui - Option D	24/848948	210
I	Streets for People - Multi Criteria Anaylsis	24/868360	224

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

Document Name – Location / File Link

Signatories Ngā Kaiwaitohu

Author	Shaleen Prasad-Kumar - Project Manager
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

Christchurch City Council

abley

Streets for People Haeata Connections During Monitoring & Evaluation Report

Christchurch City Council

Executive Summary

The Christchurch City Council team constructed the Haeata Connections Streets for People project March/April 2024. A monitoring and evaluation plan was developed to understand the project's impact. A summary of the baseline (before) data collection was presented at the August 2023 TSG meeting. This report summarises the data collection completed during the trial construction period to show how the project has impacted key transport trends. The headline outcomes of the data analysis to date are:

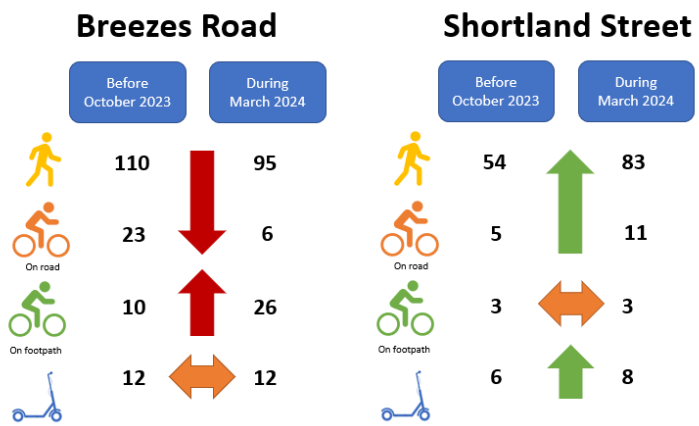
- The preliminary data shows that the project has positive outcomes for key transport trends.
- Lower vehicle speeds at seven out of nine count locations, including outside the three schools.
- A significant 12 km/h drop in vehicle speed outside the Hampshire Street Shops.
- Operating speeds at three locations are now below the posted speed limit.
- Data shows a 14% increase in active travel use at Haeta Community Campus.
- More students want to change their travel habits and use active modes to get to Haeata Community Campus.

Further monitoring will be completed in late May/early June with the infrastructure programme fully completed. The image below summarises vehicle speed and volumes before and during the trial.

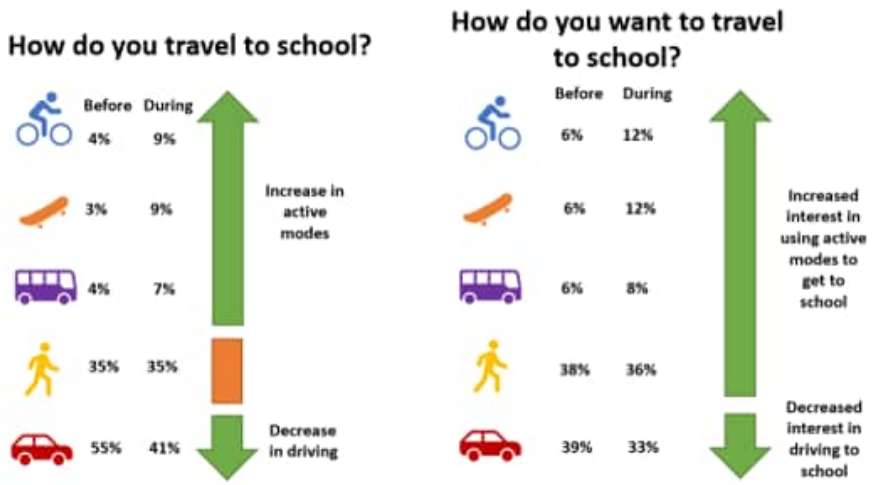
Speeds have not reduced on Wainoni Road and Pages Road. No infrastructure improvements were included in the work programme for these corridors. These tube counts were included because it is important to understand the traffic flow on these corridors to understand the impact of changes within the project area.

Parking demand and duration at the Hampshire Street Shops have remained consistent with before data. High turnover remains, and most vehicles park for under 5 minutes. The bollards in the flush median have eliminated the illegal parking issue and provided a safe waiting space for pedestrians crossing the road.

Before the trial, very few school children were recorded cycling on Breezes Road. The image below demonstrates that there has been an increase in footpath cycling on Breezes Road. Children accounted for the majority of the increased activity.



For cost-effective monitoring, the school gate survey was only conducted at Haeata Community Campus during the trial. This school was chosen because it plays the most significant role and is a 0-13 years school. The use of active modes to get to school has increased by 14%. More students are choosing active travel since the project was installed and more students want to travel to school using active modes. This is promising for the full data collection programme to be completed by 30 June.



Item 11

Attachment A

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Streets for People During Monitoring & Evaluation Report

Quality Assurance Information

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Date issued	Status	Approved by
30 August 2023	Summary baseline report for TSG	Tracy Fleming
3 May 2024	Summary during report	Tracy Fleming

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1. Introduction

1.1 Streets for People Haeata Connections

The NZTA, Waka Kotahi Streets for People Programme, fund the Haeata Connections Project. The programme aims to improve the Council's to deliver alternative practices. This enables better contributions towards national strategies, including Road to Zero, the Emissions Reduction Plan, Mode Shift Plans and Access to Opportunities. The fund provides 90% FAR (funding assistance rate) to Councils to implement temporary or semi-permanent physical changes to streets, improvements that test a permanent fix and prototype a street design, and activations that help communities re-imagine their streets.

Haeata Connections centres around the Haeata Community College and the surrounding community in Aranui. The key transport goals are:

- Influence and impact mode shift,
- Improve personal and road safety, and
- Connect last-mile connections.

1.2 Purpose of this report

This summary report has been prepared to capture the results of baseline and initial data during data collection for the Haeata Connections Streets for People Project. It also provides a clear structure for understanding the monitoring and evaluation activities that will be completed.

2. Overarching monitoring and evaluation plan

Monitoring and evaluation are core elements of all Streets for People projects. Showing the project's impact helps to support future permanent projects. The monitoring and evaluation plan is also an opportunity to support innovative Streets for People projects.

The Streets for People projects focus on community engagement to test, trial, and understand project interventions, helping inform permanent projects delivered as part of the Council's Long-Term Plan. The foundation principles set by Waka Kotahi are outlined in the image below.

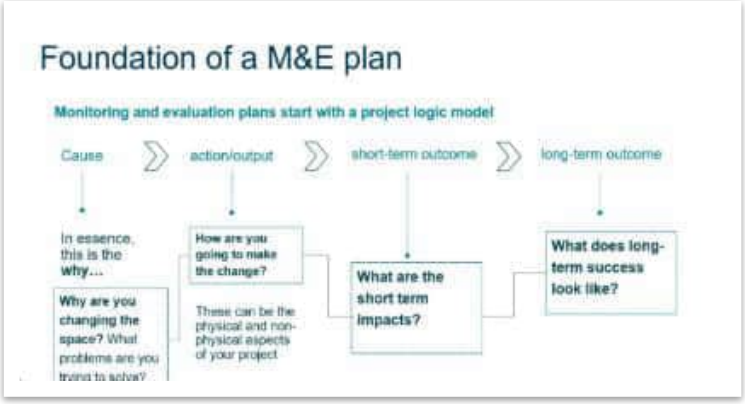

Figure 2.1 Foundation principles of an M&E plan

2.1 What do we want to achieve?

The Streets for People programme aims to make it faster and easier to transition our streets to safer and more liveable spaces. The testing, as part of this programme, enables communities to get a sense of what their streets could be like and to understand that their input to change is valid. Waka Kotahi has funded the project (90% rates) and is partners with Christchurch City Council to deliver the project.

This project aims to deliver community-led initiatives that open streets to the community, particularly students, focusing on local ownership and delivery of active transport opportunities.

2.2 What would a good outcome look like?

For the Haeata Connections project, good short-term outcomes for the project would include:

- Creating safe and attractive environments for young and old users.
- Everyone feels safe and wants to spend time and enjoy the space.
- Increasing the amenity and personal security rating of the area.
- Increased use of active modes (walking, scooting, cycling and public transport).
- Slower vehicle speeds and increased safety for pedestrians.
- Positive relationships and experience with council staff.
- The community feels connected, included, and supports the project.
- Happy and invested local users.

2.3 Overarching principles of the M&E plan

The M&E plan will evaluate how the project delivers key outcomes described below.

- **Building trust with the community and delivering things they want to achieve.** Using case studies and communication and engagement surveys. Understanding what the community wants and needs. Engaging the community throughout the process to build trust with CCC staff and have outcomes that the community are proud of.
- **Increase safety and use of sustainable transport—**Collect baseline data and focus on perceived safety. This project may not directly result in a big increase in active mode trips, but it may increase perceived safety and use for existing users and new users because of the scheme. There is also the potential to increase use alongside other techniques, e.g., incentives to ride.
- **Create attractive and people-centric places.** – Improved public perception of the street through the pedestrian level of service assessments/snapshot surveys and case studies, increased use of local destinations by active modes evaluation, and increased perceived safety assessments.
- **Support delivery of the permanent project** – Surveys assessing positive engagement, collecting qualitative data feedback, evaluating project communications, and evaluating CCC staff knowledge and engagement. Case study user feedback will also be collated to identify support for the permanent project.

The overarching plan and KPIs initially proposed for the M&E plan are shown in Figure 2.2. Note that we have adapted both the methodology and timelines to align with the programme.

To monitor our ability to build trust with the community, we completed customer satisfaction surveys at major public events, including the Affirm Community Festival and school design jam As part of the M&E measures, the regular data collection for traffic volumes and speeds will be completed before, during and after the trial period The geographical extent of the data collection area is shown in Figure 2.3.

ABLEY

Figure 2.2 Overarching monitoring and evaluation plan

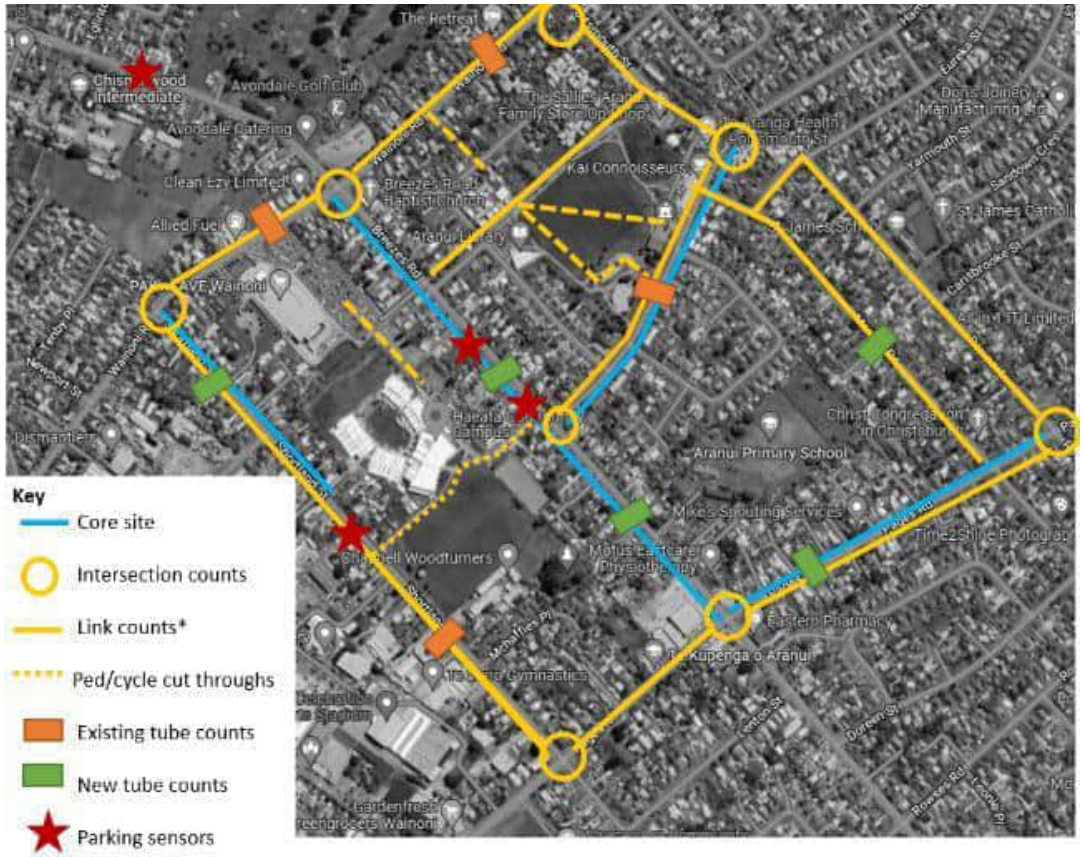

Figure 2.3 Map of data collection locations

3. Community engagement

This section outlines the results of survey that will contribute to the following key project outcomes.

- Building trust with the community and delivering things they want to achieve.
- Support delivery of the permanent project.

Before data

Customer satisfaction

Customer satisfaction surveys have been completed at public events where council staff have presented on the Streets for People project. The events which have completed these surveys are:

- Affirm Community Festival, December 2022
- School Design Jams, June 2023

3.1 Affirm Community Festival

The Affirm Community Festival takes place in Aranui annually each December. The SfP team had a stall at the 2022 and 2023 event and will do so again in 2024. The Affirm Community Festival provides a good opportunity to talk with a wide range of community members about the project.

A user satisfaction survey was run using SurveyMonkey at this event to gather information on the quality of engagement with council staff.

The survey results show that participants had a very good experience when engaging with council staff; the average score was 4.4/5. Only 4 respondents said their experience had been okay, and they scored 3/5. The overall feedback was that CCC staff were friendly, clear, and informative.

When asked how well they understood the Safer Streets for People Project, over 70% of respondents understood the project well (see Figure 3.1).

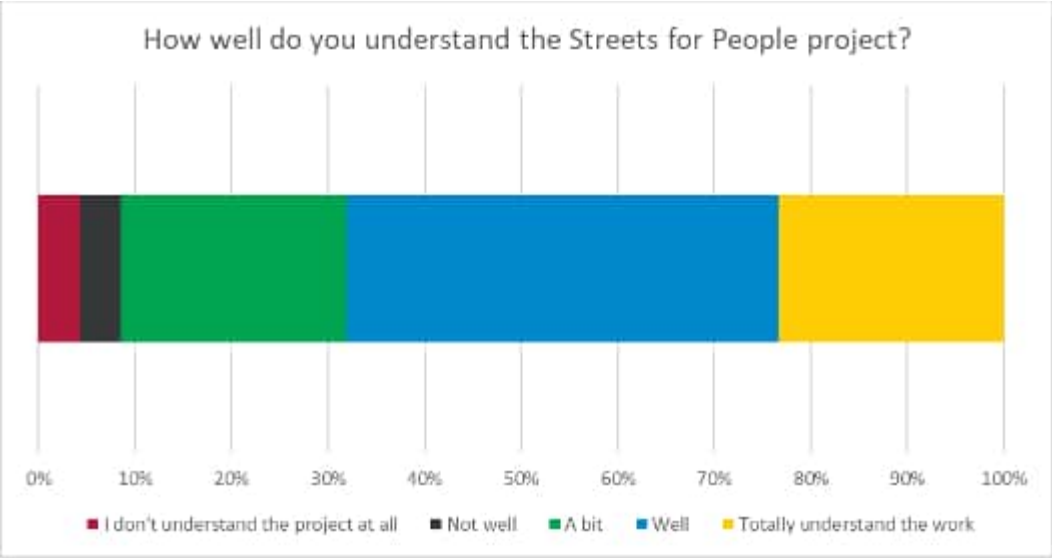

Figure 3.1 Understanding of the Streets for People project

Figure 3.2 shows the age and ethnicity of people who completed the survey at the Affirm Community Festival. The results show a wide range of ethnicities and good engagement with younger members of the community. We also engaged with older members of the community, who provided feedback, but they did not complete the survey.

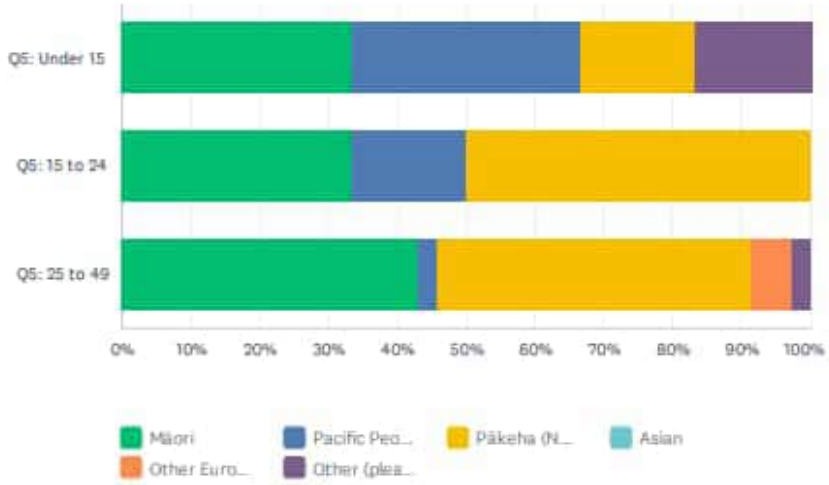

Figure 3.2 Affirm Community Festival respondents ethnicity breakdown by age

3.2 Student Design Jam

All students and teachers were asked to complete an evaluation survey for the design jam sessions. The purpose of the survey is to understand:

- How does the community feel about working with the council?
- How much they understand the project
- The range of age groups and ethnicities we engage with through this process.

The survey results showed that all students and the three staff members involved in the design jams gave good ratings for engagement with council staff. Only one response out of 25 was below the 4 and 5 rating.

Why students rated the session that way?

- Because it's not just about me, it's about others
- Because it makes me happy that it will be a safer environment
- Real people trying to make a real difference in a community that matter
- Because the staff don't push you too much and are really great
- Because it was fun and cool
- Because they are so friendly, and I love working with them
- Because they help us when we are stuck
- Gave tāmariki the opportunity to contribute to their community

For the design jam, we recorded students understanding of the Streets for People project. The results show that all students had a good understanding of the work.

St James and Chisnallwood	4.7/5
Haeata Campus	4.3/5

Figure 3.3 Student design jam engagement feedback

All the students were under 15 years of age, and the teaching staff recorded themselves in the 25- to 49-year-old age category. A diverse range of ethnicities was represented at the sessions; the results are shown in Figure 3.4.

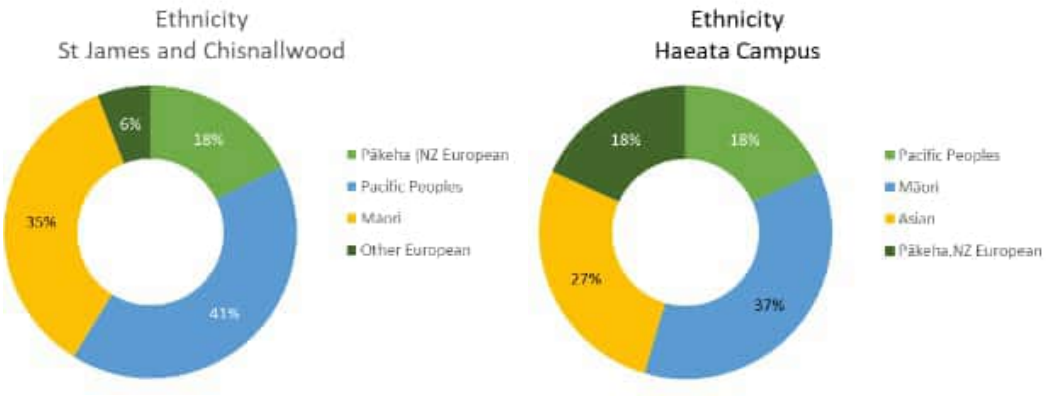

Figure 3.4 Student design jam ethnicity breakdown

During data

During the trial, the communication and engagement team engaged with many members of the community in various ways. Public satisfaction surveys will be completed during the May data collection period. The following table shows the number of people engaged during the trial.

Table 3.1 Summary of people engaged during trial

Method	Number of people engaged
Submissions on CCC Have Your Say	127 online submissions, 82 paper submissions, 2 phone calls
Door knocking	65 Households
ACTIS Consultation Day	185 feedback forms
Haeata Community Campus event	15 groups of students
Tokens as Aranui Library, Chisnallwood Intermediate, St James and Crossroads Youth	Over 1,700 tokens used to provide feedback on changes

4. Monitoring travel trends

To understand the impact of the project, we first need to understand the overall transport trends in the area. Traffic speeds and volumes are a key indicator of how travel patterns change because of this project. The remainder of this chapter summarises the methodology for recording traffic speeds and volumes

4.1 Traffic speeds and volumes

Method

Tube counters record traffic speeds and volumes at nine sites before, during and after the project. The tubes will remain in place for at least 7 days to record the average speeds and volumes. The tube locations used are shown in Figure 4.1.

The same tube count location will be used throughout the project. Consistent count locations will allow for easy and accurate comparison with the post-trial data.

Figure 4.1 Tube locations

Before results

The baseline data was gathered from Wednesday May 24 to Tuesday 6 June. Additional CCC count data for one location (Counter 7) was also referenced. During the count period school strikes occurred therefore the data was averaged over two weeks to mitigate the variation caused by the atypical travel patterns.

A summary of the baseline tube count data from Wednesday 24 May to Tuesday 6 June is shown in Figure 4.2. The information provided includes:

- Volume: the ADT shown is the average daily traffic over the 14 days of counting.
- Speed: The speed shown is the 85th percentile speed of over the 14 days of counting.
- % HVC: the average percentage of heavy vehicles over the 14 days of counting.

The Hampshire Street Shops are a particular area of interest. Counter 7 records an ADT of 2,687, whereas counter 6 records 988 ADT. This suggests that vehicles may be turning down Marlow Road or Portsmouth Street. We will consider adding more tube counters in future surveys understand traffic flows in the area.

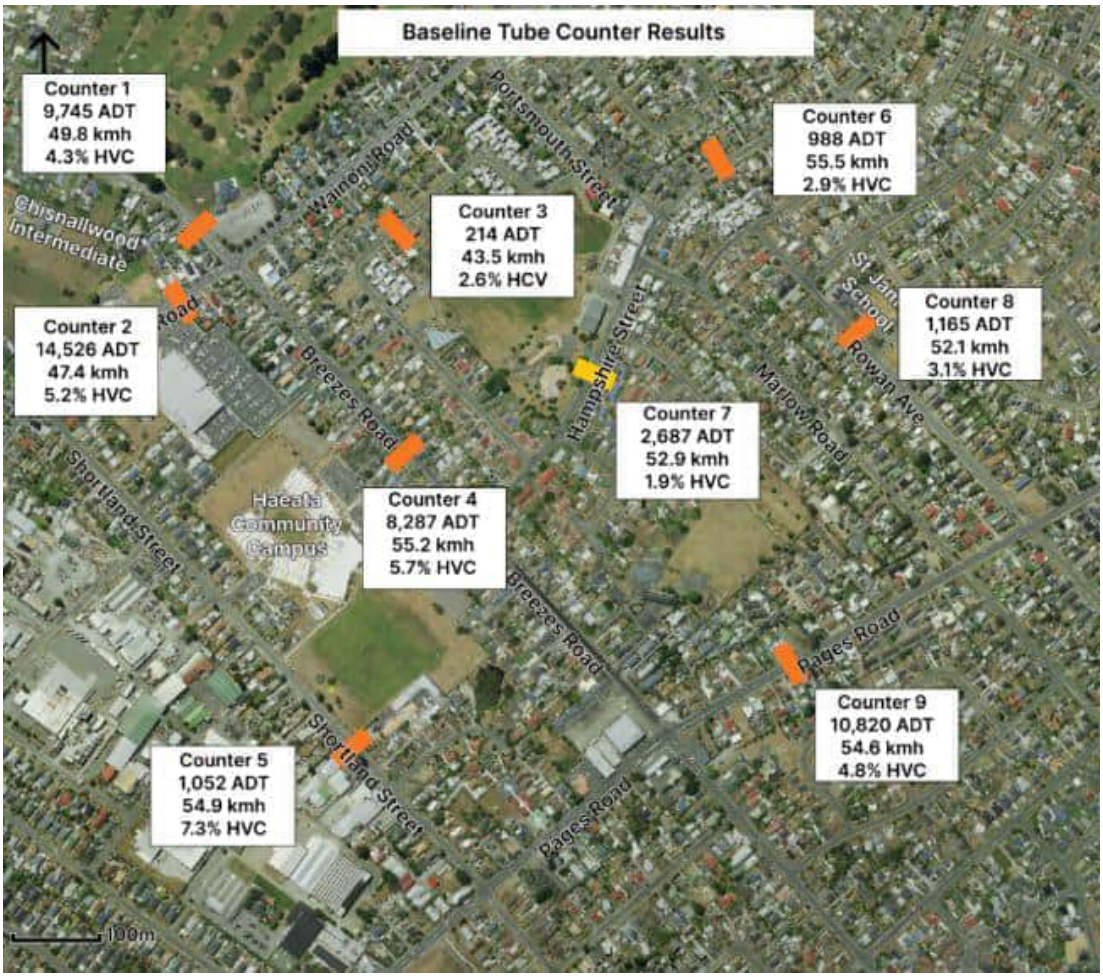

Figure 4.2 Baseline tube counter results showing average daily traffic

Figure 4.3 High volume roads shown in (red) & roads with speed over 50kmh (yellow)

Figure 4.3 shows that the roads with higher traffic volumes are Wainoni Road, Pages Road and Breezes Road. High volumes are expected on these roads due to their classification. Volumes are unlikely to change due to the Streets for People Project, although they will be monitored. Speed data is a key data analysis factor. The volume and speed of vehicles on Breezes Road was raised as a safety concern for students. Figure 4.3 shows the roads in the study area with an 85th percentile speed greater than 50km/h which is the speed limit. High speeds were recorded on Shortland Street, Breezes Road, Hampshire Street, Rowan Avenue and Pages Road. High speeds were identified on Breezes Road, outside Haeata Community Campus, Hampshire Street and Rowan Avenue, outside St James School.

During results

The during data was gathered from Friday 15 March to Thursday 4 April. Schools were in session as normal during this time. The data was averaged over the three week period. A summary of the tube count data is shown in Figure 4.4.

Counter 10 on Marlow Road was added for the during monitoring to understand traffic flows off Hampshire Street. No infrastructure has been installed on Marlow Road . The results show that more vehicles travel on Rowan Avenue, outside St James School compared to Marlow Road.

Figure 4.4 shows that the roads with higher volumes remain to be Wainoni Road, Pages Road and Breezes Road. The volume and speed of vehicles on Breezes Road has reduced. This monitoring was also completed before the raised pedestrian crossing outside Haeata Community campus was finished, therefore speeds are expected to be event lower. Speeds on Hampshire Street and Shortland Street have both reduced during the trial.

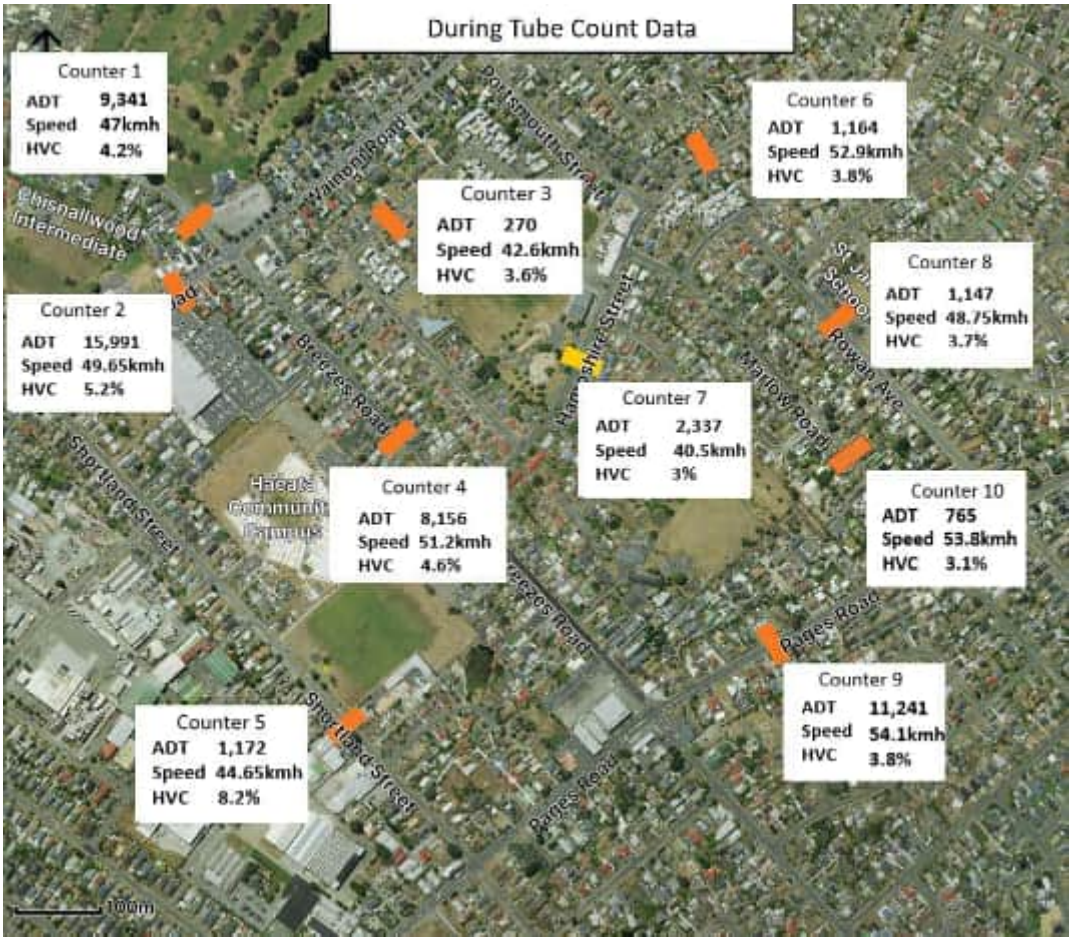

Figure 4.4 During tube counters results

Comparison of before and during results

The changes in vehicle speeds, HVC% and traffic volume are summarised in Figure 4.5. Volumes and heavy vehicle volumes have not significantly changed due to the trial. Vehicle speeds have been changed. The tube counts show that overall speed in the area has reduced during the trial. At seven out of nine tube count locations 85th percentile, traffic speeds have reduced.

- At counter 7, on Hampshire Street speeds have reduced by 12.4km/h
- At counter 4, on Breezes Road, speeds have reduced by 4km/h.
- At counter 5, on Shortland Street, speeds have reduced by 9.8km/h
- At counter 8, on Rowan Avenue, speeds have reduced by 3.35km/h.
- At counter 1, on Breezes Road, speeds have reduced by 1.7km/h.
- At counter 6, on Hampshire Street, speeds have reduced by 2.6km/h.

At 3 locations (5,7 and 8) speeds have been reduced so that now the 85th percentile speed is under the posted speed limit.

Figure 4.5 Comparison of before and during tube count data

4.2 Snapshot pedestrian and cyclist counts

Before results

Snapshot pedestrian and cyclist counts were undertaken on Tuesday 24 October on Breezes Road and Shortland Street to understand movements in the area. Surveyors were located in four locations, as shown in Figure 4.6 from 8am-9:30am. Surveyors recorded all pedestrians, people on scooters and on bikes who passed their location. Users had to pass the survey location to be recorded. All users were categorised into one of three user categories: young (under 18), able bodies and less able. Users were also split according to which side of the road they were on.

Figure 4.6 Locations of snapshot count surveys

Overall, the number of pedestrians and cyclists recorded on Breezes Road was high. On Breezes Road, most pedestrians recorded were school-aged and many were walking to Haeata or Chisnallwood Intermediate. The data and site observations showed a desire line from Gosport Street to the Pak'n'Save entrance. Over 15 people crossed here during the survey. Pedestrians were observed to cross the road away from the traffic signals at the Pages Road end of Breezes Road. Pedestrians were observed to cross midblock and running between moving vehicles instead of using the signalised intersection. These pedestrians were a mixture of young and able users. Some of them were school students, and some were staff accessing the Department of Corrections, others were general members of the public.

On Breezes Road, most cyclists recorded were able bodied adults. 70% of cyclists rode on the road and 30% rode on the footpath. In total, 5 young people were observed riding their bikes on Breezes Road, four out of five of them rode on the footpath. We presume that people who ride on the footpath

choose to due to safety concerns. The project will provide cycling infrastructure on Breezes Road, making it safer to cycle, therefore we may see a shift in the number of people choosing to ride on the road.

On Shortland Street there were fewer pedestrians and cyclists which is expected, as it is a minor road compared to Breezes Road. Again, most of the pedestrians were Haeata school students. There are also some able-bodied adults walking along Shortland Street. 8 cyclists were recorded in total, and all of these were able-bodied adults. 63% of those cycling rode on the road and 38% rode on the footpath.

Table 4.1 Breezes Road cyclist and pedestrian results

	Even numbered side of road			Odd numbered side of road		
	Young (under 18)	Able bodied	Less able	Young (under 18)	Able bodied	Less able
Pedestrians	45	21	1	27	15	1
Scooters	5	1	0	5	0	1
Cyclists on road	0	17	1	1	4	0
Cyclists on footpath	3	5	0	1	1	0
TOTAL	53	44	2	34	20	2

Table 4.2 Shortland Street cyclist and pedestrian results

	Even numbered side of road			Odd numbered side of road		
	Young (under 18)	Able bodied	Less able	Young (under 18)	Able bodied	Less able
Pedestrians	12	8	0	19	15	0
Scooters	3	0	0	2	0	1
Cyclists on road	0	2	0	0	3	0
Cyclists on footpath	0	1	0	0	2	0
TOTAL	15	11	0	21	20	1

During results

During instillation, snapshot surveys were taken on Thursday 21 March 2024 on Breezes Road and Shortland Street at the same four locations as the before surveys.

Overall, the number of pedestrians and cyclists recorded on Breezes Road was high. On Breezes Road more cyclists were observed cycling on the footpath than on the road. 81% of cyclists rode on the footpath, and 19% cycled on the road. Most cyclists were school-aged children, and 94% of school-aged children chose to cycle on the footpath instead of the road.

Most pedestrians observed on Breezes Road were school-aged, walking to either Haeata or Chisnallwood Intermediate. The majority of pedestrians walked on the school side of the road. Breezes Road serves as the primary access to Haeata.

On Shortland Street, there were fewer pedestrians and cyclists which reflects the rear access to Haeata being located on Shortland Street. Again, most of the pedestrians were Haeata school students. Most pedestrians walked on the odd-numbered, school side of the road. There were also some able-bodied adults walking recreationally and to work on Shortland Street. The new crossing points were observed to be well used by Haeata students. There are also some able-bodied adults walking along Shortland Street. 8 cyclists were recorded in total, and all of these were able-bodied adults. 63% of those cycling rode on the road, and 38% rode on the footpath.

Table 4.3 Breezes Road cyclist and pedestrian during results

	Even numbered side of road			Odd numbered side of road		
	Young (under 18)	Able bodied	Less able	Young (under 18)	Able bodied	Less able
Pedestrians	42	22	2	16	12	1
Scooters	8	0	0	4	0	0
Cyclists on road	1	1	0	0	4	0
Cyclists on footpath	7	5	0	10	4	0
TOTAL	58	28	2	30	20	1

Table 4.4 Shortland Street cyclist and pedestrian during results

	Even numbered side of road			Odd numbered side of road		
	Young (under 18)	Able bodied	Less able	Young (under 18)	Able bodied	Less able
Pedestrians	12	4	0	46	21	0
Scooters	2	0	0	5	1	0
Cyclists on road	2	4	0	0	5	0
Cyclists on footpath	1	0	0	2	0	0
TOTAL	17	8	0	53	27	0

Comparison of before and during results

The snapshot survey results have been compared. However, it is important to note that these are snapshot surveys, with data fo 1.5 hours. Travel patterns can change from day to day, week to week. These results provided a quick snapshot view as to what is occurring. Figure 4.7 compares the summarised results of the snapshot survey.

On Breezes Road, the total number of people riding bikes remained consistent before and during the trial. However, the age of people riding their bikes changed. During the trial, 81% of cyclists were observed on the footpath, compared to 30% who had been riding on the footpath before. This change in the number of cyclists riding on the footpath is unexpected. However, the change may be due to the different age of users before and during the trial. Before the trial, the majority of users were able-bodied adults. During the trial, there were more people under thae age of 18 cycling. Younger cyclists often feel less confident about cycling on the road and choose to use the footpath for safety. This shows that more young people are cycling in the area, demonstrating the project's success.

The number of pedestrians on Breezes Road reduced during the trial. The number of scooter users remained consistent.

The total number of active mode users on Shortland Street increased 54% during the trial. More pedestrians and scooter users were observed using Shortland Street. The majority of these users are under 18 years old.

The number of cyclists on Shortland Street has also increased, with more cyclists using the road than before.

Figure 4.7 Comparison of pedestrian and cyclist snapshot data, before and during trial

5. Hampshire Street shops

Surveys of Hampshire Street were undertaken as a special interest area. Monitoring to evaluate the impact of the bollard installation has been undertaken.

5.1 Methodology

Three surveys have been conducted, focused on the Hampshire Street Shops. These surveys included pedestrians, cyclists, traffic, and parking counts. These surveys were completed to understand how people move through and use the area. For one survey, a drone was used to capture the morning movements. The community was apprehensive about having a drone monitor the area; this method will not be used in the future. All other surveys were conducted from a parked vehicle to ensure personal safety and allow observation of normal behaviour.

These surveys were conducted to understand

- The volume of vehicles in the area.
- The occupancy rate of the on-street parking.
- Illegal parking in the flush median.
- The number and type of pedestrians using the area.

5.2 Survey 1

An independent drone operator recorded the Hampshire Street Shops and surrounds from 8am-9:30am on 5 April 2023. The footage was analysed to record the parking demand, vehicle turning movements, pedestrian walking paths and crossing locations

The survey was continued from 9:30am-1pm by surveyors on site. The survey was carried out from inside a vehicle with a view of all the activity to maintain a low profile in the area and ensure personal safety. Survey one was conducted over 15-minute periods for the duration of the survey in the folllwing locations:

- Parking demand on Hampshire Street outside the shops by zone (as in Figure 5.1),
- Vehicle turning movements on Hampshire Street and Marlow Road (as in Figure 5.2),
- Pedestrian walking paths parallel to Hampshire Street (as in Figure 5.3), and
- Pedestrian crossing locations (desire lines) on Hampshire Street (as in Figure 5.4).

Any additional activity was recorded as comments.

Figure 5.1 Parking areas outside Hampshire Street shops

Figure 5.2 Vehicle turning movements between Hampshire Street and Marlow Road

Figure 5.3 Pedestrian paths along Hampshire Street

Figure 5.4 Pedestrian desire line zoning

5.3 Survey 2 and 3

On 24 August 2023 (baseline data collection) and 26 March 2024 (during data collection), a full day survey from 8:30am-5:30pm was conducted to understand parking occupancy and vehicle turnover on Hampshire Street. Number plates of vehicles present were recorded every 5 minutes to record occupancy and later analysis determined vehicle turnover. The same parking zones were used as in previous surveys. The community centre car park and adjoining indented bay were also included in the survey scope, see Figure 5.5. The number of vehicles parked in the community centre car park and indented bay was recorded every 15 minutes. The number and direction of cyclists were recorded for the duration of the survey, it was also recorded whether they cycled on the footpath or on the road.

Figure 5.5 Survey zones

Before results

Pedestrians

The majority of pedestrians walked on the shop side of Hampshire Street. The peak time for pedestrians was 3:00pm-3:30pm, after school finish time. Most of these pedestrians were school students travelling north from Haeata Community Campus. Lots of students went into the dairy and socialised on the footpath before continuing south.

The highest number of pedestrians crossing the road occurred between 8am-8:30am. Many of these pedestrians were entering ACTIS.

Many pedestrians used the mid-block crossing outside Peter's Fish and Chip Shop. However, many pedestrians also used the flush median as a halfway point to cross the road. When it was quiet, pedestrians would cross diagonally through the intersection. Many pedestrians crossed at the ACTIS end of the shops, including a young school group of 28 students. The findings of the desire line surveys are summarised in Figure 5.6.

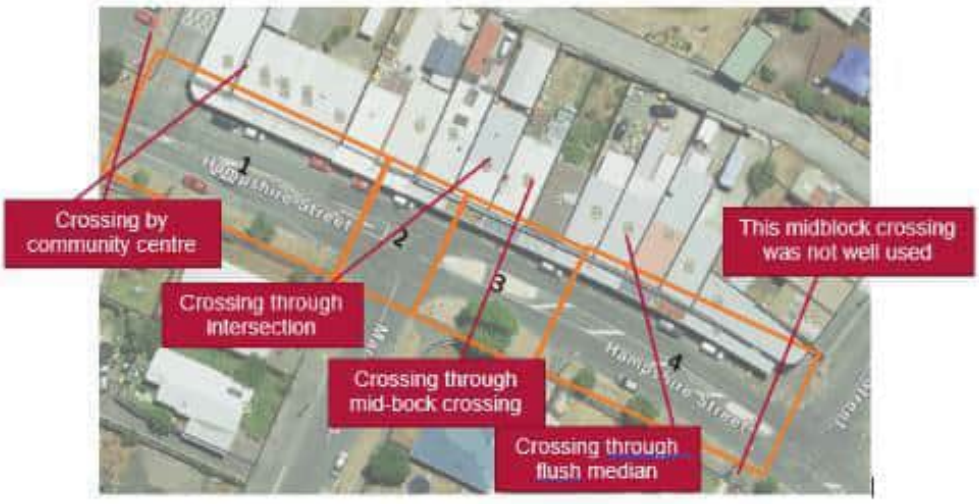

Figure 5.6 Summary of desire line surveys

Cycling

School students accounted for most of the cycling activity in Hampshire Street. 57% of cyclists rode on the footpath. Many were observed to ride without a helmet. Almost all students who cycled were male, the observations are reflected in the feedback from students at the design jam and the school survey.

Parking

The observed occupancy across the entire study area is shown in Figure 5.7. For the entire study area, a peak parking occupancy of 68% occurred at 11:00-11:05am. At the peak, the occupancy for each parking area was, 73% on the shop side of the road, 32% on the residential side and 100% in the flush median. At 11am a fitness class was running in the Community Centre and many participants parked on Hampshire Street.

Figure 5.7 shows how the number of car parking fluctuates throughout the day, peaking at 11:00am, then dropping, increasing again at 2:00pm and again at 5:00pm. A comparison of parking occupancy between the shop side and residential side of the road is shown in Figure 5.8. Parking occupancy was

far greater on the shop side of the road. Parking spaces on the shop side of the road were consistently occupied throughout the day. Peak parking occupancy by zone is illustrated in Figure 5.9

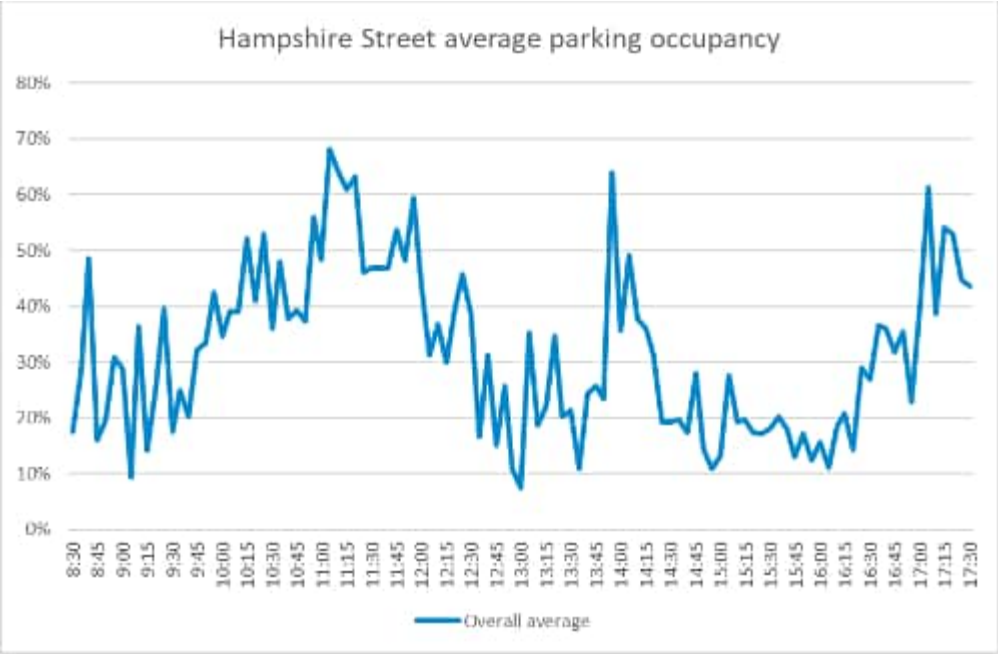

Figure 5.7 Average occupancy across the study area

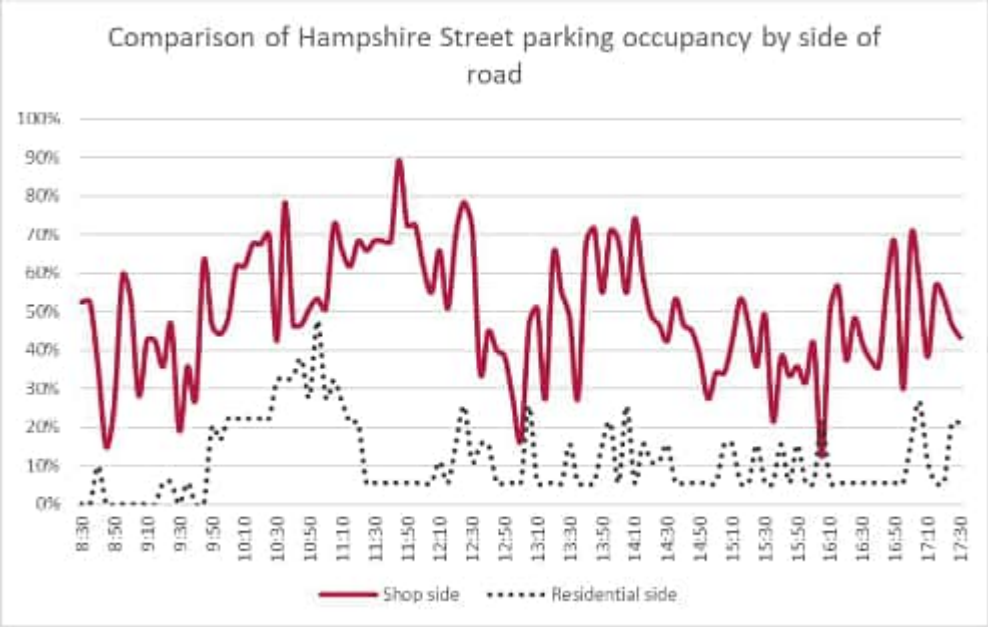

Figure 5.8 Comparison of parking occupancy on Hampshire Street

Figure 5.9 Peak parking occupancy by zone, 11:05am

Drivers were observed to illegally park in zone 5, the flush median even when parking spaces were available in zones 2 and 3. Therefore, it is assumed that many drivers use the flush median out of habit as opposed to necessity. Illegal parking in the flush median occurred during the lunchtime rush from 11:30am-1:00pm, the maximum number of cars parked in the flush median was 3 vehicles at 12:45pm. Illegal parking continued to sporadically occur from 3:30pm getting more frequent from 5:00pm onwards. A delivery vehicle also used the flush median during the survey period.

Vehicles parked in opposing directions in the flush median (see, Figure 5.10). Three vehicles were the highest number parked in the flush median at one time. 97% of vehicles parked in zone 5 parked for less than 5 minutes. Vehicle occupants were observed crossing the road to access the shops. 33 vehicles were observed to park in zone 5 for the survey duration.

Figure 5.10 Vehicles parked in the flush median in opposing directions

As shown in Table 5.1, 65% of vehicles stayed for less than 5 minutes. These users parked to quickly access the shops. 9% of vehicles stayed for longer than 30 minutes. 3% of vehicles stayed for over 2 hours, these vehicles were observed to belong to employees of the Hampshire Street shops as the occupants were observed to leave from their place of work.

Table 5.1 Vehicle turnover on Hampshire Street

	Shop side		Residential side	
	Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
Under 5-minute stay	156	65%	94	81%
5–15-minute stay	56	24%	13	11%
Under 30-minute stay	219	91%	109	94%
30–120-minute stay	14	6%	3	3%
Over 120-minute stay	7	3%	3	3%

The community centre car park had capacity throughout the entire survey. Two vehicles remained parked in the community centre car park for the majority of the day, these were assumed to belong to workers in the area. The remainder of vehicles using the car park were short-stays. The occupancy of the car park peaked between 10am-11am as a fitness class was running in the community centre and participants used the car park, see Figure 5.11.

The indented bay was at capacity from 10am-11am, see Figure 5.12. Outside of this time the occupancy was low.

Figure 5.11 Parking in community centre car park at 11am

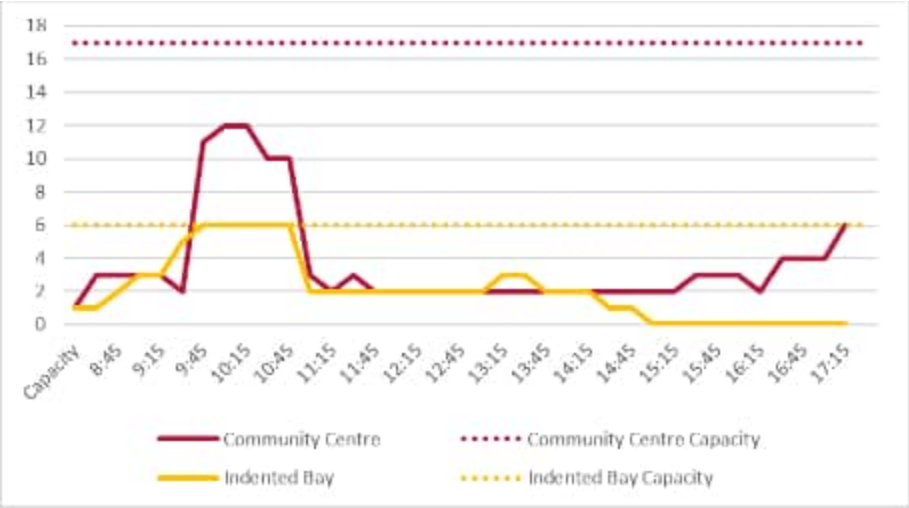

Figure 5.12 Occupancy of community centre car park and indented bay

Fast speeds were observed along Hampshire Street when vehicles were driving straight through. Drivers travelling from the east were observed to perform a U-turn at the top of Marlow Road to park in front of the shops.

Drivers were observed waiting for car parking spaces to become available. Passing vehicles would overtake the waiting vehicles, sometimes causing a dangerous situation with oncoming traffic.

During results

Pedestrians

The majority of pedestrians walked on the shop side of Hampshire Street and were observed to enter the shops. Most pedestrians were school aged (under 18) with clear peaks before and after school times. The peak time for all pedestrians was from 3:00pm-3:30pm. The number of able bodied pedestrians was stable during the day. Less able users, including mobility scooter users were observed in the morning, however none were observed after 1pm.

The highest number of pedestrians crossed the road from 5pm-5:15pm. There appeared to be a rugby training starting in Wainoni Park at this time.

Throughout the day 43% of pedestrians who crossed the road crossed in zone 3, the majority of these pedestrians used the pedestrian island. 32% of pedestrian crossings were done in zone 4, through the bollards. Pedestrians used the bollard area as a protected space to wait halfway as they crossed the road. When it was quiet pedestrians took longer diagonal lines to cross the road.

Cycling

87 cyclists and 14 scooters (including 3 e-scooters) were recorded. Cyclists were approximately 50/50 school children and able-bodied adults. The majority of school children ride on footpaths. In total 87% of cyclists were observed cycling on the footpath. The majority of cyclists were not wearing helmets. Cyclists riding on the road were mostly adult men, who were observed cycling erratically and swerving in front of cars.

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Parking

The observed occupancy across the entire study area peaked at 11:45am, as shown in Figure 5.13. At the peak, the parking occupancy for each area was, 89% on the shop side of the road and 39% on the residential side of the road. From 10:30am-12:30pm there was an indoor bowls class running in the Community Centre and many participants parked on Hampshire Street at the Community Centre car park. Figure 5.13 shows how the number of parked vehicles fluctuates throughout the day, peaking at lunch time, dropping off in the afternoon and increasing again around 5pm. The parking occupancy was far greater on the shop side of the road than the residential side. No parking in the flush median occurred due to the bollards preventing vehicle access.

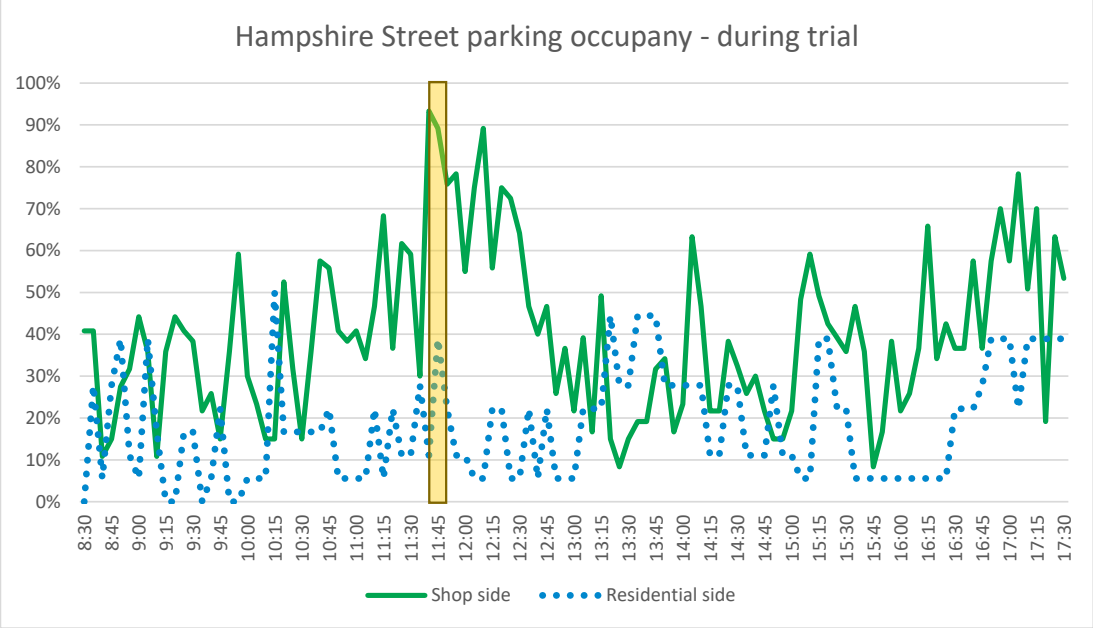

Figure 5.13 Hampshire Street parking occupancy during trial

Figure 5.14 Peak parking occupancy by zone, 11:45am

As shown in Table 5.2, 63% of vehicles stayed on the shop side for less than 5 minutes. minutes on the shop side and 3% of vehicles on the residential side. The long-stay vehicless were observed to belong to employees and residents.

Table 5.2 Vehicle turnover on Hampshire Street – during survey

	Shop side		Residential side	
	Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
Under 5-minute stay	124	63%	17	43%
5–15-minute stay	38	19%	14	35%
Under 30-minute stay	183	92%	35	88%
30–120-minute stay	15	7%	3	9%
Over 120-minute stay	2	1%	1	3%

The community centre car park and adjoining indented bay were also monitored throughout the day. The occupancy of the community centre car park remained relatively steady with 6 vehicles parked throughout the day. These vehicles appeared to belong to employees of Hampshire Street.

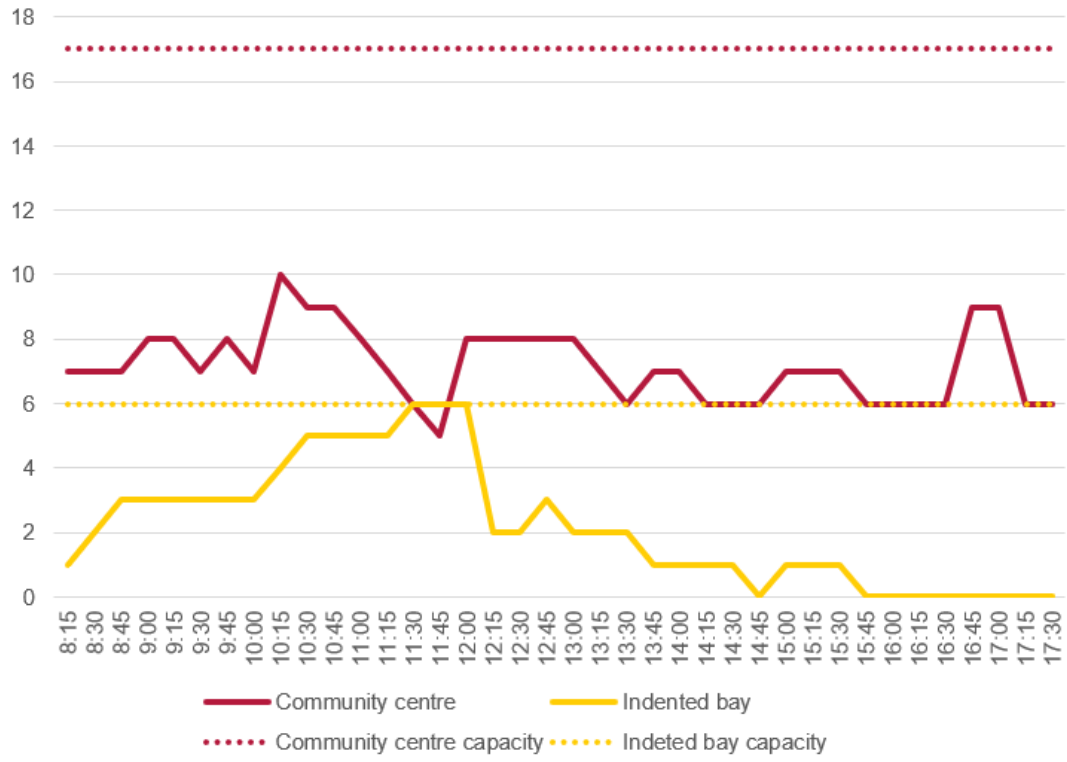

Figure 5.15 Occupancy of community centre car park and indented bay – during trial

Speeds were observed to be low along Hampshire Street; some cars drove at higher speeds when travelling straight through. Drivers were observed to perform U-turns at multiple locations along the street. In total, 40 U-turns were recorded. Figure 5.16 shows the locations and number of u-turns that were observed.

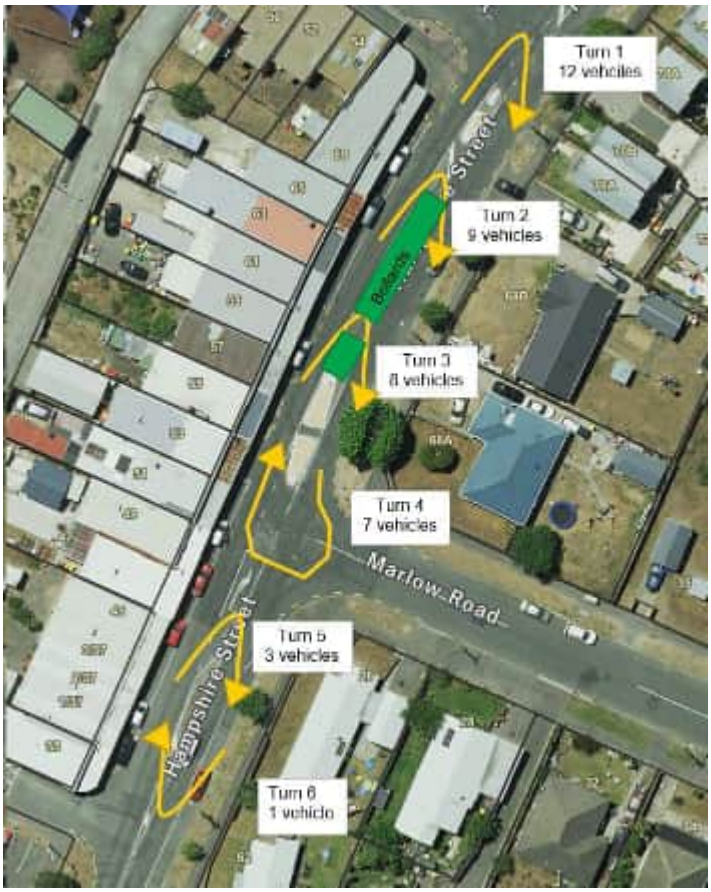

Figure 5.16 Summary of u-turning vehicles on Hampshire Street.

The majority of vehicles performed a u-turn when leaving a shop-side parking space. A total of 17 vehicles were observed to u-turn through the bollards. Due to the small gap in the bollards, vehicles performed this manoeuvre in a slow and controlled manner.

Comparison of before and during results

Pedestrians

The pedestrian activity remained consistent before and during the trial. The peak time remained at 3-3:30pm. The age of pedestrians also remained consistent, with most being school-aged children at peak times and able-bodied adults in between. Three mobility scooter users were observed during the trial whereas none were observed previously. Pedestrians continued to cross the road at multiple locations. During the trial, more pedestrians crossed using the flush median bollards as protection to wait halfway.

Cyclists

The cycling activity remained consistent before and dring the trial. The majority of cyclists continued to be male and to cycle without helmets. 30% more cyclists were observed riding on the footpath during the trial than before.

Parking

The parking patterns were consistent before and during the trial. The biggest change was the removal of the option to park in the flush median during the trial. Slightly more vehicles were observed to park on the shop side of the road for quick shop visits.

The peak parking time remained between 11am-12pm. The majority of users continued to use the shop side of the road. During the trial parking lengths remained similar with the majority of users parked for less than 5 minutes.

During the trial, less vehicles were parked on Hampshire Street all day, but more vehicles were parked in the Community Centre car park all day, leaving on-street spaces available for customers. The vehicles that remained parked all day were assumed to belong to employees of Hampshire Street businesses. It is unknown if employees were asked to change where they parked, but this change positively impacted parking availability on Hampshire Street resulting in no illegal or double parking to access the shops.

6. School travel surveys

6.1 Annual school travel survey

There are three schools encompassed within the Haeata Connections area, Chisnallwood Intermediate, St James Primary and Haeata Community Campus. School travel surveys will be used to understand travel habits and gather feedback from the students, caregivers, and staff. For this project, the standard CCC travel survey has been extended to gather more information.

The school travel surveys will be carried out annually in June/July and were completed by all three schools in 2023. There was a low response rate in 2023 therefore, promotion and incentives will be reviewed before the 2024 survey.

Results

The online travel survey for the three schools received 108 responses. Most responses were from Haeata Community Campus, with 91 respondents. There were 13 respondents from St James School and 4 from Chisnallwood Intermediate. Results from the three schools have been analysed as one, however due to the low response rate these results are only a snapshot of community travel patterns.

The key findings from the survey are shown in

Driving to school is the main mode of transport, followed by walking. No students drive their own car to school. Biking to school is not a primary mode of transport. Personal security and road safety concerns were identified as the main reasons parents choose to drive their child/ren to school.

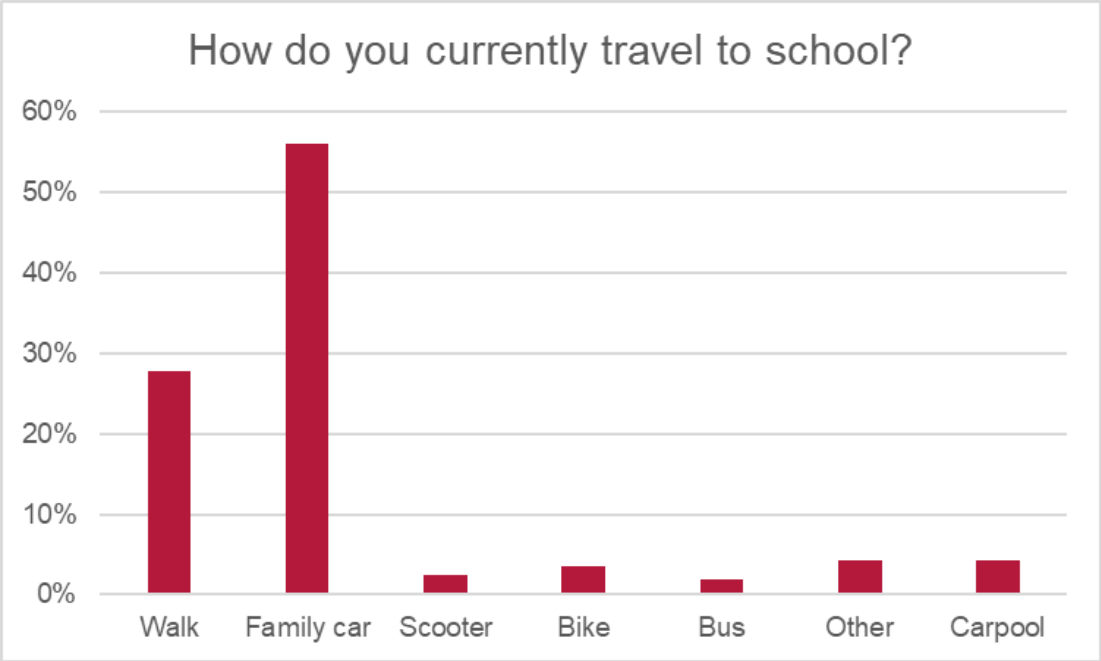

Figure 6.1 Design Jam – current school travel choices

Other key outcomes from the survey are as follows:

- Most respondents live less that 5km away from school with 49% of students living less that 2km away from school.

- The safety rating for children walking, cycling, and scooting to school was 3.9/10.
- Key locations of concern are:
  - Breezes Road, particularly at the school crossing near Hampshire Street
  - Hampshire Street and Hampshire Street shops
  - Pak n Save entrance off Breezes Road
  - Shortland Street
  - Rowan Avenue.

6.2 Design jam travel survey

The design jam included a travel survey with the participating students. The first session was with St James and Chisnallwood on 14th and 16th June and the second session with Haeata Community College on 28th June 2023.

Method

The survey was of two parts, a paper survey and 'voting' questions.

The paper survey asked:

Table 6.1 Survey questions asked in the Design Jam events

	Question	Options	Comment
1	How did you find working with council staff at the design jam?	Circle/ tick the face that best reflects your experience. 5 options from "Poor "to "OK" to "Great".	
2	Can you tell us why you rated your experience that way?	Free text. Use three key words	
3	After the design jam, how well do you understand the Street for People Project?	Colour the stars! 5 options from "Not well "to "A bit" to "I get it"	
4	What would you most like to see happen in Aranui by the project?	Free text	
5	Do you have a bike?	Circle "Yes" or "No"	
6	Would you like to have a bike	Circle "Yes" or "No"	
7	Have you heard of the Aranui Bike Fixup group?	Circle "Yes" or "No"	
8	Are you…	Circle "Male", "Female", "Gender diverse" or "Prefer not to answer"	
9	Are you…	Circle "Under 15", "15 to 24", "25 to 49", "50 to 64" or "65+"	
10	Which best describes your ethnicity	Circle "Māori", "Pacific Peoples", "Pākeha (NZ European)", "Asian", "Other European" or "Other (please specify)	

The voting questions required students to place an item in the relevant bowl. they were asked the questions shown in Table 6.2

Table 6.2 Voting questions asked in the Design Jam events

	Question	Day	Options	Method
1	How do you travel now?	1	Walk, Scooter, Bike, Car, or bus.	Each student only had one vote.
2	What do you want to do?	1		Students could vote multiple times.
3	How do you get to school now?	2	Walk, Scooter, Bike, Car, Bus, or School transport.	Each student only had one vote.
4	How do you want to travel?	2		Students could vote multiple times.

Results

Understanding how the students travel to school and how they want to travel is needed to collect 'before' travel data but also help students consider all travel choices in the design jam.

For current travel, students responded indicating their main travel choice for how they travel to school now. For current travel, we received 20 responses for the St James/Chisnallwood and 13 for the Haeata workshop. The graphs below show that car trips account for over 80% of current travel at all schools. Students indicated that personal security is the main reason parents will not allow many children to walk or cycle. There have been incidents where people are trying to threaten or take child/ren on the walking/cycle route to school. Many parents will not allow children to walk across Wainoni Park because of personal security concerns.

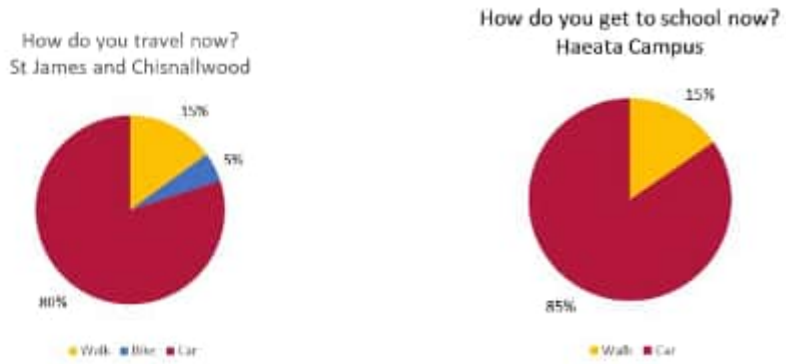

Figure 6.2 Design Jam – current school travel choices

For travel choices on future trips, students could identify more than one transport choice for the school trip. The results clearly demonstrate that students want to use more active modes for school journeys.

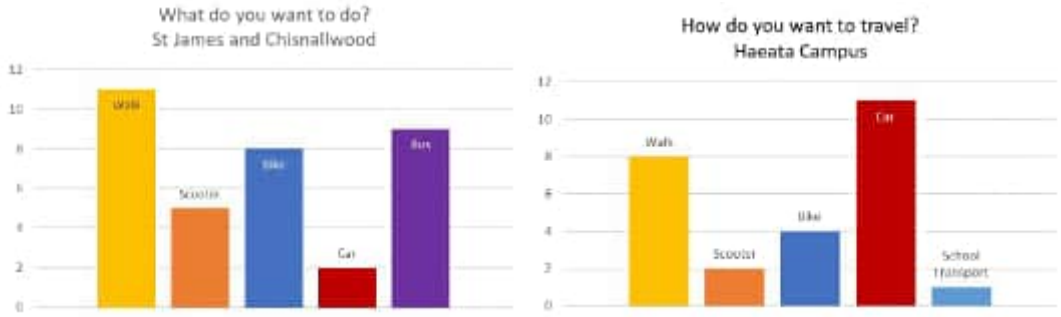

Figure 6.3 Design Jam – how do you want to travel to school?

6.3 School gate travel surveys

Due to the low response rate to the online travel survey the methodology was adapted and a school gate survey was conduct at each of the three schools during October 2023.

Council and Abley staff conducted the surveys. Staff members were located at each entrance to the school to capture all students entering the site. Students were asked three questions.

1. How did you travel to school today?
2. Active mode users: How safe did you feel on your way to school? (rate 1(extremely unsafe) – 10(extremely safe))
3. If you could choose, how would you like to travel to school?

The during instillation data was gathered in March 2024. The survey was restructured slightly, removing question 2 as it did not serve the purpose which was intended. Due to time and cost constraints, only Haeata Community College was surveyed during the trial.

Before results

Chisnallwood Intermediate

Chisnallwood Intermediate has a high use of active modes. 25% of students biked to school, with 85 bikes in the bike cage. 50% of students were driven to school on the survey day. 18% of students caught the bus to school, although it is understood not all students who bussed were captured in the survey due to the high volume of students entering the school simultaneously. The remaining students walked, scooted or skated to school.

When asked how they would prefer to travel to school, more students would prefer to walk, scoot or skate. Less students would prefer to be driven than currently drive to school. A comparison of current travel habits and preferred travel is shown below in Figure 6.4.

In general, perceived safety ratings were high. Most students scored 10/10. The average safety rating was 8.78/10. The lowest safety ratings reported were for bus users which may be due to unfriendly behaviour of other students on the bus as opposed to the transport environment itself.

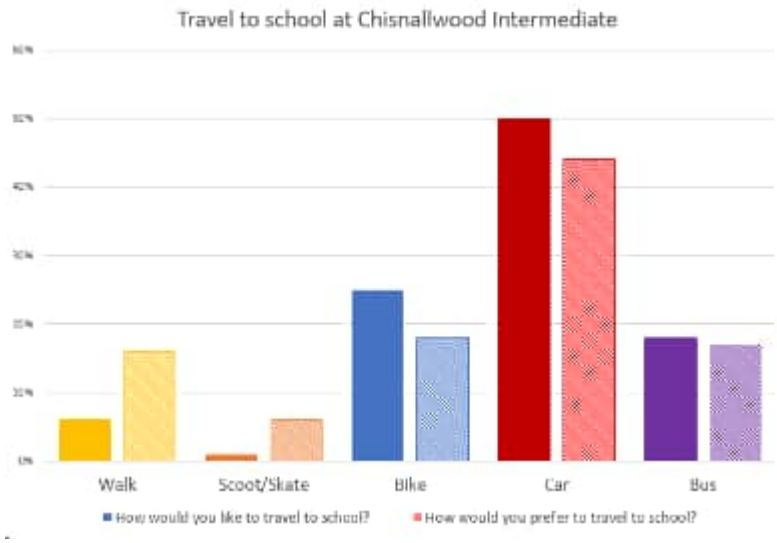

Figure 6.4 Chisnallwood school gate travel survey results

St James

St James Primary has a high car use. The results show that on the day of the survey 81% of students arrived by car. 11% of students walked to school and the remaining 8% scooted, skated or cycled to school. When asked how they would like to travel to school the results are encouraging. 20% of students would prefer to scoot or skate to school. 11% of students would prefer to ride their bike and 9% would prefer to bus. The results show that there is appetite for changing behaviour amongst the students, a comparison of travel to school is shown in Figure 6.5. Average perceived safety of students currently travelling by active modes was high, at 9.25/10.

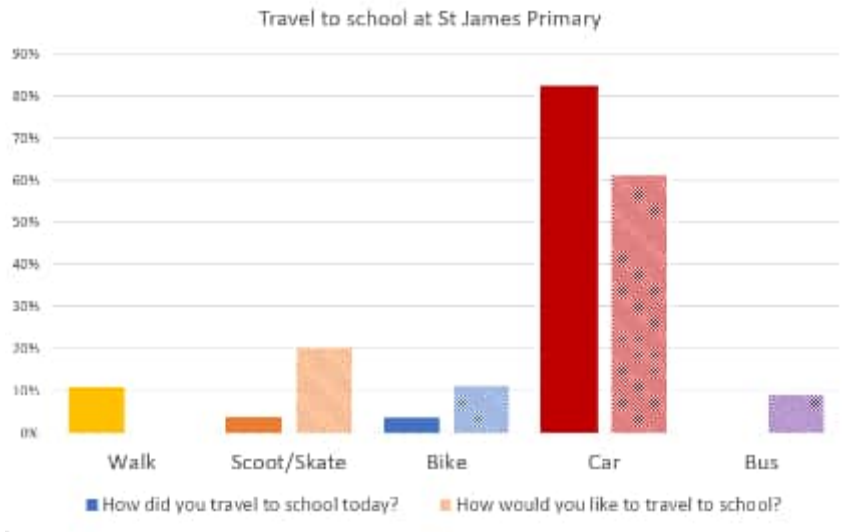

Figure 6.5 St James school gate travel survey

Haeata Community Campus

The results show that a large portion of Haeata students currently walk to school, at 35%. Walking is by far the more popular active mode, currently 3% scoot and skate, 4% cycle and 4% bus. The majority, 55% of students are driven or drive to school, yet only 39% want to. This shows that students are open to changing their travel habits and the project could support this. In general, students would like to walk, scoot, skate, bike and bus more to get to school, see Figure 6.6. The average perceived safety for active modes was high, at 8.9/10.

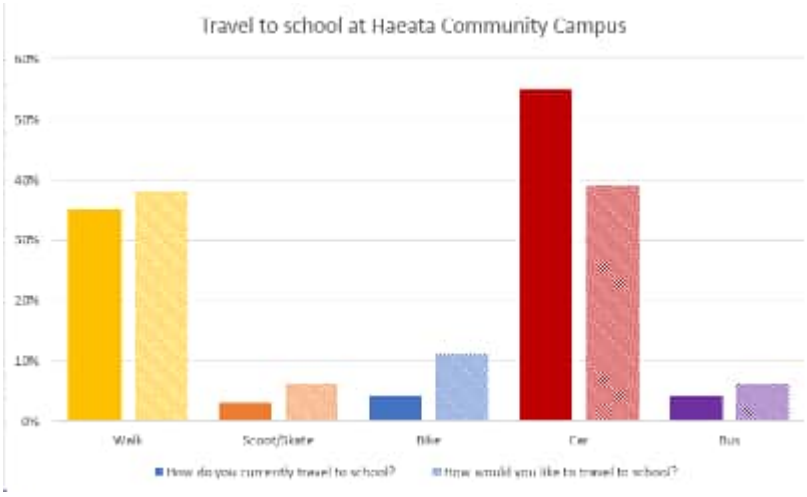

Figure 6.6 Haeata Community Campus school gate survey

During results

Haeata Community Campus

The during trial results show that a large portion of students continue to walk to school. On the day of the survey 9% scootered or skated to school and 8% cycled. 7% of students caught the bus to school. When asked how they would like to travel to school, more students would like to travel by active mode than already do. This shows that there is still appetite for change. The survey showed that 41% of students were driven or drive to school, yet only 33% of students want to drive to school.

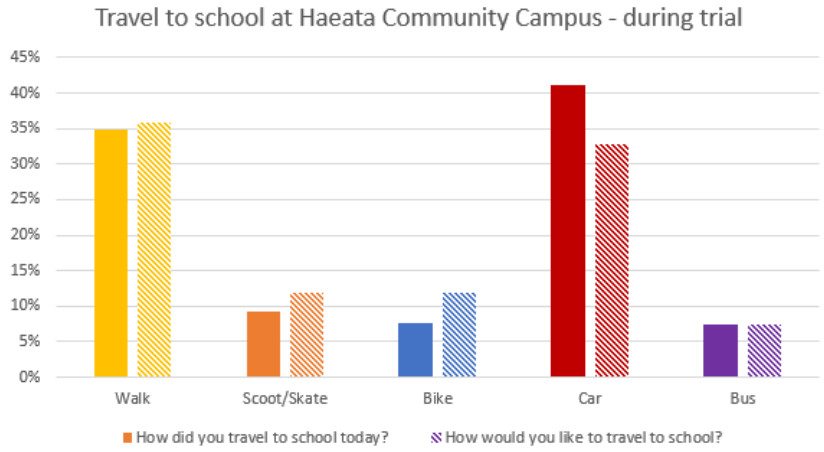

Figure 6.7 Haeata Community Campus school gate survey – during trial results

Comparison of before and during results

The number of students using active modes to get to Haeata Community Campus has increased during the trial. There has been a 14% mode shift to active modes, with increases in cycling, skating, scootering, and bussing to school. The rate of walking has remained the same as before. Fewer students are driving or being driven to school.

The results also show an increased interest in using active modes to get to school, with 66% of students surveyed wanting to travel to school via active mode. This shows that there is still a willingness for behaviour change amongst the students, which a permanent project could support.

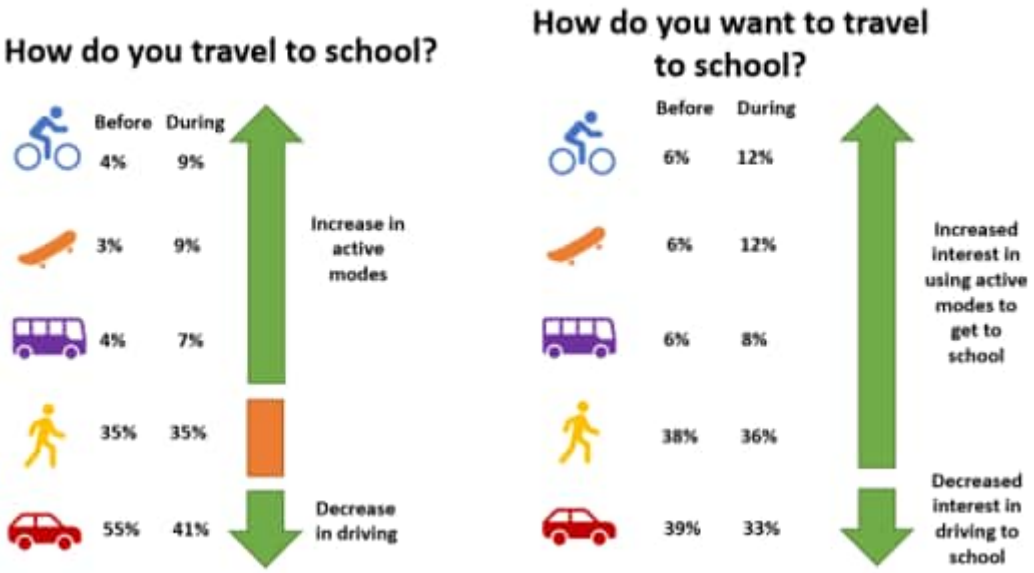

Figure 6.8 Comparison of school travel data at Haeata Community Campus

7. Haeata Community Campus

Note: During vehicle data at Haeata Community Campus has not been collected at time of reporting.

The SfP team has undertaken a range of surveys over the course of this project. The results of the surveys are outlined in the remainder of this chapter.

7.1 Snapshot observations

Snapshot observations were undertaken on 28 March 2023 at Haeata Community Campus front and rear carparks, and local road network (Shortland Street and Breezes Road). The aim of this survey was to understand parking behaviour. Abley staff observed these areas in the morning 8am-9am and afternoon 2:30pm-3:15pm. Key findings for each main entrance are recorded, below.

Shortland Street

- Presence of heavy vehicles accessing the industrial areas located on Shortland Street.
- Observed high vehicle speeds. The presence of these vehicles made the already very wide road hard to cross.
- Parents dropped students off on Shortland Street in the morning. The drop off zone in the car park was well used and little queueing occurred in the morning.
- In the afternoon, vehicles parked on the grass verge in the carpark, waiting for their child. Some queuing occurred in the afternoon. Vehicles also parked in the bus stops, impacting on the school bus service.

Breezes Road

- All school parking occurred on site in the school car park
- Limited pedestrian activity occurred in the afternoon peak
- Queuing occurred in the car park and internal road layout but did not cause any significant road safety concerns
- Tāmariki had to wait for vehicles to stop at the zebra crossing and ere cautious crossing even when one vehicle had stopped.

7.2 School parking survey

Methodology

A survey of pedestrian and parking activity was completed on Thursday 17 August 2023 at 8.30 to 9.30am and 2.30 to 3.30pm. Surveys were completed on Shortland Street and Breezes Road adjacent to the Haeata campus entrance. Parking occupancy was also recorded for the onsite car parking spaces. The number of parking spaces in each zone was estimated by measuring the overall length and dividing by 6m. The survey included data collection on the following parking activities:

- Occupancy – number of vehicles in each zone counted every 5 minutes and every 2 minutes during the peak.
- Turnover – number plates of the parked vehicles were recorded every 5 minutes and every 2 minutes during the peak (8:30am-9:00am and 2:30pm-3:00pm) to ascertain how long vehicles stayed.
- Total demand – a count of the number of vehicles using the parking zon.

Survey results

The overall peak for parking occupancy was 9:10 am in the morning and 2:55 pm for the afternoon survey. Overall pick up and drop off had minimal impact on through traffic. On-road parking was primarily longer-term and not observed to be associated with school pick-up.

Breezes Road parking

Haeata Community Campus traffic had minimal effect on the parking on Breezes Road. A total of seven vehicles dropped students off on Breezes Road in the morning and 10 vehicles picked students up in the afternoon. Therefore, the parking activity monitored was standard use of Breezes Road by residents, employees and customers with the peak parking occupancy occurring at 9:10 am. Figure 7.1 shows the peak parking occupancy for each zone along Breezes Road except for the zones surrounding the entrance of Haeata School.

Figure 7.1 Peak parking occupancy for Breezes Road

At the Wainoni Road end of Breezes Road parking was relatively consistent and assumed to be residential parking. As shown in Figure 7.2 the occupancy for zones 1 to 4 remained below 25% in the morning and afternoon.

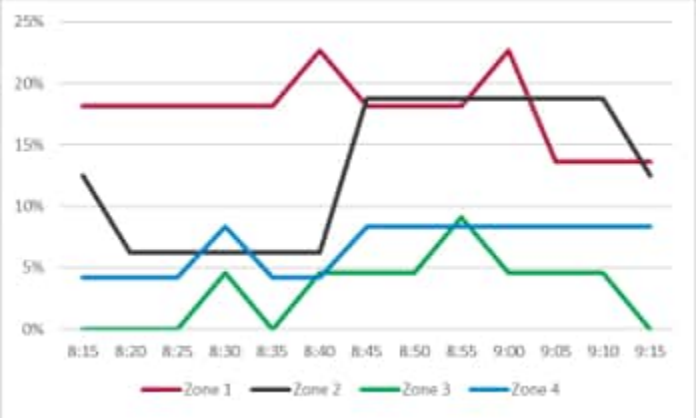

Figure 7.2 Morning parking occupancy for zone 1 to 4 on Breezes Road

The Pages Road end of Breezes Road parking occupancy was high and seemed to be business-related parking. Most zones were above 40% occupancy from 8:45 am except for zone 9 which remained below 10%. Parking occupancy in zone 11, which was directly outside the corrections centre was particularly high at over 80% from 8:50 am.

Figure 7.3 Parking occupancy for zone 9 to 12 on Breezes Road

The spaces adjacent to the Breezes Road entrance to Haeata were monitored separately to the rest of the on-road parking to account for an expected increase in pick up and drop-offs. However, this was not the case with all surrounding zones experiencing no activity at the peak time of 9:10 am and only a handful of drop-offs occurred during the survey time.

Shortland Street Parking

Shortland Street parking occupancy steadily increased throughout the morning survey, peaking at 9:10 am. Peak occupancy rates are shown in Figure 7.4Vehicles were primarily parking long-term, with all zones on Shortland Street having the same percentage of occupancy at the beginning of the afternoon as they did at the end of the morning survey. These vehicles were assumed to be students and staff members parking for the day. Only a small number were observed dropping off students outside the school; instead, the car park was the primary drop-off zone, including school vans. The bus stop was not used during the survey period. Figure 7.5 shows the steady increase in parking occupancy for most zones on Shortland Street.

Figure 7.4 Peak parking occupancy for Shortland Street

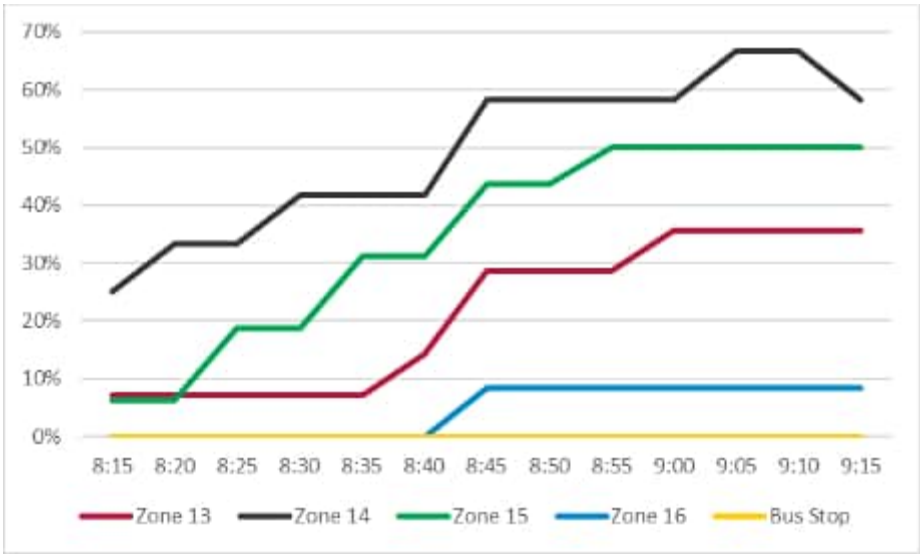

Figure 7.5 Morning parking occupancy for Shortland Street

The afternoon saw an increase in vehicles picking up students with a peak in zone 14 and 16 occurring just after 3:00 pm. Several cars were observed moving parking spots to park closer to the entrance of Haeata. Figure 7.6 Afternoon parking occupancy for Shortland Street shows the percentage occupancy rate on Shortland Street during the afternoon survey.

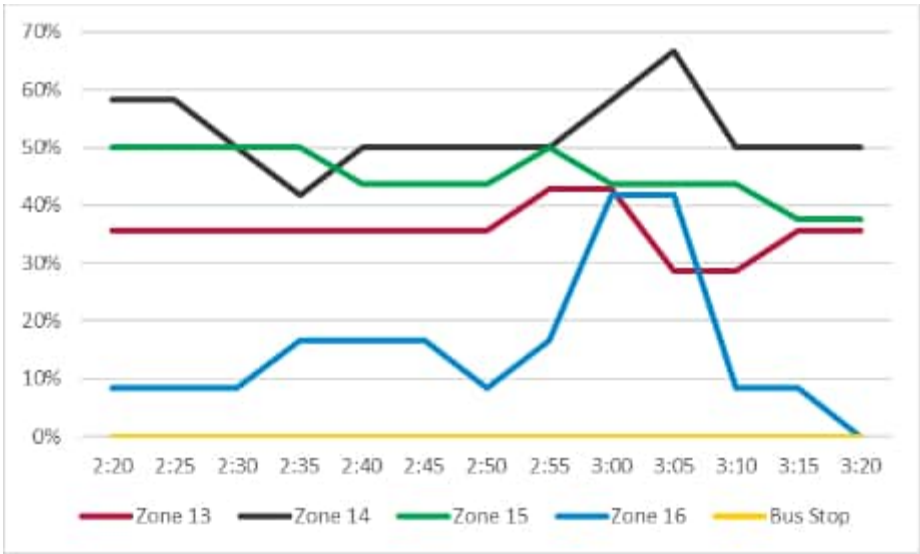

Figure 7.6 Afternoon parking occupancy for Shortland Street

Onsite car public parking

Most vehicles dropping students off from the Breezes Road entrance drove into the site and dropped students off, therefore school traffic had minimal effect on Breezes Road itself. 84 vehicles dropped students off in the front car park in the morning. Figure 7.7 provides a summary of the number of cars entering and exiting the carpark over the course of the morning. The peak was reached between 8:50 and 8:55 with 25 vehicles entering and 15 exiting, aligning with school starting at 9 am.

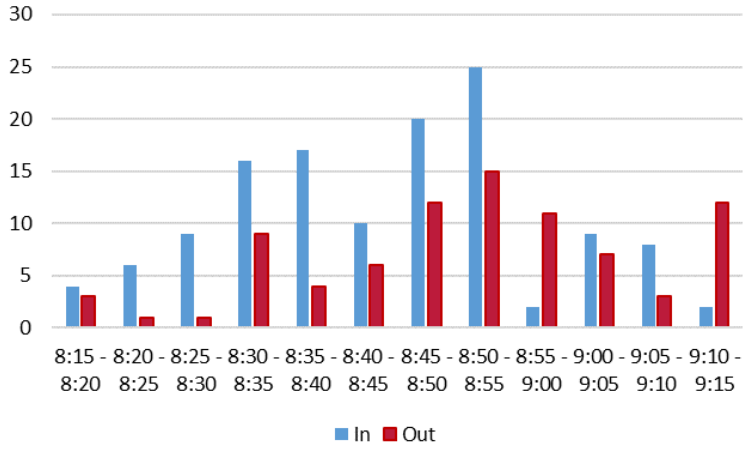

Figure 7.7 Breezes Road car park morning entrance and exit volumes

Vehicles turning right from Breezes Road into the car park often needed to queue and wait for a gap in the traffic. Queuing right-turning traffic meant that thru traffic was caught in the queue. The bollards prevented vehicles from undertaking queuing vehicles.

In the afternoon, 81 vehicles picked students up from the front car park. Between 3:05pm and 3:10pm 39 vehicles exited the car park. Some queuing occurred and vehicles had to wait for significant lengths of time to turn right onto Breezes Road. When vehicles stopped to allow students to cross the kea crossing drivers would take the opportunity to turn right.

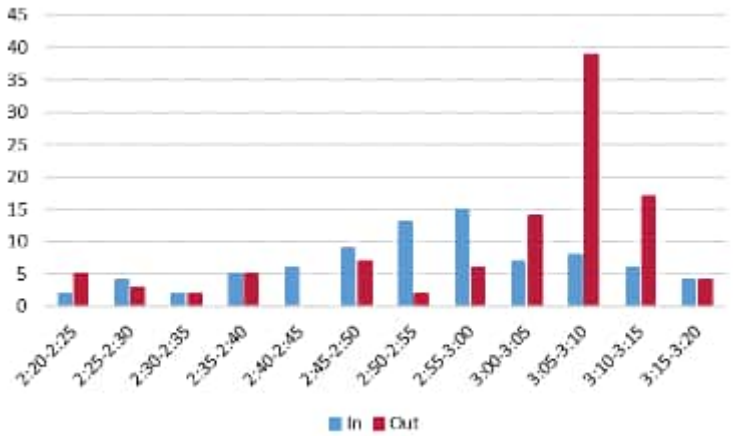

Figure 7.8 Breezes Road car park afternoon entrance and exit volumes

Figure 7.9 Queuing traffic exiting Breezes Road car park

The rear school car park on Shortland Street was also well-used for pick-up and drop-off. 51 vehicles looped the car park in the morning and 23 vehicles in the afternoon. In the morning, some vehicles entered and exited the carpark and then parked on the street indicating that the carpark was at capacity.

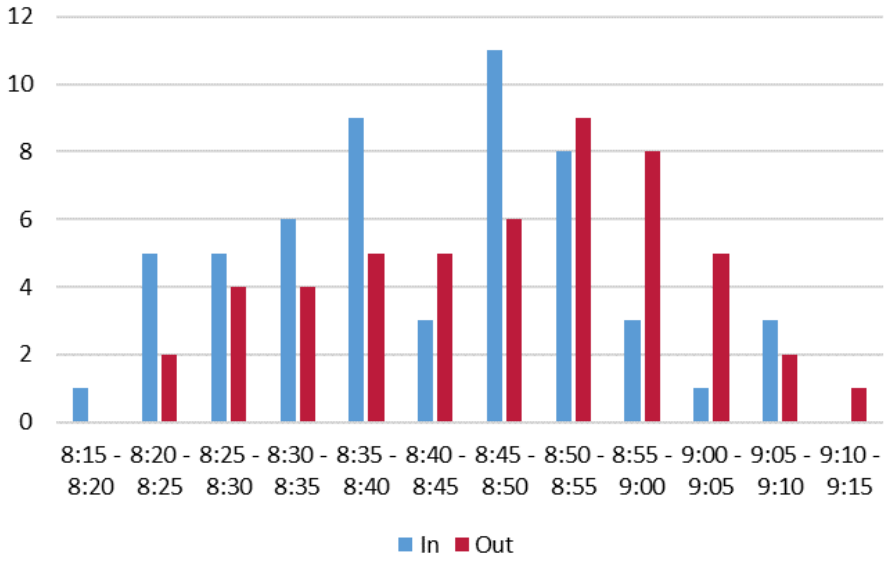

Figure 7.10 Shortland Street carpark morning entrance and exit volumes

The carpark was already at 70% capacity at the beginning of the survey and was 100% at the end. The reduction in the number of vehicles in the afternoon could correlate with the increase in the pick-ups on the street, with the carpark being at capacity the vehicles picking up would not be able to idle in the carpark and instead would need to park on the street. Figure 7.10 and Figure 7.11 summarise the traffic movement for the Shortland Street carpark for the morning and afternoon, respectively.

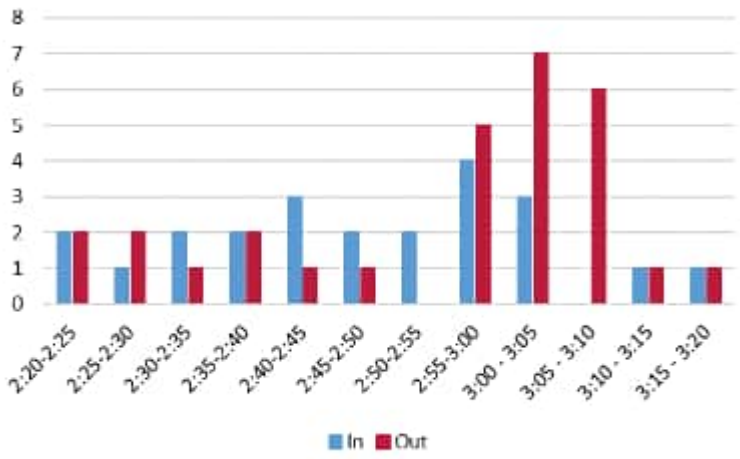

Figure 7.11 Shortland Street carpark afternoon entrance and exit volumes

7.3 Pedestrian activity

On Breezes Road there were 84 pedestrians and 3 cyclists using the crossing in the morning with the vast majority being towards the school. Only 3 pedestrians crossed Hampshire Street. In the afternoon 121 pedestrians and 3 cyclists used the pedestrian crossing, most travelling away from the school. 15 pedestrians crossed Hampshire Street.

On Shortland Street there were 67 pedestrian movements in the morning, a fair amount for these were people coming from parked vehicles. A summary of pedestrian movements is presented in Figure 7.12 for the morning and Figure 7.13 for the afternoon. A total of 84 pedestrian movements were recorded in the afternoon period.

Figure 7.12 Morning pedestrian movements for Shortland Street

Figure 7.13 Afternoon pedestrian movements on Shortland Street

Figure 7.14 Morning desire lines

Figure 7.15 Afternoon desire lines

There was no formal crossing point on Shortland Street, Figure 7.14 and Figure 7.15 give a summary of the desire lines for crossings. 16 crossings were recorded in the morning and the afternoon, they were primarily concentrated around the carpark and pedestrian entrances and going directly to or from a parked vehicle.

Qualitative Observations

- A teacher who cycles to Haeata most days said that she only cycles on the footpath due to safety concerns about cycling on the road.
- Local residents cited the speed of vehicles through the school zone on Shortland Street as a concern. The surveyors monitoring Shortland Street also observed perceived high speeds.
- A young female student reported a recent incident on the crossing on the weekend where a car failed to see a child on their scooter, and the child had to take evasive action.
- Students were observed to be very good at waiting for vehicles to come to a full stop at the crossing before stepping out.
- According to a maintenance worker, the rear car park off Shortland Street will soon be expanded to increase parking capacity and reduce lawn upkeep requirements. This car park was at capacity early in the survey, causing vehicles to circle it before parking on the street.
- The at-home childcare opposite the Haeata Community Campus entrance was busy. Parents used the space directly outside the house or parked in the driveway.

8. Chisnallwood Intermediate School

Note: During data at Chisnallwood Intermediate has not been collected at time of reporting.

Parking and active mode surveys were conducted on Breezes Road outside Chisnallwood Intermediate, between Pembroke Street and Wainoni Road. The focus of these surveys was to understand parking behaviour at peak school times and record the number of students arriving via active modes. The baseline surveys were conducted on Tuesday 8 August 2023.

Methodology

The survey was conducted on Tuesday 8 August from 8:15am-9:15am and the afternoon survey from 2:10pm-3:10pm. The study area was divided into parking zones, see Figure 8.1. The zones were usually defined by the indented bays. The number of parking spaces in each zone was estimated by measuring the overall length and dividing by 6m. The survey included data collection on the following parking activities:

- Occupancy – number of vehicles in each zone counted every 5 minutes and every 2 minutes during the peak
- Turnover – number plates of the parked vehicles were recorded every 5 minutes and every 2 minutes during the peak (8:30am-9:00am and 2:30pm-3:00pm) to ascertain how long vehicles stayed.
- Total demand – a count of the number of vehicles using the parking zone

Figure 8.1 Parking survey zones

Constant pedestrian and active modes counts were taken to understand direction of travel, several students using crossing and the split of students using various entrances.

The survey area was split into five sections. Each surveyor recorded different measures depending on their location.

Active modes

All students arriving by bicycle or scooter are required to enter the school grounds via the Pembroke Street entrance which provides access to the bicycle and scooter parking cage. 58 bicycles and 11 scooters were counted in the cage at 9:25am. The cage was checked again at 3:30pm and only one bicycle remained. Therefore, it is assumed that all these bicycles were used by students. The count was conducted on a Tuesday, and we were later informed that the students have interschool sport on Tuesday afternoons, therefore fewer students tend to cycle on a Tuesday.

Counts on Thursday 17 August we conducted to see if there is a different uptake on non-school sport days. The results in Table 8.1 show that there was little difference between the two days. Both days were good weather with no rain. Overall, there is a high uptake in active modes at Chisnallwood Intermediate.

Table 8.1 Chisnallwood Intermediate bicycle and scooter counts

	Bicycles	Scooters	Total
Tuesday 8 August	58	11	69
Thursday 17 August	53	13	66

Figure 8.2 Chisnallwood Intermediate bicycle cage, 8 August 2023

The kea crossing operated from 8:20am-8:35am and it was well used by students. Only one student was observed to cross Breezes Road away from the crossing. Students were good at walking along the footpath and entering the school via the dedicated pedestrian entrance. Few students entered the school via the driveway.

In the afternoon, more students crossed Breezes Road, which was away from the Kea crossing. Students often crossed directly to the vehicle to pick them up. Several students were observed to cross Eglinton Street to access vehicles; although these movements were not counted as part of the survey, approximately 40 students crossed Eglinton Street. A summary of pedestrian desire lines is shown in Figure 8.3.

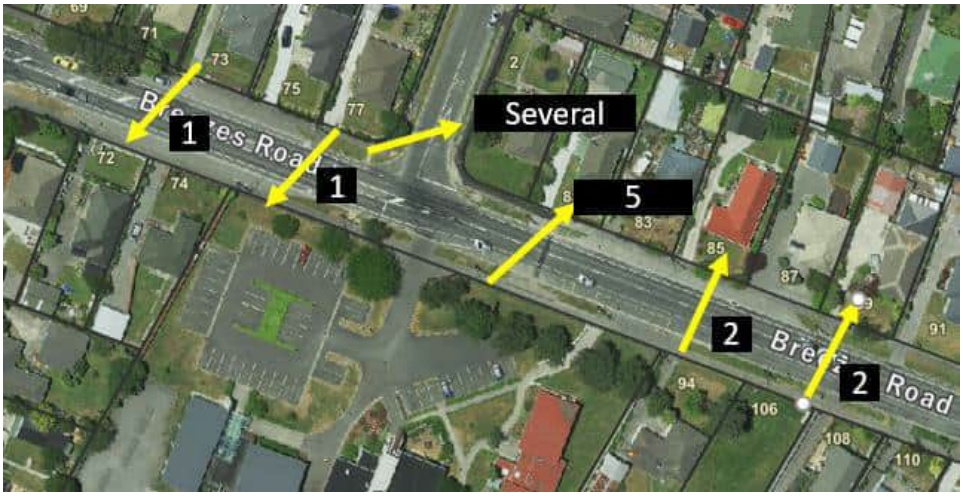

Figure 8.3 Pedestrian desire lines of Chisnallwood Intermediate students during the afternoon

The afternoon active mode movements are shown in Figure 8.4. A teacher helped students cross Pembroke Street by checking for traffic, standing in the centre of the road, and waving the children across. A teacher is present in the mornings and afternoons to ensure children cross the road safely. Teachers have been helping at this crossing for the past 3 years. Helping students to cross at the school exit means fewer students have to cross Pembroke Street at the intersection with Breezes Road.

Figure 8.4 Active modes, afternoon survey

Morning parking survey results

In the morning, only parking on Breezes Road was monitored. The observed occupancy across the study area has been split into two graphs for ease, the school side of the road and the residential side of the road are shown in Figure 8.5 and Figure 8.6 respectively. The peak occupancy across all zones occurred at 8:30am.

Figure 8.5 shows the occupancy of the bus stops changes signficantly as there is only capacity for 2 buses, When car park illegally in the bus zone, the data shows over 100% occupancy and impacts bus operations. All other zones remained under 60% occupancy. Zone 5 was the most utilised zone. Zones 4 and 7 had low utilisation with only a few vehicles parking in them across the survey period.

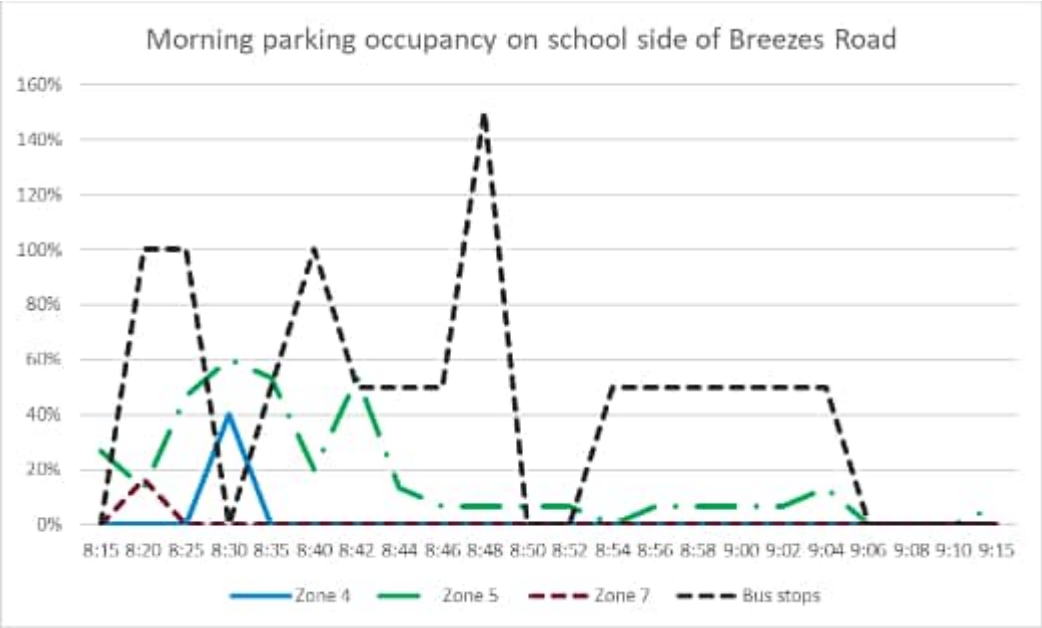

Figure 8.5 Morning parking occupancy results – school side

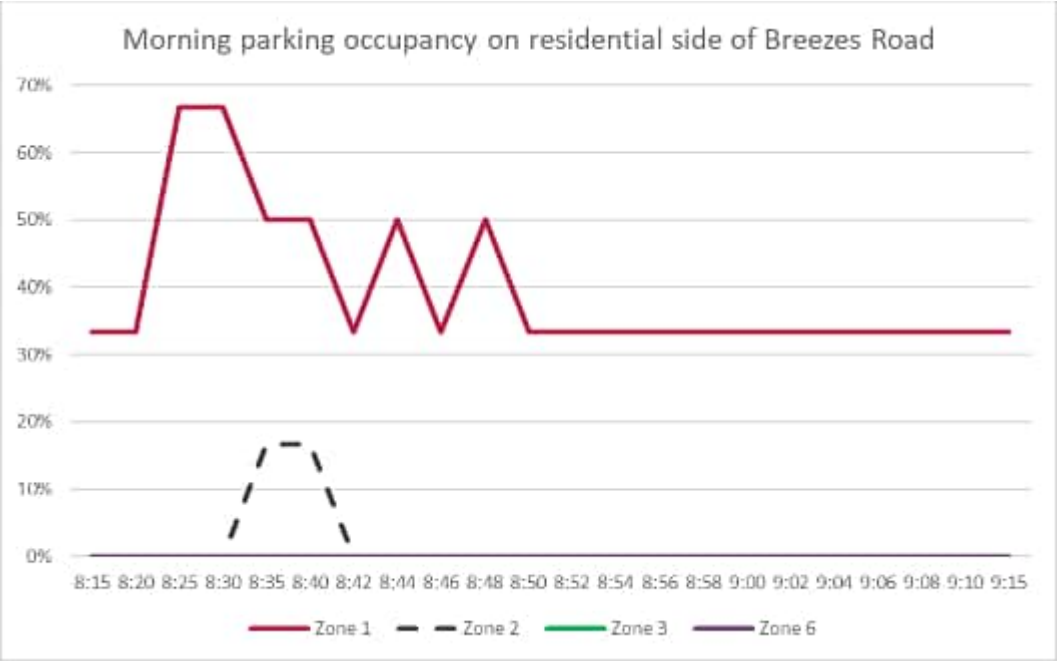

Figure 8.6 Morning parking occupancy results – residential side

Figure 8.7 shows the occupancy by zone at the peak time. This shows that the impact of school traffic was localised around the school entrance. Zone 5 had the highest occupancy, which is likely due to Zone 5 being the closest zone to the school's pedestrian entrance. Zone 5 was split into three sections for analysis showing vehicles park closer to the school entrance. Parking in zone 5 is shown in Figure 8.8Vehicles dropped students off quickly and remained in a space for 20 seconds or less. Between 8:15 and 8:46, 81 cars stopped in Zone 5.

Figure 8.7 Peak morning parking occupancy outside Chisnallwood Intermediate

Figure 8.8 Vehicles parked in zone 5 at 8:35am

Zone 1 had the next highest occupancy rate; this occupancy remained steady as 33% of the spaces were occupied by vehicles, which remained parked for the entire survey duration. These vehicles were presumed to belong to residents. Students who were dropped off in Zone 1 could safely cross Breezes Road using the KEA crossing. It was observed that if zone 1 was full, drivers would perform a U-turn to park in zone 5 or 4 so their child did not need to cross Breezes Road independently, away from the kea crossing.

The bus stops on Breezes Road have capacity for two buses. Two school buses arrived from 8:35 am, Students enter the school through the pedestrian gate. Some vehicles parked impacting bus operations. After school began at 8:45am more vehicles used the bus stops to drop late students off.

The front school car park was monitored for drop-off activity. However, no pickup and drop-offs are allowed. Three vehicles were observed to use the car park as a drop-off space. The main users of this

car park were staff. At 9:15am the car park had an 86% occupancy therefore staff did not need to park on Breezes Road.

Zones further away from the school entrance had no school related parking in them. Zones 3 and 6 had no vehicles park in them and one car parked in zone 7. Outside of the school drop off peak all zones had low occupancy, see Figure 8.9.

Figure 8.9 Off-peak morning parking occupancy outside Chisnallwood Intermediate

Afternoon parking survey results

The observed occupancy across the entire study area is shown in Figure 8.10, the peak time occurred at 2:42pm. School finishes at 2:45pm. Most vehicles parked in zones 1, 4 and 5. A few vehicles parked in zone 2 and some vehicles were observed to park on Eglinton Street although this was outside of the survey scope. No vehicles parked in zones 3, 6 and 7 therefore these zones are not shown on the graph.

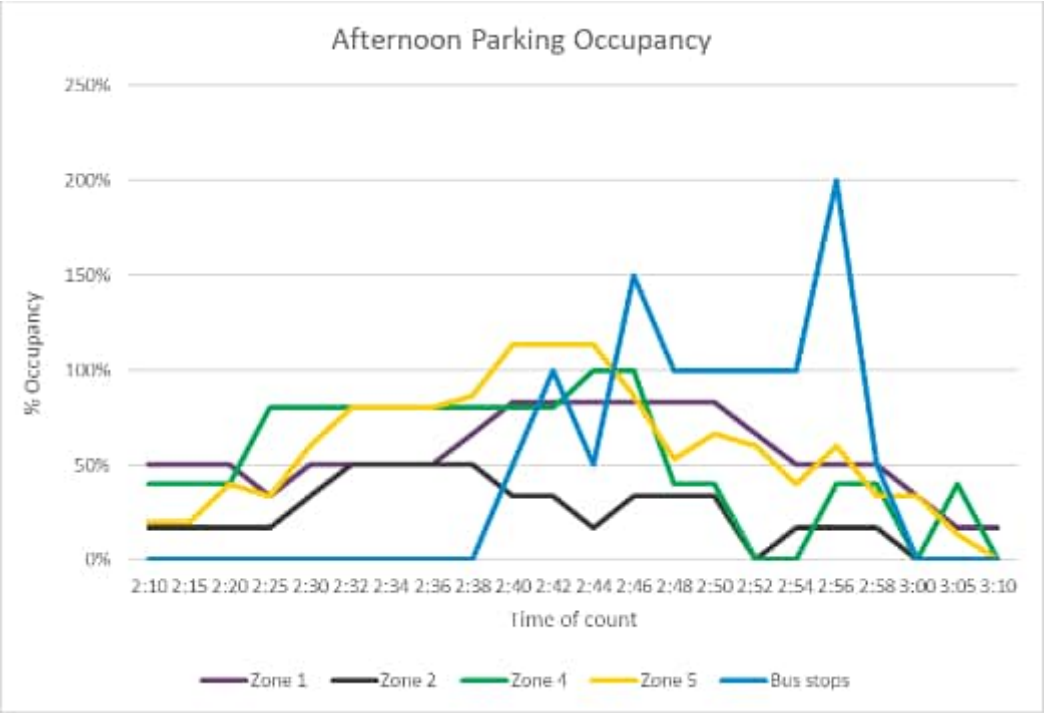

Figure 8.10 Afternoon parking occupancy results

Figure 8.11 shows the occupancy of each zone at the peak time, 2:42pm. This shows that zones 1, 4 and 5 were well utilised, all above 80%. At the peak time zone 5 was at 113% occupancy rate due to vehicles parking over driveways. As students finished school and were picked up the parking had a higher turnover, and by 2:46pm occupancy was at 86% in zone 5 and vehicles were no longer parking over driveways.

Figure 8.11 Peak afternoon parking occupancy outside Chisnallwood Intermediate

Figure 8.12 Four buses parked outside Chisnallwood Intermediate

Pembroke Street was monitored for the afternoon. Vehicles parked on Pembroke Street and whānau generally walked into the school to collect their child. 19 vehicles used Pembroke Street to pick up children in the afternoon. There were ample parking spaces available.

Qualitative Data

In the morning survey, one school parent said that parking on Breezes Road was difficult, so he chooses to drop his child off in the front car park. He struggles to turn right out of the car park due to high traffic volumes on Breezes Road. He said speeds on Breezes Road are an issue, and he doesn't think it is safe for anyone to cycle.

In the afternoon survey a surveyor talked to students at the Pembroke Street entrance. One student (12-year-old male) said that 'cars hoon down this street [Pembroke Street] at 120km per hour'. He was shocked that the speed limit was 30km /hr at school times. He also said that there had been near misses with students crossing Pembroke Street and a car ran over a student's bicycle last year.

The teacher monitoring the crossing on Pembroke Street said that teachers have been monitoring the crossing in the mornings and afternoons to help students cross safely for the past 3 years. In the teacher's experience, some vehicles drive down Pembroke Street very quickly, and it is important that teachers help students select a safe gap to cross.

9. St James Primary

Note: During data at St James Primary has not been collected at time of reporting.

A parking and active modes survey was conducted outside St James School on Rowan Avenue between Yarmouth Street and Carisbrooke Street and on Sandown Crescent between Yarmouth Street and t properties 21 and 26. The focus of these surveys was to understand parking behaviour at peak school times and students' use of active modes. The surveys were conducted on August 22nd, 2023, during the peak times of 8:20 am - 9:20 am and 2:20 pm - 3:20 pm.

Methodology

The morning survey was conducted between 8:20 am and 9:20 am on Tuesday August 22nd. The afternoon survey was conducted on the same day from 2:20 pm to 3:20 pm to align with the peak pick-up and drop-off times of St James School.

The area surveyed was adjacent to the school gate on Rowan Avenue and the gate at the rear of the school on Sandown Cresent. The area was divided into six zones as seen in Figure 9.1 for Rowan Avenue and four zones for Sandown Cresent, as seen in Figure 9.2. The zones were split based on the road layout and the school entrance's location. The number of spaces was estimated my measuring the zone and assuming a 6 m parking space. This number was adjusted if on-site conditions did not match the satellite imagery. The survey included data collection on the following parking activities:

- Occupancy – number of vehicles in each zone counted every 5 minutes and every 2 minutes during the peak
- Turnover – number plates of the parked vehicles were recorded every 5 minutes and every 2 minutes during the peak (8:45 am – 9:00 am and 2:55 pm – 3:10 pm) to ascertain how long vehicles stayed.
- Total demand – a count of the number of vehicles using the parking zone

Sandown Cresent was only surveyed during the afternoon peak because the rear school gate leading to the crescent was only unlocked during the afternoon pickup time.

Figure 9.1 Rowan Avenue parking survey zones

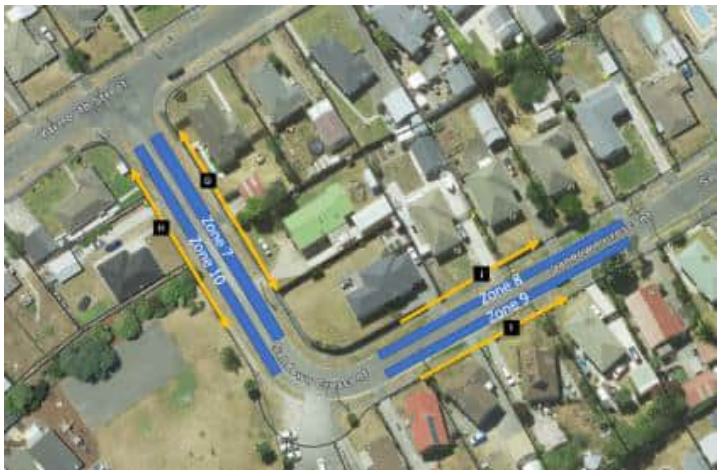

Figure 9.2 Sandown Cresent parking and pedestrian survey zones (afternoon only)

Constant pedestrian and active modes (cycling and scooter) were tallied for each direction shown in Figure 9.3 for the morning survey and Figure 9.4 for the afternoon on Rowan Avenue. The directions for the Sandown Cresent pedestrian survey can be seen in Figure 9.2.

Figure 9.3 Rowan Avenue morning pedestrian survey

Figure 9.4 Rowan Avenue afternoon pedestrian survey

The survey area was split into two sections for the morning, each recording differently depending on their allocated zones as outlined below.

Surveyor 1:

- Occupancy and turnover of zones 1-5
- Occupancy, turnover, and total demand for zone 6

Surveyor 2:

- Direction and number of pedestrians and active modes on Rowan Avenue as shown in Figure 9.3 and Figure 9.4

A third surveyor was added for the afternoon survey to monitor Sandown Cresent as outlined below.

Surveyor 3:

- Occupancy and turnover of zones 7-10
- Direction and number of pedestrians on Sandown Cresent as shown in Figure 9.2.

Active mode results

A total of 27 pedestrian movements observed over the survey time on Rowan Avenue. Most pedestrian movement was recorded on the school side of the street.

In addition to this, five cycle and five scooter movements were observed as shown in Figure 9.5. One bike and three scooters were parked at the school at 9:15am. The school informed us that some parents take bikes and scooters home during the day, although only one parents was observed to do this.

Figure 9.5 Morning active mode movements on Rowan Avenue

Most of the students travelled by vehicle and were dropped off on the side of the road adjacent to the school, reducing the use of the crossing. No Kea crossing patrol operated in the morning or afternoon. Figure 9.6 gives a summary of the desire lines for pedestrians in the morning.

Figure 9.6 Morning desire lines on Rowan Avenue

The afternoon saw an increase in pedestrian movements. A total of 54 pedestrians, four cyclists and two scooters were recorded on Rowan Avenue. Figure 9.7 shows a summary of the paths taken by the active modes. The crossing was primarily utilised by students walking to vehicles picking them up. Pedestrians were also observed crossing adjacent to the crossing point directly to vehicles.

On Sandown Cresent,, 25 pedestrian movements were recorded. All were walking towards Yarmouth Street, utilising both sides of the road. No cyclists or scooters were recorded.

Figure 9.7 Afternoon active mode movements on Rowan Avenue

Morning parking survey results

The morning survey examined parking on Rowan Avenue only. General observations were that traffic volumes were low, and school drop-off was steady and controlled. Most students arrived by car, providing a good opportunity for mode shift with this project.

The peak parking occupancy occurred at 8:45 am, with occupancy rates for each zone shown in Figure 9.8Zone 6 had the highest occupancy rate, reaching a peak of 64%. It is closest to the school entrance, with the spaces closest to the gate typically having a higher occupancy. The school encourages parents to park in zone 6 to drop off their child. The time vehicles spent in zone 6 was recorded as shorter than the other parking zones. Most children walked themselves into the school grounds.

Zone 1 had the next highest occupancy rate with a peak of 17%. This zone is located on the school side of the road and is the next closest to the school entrance.

Figure 9.8 Peak morning parking occupancy outside St James School

Figure 9.9 shows the change in occupancy over the survey duration. This shows that zone 6 was the most occupied zone with a drop off in occupancy from 8:57 am as most children had arrived for a 9am start. It was noted that the cars parked in zone 6 before 8:30 am all left when the school gate opened for students at 8:27 am. Vehicles parked in zone 6 at the peak is shown in Figure 9.10.

Vehicles parked in zone 1 parked in the space closest to the school's entrance. One vehicle parked in zones 2 and 3, and no vehicles used zones 4 and 5. Overall, the school traffic was very localised to zone 6.

It was observed that zone 3 was frequently used by vehicles performing U-turns to pull into zone 6. Between 9 and 9:05 two cars parked as shown in Figure 9.11 across yellow lines and the footpath presumably dropping off late children, in both instances the vehicles were parked for no more than 1 minute.

Outside of peak drop off time there was two cars parked in zone 6, these were assumed to be staff or people visiting the school. All other zones had zero occupancy.

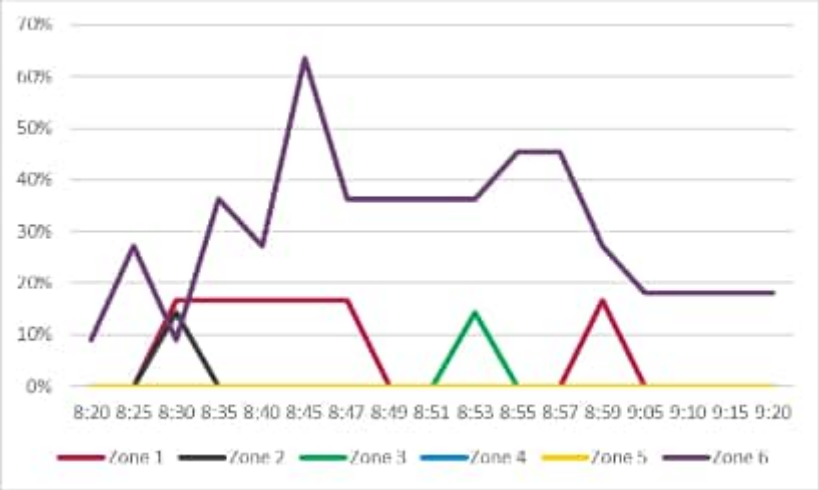

Figure 9.9 Rowan Avenue morning parking occupancy

Figure 9.10 Parking occupancy for zone 6

Figure 9.11 Vehicle parked across the footpath and yellow lines

Afternoon parking survey results

The afternoon survey included both Rowan Avenue and Sandown Crescent. The peak parking occupancy occurred at 2:59 pm, aligning with the 3:00 pm school finish time. As in the morning, the zone with the highest occupancy was zone 6 followed by zone 1. A summary of the peak occupancy rates can be seen in Figure 9.12.

Figure 9.12 Parking occupancy on Rowan Avenue at peak

St James school have a pickup policy that was in effect during the afternoon survey. The policy involves vehicles forming a queue in zone 6 and children being ready to load the first two cars only, those vehicles will then pull away and the queue will move forward to collect the next group of children. This policy clearly impacted the occupancy of all zones, from 2:55 zone 6 was at full occupancy and queue of vehicles extended into zone 5 at the peak. After observing a high number of U-turns in the morning, 12 U-turns in or out of zone 6 were recorded.

Figure 9.13 shows the occupancy of the zones on Rowan Avenue over the afternoon survey period. Both zone 1 and 6 were well utilised with occupancy typically over 60%. Zones 2, 3 and 5 were used after zones 1 and 6 reached capacity. Space one in zone 6 was empty at peak occupancy due to a car not pulling forward, once this car moved all other vehicles flowed through to fill the space and zone 5 returned to zero occupancy. Other zones had increased occupancy from the morning, this is assumed to be from parents who wanted to park and enter the school to pick up their child as per school policy. Zone 1 reached 83% occupancy with vehicles widely spaced so that full capacity could not be reached. A vehicle was observed parking on the yellow lines at the beginning of zone 1 from 2:57 to 2:59 that would have otherwise been able to fit in zone 1 if cars were spaced correctly.

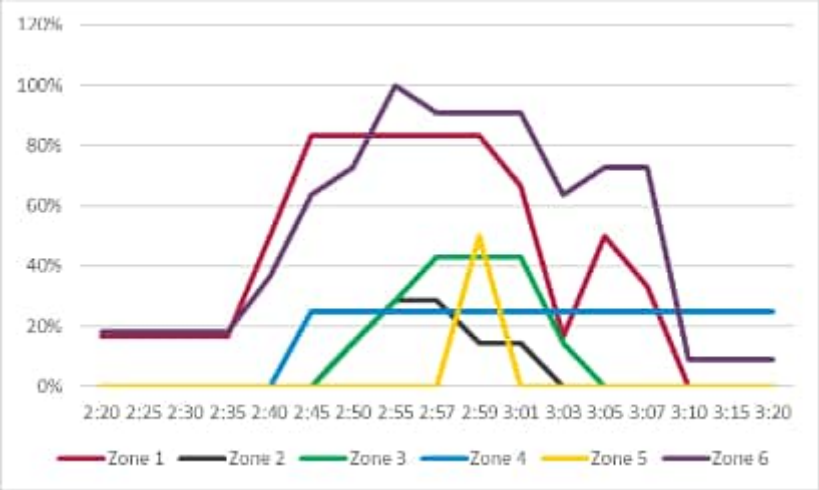

Figure 9.13 Rowan Avenue afternoon parking occupancy

On Sandown Crescent only zone 10 was utilised with a peak of 56% between 2:57 and 3:01 with vehicles typically parked closest to the school gate. All other zones had zero occupancy for the duration of the survey.

Figure 9.14 Sandown Crescent parking occupancy at peak

Off peak, the overall occupancy was less than 10%, with only two cars parked across all zones. Before the peak, the cars were parked in Zones 1 and 6; post-peak, they were located in zones 4 and 6.

10. Next steps

The minimum during trial data collection has been completed during March 2024 to reduce costs, gather data within school term time and meet reporting deadlines. The full monitoring program will be repeated during May 2024 for complete results.

A final monitoring and evaluation report will be published on June 30 2023. Post-trial data, such as CAS data, will still need to be collected after this date (6 months after the trial became operational).

Table 10.1 Monitoring and evaluation tasks

Month	Task
May	1) Full during data collection including: • Parking surveys at Haeata Community Campus, St James Primary and Chisnallwood Intermediate • School gate travel surveys at St James Primary and Chisnallwood Intermediate • Snapshot cyclist and pedestrian counts on Breezes Road and Shortland Street • Perceived safety surveys • Customer satisfaction surveys 2) Pedestrian level of service assessment on the orignal layout and implemented design
June	1) CAS data analysis, before trial 2) Lime and public transport patronage (before and during) 3) Annual school travel survey (to be completed by CCC) 4) Revisit students from design jam to complete case studies **Complete M&E final report by June 30th**
September/ October	1) Full after data collection including: • Vehicle and cyclist tube counts • Parking surveys at Haeata Community Campus, St James Primary and Chisnallwood Intermediate • School gate travel surveys at Haeata Community Campus, St James Primary and Chisnallwood Intermediate • Snapshot cyclist and pedestrian counts on Breezes Road and Shortland Street • Hampshire Street parking and pedestrian survey • Perceived safety surveys • Customer satisfaction surveys 2) CAS data analysis during/post trial

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Level 1/70 Shortland Street
Auckland 1010
Aotearoa New Zealand

Wellington
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12. Streets for People - Aranui Connections

Reference / Te Tohutoro: 23/1544775

Report of / Te Pou Matua: Torin Smith – Transport Network Planner (Torin.Smith@ccc.govt.nz)

Senior Manager / Pouwhakarae: Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

1.1 To seek approval to proceed with the staff recommended option for the Streets for People Aranui Connections trial under staff TMP delegations

1.2 This report is generated by staff in reponse to attracting funding for Aranui Connections from Waka Kotahi's Streets for people programme at 90% funding assistance rate.

1.3 The decision in this report has low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined given the minor scope of works, the impact of the project is limited to a small proportion of the city and the project is low cost and easy to reverse.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Approves the design of the pilot scheme to implement a separated unidirectional cycleway on both sides of Breezes Road between the existing Chisnallwood Intermediate pedestrian crossing and Pages Road, as detailed in Agenda Attachment A, Sheets 2-6.
2. Approves the design of the pilot scheme for proposed intersection buildouts and speed humps in Aranui, as detailed in Agenda Attachment A, Sheets 10-14 including:
   a. Pembroke Street / Breezes Road intersection
   b. Eglinton Street / Breezes Road intersection
   c. Gosport Street / Breezes Road intersection
   d. Hampshire Street / Breezes Road intersection
   e. Tahuna Street / Shortland Street intersection
   f. McHaffies Place / Shortland Street intersection
   g. Aldershot Street / Hampshire Street intersection
   h. Lyndhurst Crescent / Hampshire Street (South) intersection
   i. Lyndhurst Crescent / Hampshire Street (North) intersection
   j. Marlow Road / Hampshire Street intersection
   k. Eureka Street / Marlow Road intersection
   l. Eureka Street / Rowan Avenue intersection
   m. Yarmouth Street / Rowan Avenue intersection
   n. Carisbrooke Street / Rowan Avenue intersection

3. Approves the design of the pilot scheme for proposed speed calming on Breezes Road, Shortland Street, Hampshire Street, Rowan Avenue, Marlow Road and Pembroke Street as detailed in Agenda Attachment A, Sheets 15-18.
4. Approves the design of the pilot scheme for proposed raising of existing pedestrian crossing outside Haeata Community Campus, as detailed in Agenda Attachment A, Sheet 4.
5. Approves the design of the pilot scheme for proposed raising of existing pedestrian crossing outside the Avondale Golf Club, as detailed in Agenda Attachment A, Sheet 15.
6. Approves the design of the pilot scheme for the addition of a new raised pedestrian crossing outside St James School, as detailed in Agenda Attachment A, Sheet 17.
7. Approves the design of the pilot scheme for proposed transport interventions along Hampshire Street, which is made up of speed calming and removal of the marked centre line, as detailed in Agenda Attachment A, Sheets 7-9.
8. Approves the design of the pilot scheme for proposed reclamation of road space for pedestrians outside Wainoni Park as detailed in Agenda Attachment A, Sheets 7-8.
9. Approves the design of the pilot scheme for proposed reclamation of road space for pedestrians outside St James School as detailed in Agenda Attachment A, Sheet 9.
10. Requests that staff report back to the Community Board on the outcomes of the trial and next steps at the conclusion of the trial, and no later than the end of June 2024.

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

11. Approves, subject to its powers under as a Road Controlling Authority under the *Land Transport Rule: Street Layouts 2023*, the installation of a pilot project in Aranui, as detailed in the Agenda attachments and Community Board resolutions.
12. Approve staff to install the pilot project, which will be given effect through a Temporary Traffic Management Plan.
13. Delegate power to staff to make changes to the approved layouts in response to observations and feedback, in line with the intent of a pilot project under the *Land Transport Rule: Street Layouts 2023*.
14. Approves that the delegated period for the pilot will lapse at the end of June 2024.

Chairpersons Recommendation

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Declines the design of the pilot scheme to implement a separated unidirectional cycleway on both sides of Breezes Road between the existing Chisnallwood Intermediate pedestrian crossing and Pages Road, as detailed in Agenda Attachment A, Sheets 2-6.
2. Approves the remainder of the Officer Recommendations (2 to 10) and recommendations to the Council (11 to 14) above.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

3.1 The proposed scope for the project has been developed following extensive engagement with the Aranui community, most notably through student design jams in June 2023.

3.1.1 During these design jams, children from three local schools – Haeata Community Campus, Chisnallwood Intermediate and St James School were invited to attend workshops where they had the opportunity to share their experiences getting to school by active transport modes, discuss barriers they typically face with active travel, and design their own solutions to these problems.

3.1.2 All transport interventions proposed were either directly requested by school students or are designed to address specific issues raised during workshops by the students.

3.1.3 Staff have also spoken to other groups, including the Aranui Community Trust Incorporated Society (ACTIS).

3.2 Significant monitoring work has been undertaken in recent months to understand travel behaviour within Aranui, which has demonstrated a need for the proposed changes.

3.2.1 The operating speed for several streets in the area is at or above 50km/h, which is not considered safe for school zones or areas of high pedestrian activity.

3.2.2 School travel survey respondents rated safety for children walking, cycling or scooting to school a 3.9/10.

3.2.3 The majority of Aranui schoolchildren are currently being dropped to school by private vehicles despite most living within a 5km radius.

3.3 This project is receiving 90% funding support from the Waka Kotahi NZ Transport Agency Streets for People programme. The programme aims to trial street improvements, using low cost and tactical interventions to accelerate changes ahead of permanent solutions being delivered in the future.

3.3.1 In line with this, the Aranui Connections project will be initially rolled out as a trial using low cost materials, or more permanent materials where the higher level of safety is required such as at formal priority crossing points.

3.3.2 Delivering the work under a Temporary Traffic Management Plan delegation is considered most appropriate for this purpose and will allow the project team to be agile in responding to stakeholder feedback during the trial period. The trial period is three months, following which data will be gathered and analysed, and a report will be presented to the Community Board before the end of June 2024.

3.3.3 Should the recommendation be to make elements of the trial permanent, this will include detailed traffic resolutions. Subject to the final design and delegation, this may also include recommendations to the Council.

3.4 A pre-trial engagement period was held between 13 September and 2 October 2023. Most feedback received during this period was positive. The majority of formal submissions were in favour of the staff preferred option and the unidirectional separated cycleways on both sides of Breezes Road.

3.4.1 The detail of the submissions can be found in Agenda **Attachment C**.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 Three cycle connections were initially considered for Breezes Road including:

4.1.1 Option 1 – Separated unidirectional cycle lanes on both sides of Breezes Road

4.1.2 Option 2 – Separated unidirectional cycle lane (south side) and shared path (north side)

4.1.3 Option 3 – Separated unidirectional cycle lane (north side) and shared path (south side)

4.2 Option 3 was discounted during early optioneering as it is the least safe of the three options, confirmed by using the Waka Kotahi Separated Cycleway Options Tool, which considers aspects of the surrounding environment that would pose a risk to cyclists, including the number of houses serviced by a driveway, number of non-residential driveways, adjacent intersections and expected vehicular movements.

4.3 Option 1 and Option 2 were taken forward to pre-trial engagement and Option 2 was subsequently discounted.

4.3.1 Advantages of Option 2:

- Option 2 has the least impact on street parking on Breezes Road and will result in a loss of 49 (46%) parking spaces as opposed to Option 1, which will result in a loss of 99 (93%) parking spaces.
- Abundant on-street parking on Breezes Road, however, does not appear to be a priority for this community. Parking surveys on Breezes Road revealed an average of 0-19% parking occupancy for most of the street. Many residences have access to off-street parking. Popular destinations on Breezes Road, including Pak'n'Save and Haeata Community Campus both have large off-street parking facilities.

4.3.2 Disadvantages of Option 2:

- Option 2 is the less safe option as confirmed through analysis using the Separated Cycleway Options Tool. There is an increased risk (3x) to users of the shared path when vehicles exit properties on the north side of Breezes Road. This is because motorists are not expecting to look out for users travelling in the opposite direction to traffic. Having higher speed cyclists and scooterers in the same area as pedestrians is also less safe - particularly for the elderly and people with disabilities.
- Option 2 was not supported by the majority of submitters during the pre-trial engagement period. Further detail outlined below in Section 5.
- Shared paths are not supported by Waka Kotahi due to safety concerns outlined above. Waka Kotahi have indicated they would not provide funding assistance for a shared path.

4.4 Option 1 is the current preferred option. The separated unidirectional cycleways provide the highest level of safety for users.

4.5 Following conversations with Waka Kotahi regarding shared path safety concerns, a fourth option was developed for a separated bi-directional cycle lane on the north side of Breezes Road.

4.5.1 This option has the benefit of separating cyclists and pedestrians, while minimising parking loss on Breezes Road. This option is still considered higher risk than Option 1 due to risk of collision between contraflow cyclists and vehicles exiting driveways.

4.5.2 The project team were prepared to propose Option 4 as a compromise if the pre-trial engagement period indicated a community preference for Option 2. As this has not proven to be the case, the preferred option to take forward to trial remains as Option 1.

4.5.3 The cycleway can be adapted to Option 4, at a cost, during the trial period should community feedback indicate opposition to the new facility and loss of parking along Breezes Road. However, to ensure an acceptable level of safety where the cycleway crosses side roads, this also necessitates the conversion of Gosport Street to a cul-de-sac. In doing so, the risk of a collision between contra-flow cyclists and turning vehicles

is minimised. This option has not yet been consulted on and therefore cannot be implemented at the present time.

5. Detail Te Whakamahuki

5.1 A full set of plans for preferred option is attached with this report. The proposal includes:

5.1.1 A separated unidirectional cycle facility along both sides of Breezes Road, between the Chisnallwood School pedestrian crossing and Pages Road.

5.1.2 Raised pedestrian crossing points at existing crossing locations on Breezes Road outside of Haeata Community Campus and Chisnallwood Intermediate. New raised crossing points outside St James School on Rowan Avenue.

5.1.3 Intersection improvements to 14 intersections on popular school pedestrian routes. Upgrades will include kerb buildouts using low cost bollards to reduce crossing distances. Safe speed humps at each are also to be installed. Intersections include:

- Pembroke Street / Breezes Road
- Eglinton Street / Breezes Road
- Gosport Street / Breezes Road
- Hampshire Street / Breezes Road
- Tahuna Street / Shortland Street
- Mchaffies Place / Shortland Street
- Aldershot Street / Hampshire Street
- Lyndhurst Crescent / Hampshire Street (South)
- Lyndhurst Crescent / Hampshire Street (North)
- Marlow Road / Hampshire Street
- Eureka Street / Marlow Road
- Eureka Street / Rowan Avenue
- Yarmouth Street / Rowan Avenue
- Carisbrooke Street / Rowan Avenue

5.1.4 Safe Speed humps along Hampshire Street to reduce reported antisocial driver behaviour along this corridor.

5.1.5 Footpath reclamation and designated road art space – Outside of St James School and Wainoni Park.

5.2 The proposal has been developed following extensive engagement with the Aranui community, most notably through student design jams. The proposal is representative of what the students in Aranui designed during design jam sessions, and intend to address key-barriers to active transport voiced during workshops, including:

5.2.1 People using streets as a racetrack – Interventions are targeted at speed reduction in recorded high-speed areas.

5.2.2 Feeling unsafe at intersections – Interventions focus on busy intersections and pedestrian routes to school, and support reduced crossing distances and reduced vehicle speeds where people are crossing.

5.2.3 Lack of colour, art and cool designs in the public realm – interventions intend to bring vibrancy to the public realm and will include designated road art spaces that will reflect the cultural diversity within Aranui.

5.2.4 Streets are hard to cross – The proposal improves the safety and visibility of existing pedestrian crossing and adds a new crossing outside of St James School.

5.2.5 Footpaths are too narrow – Where possible, the proposal aims to reclaim footpath space in areas where students reported pinch points or areas where large groups tend to congregate, such as near Wainoni Park and outside St James School.

5.3 A summary of design jam sessions and outcomes is included as **Attachment B** to this report.

5.4 A pre-trial engagement period was held during September and October and included a variety of online and in-person engagement tactics. A full summary document is attached with this report. The majority of submitters, both online and at the in-person information space voted in favour of Option 1 – separated unidirectional cycleway on each side of Breezes Road. There is broad agreement that safety improvements would be welcome and much needed in Aranui.

5.5 The project will be initially delivered as a trial. The trial will last for three months, over which, monitoring and evaluation will take place and community feedback sought. Monthly check-ins will be held, and adaptations made as necessary, and where safe to do so, in response to stakeholder feedback.

5.6 The whole project is to be delivered as a trial under a Temporary Traffic Management Plan. The primary focus of the trial is the cycle connection along Breezes Road, which will use flexible bollards as a form of traffic separation. In this way, Option 4 could be explored if critical public feedback is received during the three-month trial period, although more time would be required to complete an amended trial. Intersection buildouts will also be delivered using these flexible bollards.

5.7 Other aspects of the proposal, including raised pedestrian crossings and speed bumps will be delivered as permanent interventions using asphalt. This decision has been made for the following reasons:

5.7.1 There is a clear demand for these interventions in the areas proposed. Raised crossings will support safe pedestrian access to three schools within the Aranui area.

5.7.2 A clear majority (65%) of online submitters supported safe speed platforms and humps. In person engagement with stakeholders and community members in Aranui has consistently indicated frustrations at speeding traffic and anti-social road user behaviour throughout the Aranui neighbourhood, specifically along Hampshire Street.

5.7.3 It is cost comparative to install the speed management devices as permanent or temporary solutions. If temporary speed bumps and platforms are installed, they will need to be made permanent in future, which will likely be at the council expense.

5.7.4 For reasons above, the project team are proposing a do it once, do it well approach for speed humps and raised pedestrian crossings and taking advantage of 90% Waka Kotahi funding while it is available.

5.8 At the conclusion of the three month trial period, the works will remain in place while a decision is made. A report will again be brought before the Community Board, which will include findings from monitoring and evaluation. Should any elements be recommended to become permanent, detailed traffic resolutions will be included, for Community Board (and, where appropriate, Council) approval.

5.9 It is recommended that Council approves the trial to stay in place until the end June 2024. While this does not preclude the early removal of elements that are not working, it will ensure that appropriate time is allowed for recommendations to be finalised, or interventions removed, upon completion of the trial.

5.10 The decision affects the following Wards/Community Board areas:

5.10.1 Burwood Ward

5.10.2 Waitai Coastal-Burwood-Linwood Community Board

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic AlignmentTe Rautaki Tīaroaro

6.1 The project aligns with Council's strategic priorities, including enabling active and connected communities and meeting the challenge of climate change through every means available.

6.2 This report supports the Council's Long Term Plan (2021 - 2031):

6.3 Transport

6.3.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=36% of trips undertaken by non-car modes.
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes.
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents.
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city - >=66% resident satisfaction.
- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections.
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - <=1.10 million tonnes of CO2 equivalents.
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 585 kilometres (total combined length).
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - >=85% resident satisfaction.

Policy Consistency Te Whai Kaupapa here

6.4 The project is consistent with Council's Plans and Policies, in particular:

6.4.1 The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012-2042 and similarly to the draft Transport Plan (safe streets).

6.4.2 The changes made align with Kia tūroa te Ao – Ōtautahi Christchurch Climate Resilience Strategy as outlined below under Climate Change Impact Considerations.

6.5 Improving safety on local roads is a priority for Council. Increasing the safety and accessibility of footpaths and cycle lanes and encouraging active modes of transport is one of several focus areas to achieve this.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.6 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.

6.7 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.8 The decisions in this report are likely to:

6.8.1 Contribute positively to adaptation to the impacts of climate change.

6.8.2 Contribute positively to emissions reductions.

6.9 The full scope of works includes the installation of a safe separated cycle facility on Breezes Road, safety improvements to existing pedestrian crossing points, speed calming interventions throughout Aranui and intersection upgrades to support reduced pedestrian crossing distances and slower traffic speeds. All interventions are intended to improve the experiences of travelling around Aranui by active transport modes and seek to address key barriers to active transport identified by students. Therefore, the proposal will likely have a net positive impact for the environment by helping to reduce transport emissions.

6.10 Cycleways are a key part of council's emissions reduction efforts by providing a low emission way for residents to move around the city.

6.11 The National Emissions Reduction Plan (ERP) states we will have to substantially improve infrastructure for walking and cycling to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 – required under the ERP). Improving the quality of cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.12 The proposal improves accessibility for walking and cycling and provides a safer means of accessing and using the street network by active modes.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement - $1 million – 90 % Waka Kotahi funded. Note, this is the cost to implement the preferred option. Further costs will be incurred as any adaptations are made during the trial period.

7.2 Maintenance/Ongoing costs – Funded through the Streets for People budget until the end of June 2024.

7.3 Funding Source – The project is 90% funded by Waka Kotahi's Streets for People programme. The remaining 10% is funded by the transport capital programme.

Other He mea anō

7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture

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

8.1 The *Land Transport Rule: Street Layouts 2023* defines and codifies the process by which Road Controlling Authorities can conduct pilot projects. Under this, and in the absence of specific delegation, Council are the decision-making body to decide on the installation of a trial, and the method by which this is carried out.

8.2 The works are to be installed through a Temporary Traffic Management Plan. The Council has delegated these powers to the Chief Executive, who has in turn delegated them to staff. This gives staff the flexibility to modify the trial in line with the intent of the *Rule*, without having to return to Council for specific approval.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.3 At the conclusion of the three month trial period, the works will remain in place while a decision is made. A report will be prepared for the Community Board, which will include findings from monitoring and evaluation. Should a recommendation be made to keep some or all of the interventions in place, the report will include traffic and parking resolutions for the Community Board (and, where appropriate, Council) to approve.

9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 The project will initially be rolled out as a trial for a three-month period. During the trial the project team will actively seek community feedback and complete monitoring and evaluation work to determine the success of the project. Adaptations can be made as needed, specifically in relation to the Breezes Road cycle connection, should there be significant adverse reactions among the community. In this way, transport interventions can be trialled at low risk to Council.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	ARANUI CONNECTIONS - STREETS FOR PEOPLE - Rev I - 20.10.2023	23/1736544	
B	Design Jam Summary report - Final	23/1193071	
C	Engagement and full submission table	23/1706498	

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

Document Name – Location / File Link
Land Transport Rule: Street Layouts 2023 - https://www.nzta.govt.nz/assets/resources/rules/docs/street-layouts-rule-2023.pdf

Confirmation of Statutory Compliance Te Whakatūturutanga 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	Torin Smith - Transport Network Planner Hannah Ballantyne - Senior Engagement Advisor Shaleen Prasad-Kumar - Project Manager Maryem Al Samer - Legal Counsel
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

8. Streets For People Aranui Connections

Reference / Te Tohutoro: 23/1919854

Report of / Te Pou Matua: Shaleen Prasad-Kumar (Shaleen.prasadkumar@ccc.govt.nz)

Senior Manager / Pouwhakarae: Jane Parfitt, Interim General Manager Infrastructure, Planning and Regulatory Services (Jane.Parfitt@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

1.1 The purpose of the report is to present two options for the Streets For People Aranui Connections project - Option 1 and Option 4. Option 1 is the recommended option, which included separated unidirectional cycle lanes on both sides of Breezes Road.

1.2 Seek approval from the Community Board for the option recommended by the staff, intended for implementation and trial.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board recommend that the Council:

1. Approve the implementation of Option 1 for a four-month trial period which includes a separated unidirectional cycleway on both sides of Breezes Road, spanning from the current Chisnallwood Intermediate pedestrian crossing to Pages Road.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

3.1 On 6 November 2023, the Waitai Coastal-Burwood-Linwood Community Board declined the design of the pilot scheme to implement a separated unidirectional cycleway on both sides of Breezes Road between the Chisnallwood Intermediate pedestrian crossing and Pages Road, which was the staff recommendation. In this, the Board requested staff to report back on an option for a temporary cycleway including Option 4 bi-Directional as soon as possible.

3.2 Option 1 continues to be the officer recommended option, as the separated unidirectional cycleways provides the highest level of safety for users and the highest potential increase in cycling.

3.3 The Waka Kotahi separated cycleway option tool (SCOT) provides a relative risk analysis score which can be seen below for Options 1 and 4. Option 4 has a relative risk analysis which is 1.73x more unsafe than Option 1. From this, the predicted crashes per year for Option 1 is 4.5 predicted crashes over a 10 year period, whereas Option 4 is 3.2 crashes higher at 7.7 predicted crashes over a 10 year period.

Aranui Connections - Separated Cycleway Option Tool						
Site desciptions	2x one-way cycleways			1x two-way cycleway (Closing Gosport Street)		
	Side 1	Side 2	Total	With-flow cycling	Contraflow cycling	Total
Residential driveways	1862	1329	**3190**	1329	3706	**5035**
Non-residential driveways	1101	374	**1475**	374	1121	**1495**
Unsignalised side streets	168	1974	**2142**	1514	3625	**5139**
Signalised intersections	223	223	**447**	223	626	**849**
Relative Risk Analysis	3355	3900	**7254**	3440	9078	**12518**

Advantages of Option 1 - unidirectional cycle facility include:

3.4 Increased safety for all users, as there is no new introduced conflicts created (cyclists travelling contra-flow to traffic flow are at three times the risk of being hit compared to cyclists travelling in the traffic flow direction, shown in the SCOT's analysis).

3.5 Cost effective to install due to no new crossings required.

3.6 Continuous instinctive alignment of cycleway (no requirement to cross Breezes Road multiple times).

3.7 Less invasive installation as existing parking lanes are being used for the cycle lanes.

Disadvantages include:

3.8 Loss of 88% of car parking along Breezes Road with 18 retained and 129 lost.

3.9 Kerb and channel works required at both existing crossings to provide enough road width for unidirectional cycleways.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 Option 4 – A bi-directional cycleway on Breezes Road has been investigated on the request of the Waitai Coastal-Burwood-Linwood Community Board. The bi-directional cycleway has been investigated due to concerns raised regarding the proposed amount of parking loss along Breezes Road in Option 1.

Advantages include:

4.2 Less number of parking loss along on Breezes Road. Total loss of 69% of car parking along Breezes Road (45 retained, 102 lost).

4.3 Cul de sacking of Gosport Street would remove the risk of contra-flowing cyclists being hit by motorists entering Breezes Road.

Disadvantages include:

4.4 1.73x higher relative risk analysis score that Option 1 due to contraflowing cyclists.

4.5 Increased construction and monitoring cost due to more physical works required. This includes an extra pedestrian crossing at the Pages Road end, to provide cyclists a safe way to cross back to the correct side of the road. A speed platform is required to reduce speeds to acceptable limits. In addition, new street lighting is required for the proposed pedestrian crossing.

4.6 Multiple crossings required by cyclists, likely leading to the more confident cyclists not using the bi-directional facility and continuing along the live lane for a more intuitive and direct route.

4.7 Significant amount of road marking removal required along the full length of Breezes Road to allow for the new centre line alignment.

4.8 The Breezes Road/Wainoni Road intersection requires the Breezes Road approaches to be completely remarked in a new arrangement due to the bi-directional cycleway installation, which further increases the cost.

5. Detail Te Whakamahuki

Public Consultation Te Tukanga Kōrerorero

5.1 Consultation on the Aranui Street Project ran from 13 September to 2 October 2023.

5.2 Two options were consulted on, these were Option 1 unidirectional cycleway and Option 2 Separated unidirectional cycle lane (south side) and shared path (north side).

5.3 On the Kōrero Mai webpage, we heard from two recognised organisations and 41 individuals (18 from Aranui/Avondale/Wainoni, 19 from broader Christchurch, the location of four were unknown).

5.4 Feedback on cycle infrastructure included:

- 22 (51%) preferred Option 1: Unidirectional cycleway, which is a separated cycle lane on either side of Breezes Road
    - Safer/don't like shared paths because of safety concerns (10)
    - Better-quality cycling infrastructure for their community/will encourage more cycling (4)
    - Enough parking supply in the area even with this reduction (2)
- Seven (16%) preferred Option 2: a shared path on the north side and separated cycle lane on the south side of Breezes Road
    - Residential parking loss concern (4)
    - Three (7%) selected 'other' – and requested no change
    - Road width concern (2)
- Of those living on Breezes Road, five preferred Option 1 and one preferred Option 2.

5.5 The Waitai Costal-Burwood-Linwood Community Board were briefed on the full community views and preferences of consultation on the Aranui Streets Project at their 6 November 2023 meeting.

5.6 With the timeframes required to get back to the Community Board and still allow for the adaptation required by the Streets for People programme, no feedback on cycleway Option 4 has been received in time to be included in this report.

5.7 Letters notifying stakeholders of Option 4 were delivered to the 50 properties now affected by parking loss, that was not included in Option 1 or 2 or the proposed cul-de-sac.

5.8 Emails were sent to the 32 submitters who commented on cycle infrastructure in the original consultation, emergency services, local schools, and community organisations.

5.9 Any feedback received between 25 November – 11 December will be presented to the Community Board as part of the staff presentation and via memo prior to the meeting.

5.10 The decision affects the following wards/Community Board areas:

5.10.1 Waitai Coastal-Burwood-Linwood.

5.10.2 Next steps – After the trial is complete, staff will present the Board with the results of the four month trial, for a discussion on the next steps.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic AlignmentTe Rautaki Tīaroaro

6.1 The project aligns with Council's strategic priorities, including enabling active and connected communities and meeting the challenge of climate change through every means available.

6.2 This report supports the Council's Long Term Plan (2021 - 2031):

6.3 Transport

6.3.1 Activity: Transport

- Level of Service: 10.5.39 Increase the numbers of people cycling into the central city - >=2,000 cyclists Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=36% of trips undertaken by non-car modes.
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes.
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents.
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city - >=66% resident satisfaction.
- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections.
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - <=1.10 million tonnes of CO2 equivalents.
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 585 kilometres (total combined length).
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - >=85% resident satisfaction.

Policy Consistency Te Whai Kaupapa here

6.4 The decision is consistent with Council's Plans and Policies, in particular: The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012-2042 and similarly to the draft Transport Plan (safe streets).

6.5 The changes made align with Kia tūroa te Ao – Ōtautahi Christchurch Climate Resilience Strategy as outlined below under Climate Change Impact Considerations.

6.6 Improving safety on local roads is a priority for Council. Increasing the safety and accessibility of footpaths and cycle lanes and encouraging active modes of transport is one of several focus areas to achieve this.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.7 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.

6.8 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.9 The decisions in this report are likely to:

6.9.1 Contribute positively to adaptation to the impacts of climate change.

6.9.2 Contribute positively to emissions reductions.

6.10 The full scope of works includes the installation of a safe separated cycle facility on Breezes Road, safety improvements to existing pedestrian crossing points, speed calming interventions throughout Aranui and intersection upgrades to support reduced

pedestrian crossing distances and slower traffic speeds. All interventions are intended to improve the experiences of travelling around Aranui by active transport modes and seek to address key barriers to active transport identified by students. Therefore, the proposal will likely have a net positive impact for the environment by helping to reduce transport emissions.

6.11 Cycleways are a key part of council's emissions reduction efforts by providing a low emission way for residents to move around the city.

6.12 The National Emissions Reduction Plan (ERP) states we will have to substantially improve infrastructure for walking and cycling to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 – required under the ERP). Improving the quality of cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.13 The proposal improves accessibility for walking and cycling and provides a safer means of accessing and using the street network by active modes.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement -$1 million – 90% Waka Kotahi funded. Note, this is the cost to implement the preferred option. Further costs will be incurred as any adaptations are made during the trial period.

7.2 Maintenance/Ongoing costs - Funded through the Streets for People budget until the end of June 2024.

7.3 Funding Source - The project is 90% funded by Waka Kotahi's Streets for People programme. The remaining 10% is funded by the transport capital programme.

Other He mea anō

7.4 None.

8. Legal Implications Ngā Hīraunga ā-Ture

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

8.1 The *Land Transport Rule: Street Layouts 2023* defines and codifies the process by which Road Controlling Authorities can conduct pilot projects. Under this, and in the absence of specific delegation, Council are the decision-making body to decide on the installation of a trial, and the method by which this is carried out.

8.2 The works are to be installed through a Temporary Traffic Management Plan. The Council has delegated these powers to the Chief Executive, who has in turn delegated them to staff. This gives staff the flexibility to modify the trial in line with the intent of the *Rule*, without having to return to Council for specific approval.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.3 At the conclusion of the three month trial period, the works will remain in place while a decision is made. A report will be prepared for the Community Board, which will include findings from monitoring and evaluation. Should a recommendation be made to keep some or all of the interventions in place, the report will include traffic and parking resolutions for the Community Board (and, where appropriate, Council) to approve.

9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 The Aranui Streets for People project is designed as a trial initiative, with construction, implementation, and a four-month trial period scheduled from January 2024 to May 2024. A critical project risk is that if the cycleway trial is not approved by February 2024, there won't be sufficient time for construction, hindering a comprehensive monitoring and evaluation process. Throughout the trial, the project team is committed to actively seeking community feedback and conducting thorough monitoring and evaluation activities to gauge the project's success. Adaptations will be considered, particularly in the context of the Breezes Road cycle connection, in response to any significant adverse reactions from the community. This approach ensures that transport interventions can be tested with minimal risk to the Council.

9.2 Option 4 – The bi-directional cycleway would require substantial changes to the Breezes Road and Wainoni Road intersection layout to ensure the safe passage of the bi-directional facility through the intersection. This involves the complete removal of existing road markings, the application of new markings in accordance with the updated layout, and the installation of new separated cycleway infrastructure, including signal lanterns and phasing. If the decision is made to remove the bi-directional facility after the trial period in May, due to weather conditions in June being weather dependent and having lower ground temperatures returning the intersection to the existing layout may take longer to remove. This is a risk to Council if the removal of the bi-directional cycleway facility is not removed in time for the Waka Kotahi funding deadline the end of June 2024.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment to report - ARANUI CONNECTIONS STREETS FOR PEOPLE - Cycleway Option 1 and 4 29.11.2023	23/1974692	

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga 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	Shaleen Prasad-Kumar - Project Manager Hannah Ballantyne - Senior Engagement Advisor Kelly Griffiths - Senior Project Manager
Approved By	Lynette Ellis - Head of Transport & Waste Management

A map of a city

Option A – All retained with intersection adaptation.

This option retains all improvements that have been installed (locations shown within map below) and makes adaptations to the intersections based on the feedback received. The intersections will be adjusted by widening the entry lane into the side road by a minimum of 1 meter, where kerb alignment permits. This will provide additional width at the intersections, allowing drivers to navigate the traffic-calmed areas more easily. The bollards will be adjusted to follow the new kerb alignment and road marking updated. All speed humps will be retained as installed. All other safety interventions listed below will be implemented throughout Aranui.

Note: The intersection narrowing will receive adaptation to the entry approach widths to allow for motorists to have a minimum of 5 m to enter the side roads. Previously this was designed at 4 m.

- Pembroke Street / Breezes Road intersection:
- Eglinton Street / Breezes Road intersection:
- Gosport Street / Breezes Road intersection
- Hampshire Street / Breezes Road intersection
- Tahuna Street / Shortland Street intersection
- McHaffies Place / Shortland Street intersection
- Aldershot Street / Hampshire Street intersection
- Lyndhurst Crescent / Hampshire Street (South) intersection
- Lyndhurst Crescent / Hampshire Street (North) intersection

- Marlow Road / Hampshire Street intersection
- Eureka Street / Marlow Road intersection
- Eureka Street / Rowan Avenue intersection
- Yarmouth Street / Rowan Avenue intersection
- Carisbrooke Street / Rowan Avenue intersection

1.1.2 Speed calming, using safe speed humps at the following locations, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Tahuna Street / Shortland Street intersection
- 42 Breezes Road
- 63 Breezes Road
- 59 Shortland Street
- 82 Shortland Street
- 10 Hampshire Street
- 42 Hampshire Street
- 74 Hampshire Street
- 40 Marlow Road
- 17 Pembroke Street

1.1.3 Raised pedestrian crossing, using raised safety platforms and pedestrian crossing road marking and signage. As detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- St James School, Rowan Avenue.
- Haeata Community Campus, Breezes Road.
- Avondale Golf Course, Breezes Road.

1.1.4 Raised School crossing, using raised safety platform, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Chisnallwood Intermediate, Breezes Road.

1.1.5 Removal of marked centre line, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Hampshire Street, between Breezes Road and Marlow Road.

1.1.6 Pedestrian crossing locations, new footpaths and kerb build outs, as discussed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board.

- Haeata Community Campus, Shortland Street

Option B – Retain all speed humps and plateforms

Description : This option involves removing all intersection narrowing measures, including bollards, road markings, and lane reductions, while retaining the safe speed humps to reduce speeds. Other safety interventions, such as the speed humps listed in this appendix will remain implemented throughout Aranui, with the exception of the footpath reclamation outside St. James School and Wainoni Park.

Intersection speed humps

1.1.7 Removing intersection buildouts (bollards, road marking and tactiles) and retaining speed humps in Aranui at the following intersections.

- Pembroke Street / Breezes Road intersection
- Eglinton Street / Breezes Road intersection
- Gosport Street / Breezes Road intersection
- Hampshire Street / Breezes Road intersection
- Tahuna Street / Shortland Street intersection
- McHaffies Place / Shortland Street intersection
- Aldershot Street / Hampshire Street intersection
- Lyndhurst Crescent / Hampshire Street (South) intersection
- Lyndhurst Crescent / Hampshire Street (North) intersection
- Marlow Road / Hampshire Street intersection
- Eureka Street / Marlow Road intersection
- Eureka Street / Rowan Avenue intersection
- Yarmouth Street / Rowan Avenue intersection
- Carisbrooke Street / Rowan Avenue intersection

Mid-block safe speed humps

1.1.1 Speed calming, using safe speed humps at the following locations, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- 42 Breezes Road
- 63 Breezes Road
- 59 Shortland Street

- 82 Shortland Street
- 10 Hampshire Street
- 42 Hampshire Street
- 74 Hampshire Street
- 40 Marlow Road
- 17 Pembroke Street

Crossing improvements

1.1.2 Raised pedestrian crossing, using raised safety platforms and pedestrian crossing road marking and signage.

- St James School, Rowan Avenue.
- Haeata Community Campus, Breezes Road.
- Avondale Golf Course, Breezes Road.

1.1.3 Raised School crossing, using raised safety platform, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Chisnallwood Intermediate, Breezes Road.

1.1.4 Removal of marked centre line, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Hampshire Street, between Breezes Road and Marlow Road

1.1.5 Pedestrian crossing locations, new footpaths and kerb build outs, as discussed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board.

- Haeata Community Campus, Shortland Street

Option C – Removing all safety improvements

Description: Removing of all trialed interventions and returning to before the trial occurred.

Preferred Option: Option D – Speed humps and safer speed platforms and kerb build outs

This option retains all improvements that have been installed throughout Aranui, shown by map included in option A's description. The intersections will be altered by removing the bollards and providing a kerb buildout instead with a larger entry radius, allowing drivers to navigate the traffic-calmed areas more easily. The new kerb buildouts will be installed within the existing road marking extents. All speed humps will be retained as installed. All other safety interventions listed below will be implemented throughout Aranui.

1.1.2 Intersection works, kerb build outs, road marking and safe speed humps at the following intersections, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Pembroke Street / Breezes Road intersection,
- Eglinton Street / Breezes Road intersection,
- Gosport Street / Breezes Road intersection,
- Hampshire Street / Breezes Road intersection,
- Tahuna Street / Shortland Street intersection,
- McHaffies Place / Shortland Street intersection,
- Aldershot Street / Hampshire Street intersection,
- Lyndhurst Crescent / Hampshire Street (South) intersection,
- Lyndhurst Crescent / Hampshire Street (North) intersection,
- Marlow Road / Hampshire Street intersection,
- Eureka Street / Marlow Road intersection,
- Eureka Street / Rowan Avenue intersection,
- Yarmouth Street / Rowan Avenue intersection,
- Carisbrooke Street / Rowan Avenue intersection.

1.1.2 Speed calming, using safe speed humps at the following locations, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Tahuna Street / Shortland Street intersection,
- 42 Breezes Road,
- 63 Breezes Road,
- 59 Shortland Street,
- 82 Shortland Street,
- 10 Hampshire Street,
- 42 Hampshire Street,
- 74 Hampshire Street,
- 40 Marlow Road,
- 17 Pembroke Street.

1.1.3 Raised pedestrian crossing, using raised safety platforms and pedestrian crossing road marking and signage. As detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- St James School, Rowan Avenue.
- Haeata Community Campus, Breezes Road.
- Avondale Golf Course, Breezes Road.

1.1.4 Raised School crossing, using raised safety platform, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Chisnallwood Intermediate, Breezes Road.

1.1.5 Removal of marked centre line, as detailed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board Resolution.

- Hampshire Street, between Breezes Road and Marlow Road.

1.1.6 Pedestrian crossing locations, new footpaths and kerb build outs, as discussed in Attachment D to this report, Aranui Connections – Streets for People issue Community Board.

- Haeata Community Campus, Shortland Street

ARANUI CONNECTIONS - STREETS FOR PEOPLE
COMMUNITY BOARD RESOLUTION

Christchurch City Council

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DRAWING REGISTER

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3	HAMPSHIRE STREET CORRIDOR
4	HAMPSHIRE STREET CORRIDOR
5	ROWAN AVENUE CORRIDOR
6	BREEZES ROAD AND PEMBROKE STREET INTERSECTION
7	BREEZES ROAD AND EGLINTON STREET INTERSECTION
8	BREEZES ROAD AND GOSPORT STREET INTERSECTION
9	BREEZES ROAD AND HAMPSHIRE STREET INTERSECTION
10	HAMPSHIRE STREET AND ALDERSHOT STREET INTERSECTION
11	HAMPSHIRE STREET AND LYNDHURST CRESCENT SOUTH INTERSECTION
12	HAMPSHIRE STREET AND LYNDHURST CRESCENT NORTH INTERSECTION
13	HAMPSHIRE STREET AND MARLOW ROAD INTERSECTION
14	SHORTLAND STREET AND TAHUNA STREET INTERSECTION
15	SHORTLAND STREET AND MCHAFFIES PLACE INTERSECTION
16	MARLOW ROAD AND EUREKA STREET INTERSECTION
17	EUREKA STREET AND ROWAN AVENUE INTERSECTION
18	ROWAN AVENUE AND YARMOUTH STREET INTERSECTION
19	ROWAN AVENUE AND CARISBROOKE STREET INTERSECTION
20	42 BREEZES ROAD SPEED BUMP
21	63 BREEZES ROAD SPEED BUMP
22	14 PEMBROKE STREET SPEED BUMP
23	34 SHORTLAND STREET KERB BUILDOUT
24	64 SHORTLAND STREET KERB BUILDOUT
25	78 SHORTLAND STREET KERB BUILDOUT
26	59 SHORTLAND STREET SPEED BUMP
27	82 SHORTLAND STREET SPEED BUMP
28	HAMPSHIRE STREET AND ALDERSHOT STREET SPEED BUMPS
29	HAMPSHIRE STREET AND LYNDHURST CRESCENT SPEED BUMPS
30	74B HAMPSHIRE STREET SPEED BUMP
31	40 MARLOW ROAD SPEED BUMP
32	BREEZES ROAD - CHISNALWOOD RSP
33	BREEZES ROAD - GOLF COURSE RSP
34	BREEZES ROAD - HAEATA RSP

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D	COMMUNITY BOARD RESOLUTION	CJ	VM	DM
C	COMMUNITY BOARD DESIGN MODIFICATIONS	CJ	VM	DM
B	DESIGN MODIFIED	CJ	VM	DM
A	ISSUED	CJ	VM	DM

Christchurch City Council

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DESIGNED	DM
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REVIEWED	VM
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Aranui Connections - Streets for People

Drawing Index

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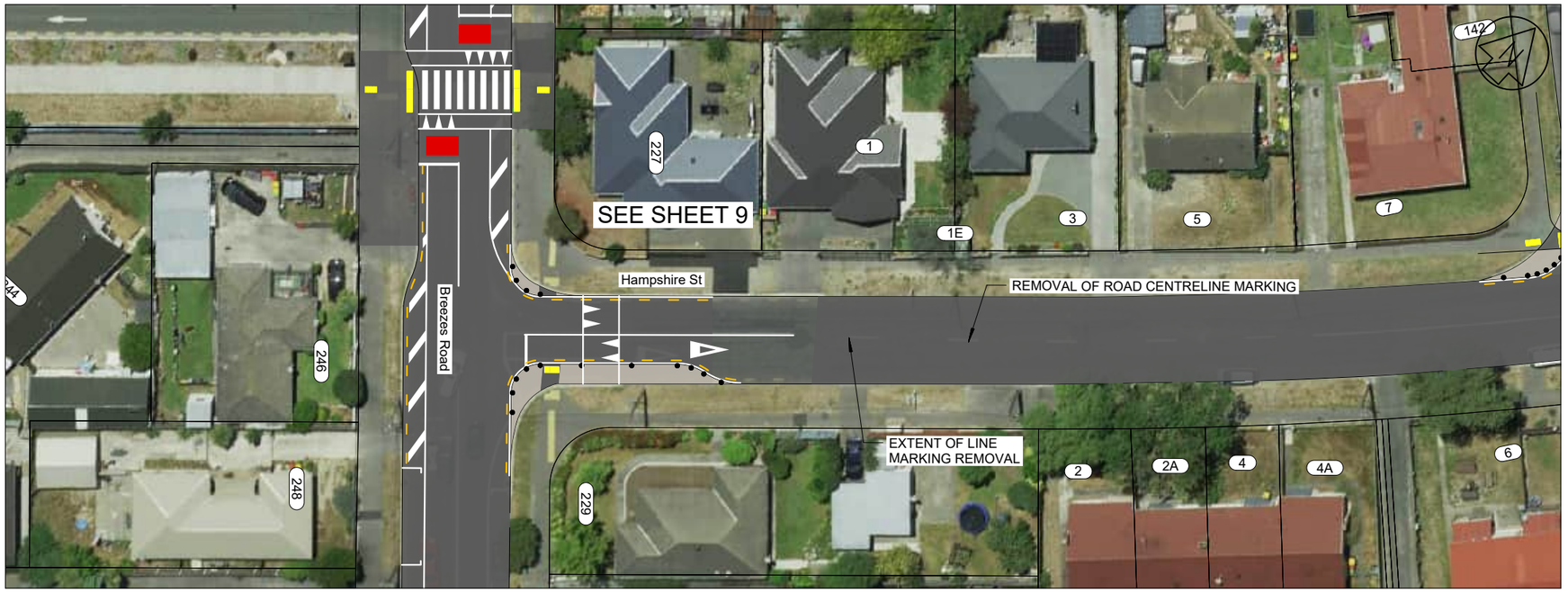

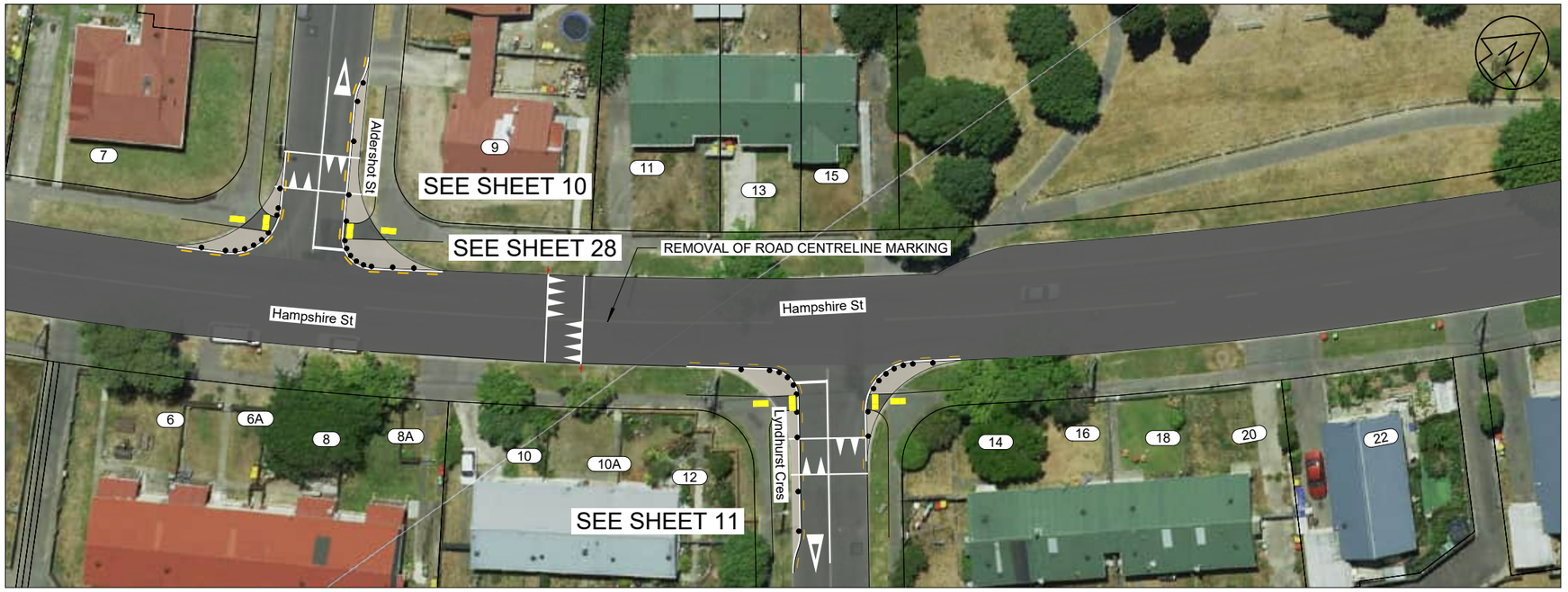

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- NEW KERB
- NO STOPPING LINE MARKINGS
- NEW KERB EXTENSION (LINE MARKING AND BOLLARDS)
- MODIFIED WATTS PROFILE
- RAISED SAFETY PLATFORM
- FOOTPATH REINSTATED TO BERM

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Aranui Connections - Streets for People

Hampshire Street Corridor

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Attachment E Item 11

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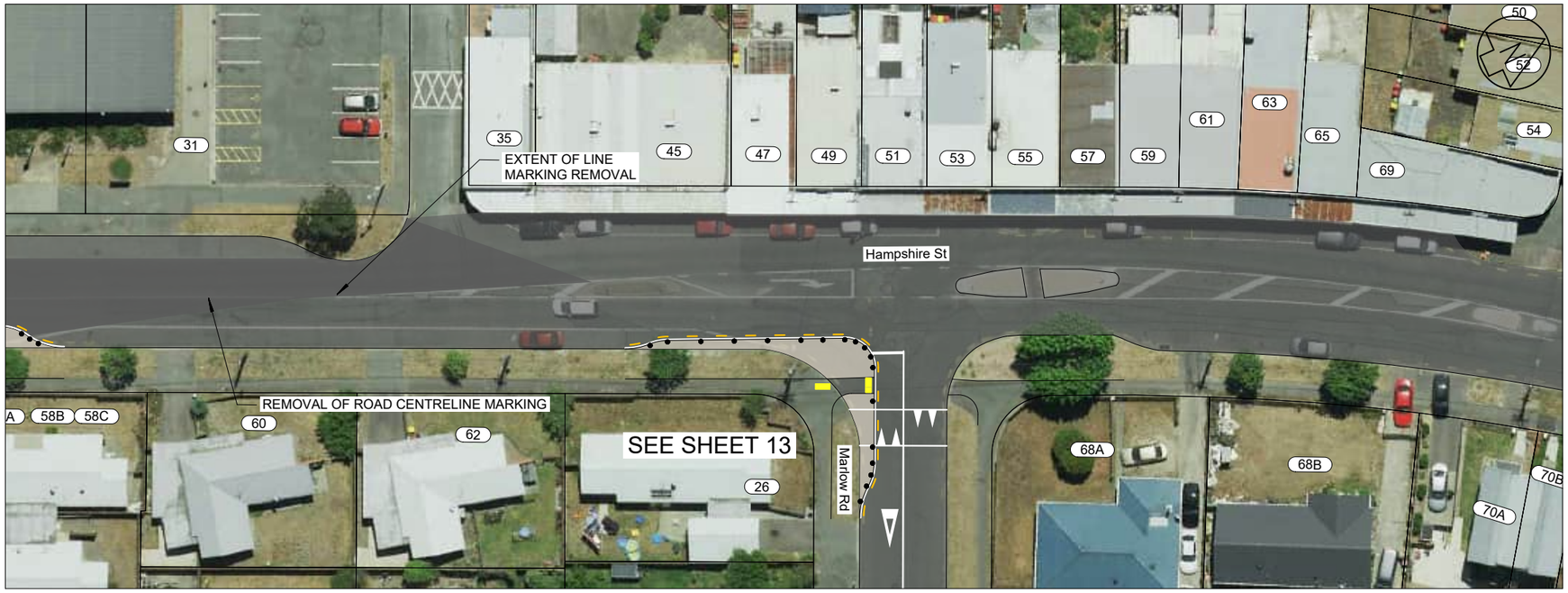

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Aranui Connections - Streets for People

Hampshire Street Corridor

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Item 11

Attachment E

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Aranui Connections - Streets for People

Hampshire Street Corridor

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Attachment E Item 11

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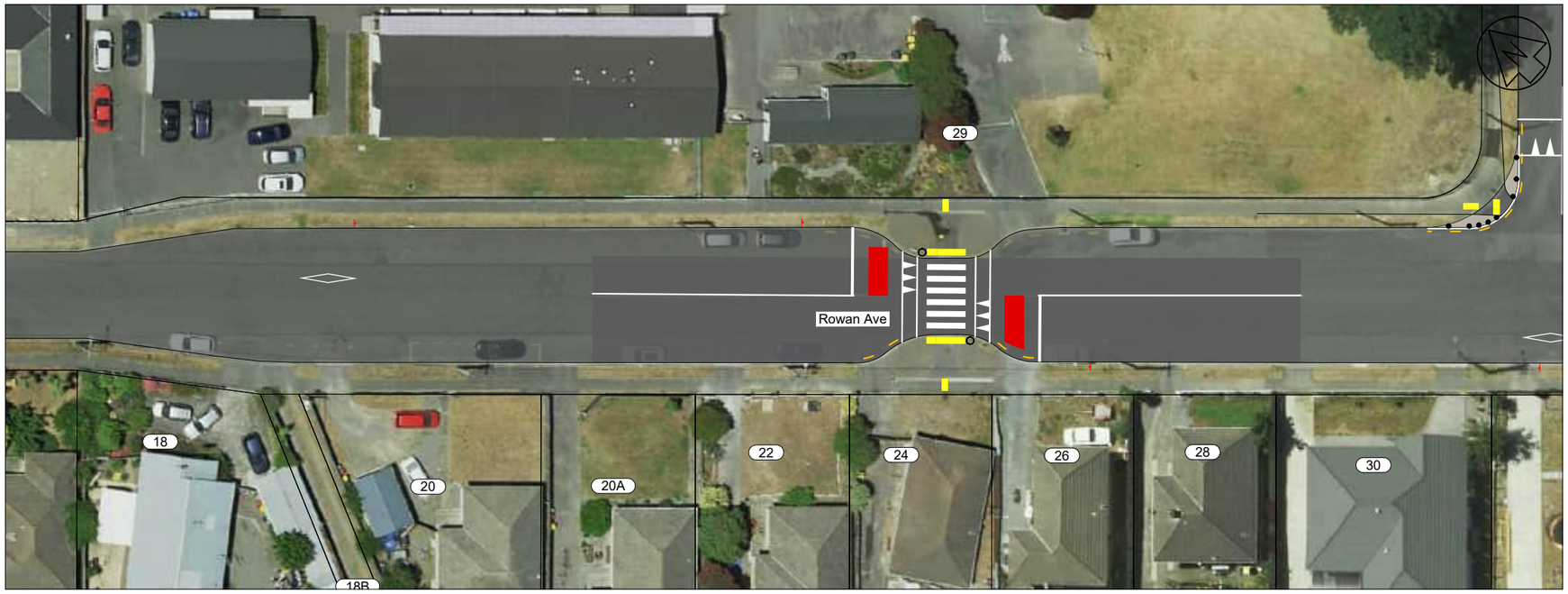

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REV	REVISION DESCRIPTION	DRAWN	CHECKED	APPROVED
E	INTERSECTION LAYOUTS MODIFIED	CJ	VM	DM
D	COMMUNITY BOARD RESOLUTION	CJ	VM	DM
C	COMMUNITY BOARD DESIGN MODIFICATIONS	CJ	VM	DM
B	DESIGN MODIFIED	CJ	VM	DM
A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Rowan Avenue Corridor

Date:	Drawn:	Scale:
15.05.24	CJ	1:500 @ A3

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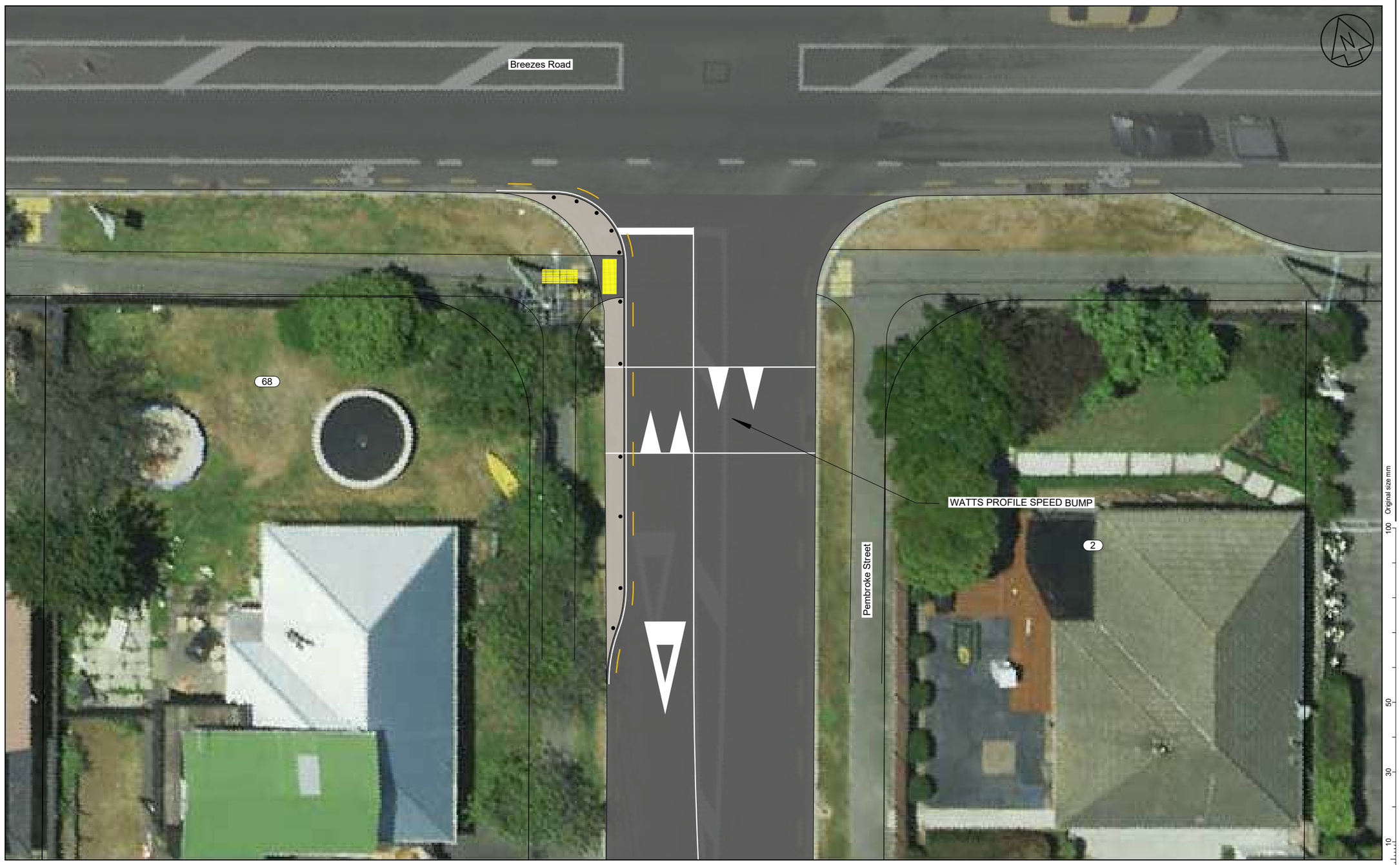

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TRANSPORT PLANNING AND DESIGN

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Breezes and Pembroke Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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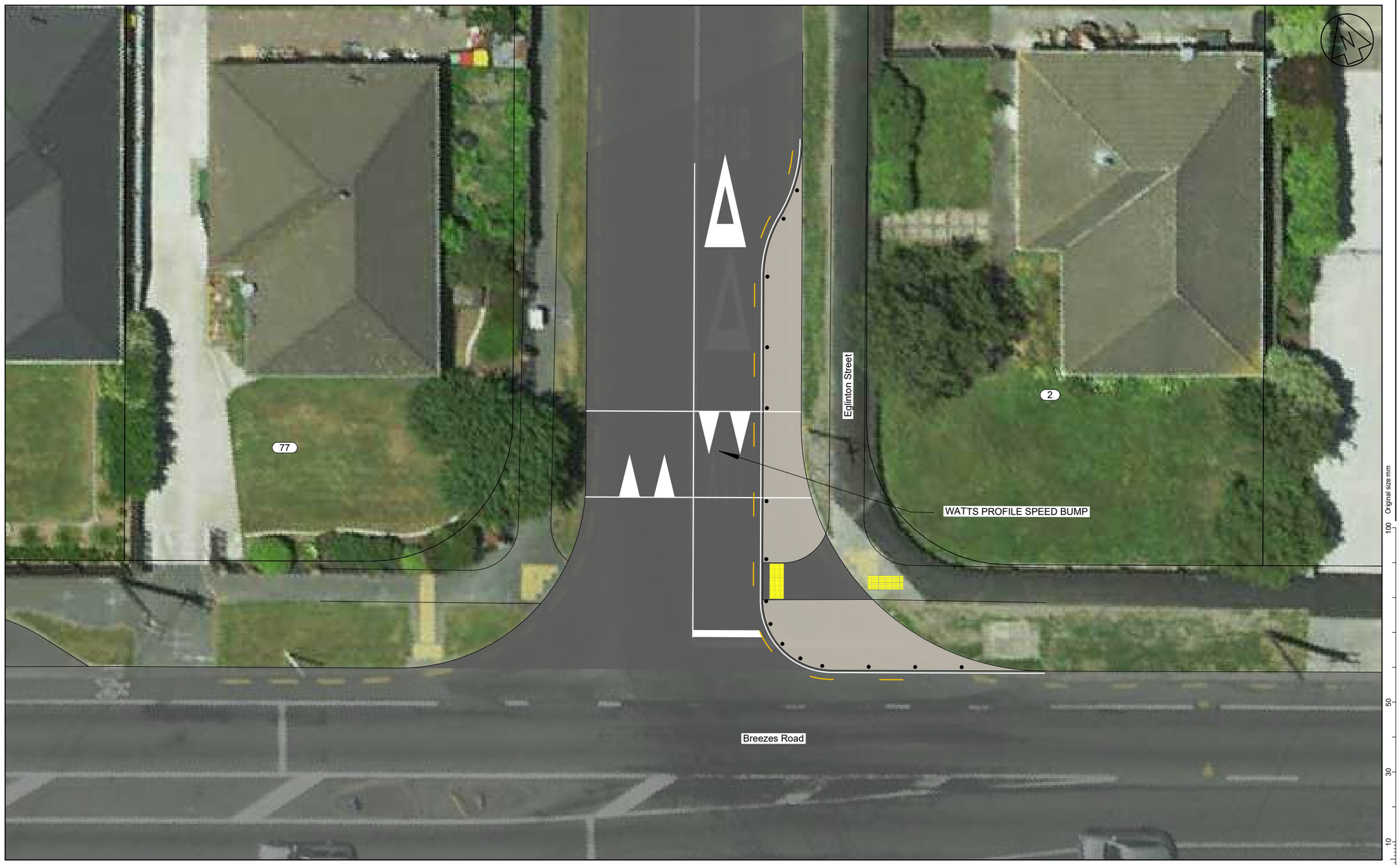

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TRANSPORT PLANNING AND DESIGN

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D	COMMUNITY BOARD RESOLUTION	CJ	VM	DM
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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Breezes and Eglinton Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Breezes and Gosport Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Breezes and Hampshire Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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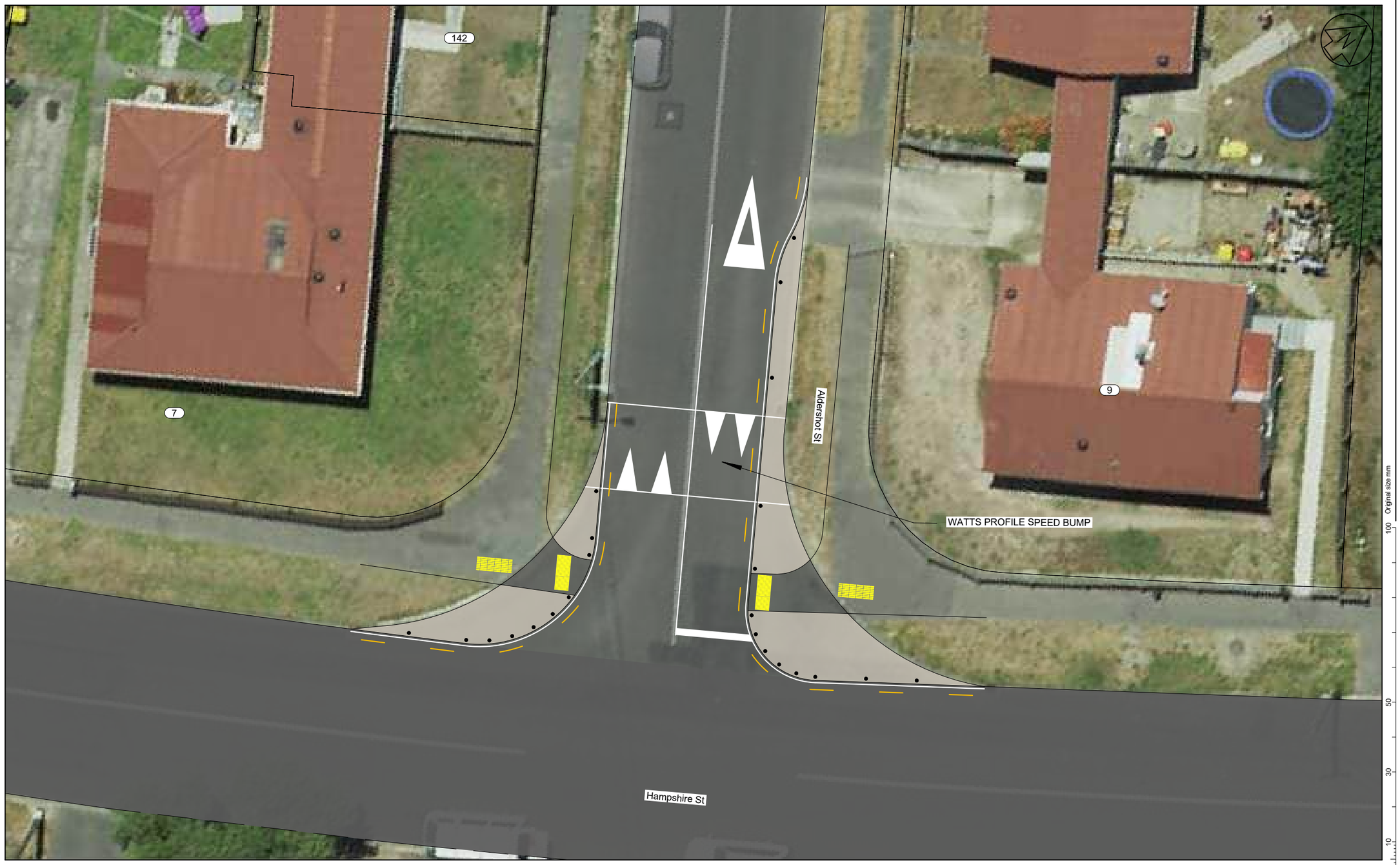

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Hampshire and Aldershot Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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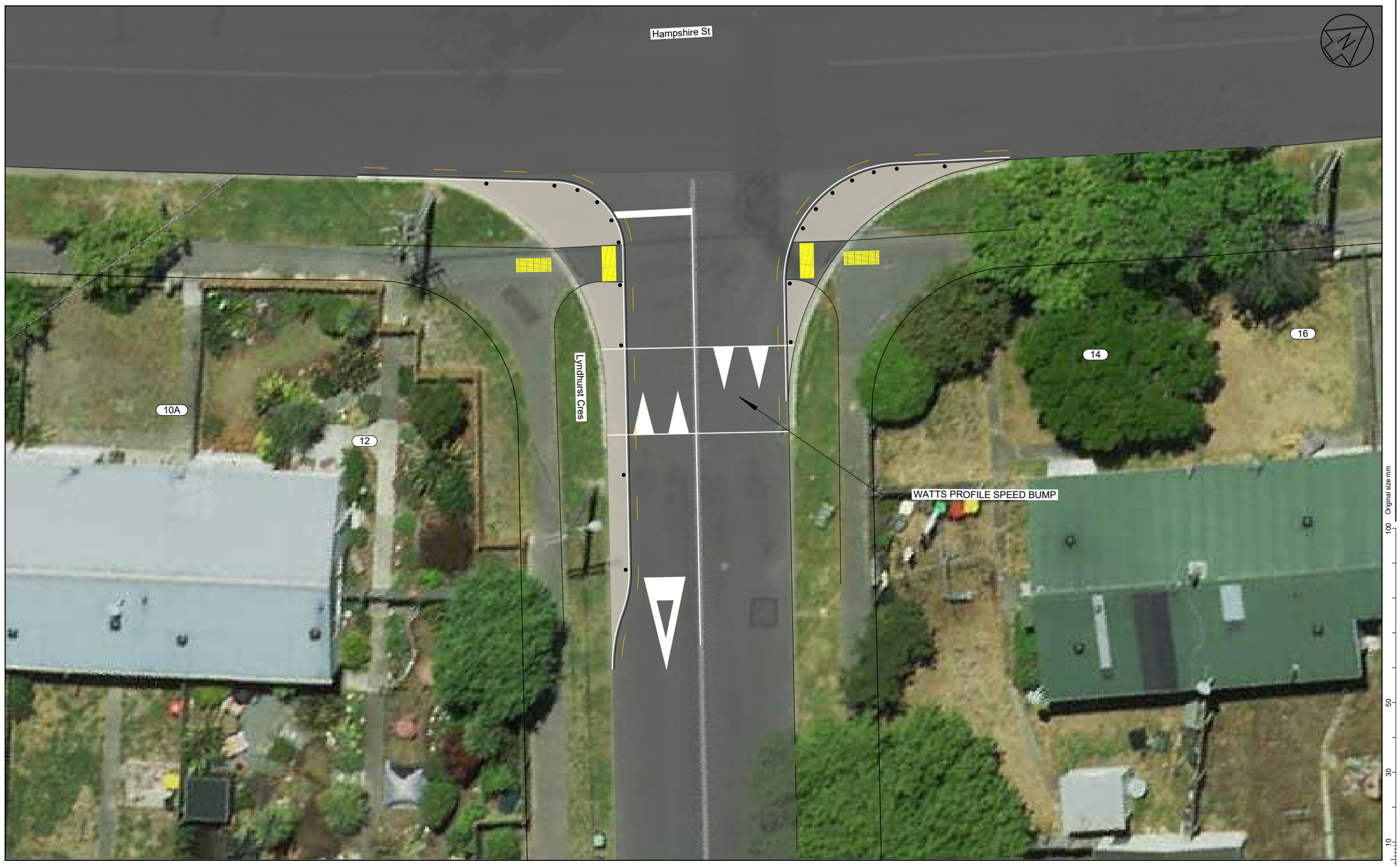

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Hampshire and Lyndhurst (S) Intersection

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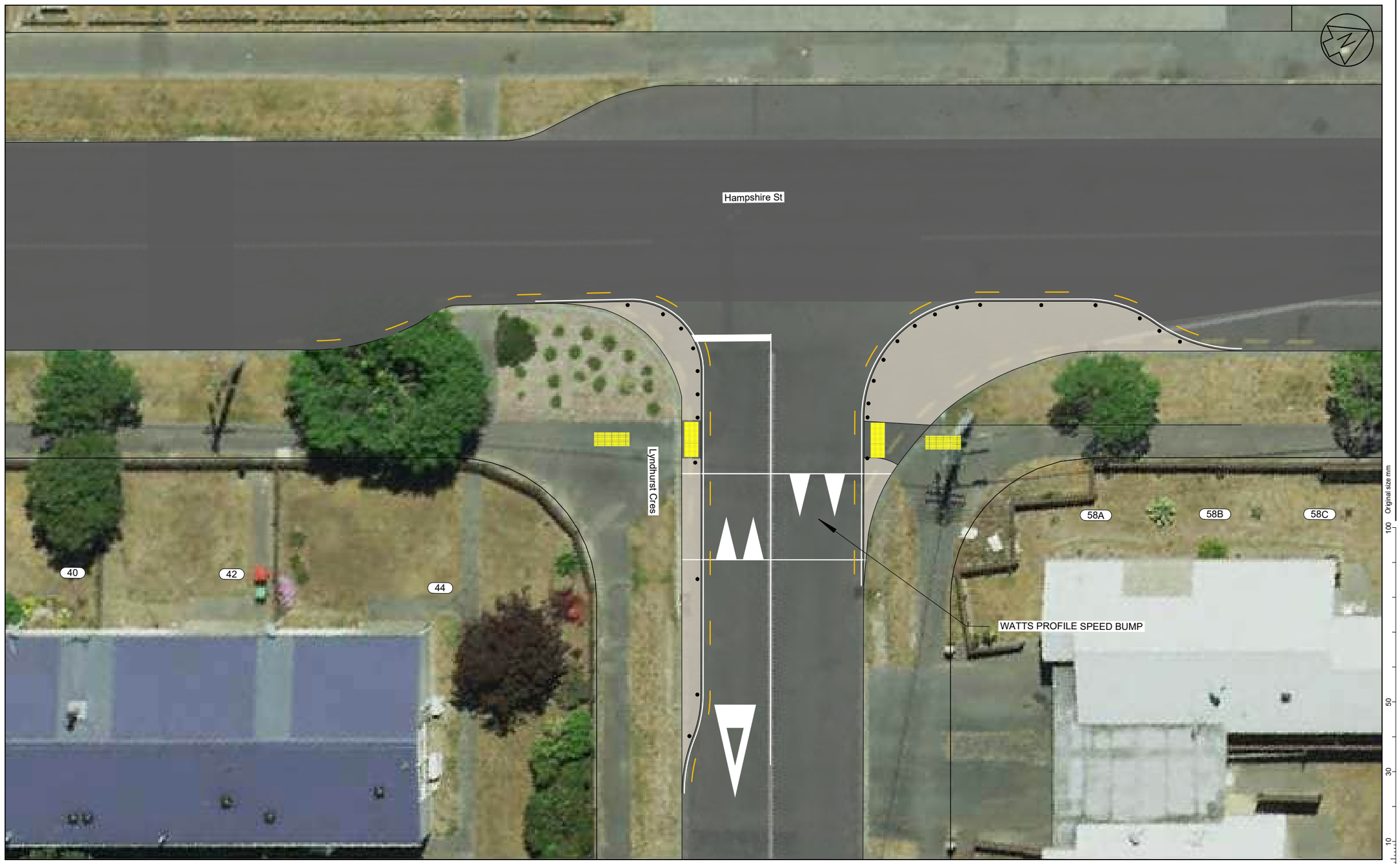

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Hampshire and Lyndhurst (N) Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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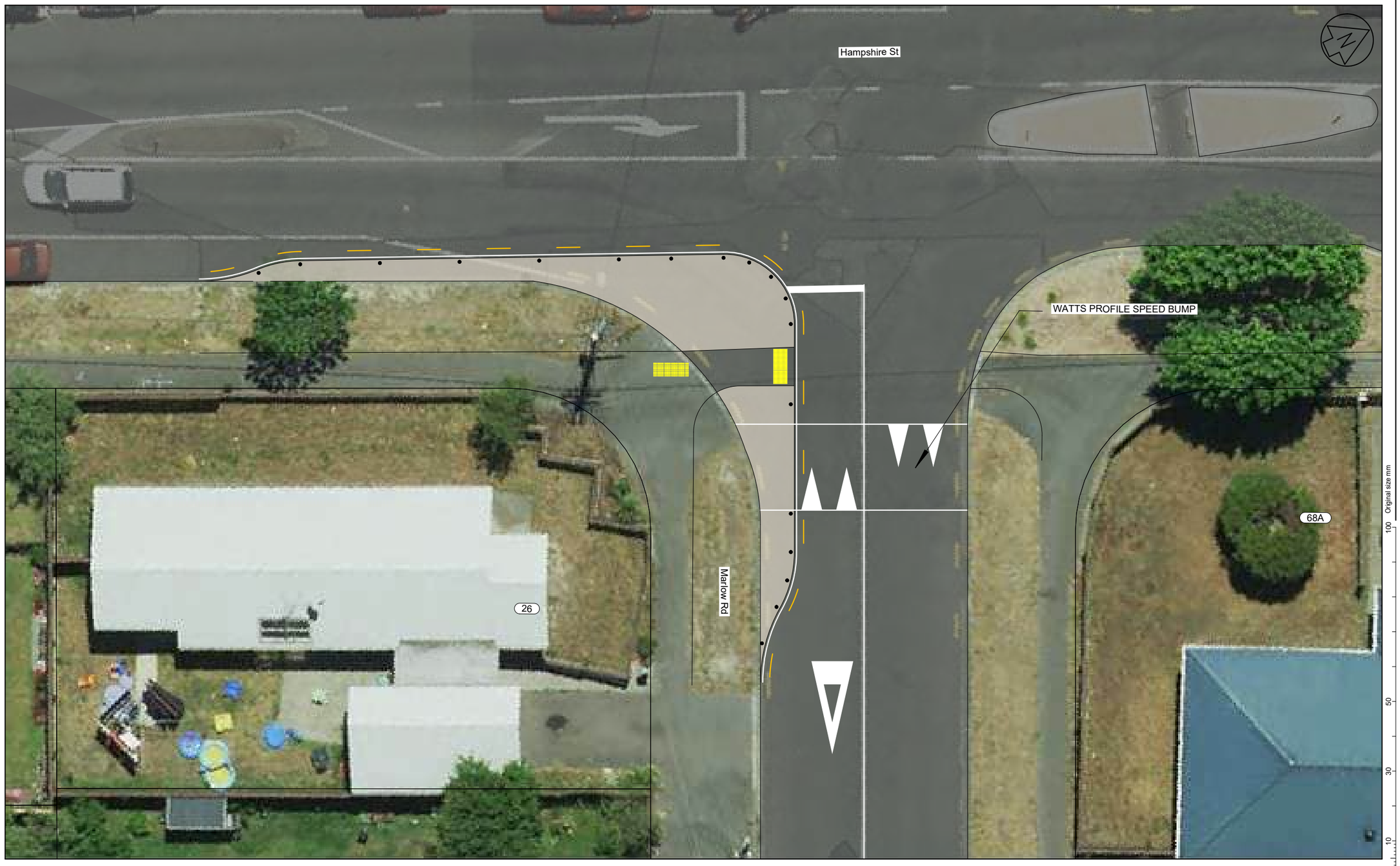

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TRANSPORT PLANNING AND DESIGN

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Hampshire and Marlow Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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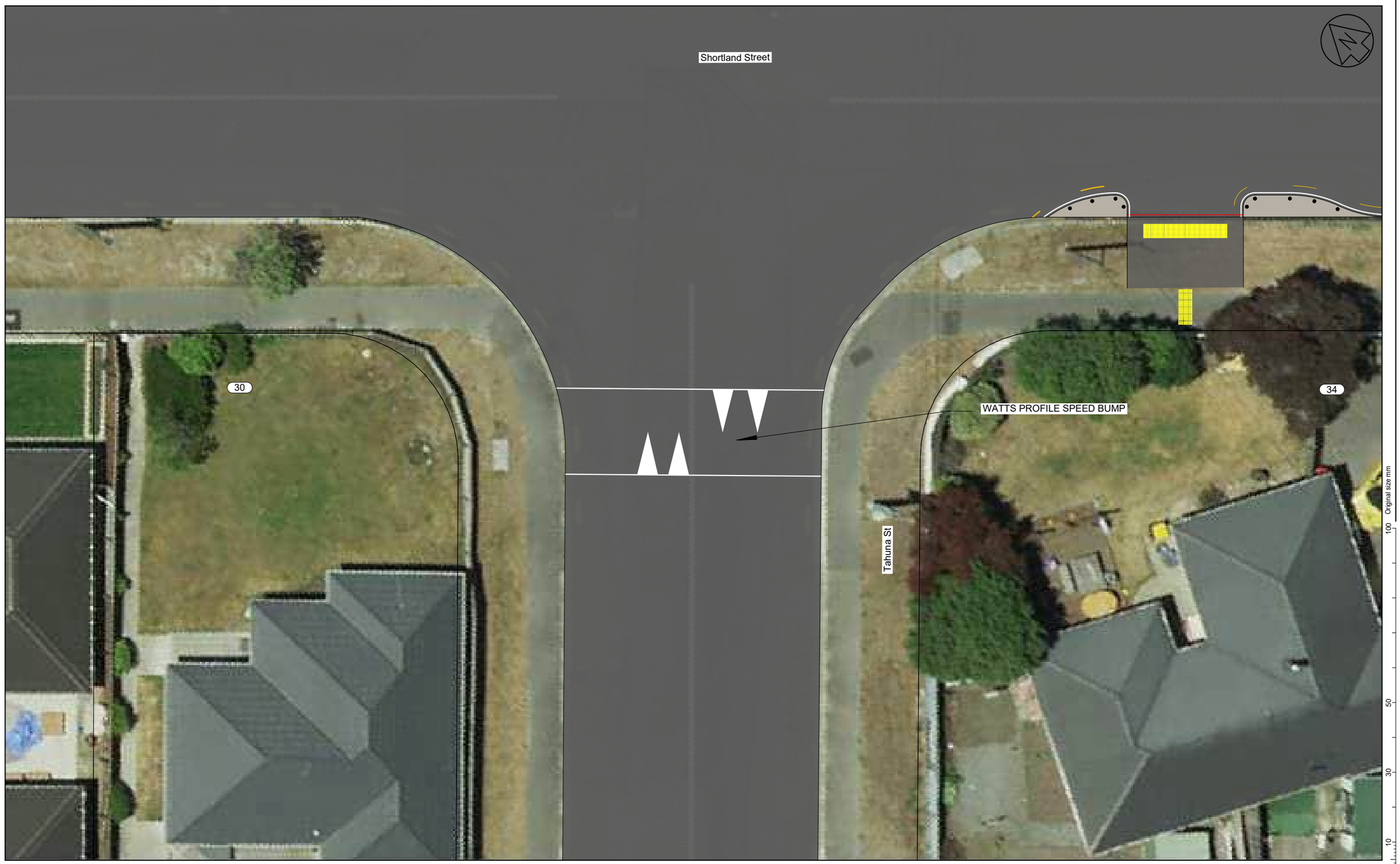

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TRANSPORT PLANNING AND DESIGN

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Shortland and Tahuna Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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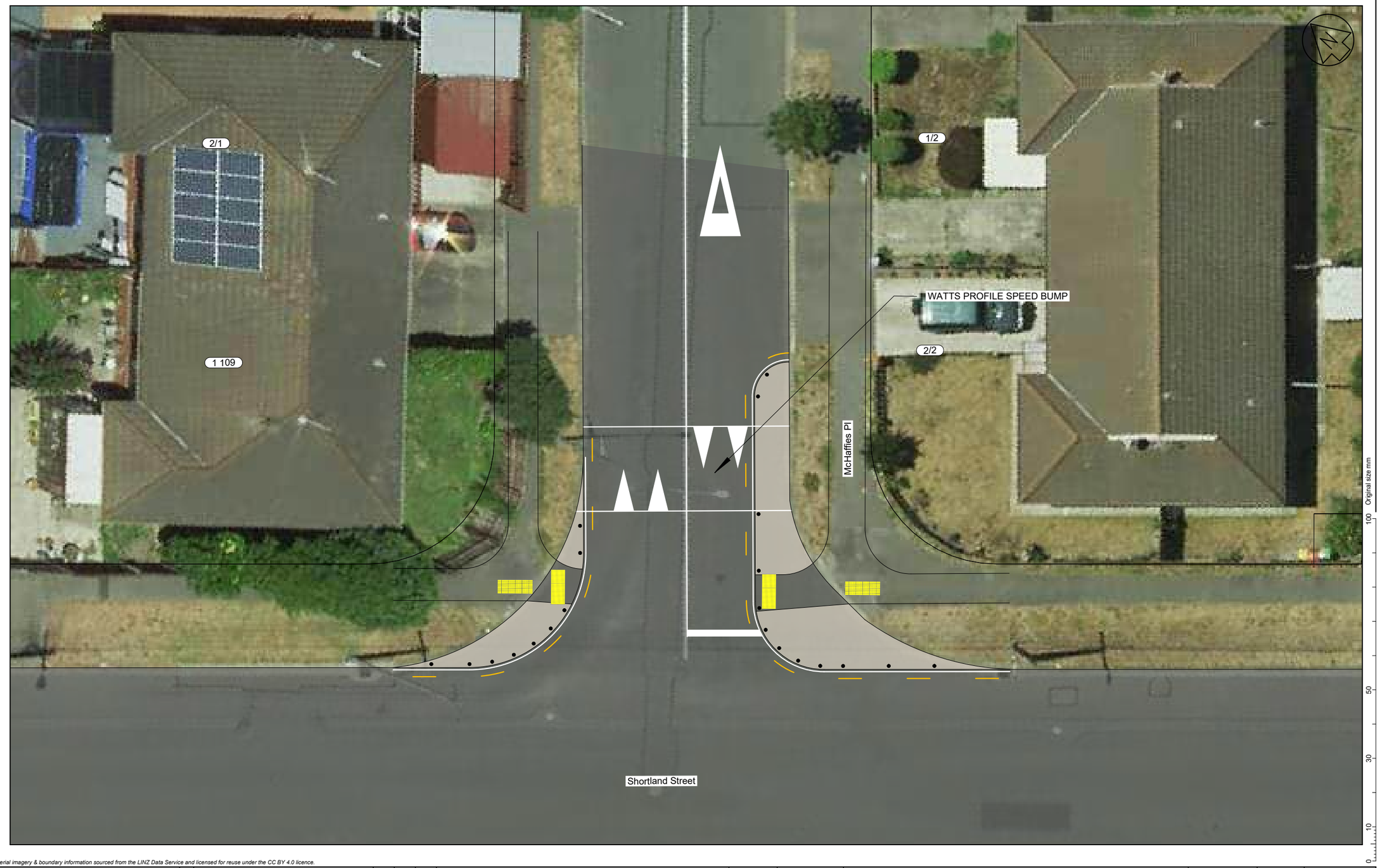

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TRANSPORT PLANNING AND DESIGN

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Shortland and McHaffies Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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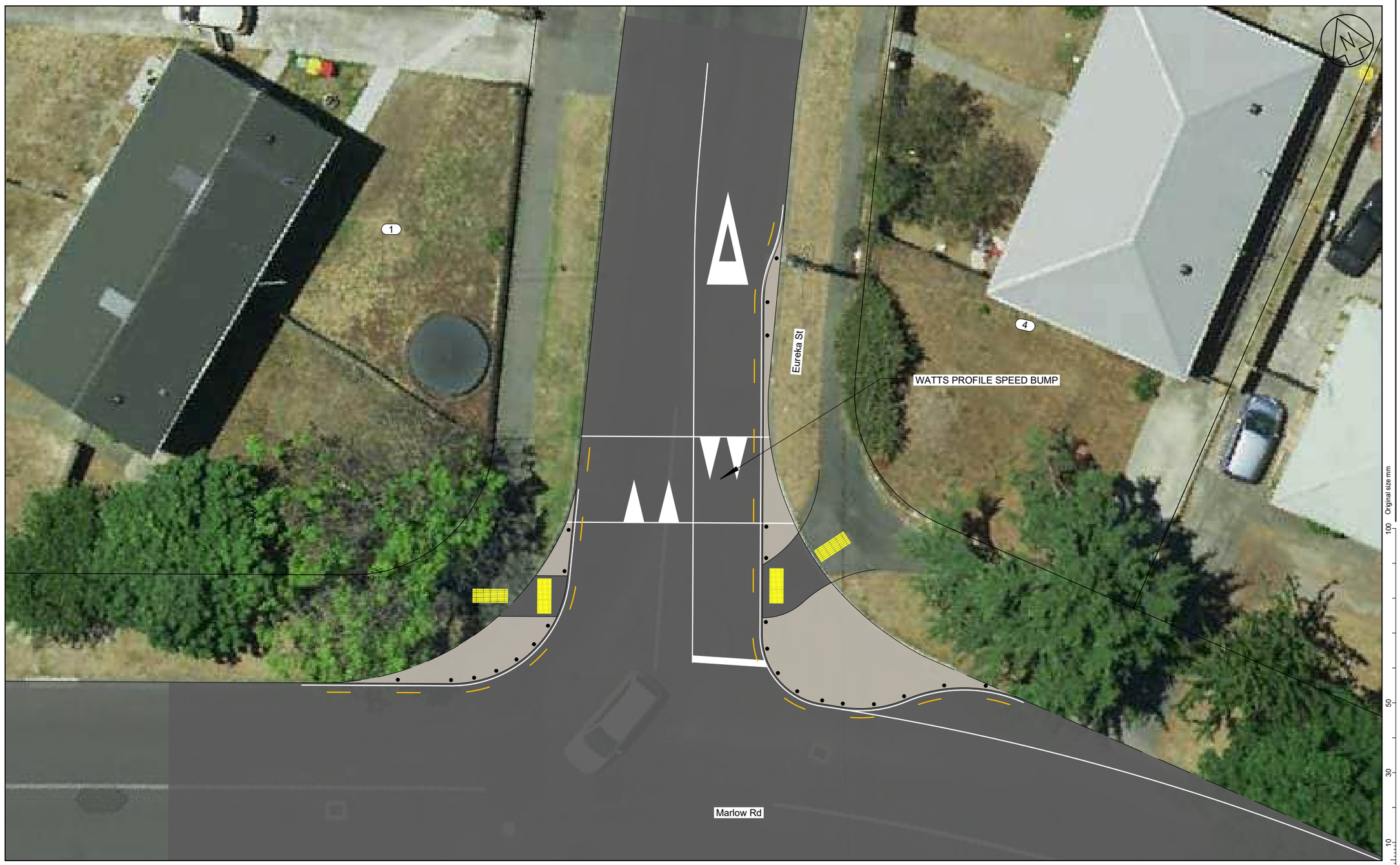

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TRANSPORT PLANNING AND DESIGN

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Marlow and Eureka Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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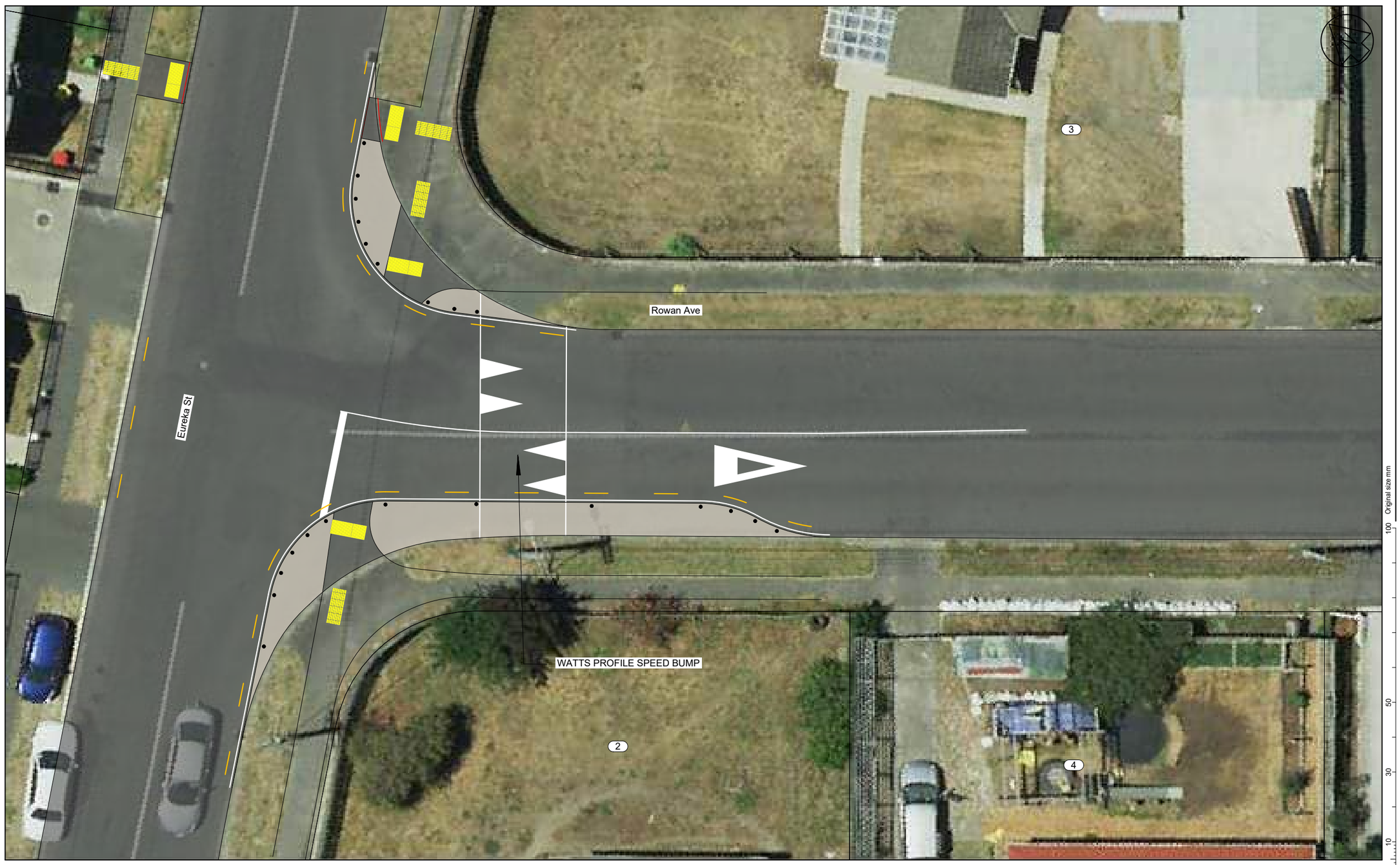

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Eureka and Rowan Intersection

Date:	Drawn:	Scale:
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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Rowan and Yarmouth Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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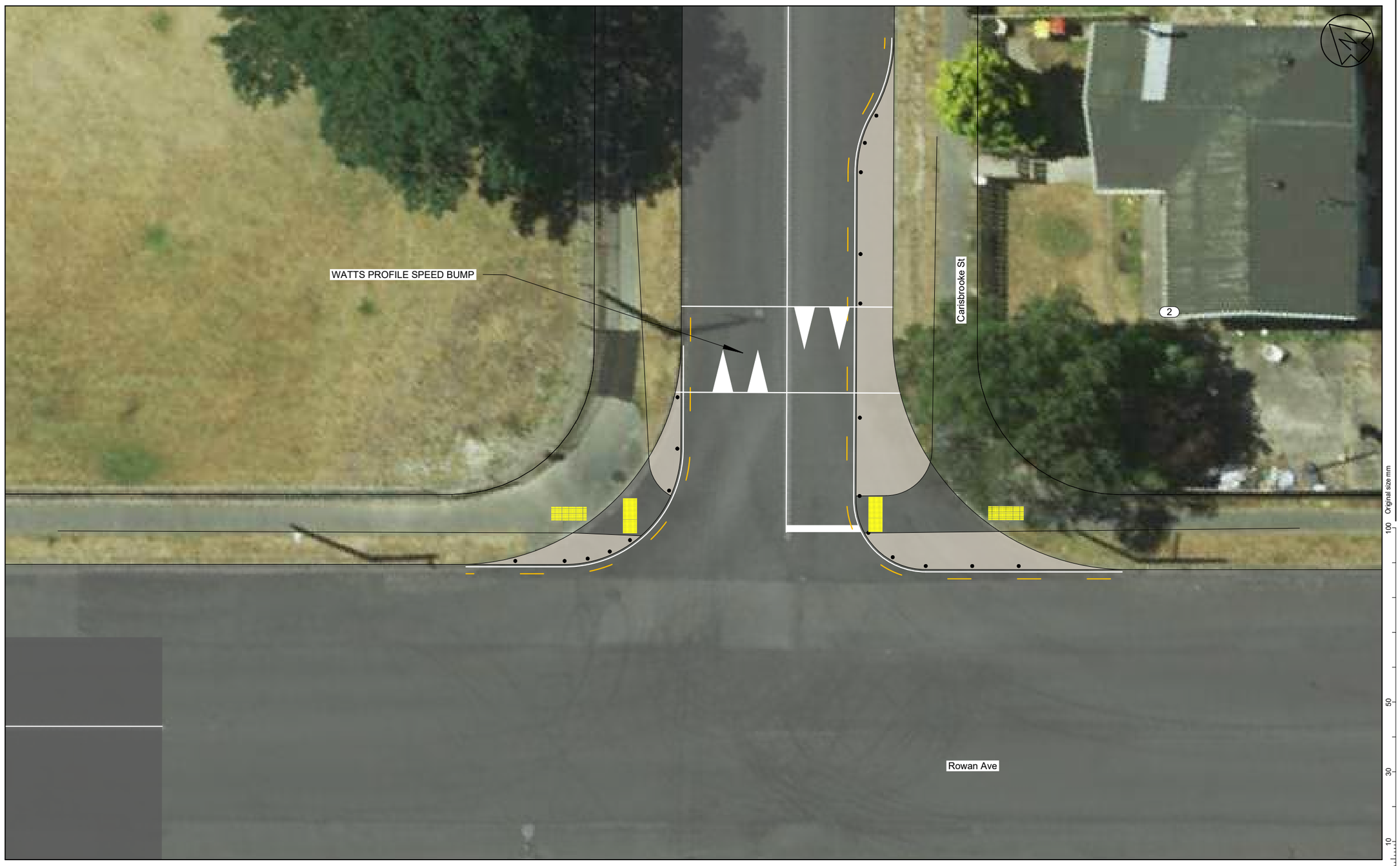

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TRANSPORT PLANNING AND DESIGN

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Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

Rowan and Carisbrooke Intersection

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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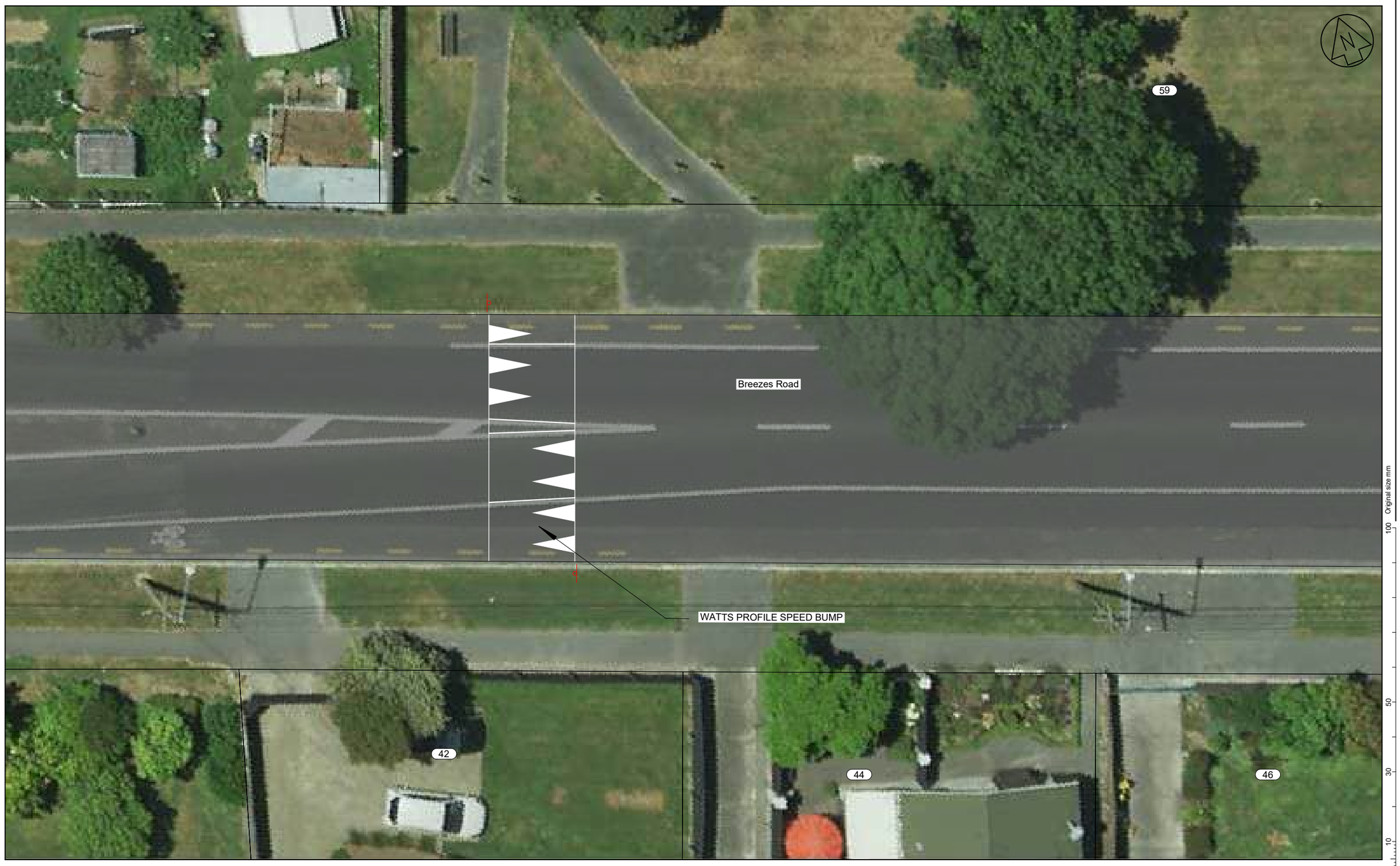

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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

42 Breezes Road Speed Bump

Date:	Drawn:	Scale:
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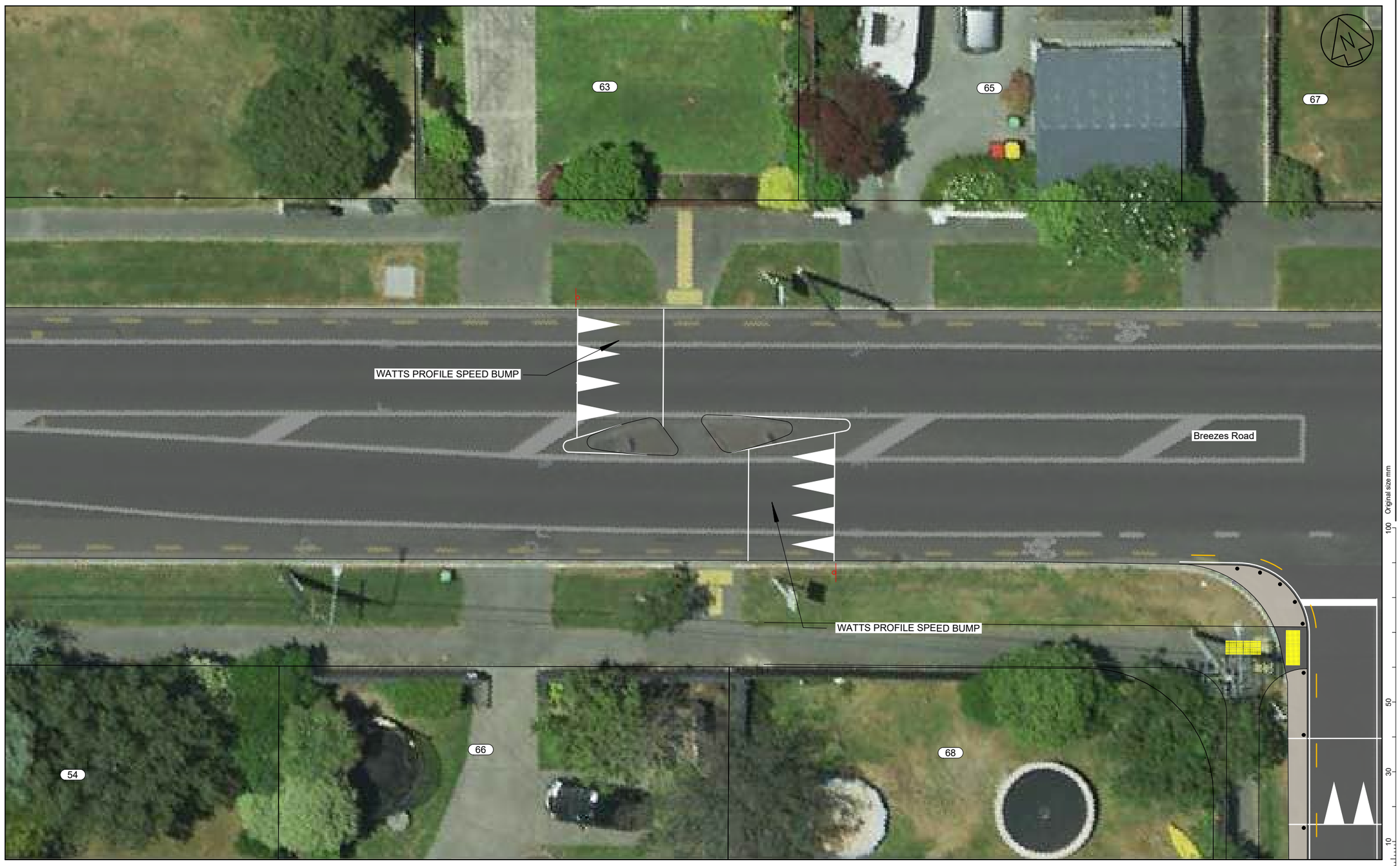

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TRANSPORT PLANNING AND DESIGN

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C	COMMUNITY BOARD DESIGN MODIFICATIONS	CJ	VM	DM
B	DESIGN MODIFIED	CJ	VM	DM
A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

63 Breezes Road Speed Bump

Date:	Drawn:	Scale:
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A	ISSUED	CJ	VM	DM

Christchurch City Council

	NAME
SURVEYED	WOODS
DESIGNED	DM
DRAWN	CJ
REVIEWED	VM
APPROVED	DM

Aranui Connections - Streets for People

14 Pembroke Street Speed Bump

Date:	Drawn:	Scale:
15.05.24	CJ	1:150 @ A3

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TRANSPORT PLANNING AND DESIGN

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DESIGNED	DM
DRAWN	CJ
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Aranui Connections - Streets for People

34 Shortland Street Kerb Buildout

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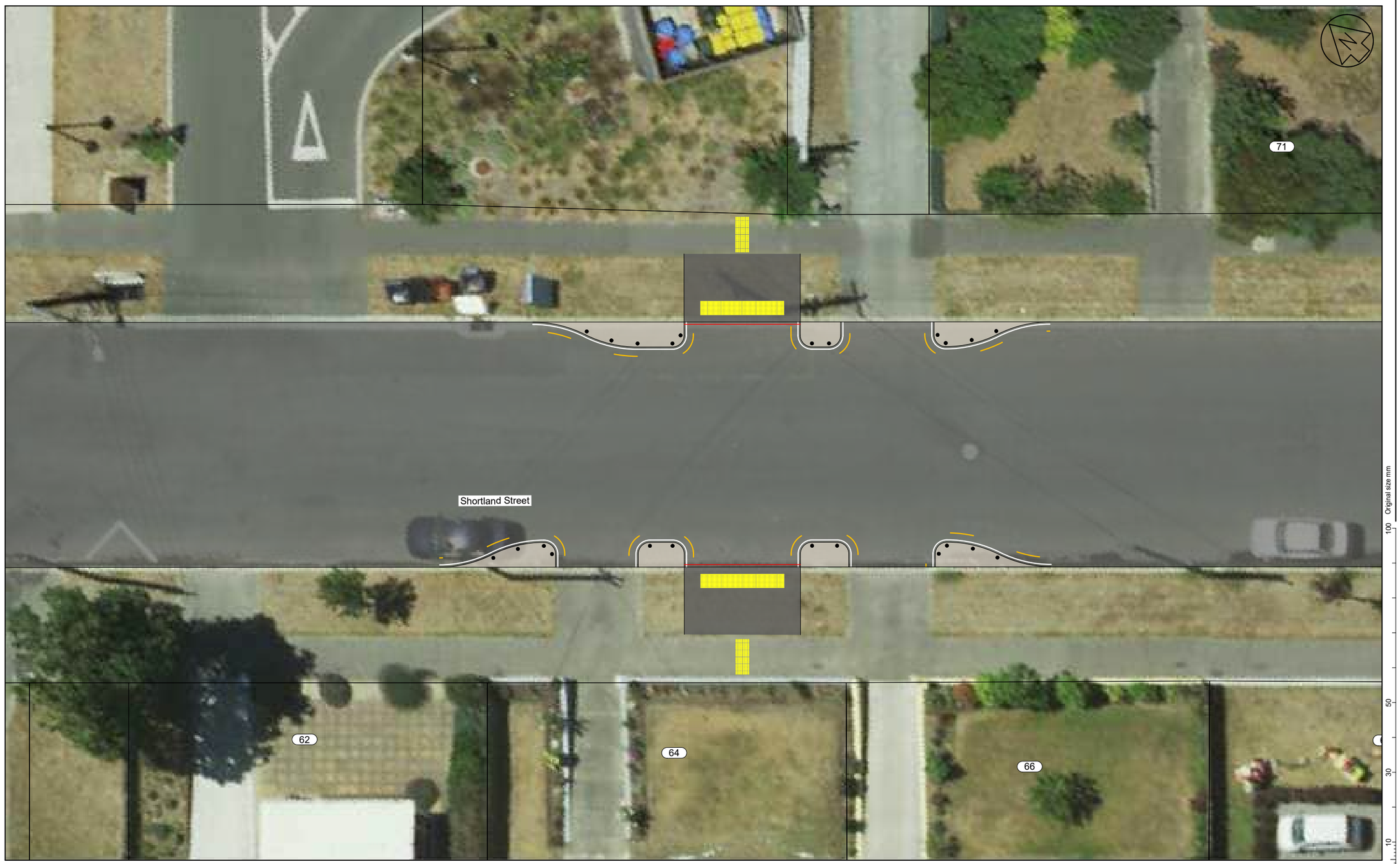

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Aranui Connections - Streets for People

64 Shortland Street Kerb Buildout

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Aranui Connections - Streets for People

78 Shortland Street Kerb Buildout

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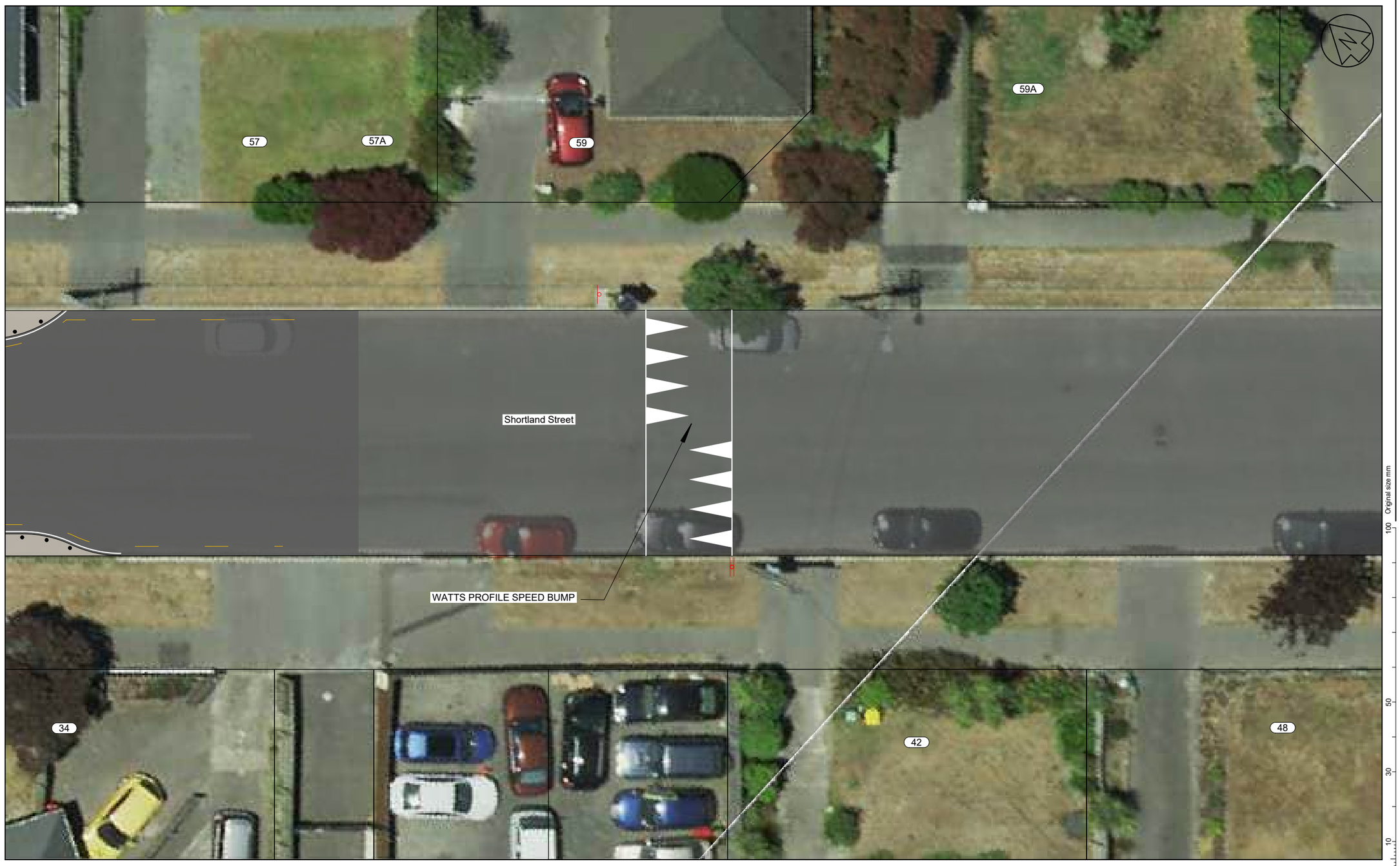

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Aranui Connections - Streets for People

59 Shortland Street Speed Bump

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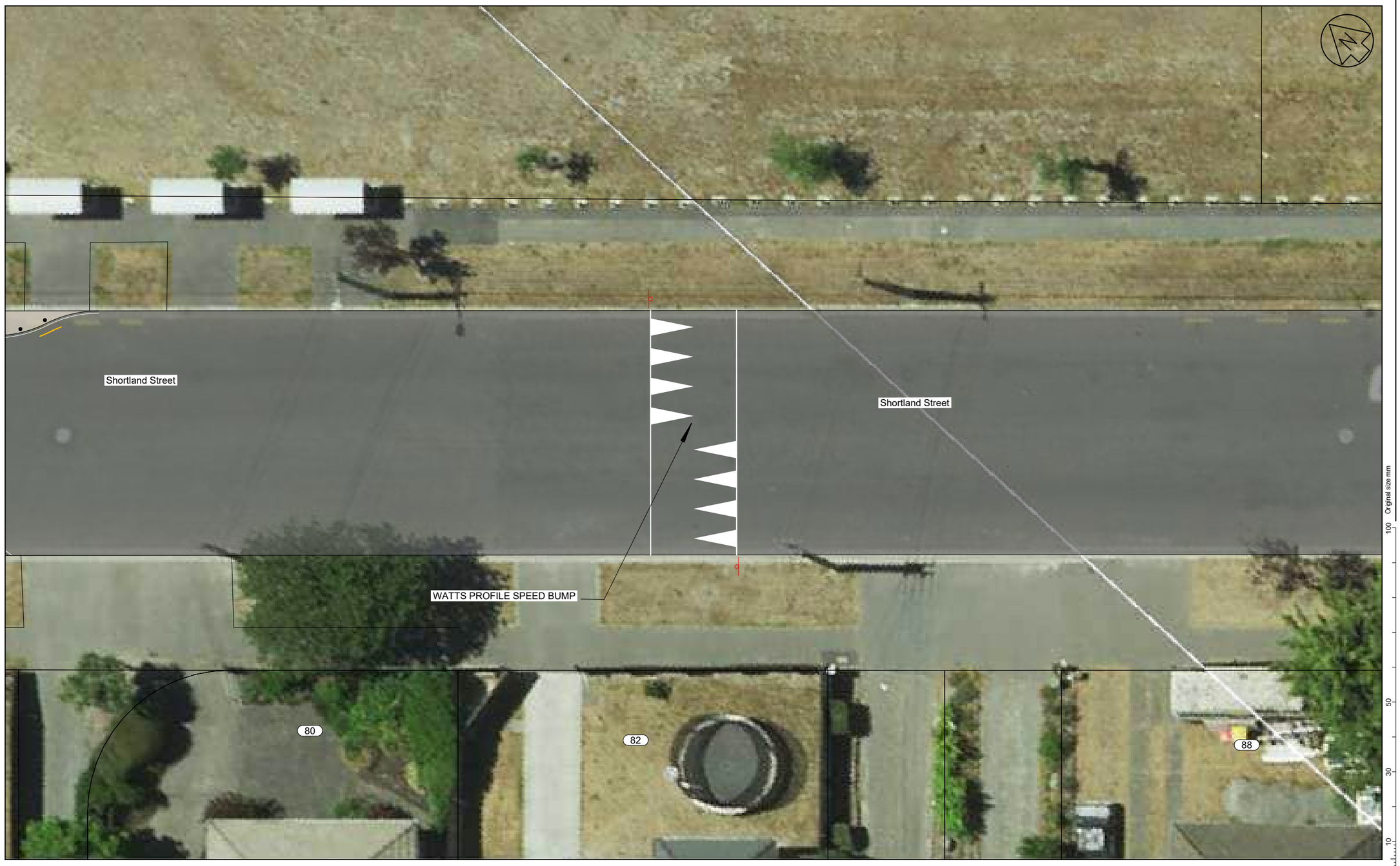

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Aranui Connections - Streets for People

82 Shortland Street Speed Bump

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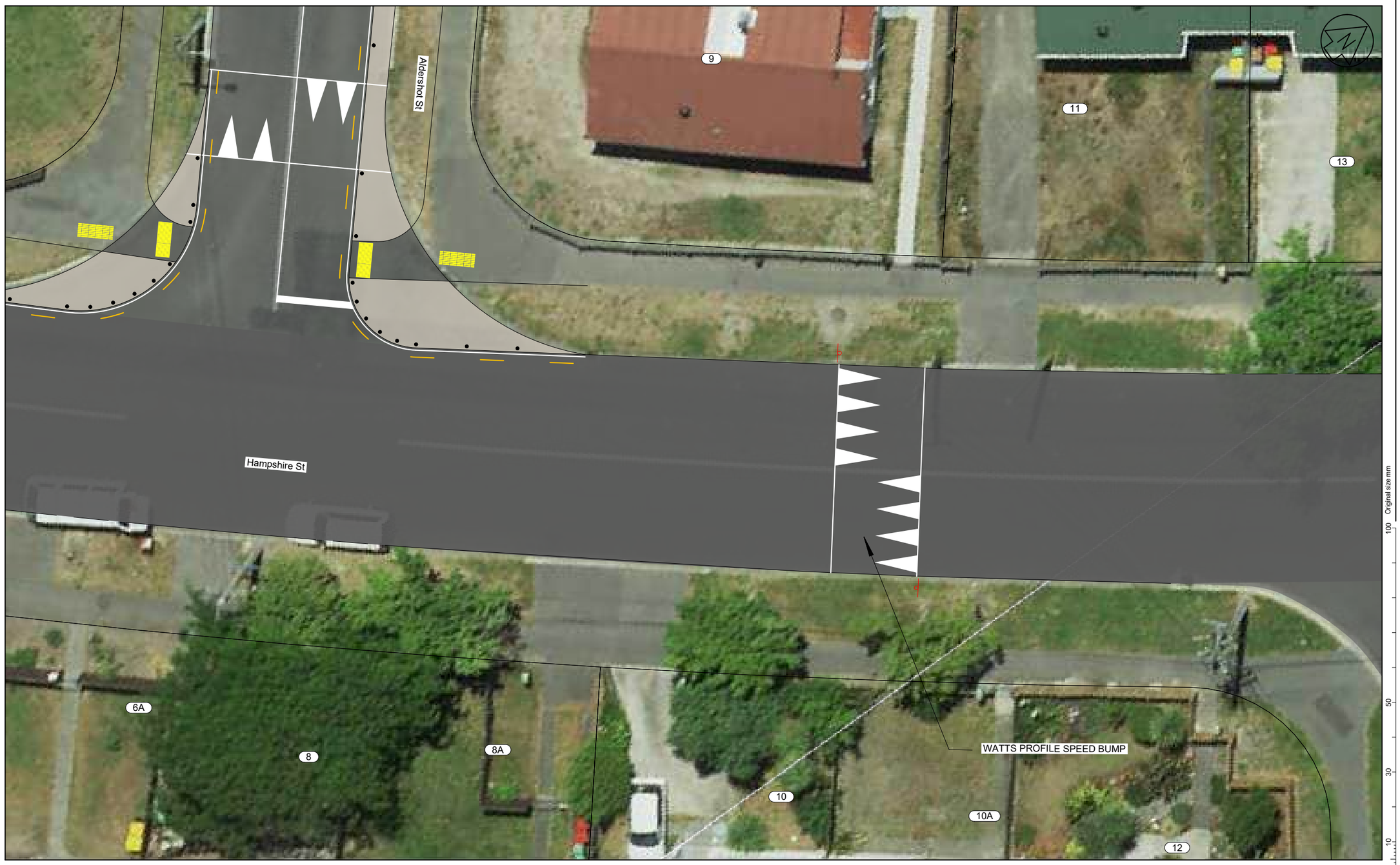

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Aranui Connections - Streets for People

Hampshire and Aldershot Speed Bumps

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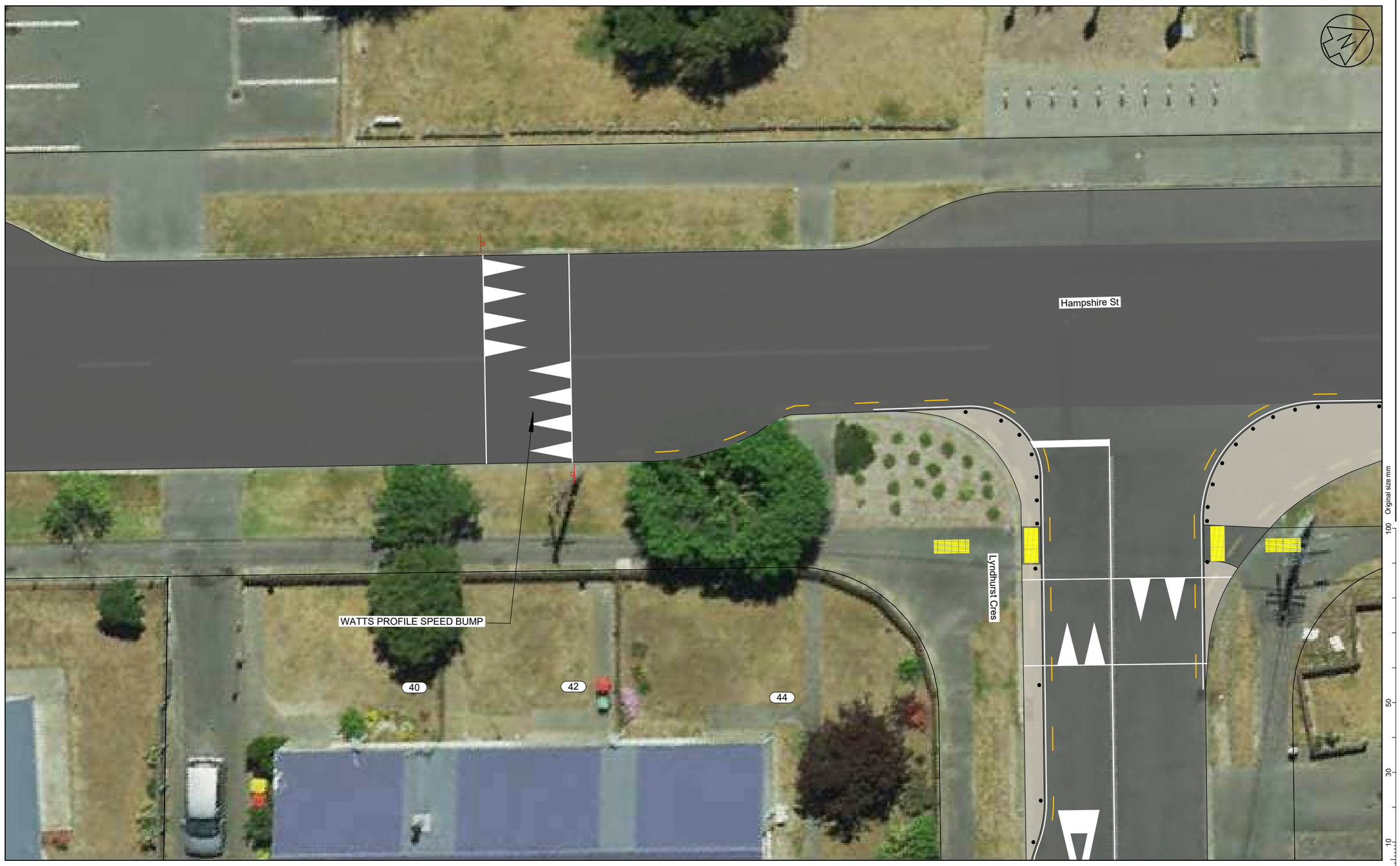

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Aranui Connections - Streets for People

Hampshire and Lyndhurst Speed Bumps

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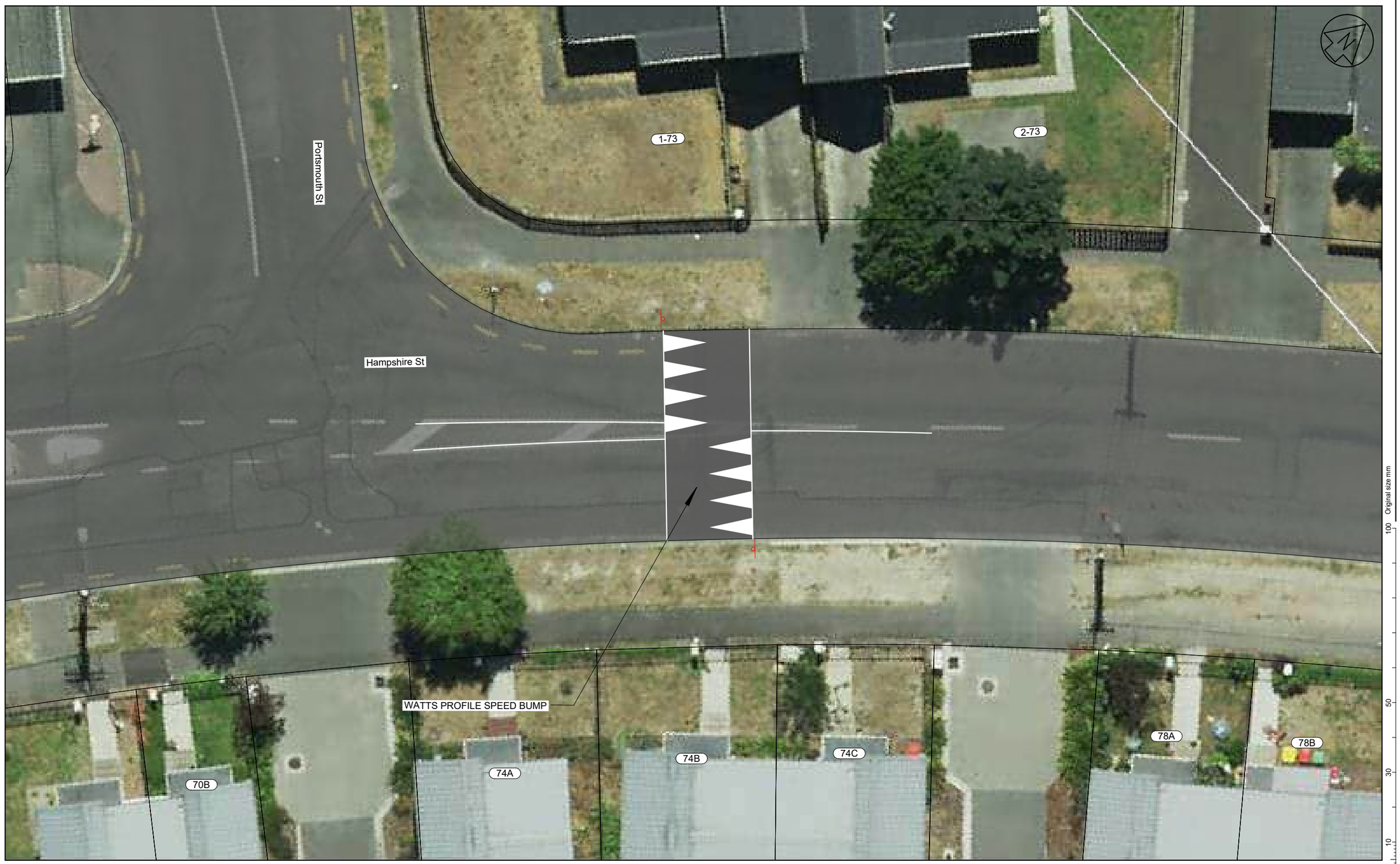

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Aranui Connections - Streets for People

74B Hampshire Street Speed Bump

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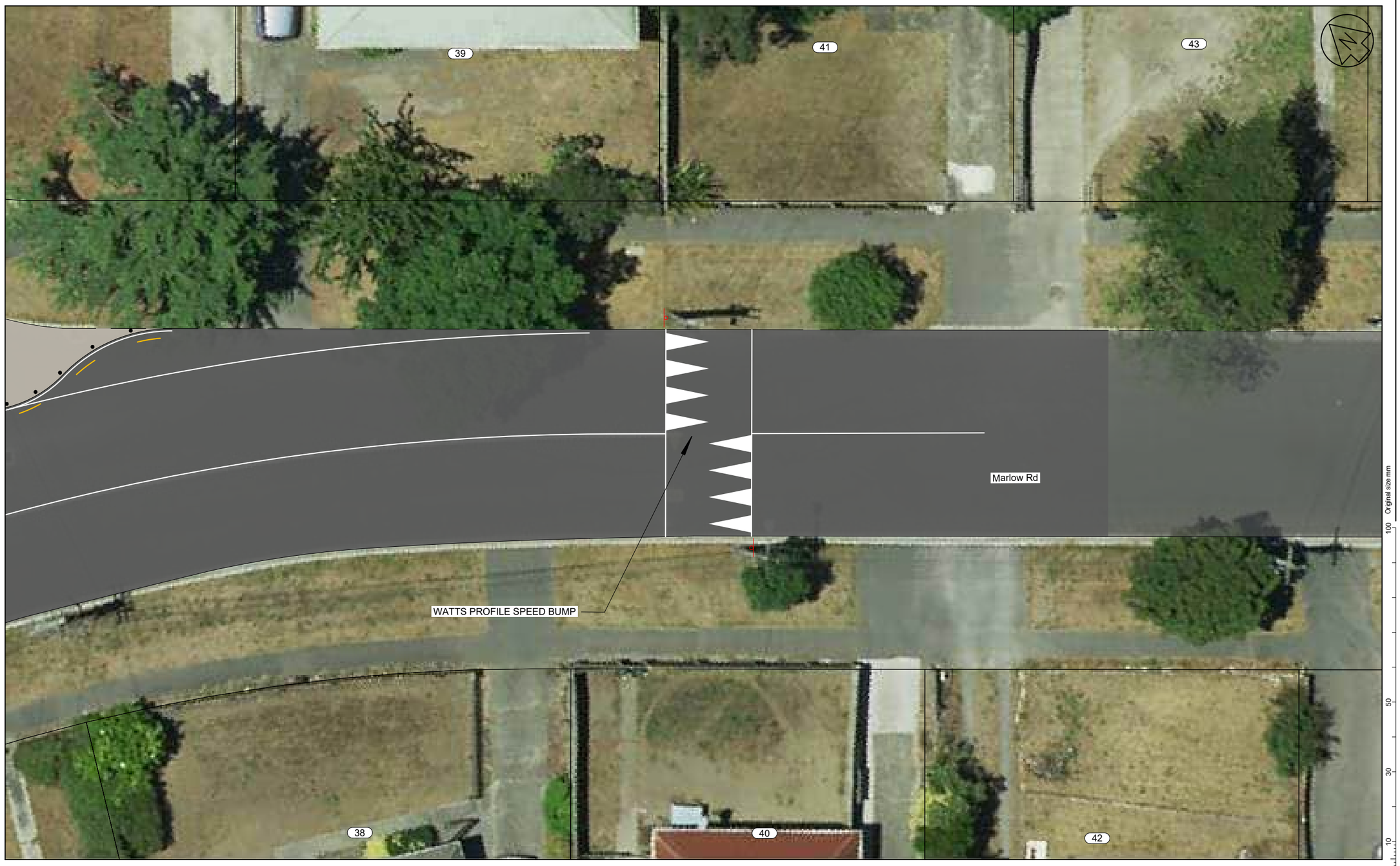

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Aranui Connections - Streets for People

40 Marlow Street Speed Bump

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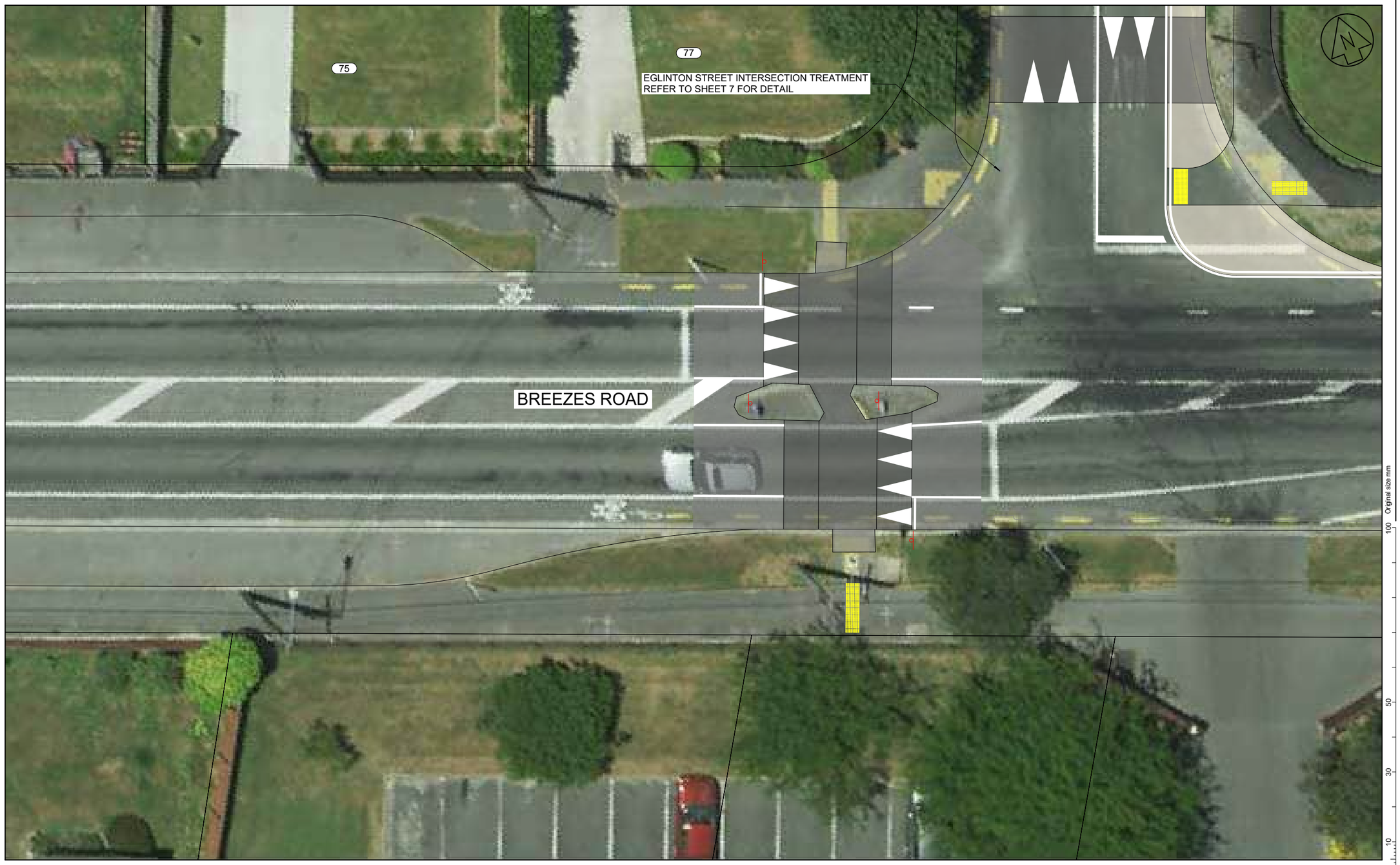

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Aranui Connections - Streets for People

Breezes Road - Chisnalwood RSP

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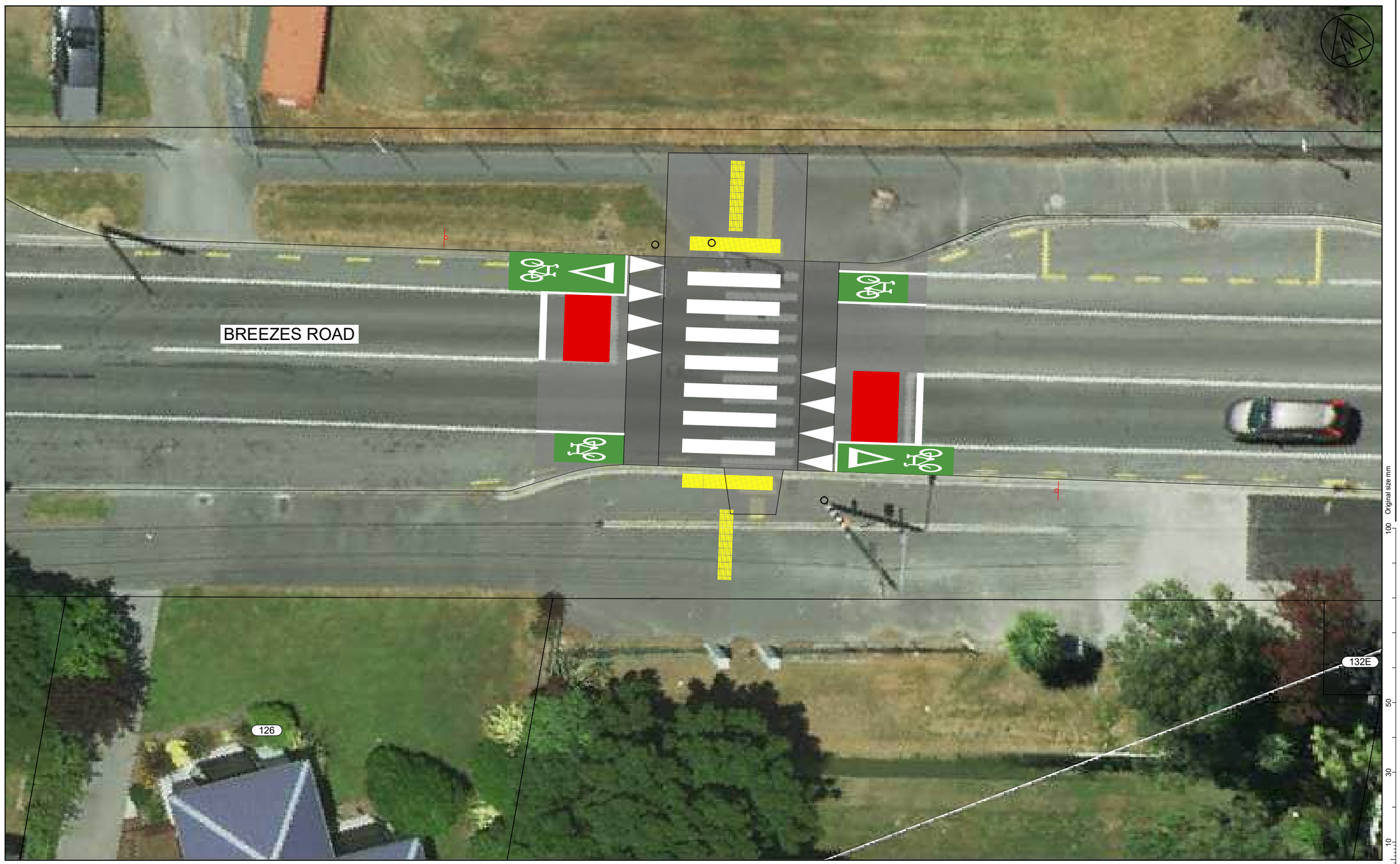

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Aranui Connections - Streets for People

Breezes Road - Golf Course RSP

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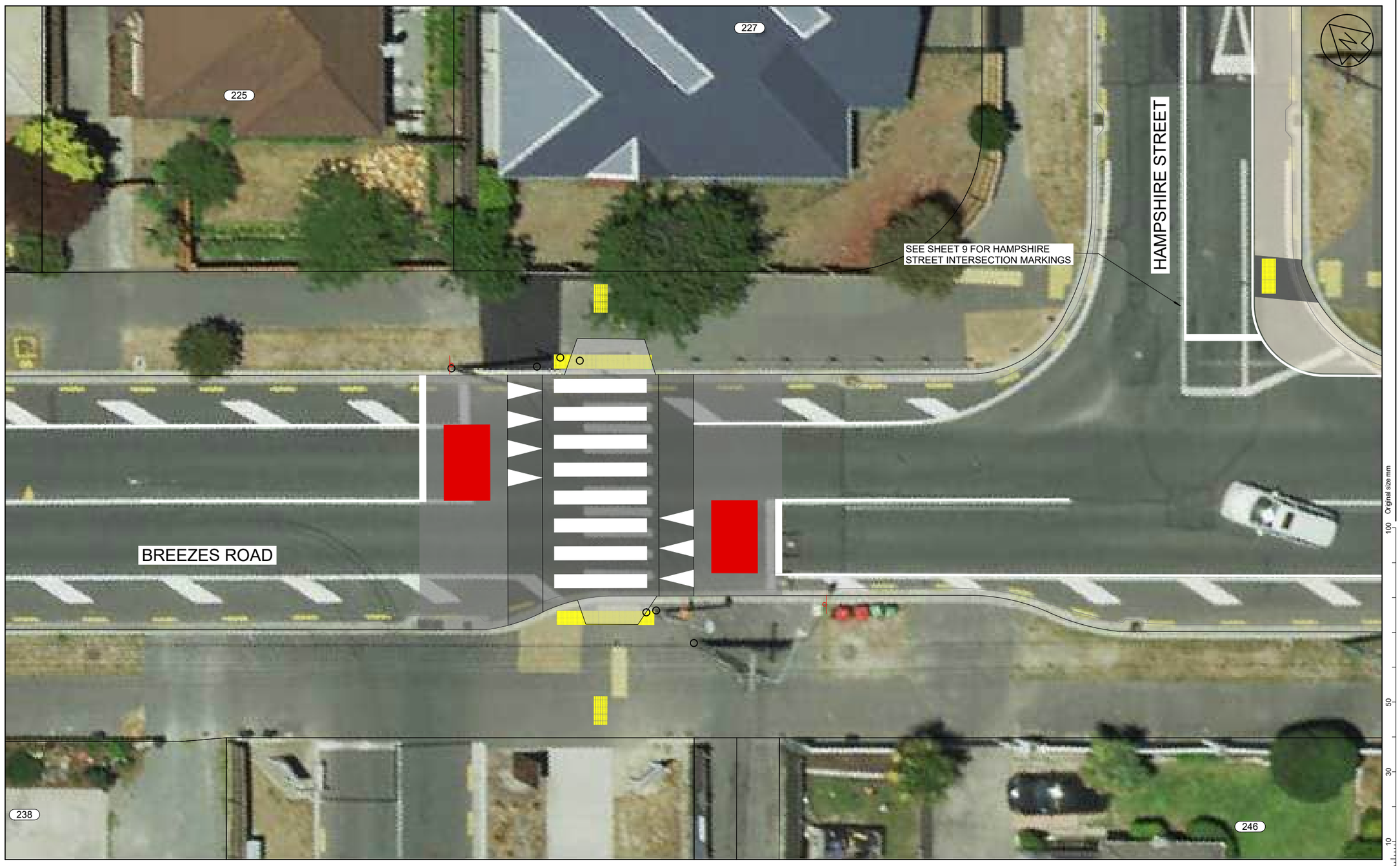

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Aranui Connections - Streets for People

Breezes Road - Haeata RSP

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The following data has been provided by the New Zealand Police in the Aranui area to understand the current trends and behaviours before and after the implementation of project improvements.

In December 2023 and January 2024, there were four recorded incidents of 'Street/Drag Racing' in the area. These incidents occurred prior to the installation of safety improvements. However, in April 2024, after the safety improvements were installed, there were zero recorded incidents of 'Street/Drag Racing'.

This data indicates that the safety improvements have had a positive impact on driving behaviour in Aranui.

Figure 1 : December 2023 & January 2024 Road policing demand map

In Feb

Figure 2 : February 2024 Road policing demand map

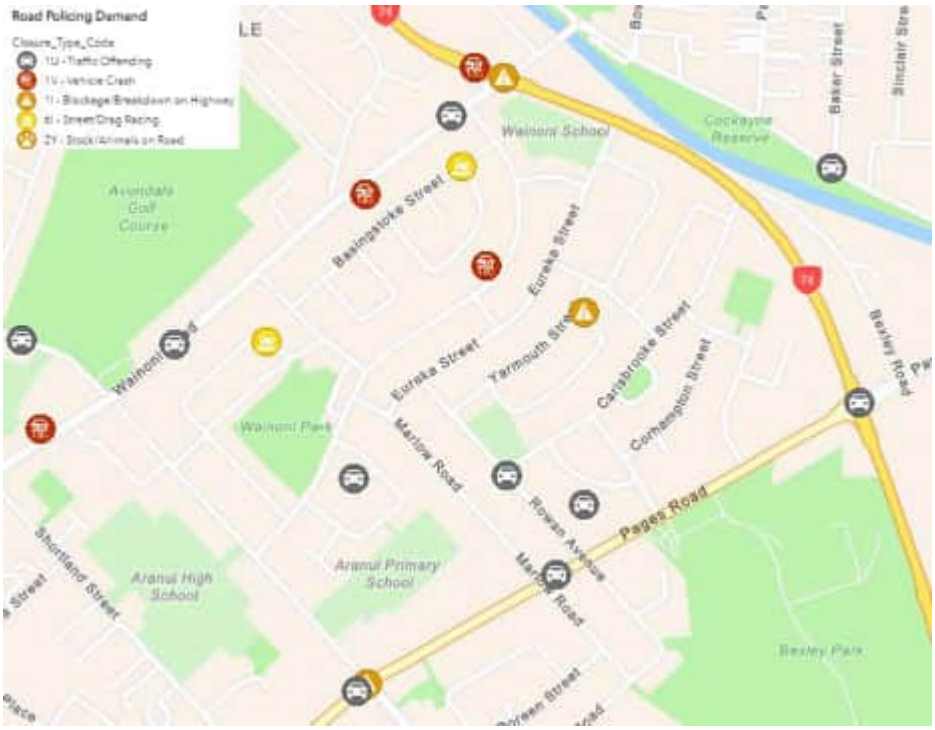

Figure 1:March Road policing demand map

Figure 2: April Road policing demand map

Aranui Streets Project

Overview

Between 18 March and 15 April 2024, 211 groups and individuals made submissions on the Aranui Streets Project temporary upgrades.

Submitter profile

Submissions were made by five organisations (Avondale Neighbours Group, Canterbury/West Coast Automobile Association District Council, New Zealand Police, Spokes Canterbury, and Te Whare Hauora, Ōtautahi women's refuge) and one business (Team Global Express).

Of the 203 individuals who made submissions:

- 94 live in Aranui
- 50 live in Avondale
- 36 live in Wainoni
- 24 live elsewhere in Christchurch

Feedback on the full trial

Safety ratings

Submitters were asked whether they think that the street changes have made it safer to walk, cycle or scooter around Aranui. 39 submitters answered:

- 19 said 'yeah',
    - The average safety rating that these submitters gave the streets prior to the changes was a 4.4/10.
- 14 said 'nah',
    - The average safety rating that these submitters gave the streets prior to the changes was an 8.6/10.
- 6 said that they didn't know.

Of those that we heard from, there is a trend of those who didn't feel safe on Aranui streets feeling safer because of the changes, whereas those who felt like the streets were safe already saying that the changes have not made it safer.

In their submission in favour of almost all aspects of the project, the NZ Police Neighbourhood Policing Team in Aranui, said that the trialled changes *"greatly enhance both the safety of our community and crash reduction."*

Themes

Across all streets, the majority of submitters said that they were in favour of safe speed humps. This comes in contrast to a submission received by the Canterbury/West Coast Automobile Association District Council who were in favour of all aspects of the trial except for the speed humps.

The intersection upgrades mostly received mixed feedback – some intersections were more supported than others. Many people expressed concern that the intersections have become too narrow making it feel more dangerous and impossible to turn without crossing the centre line.

Themed comments	# of mentions
The changes address the concerns residents have around speeding	32
The streets feel safer	13
The streets feel quieter/more relaxed	5
The flexi-posts make the intersections too narrow – dangerous, force drivers to cross the centre line	56
The intersection treatments should be humps only – no narrowing	26
The trial is a waste of money	13
The streets feel less safe	11
Negative feedback about the trial format and how it has been communicated	6
Reduced efficiency	6
Concern surrounding emergency vehicle response times	6
The flexi-posts are an eyesore	6
The flexi-posts will get pulled out/damaged	6
The changes don't stop people from speeding	5

Five submitters requested that Council focus on educating road users rather than addressing safety issues through physical infrastructure.

Street-specific feedback

Submitters were asked whether they thought certain aspects of the trial should be kept and why. All questions were optional. Percentages relate to the total submitter number so do not add to 100%. Results from the token exercises are reported on in the last column of the table - however identifying information about voters was not required, so there is less certainty that one vote equals one residents' opinion.

Hampshire Street

The majority of submitters for this street supported the safe speed humps on the approaches to the Hampshire Street shops (on both sections of Hampshire Street and Marlow Road) and the painted planter boxes outside of the Hampshire Street shops.

Feedback on all intersection upgrades for Hampshire Street and the footpath widening outside Wainoni Park were more mixed (all slightly favouring 'nah'), with the safe parking interventions outside of the Hampshire Street shops also mixed (but favouring 'yeah').

Trial aspect	Yeah	Nah	Don't know/not sure	Total	Tokens (yeah/nah)
Footpath widening outside Wainoni Park	26 (12%)	37 (17%)	9 (4%)	72 (34%)	-
Safe speed humps on the approaches to the Hampshire Street shops	67 (32%)	9 (4%)	2 (0.9%)	78 (37%)	101/55
Safe speed hump on the Marlow Road approach to the Hampshire Street shops	58 (27%)	18 (8%)	3 (1%)	79 (37%)	65/6
Painted planter boxes outside of the Hampshire Street shops	61 (28%)	9 (4%)	5 (2%)	75 (35%)	179/24
Safe parking interventions outside of the Hampshire Street shops	45 (21%)	31 (15%)	1 (0.5%)	77 (36%)	106/77
Intersection upgrade - Hampshire & Aldershot Streets	31 (15%)	42 (19%)	5 (2%)	78 (37%)	32/130
Intersection upgrade - Hampshire Street & both entrances to Lyndhurst Crescent	28 (13%)	41 (19%)	6 (3%)	75 (35%)	1/20
Intersection upgrade - Hampshire Street & Marlow Road	32 (15%)	39 (18%)	5 (2%)	76 (36%)	40/87

Five submitters requested more speed humps – on Marlow Road, and further down Hampshire Street through to Pages Road.

At the ACTIS 'bumps and bollards have your say day' event, we heard that people generally supported the safe speed humps and did not support the kerb buildouts with flexi-posts, safe parking interventions and Wainoni Park footpath widening.

Rowan Avenue

The majority of submitters for this street supported the pedestrian crossing outside St James School.

Feedback on all intersection upgrades for Rowan Avenue were mixed, slightly favouring 'nah'.

Trial aspect	Yeah	Nah	Don't know/not sure	Total	Tokens (yeah/nah)
Pedestrian crossing outside St James School	56 (26%)	4 (2%)	1 (0.5%)	61 (29%)	35/1
Intersection upgrade - Rowan Avenue & Carisbrooke Street	23 (11%)	33 (16%)	5 (2%)	61 (29%)	2/15
Intersection upgrade - Rowan Avenue & Yarmouth Street	22 (10%)	32 (15%)	6 (3%)	60 (28%)	2/16
Intersection upgrade - Rowan Avenue & Eureka Street	23 (11%)	33 (16%)	5 (2%)	61 (29%)	2/14

At the ACTIS 'bumps and bollards have your say day' event, we heard that people generally supported the pedestrian crossing and safe speed humps, and against the kerb buildouts with flexi-posts.

Breezes Road – Chisnallwood School (from Wainoni to Avondale Road)

The majority of submitters for this street were in favour of the pedestrian crossing upgrade outside of Chisnallwood Intermediate

Feedback on the pedestrian crossing upgrade outside of Avondale Golf Club and the safe speed humps outside of Avondale Playground, the riverside of Chisnallwood, and outside of 17 Pembroke Street were mixed (slightly favouring 'yeah'). Feedback on the Breezes/Pembroke intersection upgrade was mixed (favouring 'nah').

The majority of submitters on this street were opposed to the Breezes/Eglinton intersection upgrade.

Trial aspect	Yeah	Nah	Don't know/not sure	Total	Tokens (yeah/nah)
Pedestrian crossing upgrade - Chisnallwood Intermediate	58 (27%)	24 (11%)	-	82 (39%)	140/24
Pedestrian crossing upgrade - Avondale Golf Club	46 (21%)	34 (16%)	1 (0.5%)	81 (38%)	76/19
Safe speed hump outside Avondale Playground	43 (20%)	35 (17%)	5 (2%)	83 (39%)	98/34
Safe speed hump on the riverside of Chisnallwood Intermediate, at the existing crossing location	48 (23%)	30 (14%)	5 (2%)	83 (39%)	95/28
Safe speed hump outside 17 Pembroke Street	42 (19%)	33 (15%)	6 (3%)	81 (38%)	74/23
Intersection upgrade - Breezes Road & Pembroke Street	29 (14%)	48 (23%)	5 (2%)	82 (39%)	102/32
Intersection upgrade - Breezes Road & Eglinton Street	28 (13%)	50 (24%)	4 (2%)	82 (39%)	56/12

Six submitters said that the speed hump outside Avondale Playground is too close to the bend.

Three submitters, including Avondale Neighbours Group, said that the pedestrian crossing at Avondale Golf Club should be removed as it isn't used now that Aranui Primary School has closed.

Avondale Neighbours Group were in favour of all other aspects of the trial in this area.

Breezes Road – Haeata Community Campus (from Pages to Wainoni Road)

The majority of submitters for this street supported the pedestrian crossing upgrade outside Haeata Community Campus.

Feedback on the intersection upgrades were mixed, with Breezes/Gosport favouring 'nah'.

Trial aspect	Yeah	Nah	Don't know/not sure	Total	Tokens
Pedestrian crossing upgrade - Haeata Community Campus	39 (18%)	15 (7%)	1 (0.5%)	55 (26%)	-

Intersection upgrade - Breezes Road & Gosport Street	21 (10%)	29 (14%)	4 (2%)	54 (26%)	-
Intersection upgrade - Breezes Road & Hampshire Street	25 (12%)	26 (12%)	3 (1%)	54 (26%)	4/20

Three submitters said that they were frustrated by the bottleneck at the Breezes/Hampshire intersection now that vehicles can't turn left and right at the same time.

Shortland Street

The majority of submitters for this street supported the safe speed humps.

Feedback on the intersection upgrades was mixed, with Shortland/Tahuna favouring 'nah' and Shortland/Mchaffies favouring 'yeah'.

Trial aspect	Yeah	Nah	Don't know/not sure	Total	Tokens
Safe speed humps on the Shortland Street approaches to Haeata Community Campus	38 (18%)	14 (7%)	3 (1%)	55 (26%)	11/10
Intersection upgrade - Shortland & Tahuna Streets	22 (10%)	32 (15%)	1 (0.5%)	55 (26%)	-
Intersection upgrade - Shortland Street & Mchaffies Place	25 (12%)	23 (11%)	4 (2%)	52 (25%)	-

Ten submitters, including trucking business Team Global Express, said that the Shortland/Tahuna intersection upgrade didn't seem to recognise the different needs of heavy vehicles using this intersection.

Five submitters requested additional speed humps on Shortland Street.

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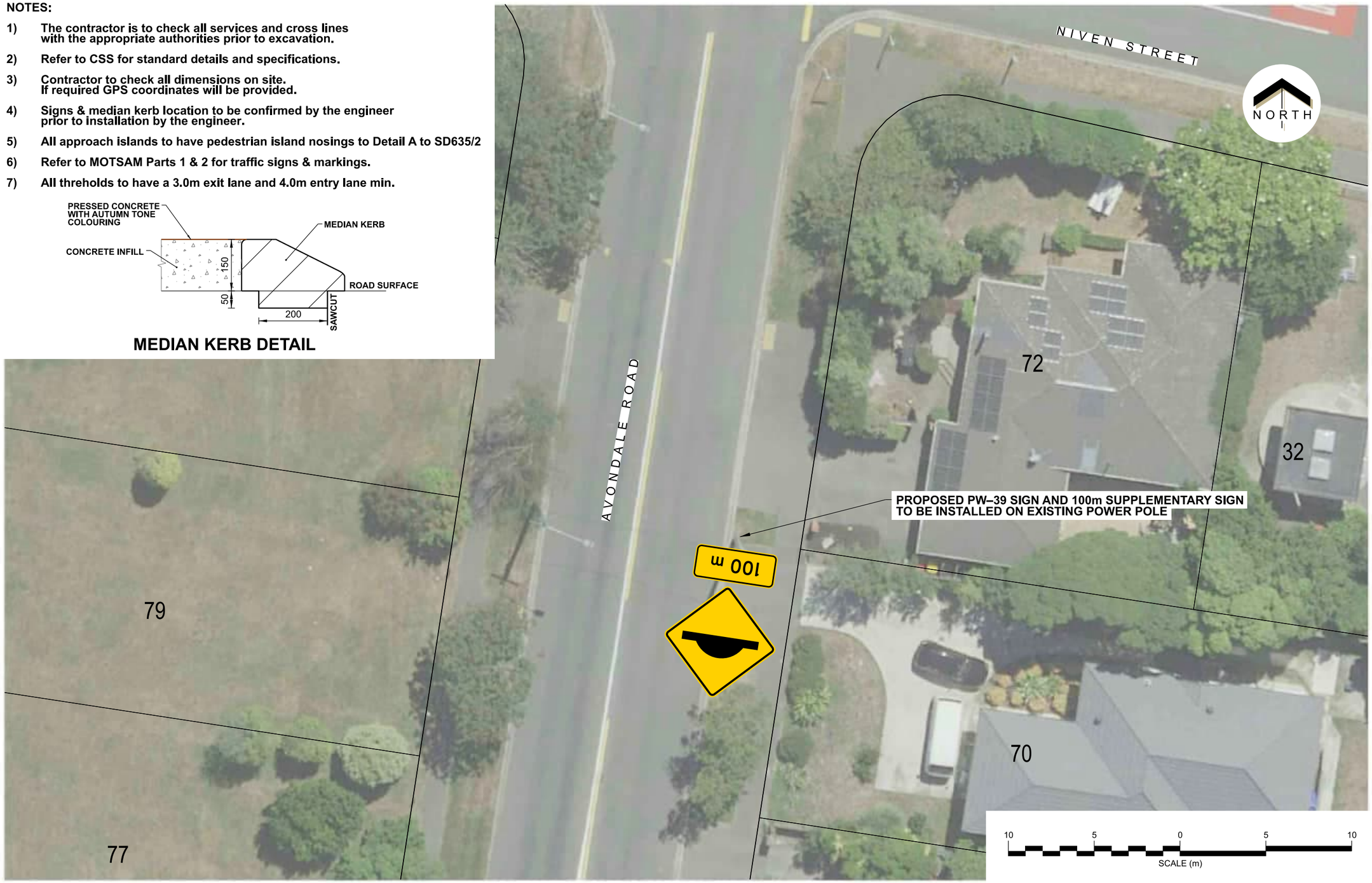

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Aranui Streets for People - (Avondale Road - South of Niven Street)
Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

Original Plan Size: A3
Drawn: MJR Issue 1 23/05/2024
Drawing: TG149001
RPS5961

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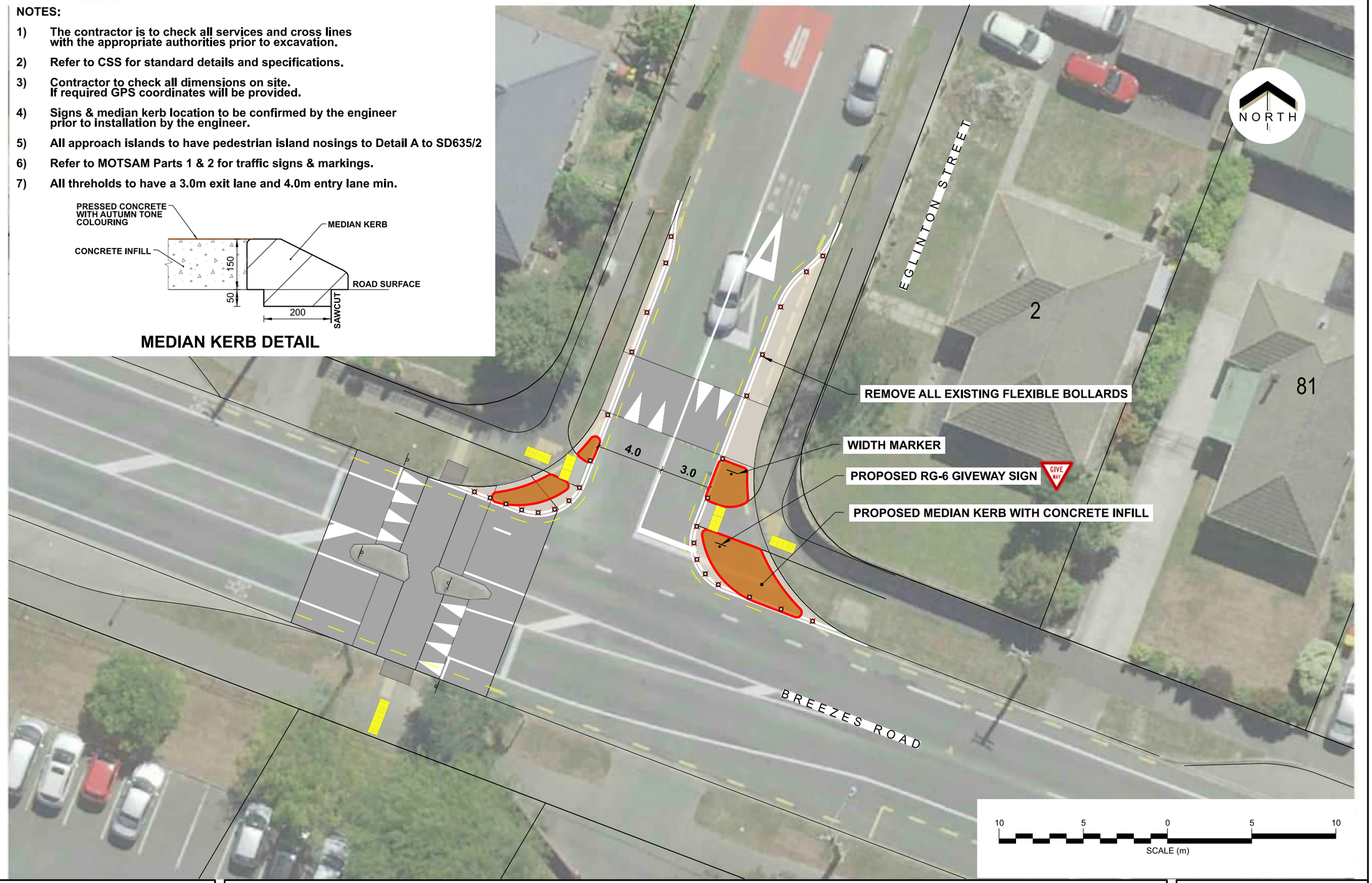

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Aranui Streets for People - (Breezes Road - Eglinton Street)
Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

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RPS5961

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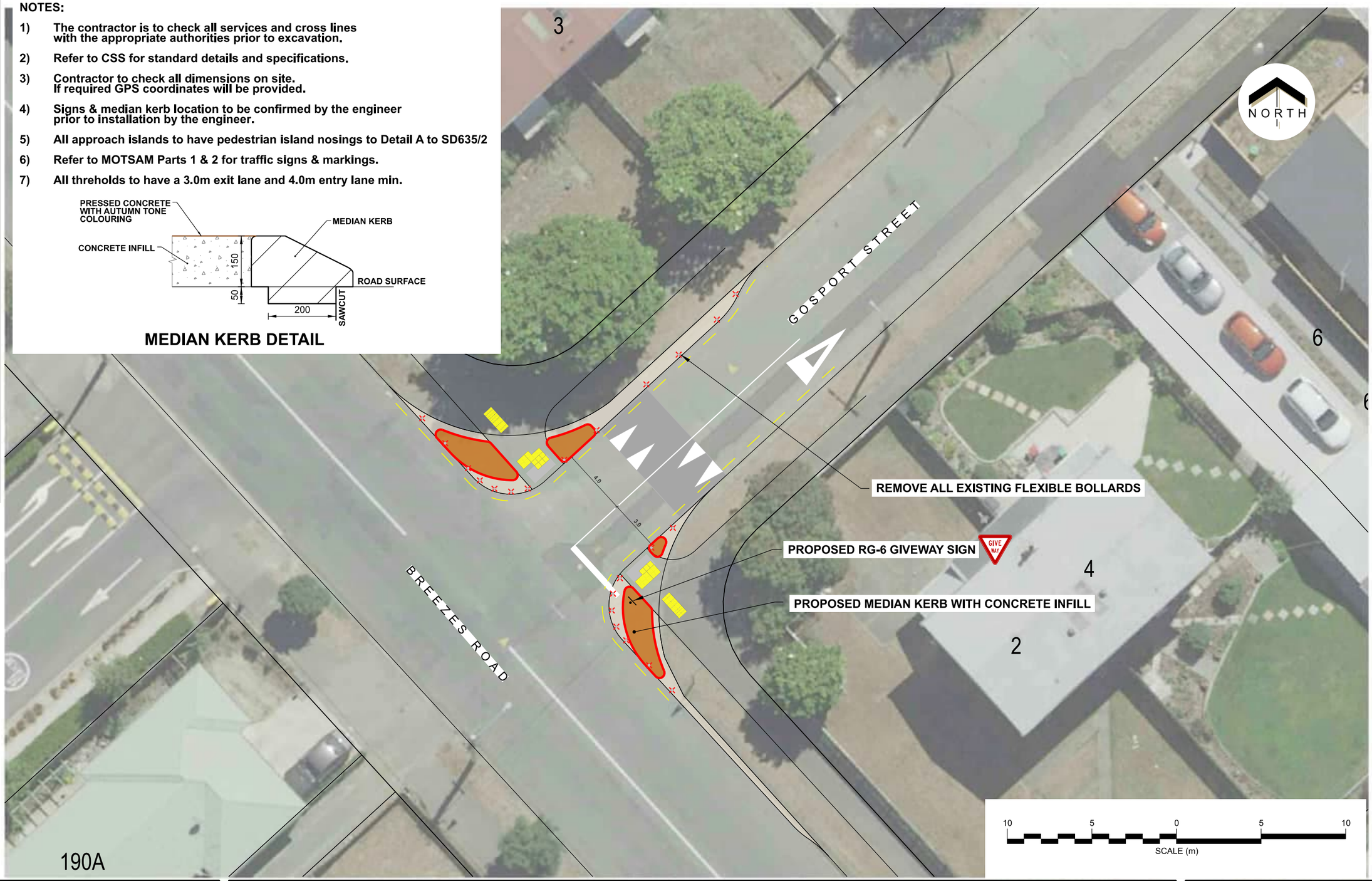

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Aranui Streets for People - (Breezes Road - Gosport Street)

Speed humps and safer speed platforms and kerb buildouts
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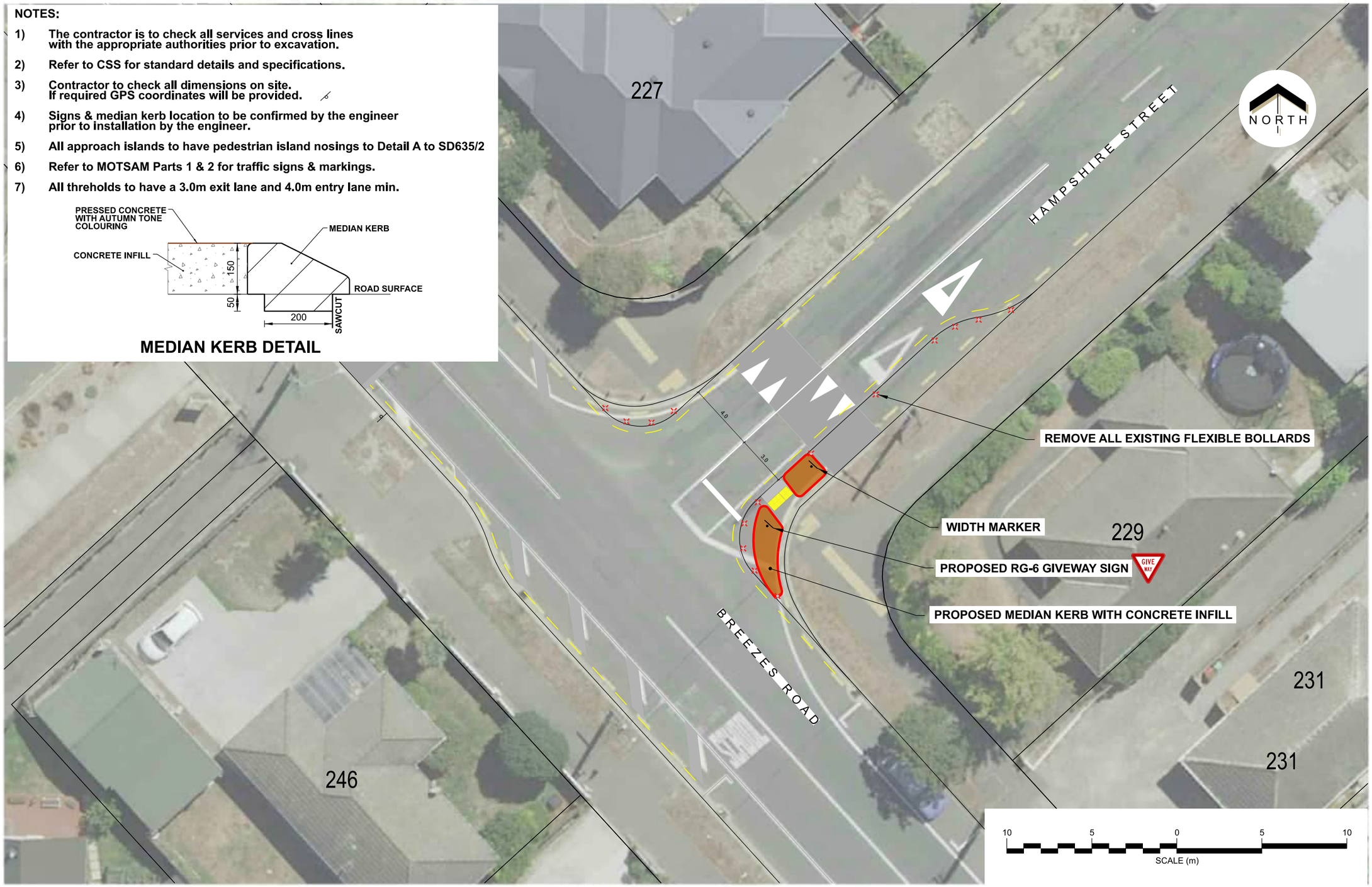

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Aranui Streets for People - (Breezes Road - Hampshire Street)
Speed humps and safer speed platforms and kerb buildouts
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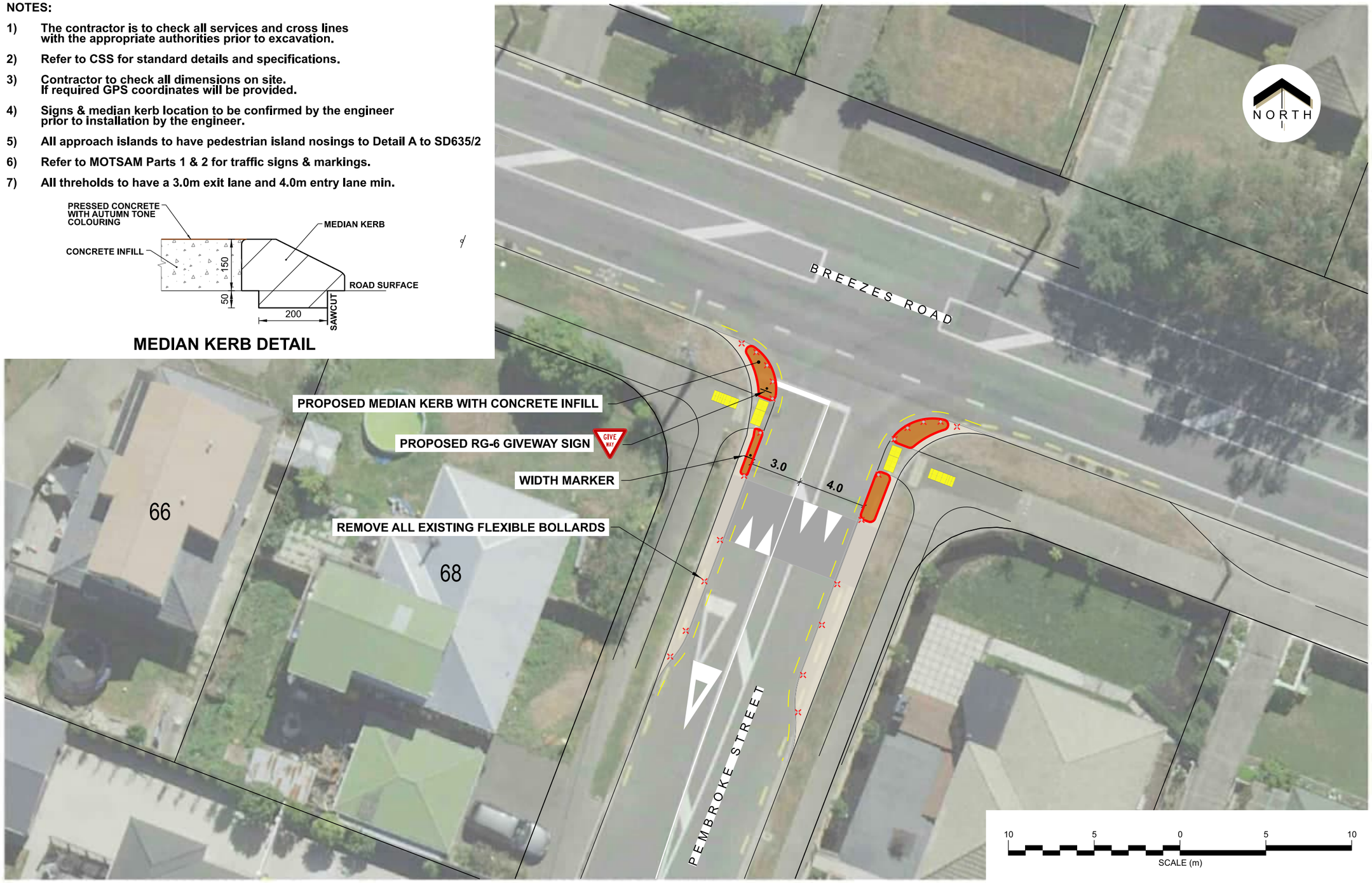

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Aranui Streets for People - (Breezes Road - Pembroke Street)

Speed humps and safer speed platforms and kerb buildouts
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Option D

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Christchurch City Council

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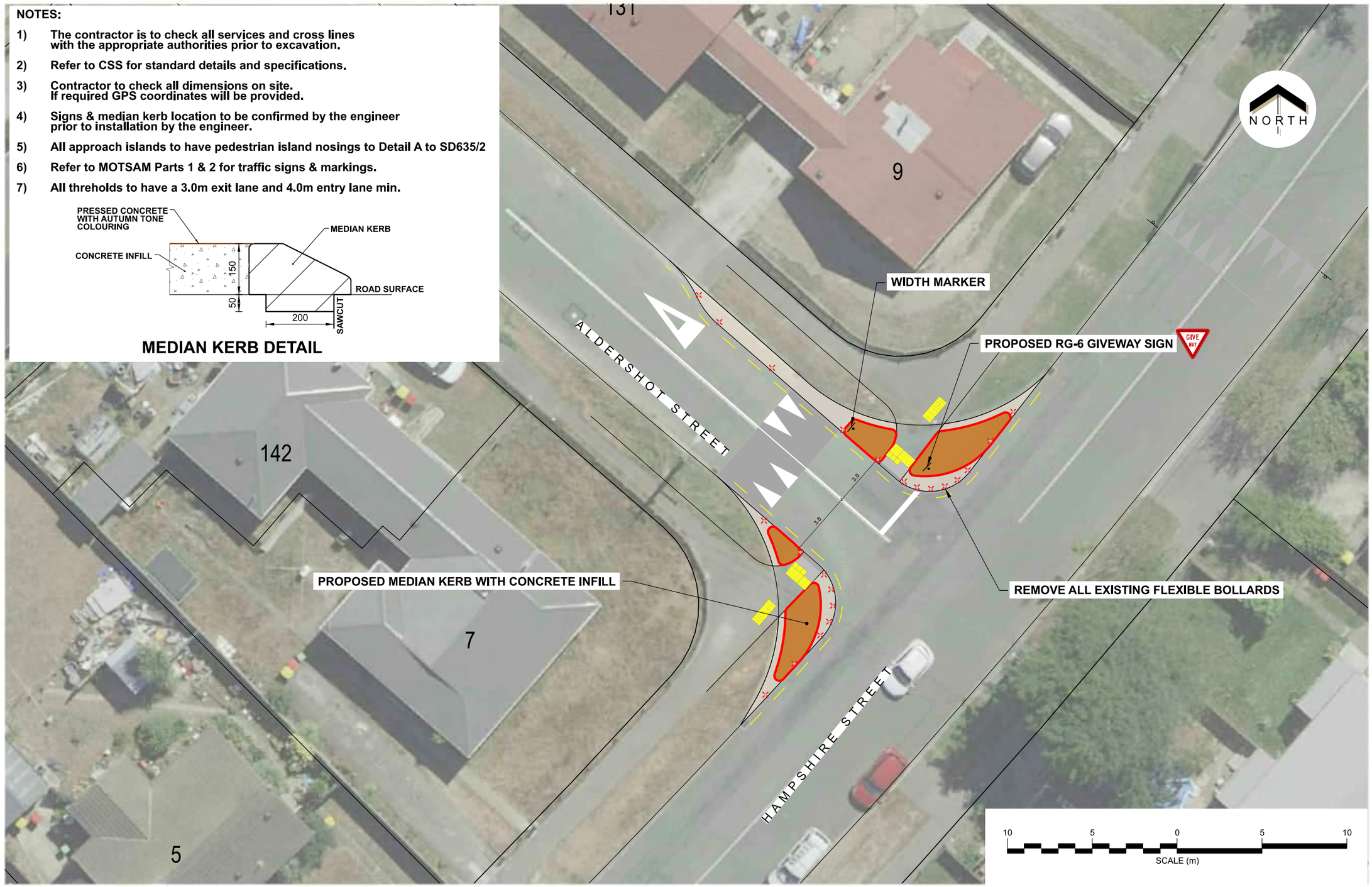

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Aranui Streets for People - (Hampshire Street - Aldershot Street)

Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

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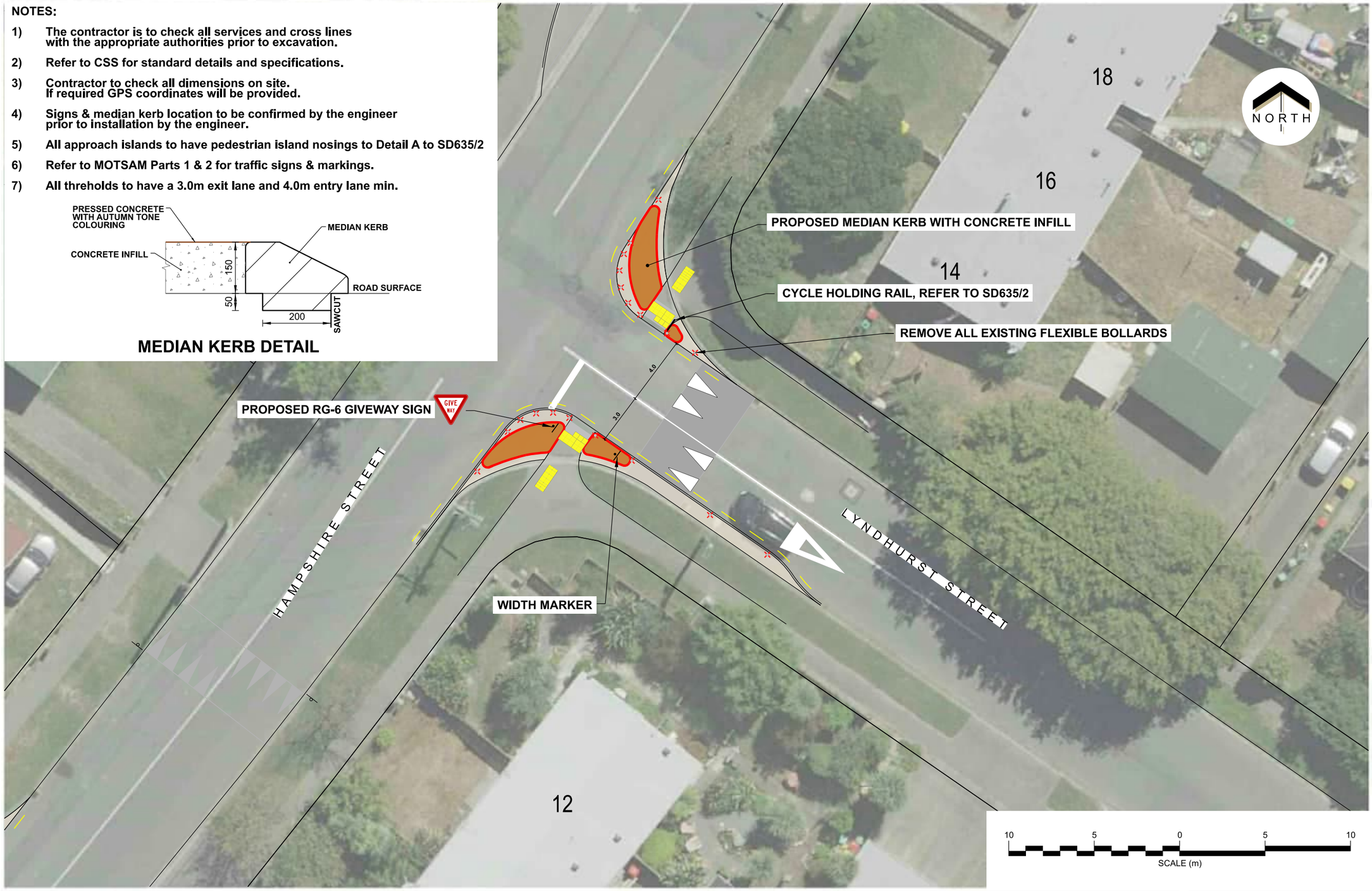

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Aranui Streets for People - (Hampshire Street - Lyndhurst Street) South

Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

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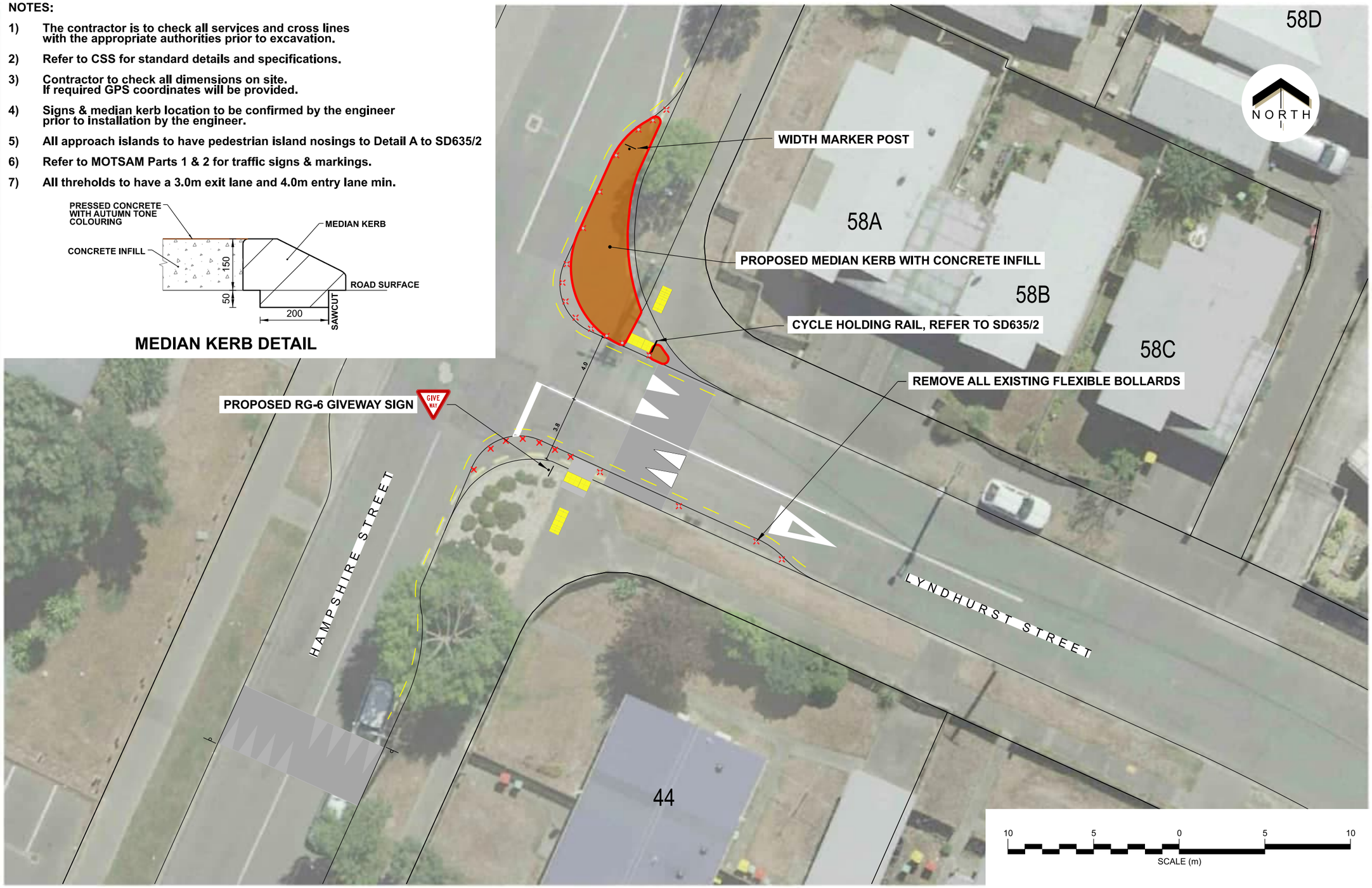

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Aranui Streets for People - (Hampshire Street - Lyndhurst Street) North

Speed humps and safer speed platforms and kerb buildouts
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Option D

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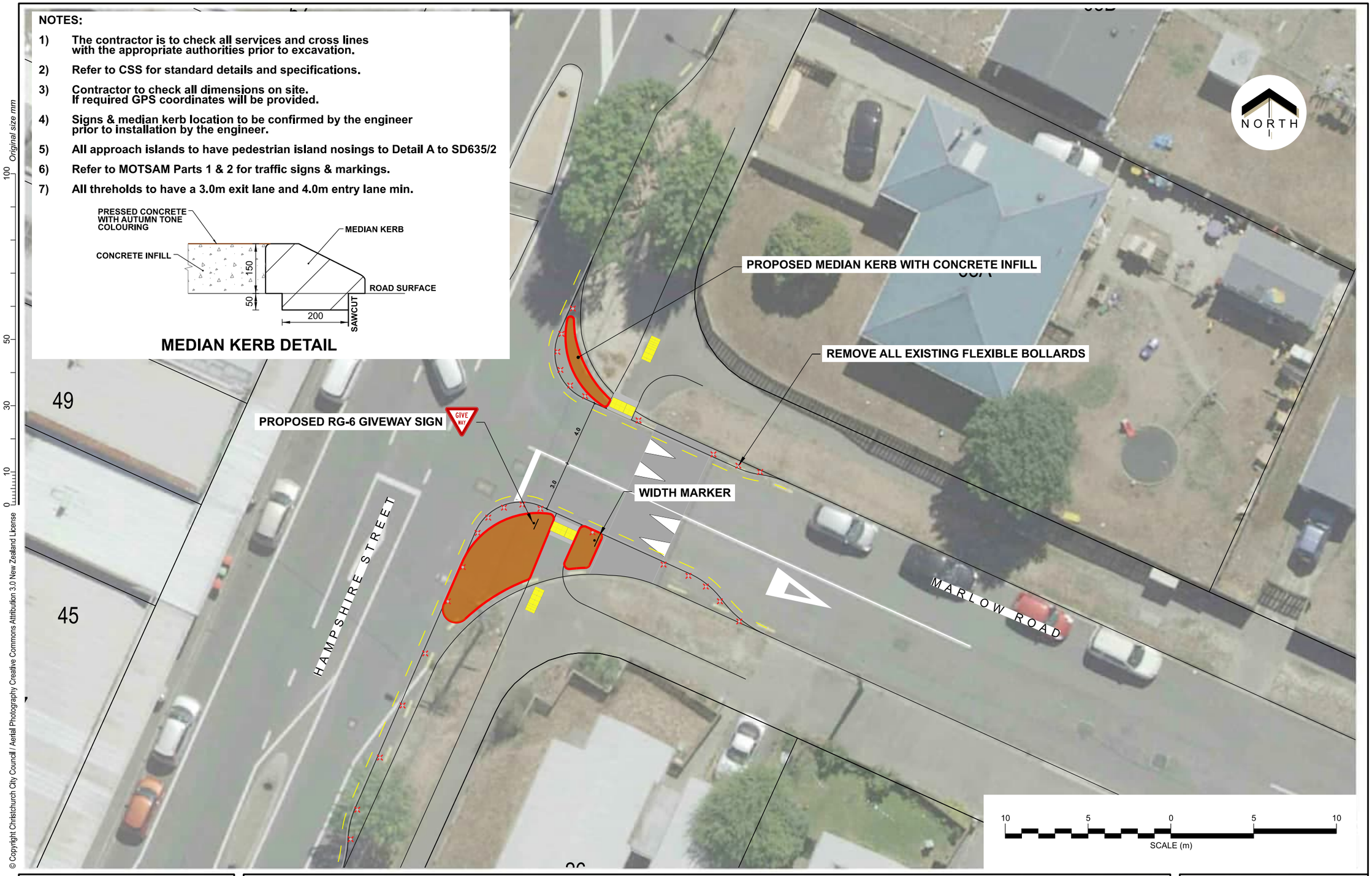

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Aranui Streets for People - (Hampshire Street - Marlow Road)

Speed humps and safer speed platforms and kerb buildouts
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Option D

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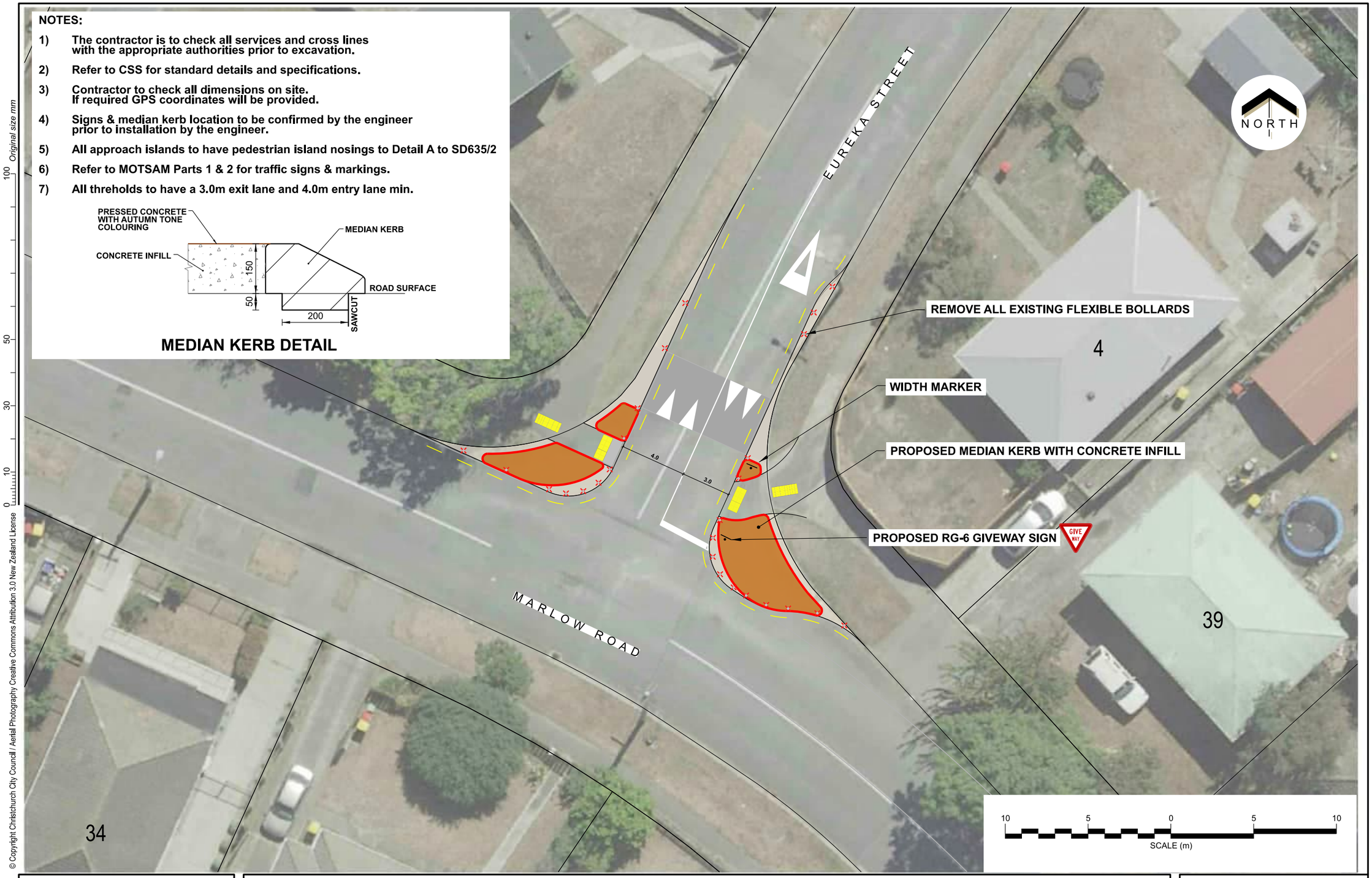

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Aranui Streets for People - (Marlow Street - Eureka Street)
Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

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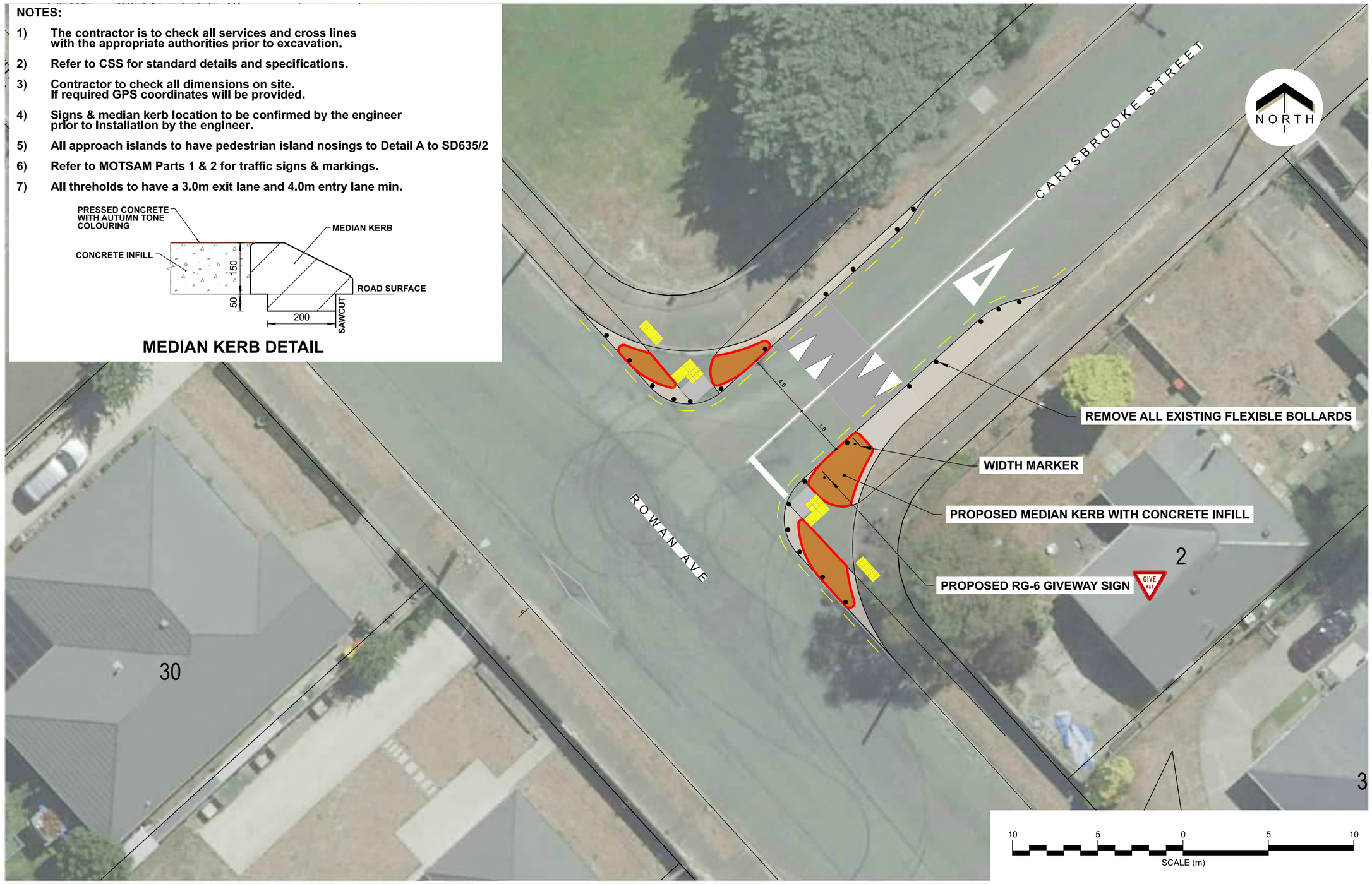

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Aranui Streets for People - (Rowan Ave - Carisbrooke Street)
Speed humps and safer speed platforms and kerb buildouts
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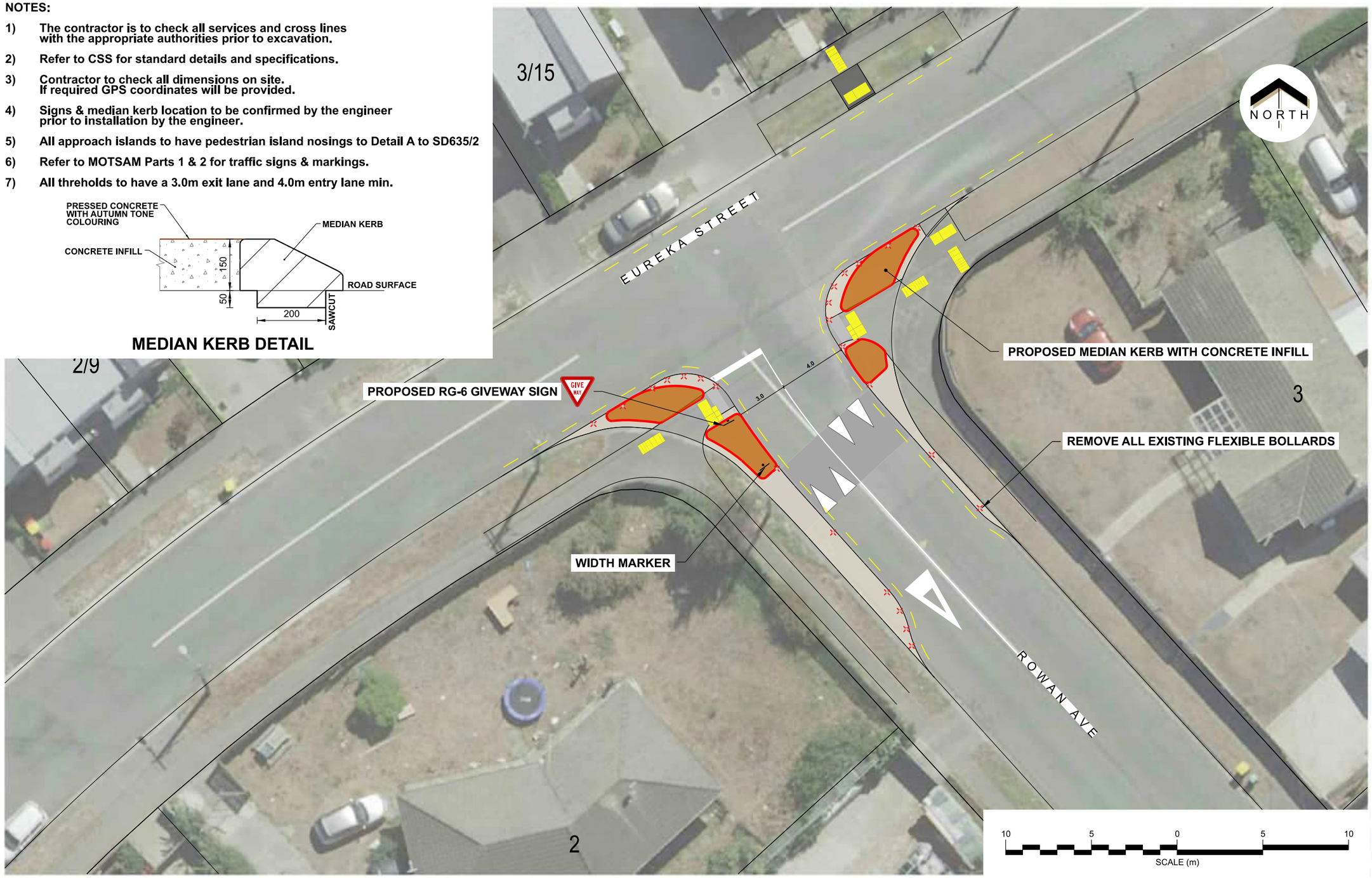

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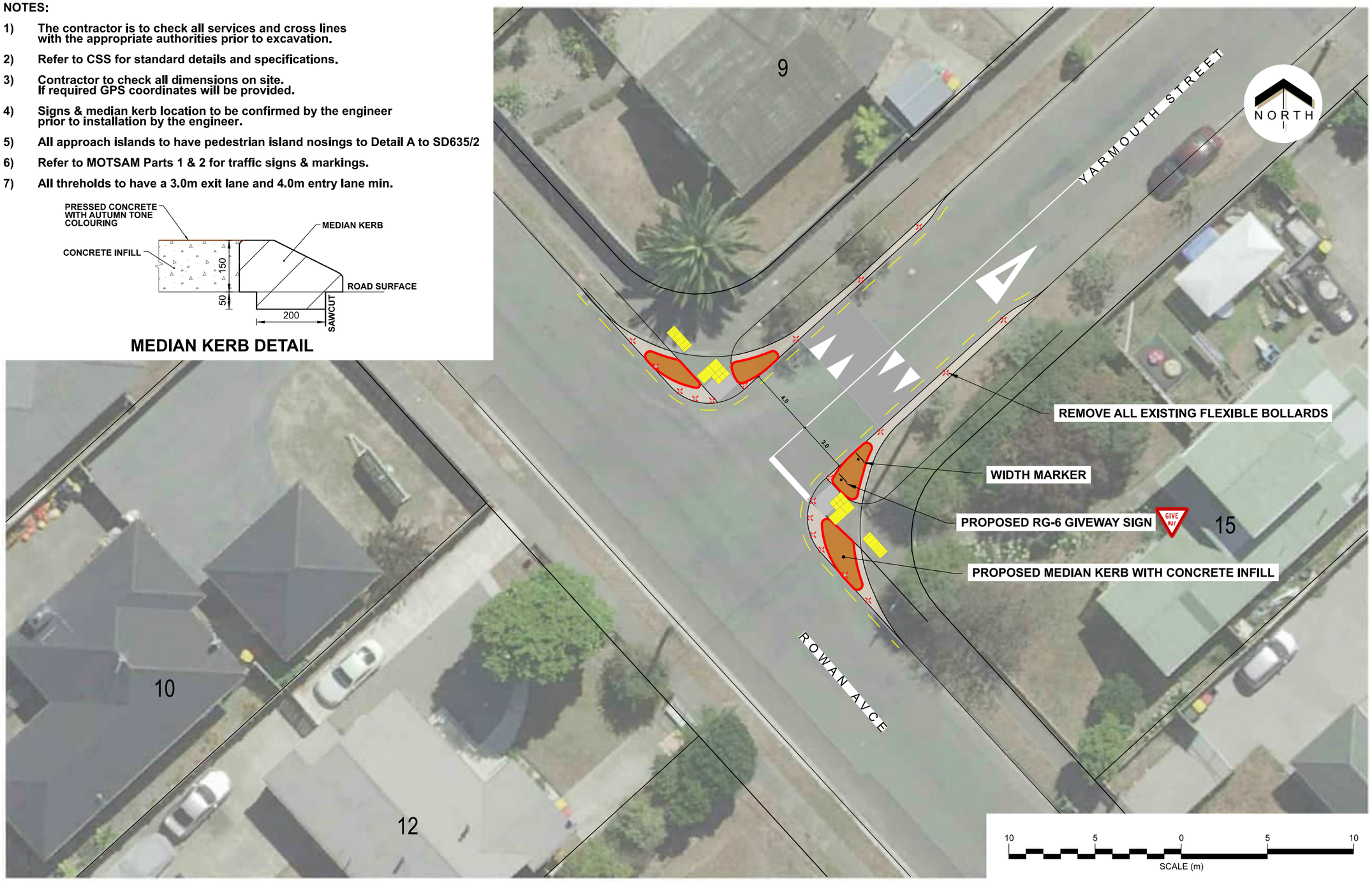

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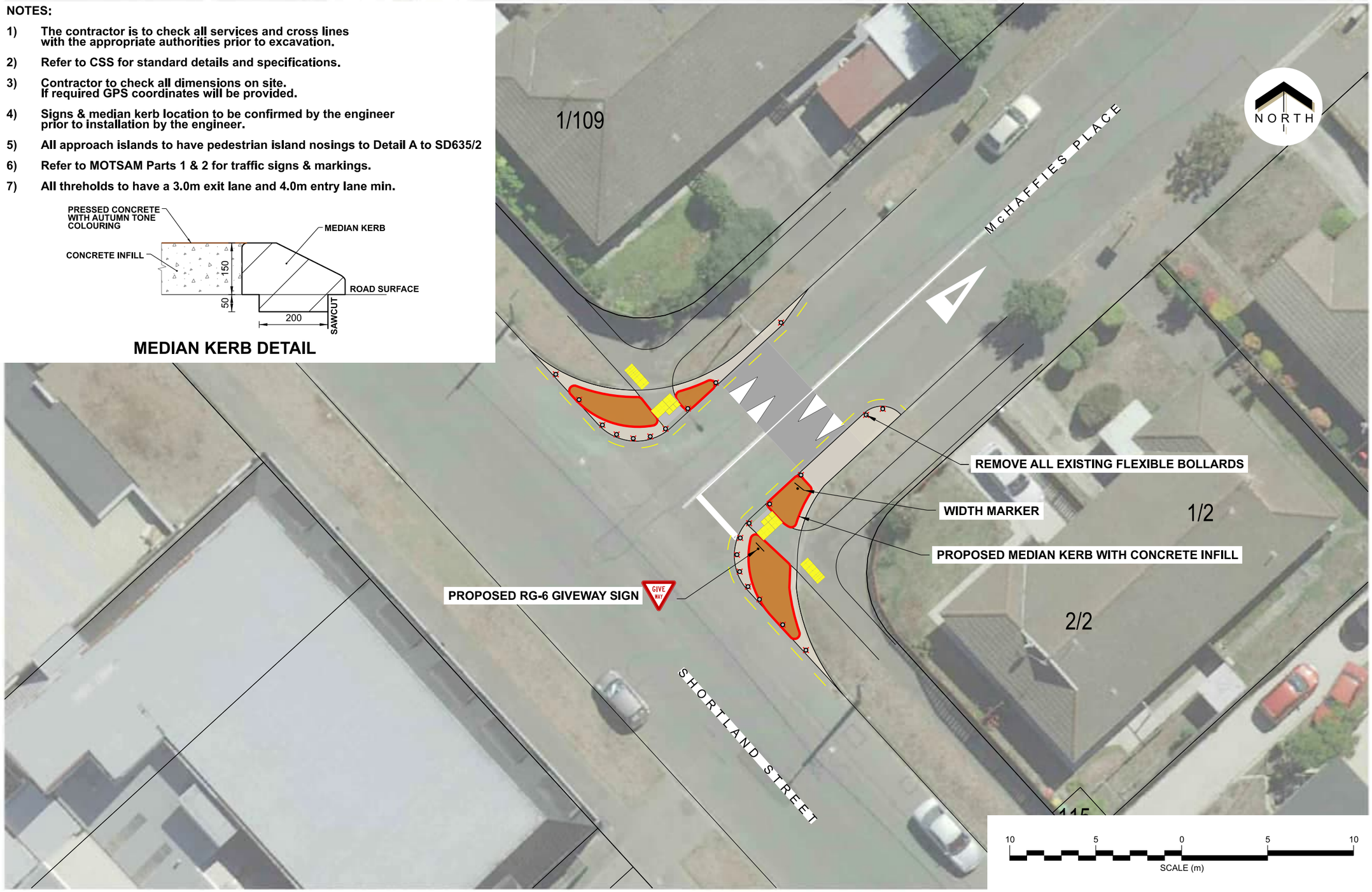

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Aranui Streets for People - (Shortland Street - McHaffies Place)
Speed humps and safer speed platforms and kerb buildouts
Revised Consultation Plan

Option D

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Table-1: Multi criteria Analysis including scores

Option	Option description	Ongoing costs (July '24 onwards)	Score	Average reductions of speeds (calculated)	Score	Increase in active travel (as recorded)	Score	Alignment with rest of city	Score	Feedback on speed bumps	Score	Feedback regarding intersection narrowing	Score	Feedback regarding mode shift	FINAL SCORE	Rank (lower is better)
Criterion weighting			0.2		0.2		0.2		0.1		0.1		0.1			
A	All retained with intersection adaptation	High	0	-7.15%	10	14%	10	Similar intersection traffic calming as rest of Christchurch; high alignment.	7	Positive	7	Feedback is intersections are too narrow and a perceived safety issue, 25% of residents want to retain	3.8	More students want to change their travel habits and use active modes to get to Hagata Community Campus.	6.579	3
B	Retain all speed humps and platforms	Low	8.8	-5.36%	7.38	7%	5	Similar speed bump interventions as rest of Christchurch; medium-high alignment	5	Positive	7	Feedback is retaining original intersection widths is preferred, 40% of community want to remove	6.2	Expected reduction in active modes expected due to removal of intersection narrowing.	6.581	2
C	Remove all safety improvements	Low	10	Return to previous speeds	0	0%	0	Removes all safety improvements; low alignment.	3	Negative, as opposite to what community has asked	3	Feedback is retaining original intersection widths is preferred, 40% of community want to remove	6.2	Students want to change their travel habits, removing safety improvements is not aligned with this.	3.4	4
D	Speed humps and safer speed platforms and kerb buildouts	Low-medium	6.4	-7.15%	10	14%	10	Similar intersection traffic calming as rest of Christchurch; high alignment.	10	Positive	7	Feedback not received in the timeframe of the report.	5.0	More students want to change their travel habits and use active modes to get to Hagata Community Campus.	8.3	1

Table 2: Criteria used in MCA, including descriptions, and assigned weightings of criteria

Criterion	Description	Option scoring	Weighting	Category	Summed weighting
Ongoing costs (July '24 onwards)	This criterion considers any upcoming costs (following decisions in June 2024).	All scores have been scored by their ongoing maintenance cost percentage of the range of costings. i.e Option A = 0 as it is the highest value, option B = 8.8, Option C = 10 as there are no ongoing costs while option D = 6.4.	20%	Project objectives	60%
Average reductions of speeds (calculated)	The average reduction in road user speeds was calculated by comparing the speeds at 9 sites before and after the implementation of safety improvements. Overall, an average 7.15% decrease in speeds occurred.	Option A and D are expected to retain the full speed reduction. Option B has been calculated with retaining 75% of the speed reduction and option C is expected to return to previous speeds	20%		
Increase in active travel (as recorded)	This criterion has been scored with the assumption that Option A and D will continue to increase the number of people walking and biking (compared to the other two options). Option B will see an assumed reduction in the number of people walking and cycling due to intersection crossing widths increasing and speeds increasing. Option C will return to previous levels	Option A and D = 10 as they are expected to continue the increase in active transport. Option B has been scored 5 due to the removal of intersection narrowing and option C has 0 as it is expected to return to active transport levels.	20%		

Alignment with rest of city	This criterion considers whether the option is aligned with recent neighbourhood and intersection upgrades in Christchurch communities.	Option A = 7 as majority of the treatments are similar to all other areas but vary in width and construction materials. Option B has been scored with a 5 as the intersection treatments do not align with other upgrades. Option C =0 as no safety improvements are being completed. Option D = 10	10%	**Other**	10%
Feedback on speed bumps	Feedback on speed humps has been scored as either 7 or 3 due to majority of feedback being in favour of speed humps and the motorist behaviour that they encourage (70%).	Options A, B and D = 7 as they include all the speed humps whereas option C has none, hence it was given a score of 3.	10%	**Consultation feedback**	30%
Feedback regarding intersection narrowing	This criterion considers feedback relating to intersection narrowing. Original intersection widths (opt B and C) was preferred (40% of respondents), and retaining narrowed intersections (opt A and D) was liked by 25% of respondents. 35% of those surveyed did not comment. Scores have been calculated out of 10 on the feedback received.	Options A, B and C have been calculated from the responses. Option D has been scored in between options A and B as it is retaining the intersection narrowing but is being completed by concrete instead of bollards.	10%		
Feedback regarding mode shift	This criterion considers project-wide community feedback and assigns an appropriate score (taking into alignment) for each one.	Options A, C and D has been calculated from the responses to active transport received from Haeata Campus. Option B has been scored in the middle of Options A and C as it is expected that there will be a reduction on feedback with intersection narrowing being removed.	10%		

Christchurch City Council

Item 12

12. Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Parklands United Sports Club - Activation

Reference Te Tohutoro:	24/779149
Responsible Officer(s) Te Pou Matua:	Tayla Smith, Community Development Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider applications for funding from its **Better-Off Fund** as listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067827	Parklands United Sports Club Incorporated	Parklands Community Centre Activation	$30,000	$30,000

1.2 There is currently a balance of $30,000 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood - Better-Off Fund Applications for Consideration - Parklands United Sports Club - Activation Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $30,000 from its Better-Off Fund to Parklands United Sports Club Incorporated towards the Parklands Community Centre Activation.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned to the Council's Strategic Framework and in particular the strategic priorities of a Collaborative and Confident City and A Cultural Powerhouse City. The projects also align with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.

3.2 The purpose of the fund is to partner with organisations and groups to support local initiatives, projects, and activities through additional Community Board funding, including a focus on supporting local action to increase climate resilience.

3.3 Projects will improve well-being by building social capital, encouraging participation, increase accessibility and connectedness – generating opportunities for youth, and diverse communities and increasing local pride.

3.4 When considering allocation of funds, priority will be given to projects/initiatives that contribute towards the following outcomes:

- Increasing the tree canopy across the city and our regional parks
- Enhancing biodiversity
- Safer neighbourhoods
- Repairing infrastructure and facilities
- Responding to climate change through adaptation planning
- Encouraging active travel

3.5 Projects should also show a strong alignment to the Council's Te Haumako Te Whitingia Strengthening Communities Together Strategy.

3.6 Priority will also be given to projects that directly contribute towards achieving Community Board Plan priorities.

Decision Making Authority Te Mana Whakatau

3.7 The Community Board has the delegated authority to determine the allocation of the **Better-Off Fund** for each community.

3.7.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.7.2 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

3.8 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.9 The level of significance was determined by the number of people affected and/or with an interest.

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

Discussion Kōrerorero

3.11 At the time of writing, the balance of the **Better-Off Fund** is as below.

Total Budget 2023/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$500,000	$30,000	$470,000	$440,000

3.12 Based on the current **Better-Off Fund criteria**, the applications listed above are eligible for funding.

3.13 The attached Project Brief(s) provide detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Item 12

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Better Off Funding Project Brief - Parklands United Sports Club - Parklands Community Centre Activation	24/686809	230

Signatories Ngā Kaiwaitohu

Authors	Tayla Smith - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waitai Coastal-Burwood-Linwood	Tayla Smith Community Development Advisor	Tayla.Smith@ccc.govt.nz 03 941 5652

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Parklands Community Centre Activation	Support the salaries/wages towards Parklands United General/Operations Manager to deliver activations within the Parklands Community Centre.

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
Safer Neighbourhoods	**Te Haumako Te Whitingia** Te Pou Tuatahi: Te Tāngata Pillar 1: People Objective 1.4: Harness the strengths of diverse communities and address issues of social exclusion. Objective 1.5: Support groups involved in providing access to arts, culture, heritage, recreation, and those who care for the environment. Objective 1.7: Work with others to reduce loneliness and social isolation, with particular focus on intergenerational approaches. Te Pou Tuarua: Te Whenua Pillar 2: Place Support and help build connections between communities to foster a sense of local identity, shared experience and stewardship. Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership. Objective 2.2: Work with new and changing communities in both rural and urban areas to build a sense of belonging.	Support engagement with the youth sector in the development of activities and recreational spaces for our tamariki in the mall, and key activity areas across the ward including Parklands.

SECTION THREE: PROJECT DELIVERY

1. **Will the project be delivered in partnership with an external community organisation?** Yes

If **Yes**

Name of Organisation	Contact person and position	Contact details (email & phone)
Parklands United Sports Club Incorporated	Steve Potter – General/Operations Manager	parklandsunitedsportsclub@gmail.com

2. **Will the project be delivered by the local Community Governance Team?** No

3. **Will the project be delivered by another Council Unit?** No

Has the Unit Head agreed to the project? Yes

SECTION FOUR: PROJECT BUDGET

Total Cost of Project $30,000

Budget items requested:

Item (annually)	Amount
Wages/salaries towards the General/Operations Manager	$30,000
TOTAL (annual)	**$**
TOTAL	**$30,000**

Are there any other sources of funding contributing to the project? No

Other funding source	Amount
TOTAL	

Any other comments on budget?

SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	June 2024
Expected end date of project:	June 2025

Reporting – How will you report to the Board on progress of the project and how often?
The Community Board will be kept updated by way of the monthly area report on activities, events and developments in relation to this project.

SECTION SIX: STAFF ASSESSMENT

Parklands United Sports Club Incorporated is dedicated to promoting, enhancing, and administrating sports within the local Parklands community. Comprising of four primary sports including football, netball, touch and cricket, the club prioritises creating a welcoming and supportive atmosphere for both the community and its members.

Parklands United Sports Club offers a range of participation opportunities for individuals within the community. Emphasising diversity and inclusion, the club strives to ensure that all individuals feel secure and valued when engaging in activities and facilities.

The clubrooms of Parkland United are situated at the Queenspark Reserve, the reserve serves as a primary venue for both games and training sessions. The club caters to a diverse range of age groups participating in their sports, spanning from 3-65 years old. Therefore, they want to utilise the Parklands Community Centre to expand their range of activations, fostering increased engagement within the local community, especially among the residents of Parklands and Queenspark community.

By having the support to offer more community-orientated programs at an accessible cost for whanau, Parklands United aims to promote healthy and active lifestyles through the Sports Hub. This will enhance the overall physical and mental well-being of the community. The Operations Manager is a new role to Parklands United that is outwards focus and will be responsible for creating equitable and diverse programmes for the community; providing a place for everyone who access the facility to feel safe and enable participation for all.

The recommendation is to allocate funding towards Parklands United Sports Club to support the wages and salaries of the General/Operations Manager to run a range of activations at the Parklands Community Centre.

SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: $30,000

Christchurch City Council

13. Waitai Coastal-Burwood-Linwood 2023-24 Discretionary Response Fund Application - Avon Ōtākaro Network INC

Reference Te Tohutoro:	24/680975
Responsible Officer(s) Te Pou Matua:	Emily Toase, Community Development Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

Item 13

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2023-24 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067804	Avon Ōtākaro Network INC	Matariki in the Zone	$4,811	$1,500

1.2 There is currently a balance of $4,716 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2023-24 Discretionary Response Fund Application - Avon Ōtākaro Network INC Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $1,500 from its 2023-24 Discretionary Response Fund to Avon Ōtākaro Network INC towards the costs of the Matariki in the Zone event.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority *Enabling active and connected communities to own their future*.

3.2 The recommendations are consistent with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.3.2 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.5 The level of significance was determined by the number of people affected and/or with an interest.

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

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2023-24 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$82,116	$77,400	$4,716	$3,216

3.8 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.

3.9 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	Reference	Page
A	Waitai Coastal-Burwood-Linwood 2023-24 Discretionary Response Fund Decision Matrix - Avon Ōtākaro Network INC	24/685115	235

Signatories Ngā Kaiwaitohu

Author	Emily Toase - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

Christchurch City Council

2023/24 DRF COASTAL-BURWOOD-LINWOOD 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.

00067804	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Avon Ōtākaro Network INC	**Matariki in the Zone (split PIC 75% / CBL 25%)** Split - PIC 75% CBL 25% Avon Ōtākaro Network are seeking funding towards the costs of delivering the Matariki in the Zone 2024 event.	$ 9,682 **Requested** $ 4,811 (50% requested)	Entertainment - $1,500 Volunteer Recognition (Cultural craftspeople) - $720 Kai - $1,801 Hangi Koha - $640 Security - $150	**$ 1,500** That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of $1,500 from its 2023-24 Discretionary Response Fund to Avon Ōtākaro Network INC towards the costs of the Matariki in the Zone event.	**2**

Organisation Details

Service Base:	46a Vogel Street, Richmond
Legal Status:	Incorporated Society
Established:	3/04/2013
Target Groups:	00067804
Annual Volunteer Hours:	25,000
Participants:	2,000

Alignment with Council Strategies

- Te Haumako Te Whitingia Strengthening Communities Together Strategy

CCC Funding History

2023/24 - $15,000 (Ōtākaro Avon River upper reaches and tributaries) Sus F R1
2023/24 - $2,500 (Avon Ōtākaro Network Manager and Administration costs) SCF PIC
2023/24 - $5,000 (Avon Ōtākaro Network Facilitator costs) SCF CBL
2022/23 - $10,000 (Avon Ōtākaro in River Clean-Up project) Sus F R1
2022/23 - $6,000 (Matariki in the Zone 2023) EFSF
2021/22 - $5,500 (Avon Ōtākaro Network) Sus F R1
2021/22 - $10,000 (Facilitator) SCF Metro

Other Sources of Funding

Limited funds on hand and donations from local businesses

Staff Assessment

Matariki in the Zone is a successful community event, delivered each year since 2018. The event started in Anzac Drive Red Zone and was moved to Richmond to be closer to an urban environment and where there was greater facilities and accessibility. The event starts with a natural lighting display on the week leading up to the main event which is an afternoon of cultural activities and learning and kai, with a hangi uplifted in the early evening. The aim of the event is to highlight the cultural significance of the rising star cluster, acknowledging Māori practice and custom around this time through traditional kai, workshops, commissioned artworks and bespoke signage that tell the story of Matariki. The event will include a hāngī, wood carving and flax weaving workshops, marshmallow toasting, live music and entertainment such as the fire-spinners. The artworks will remain in place for a week, and with some in previous years being incorporated into the permanent art trail.

Rationale for Staff Recommendation:

- Matariki in the Zone has become a signature winter event for the Ōtākaro River corridor Red Zone. It will be held on Saturday 29 June from 2:30pm to 6:30pm at Richmond Community Gardens. Through the week the group are expecting 2,000 attendees with around 500 participants on the day of the event.
- The event is delivered in partnership by several organisations; Avon Ōtākaro Network, Tuahiwi Marae, Richmond Community Gardens, Avebury House and We Are Richmond. They also have support from other organisations in the area including Climate Action Campus, New World, Richmond Club, Hohepa, The White Room and local kindergartens.
- The group have previously had funding from the Events and Festivals Fund but have been advise that it no longer meets the criteria for that fund. They invested in lighting equipment and event supplies last year which will help the group deliver the 2024 and future events at less cost, without losing any of the popular elements like the light display.

Waipapa Papanui-Innes-Central Staff Recommendation: $3,000

Christchurch City Council

Item 14

14. Waitai Coastal-Burwood-Linwood 2023-24 Discretionary Response Fund Application - Te Wero Gymnastics Inc

Reference Te Tohutoro:	24/682564
Responsible Officer(s) Te Pou Matua:	Jason Chee, Community Development Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2023-24 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067353	Te Wero Gymnastics Inc	Gymnastics Outreach Programme	$11,230	$3,200

1.2 There is currently a balance of $4,716 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2023-24 Discretionary Response Fund Application - Te Wero Gymnastics Inc Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $3,200 from its 2023-24 Discretionary Response Fund to Te Wero Gymnastics Inc towards the costs of the Gymnastics Outreach Programme.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority *Enabling active and connected communities to own their future*.

3.2 The recommendations are consistent with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.3.2 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.5 The level of significance was determined by the number of people affected and/or with an interest.

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

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2023-24 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$82,116	$77,400	$4,716	$1,516

3.8 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.

3.9 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	Reference	Page
A	Decision Matrix - Te Wero Gymnastics Inc	24/682951	239

Signatories Ngā Kaiwaitohu

Author	Jason Chee - Community Development Advisor
Approved By	Cindy Sheppard - Community Board Advisor

Christchurch City Council

2023/24 DRF COASTAL-BURWOOD-LINWOOD 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.

00067353	Organisation Name	Name and Description	Funding History	Request Budget	Staff Recommendation	Priority
	Te Wero Gymnastics Inc	**Gymnastics Outreach Programme** Te Wero Gymnastics are seeking funding toward their outreach programme.	2021-22 - $500 (Te Whakataetae Competition) SSEF **Other Sources of Funding** We have not applied to any other funders for this project.	**Total Cost** $11,230 **Requested Amount** $11,230 **100% percentage requested.** **Contribution Sought Towards:** Salaries and Wages (Coach part time) - $750 Administration (Course planning and administration) - $680 Travel - $4,500 Equipment / Materials - $5,000 Contingencies - $300	**$** That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of $3,200 from its 2023-24 Discretionary Response Fund to Te Wero Gymnastics Inc towards the costs of the Gymnastics Outreach Programme.	**2**

Organisation Details:

Service Base:	118 Shortland Street, Wainoni
Legal Status:	Incorporated Society
Established:	10/12/2015
Staff – Paid:	12
Volunteers:	35
Annual Volunteer Hours:	1200
Participants:	20
Target Groups:	Children/Youth
Networks:	Gymnastics New Zealand

Organisation Description/Objectives:

Te Wero Gymnastics purpose is to provide gymnastics training as a foundational sport, offering classes for all ages, focusing on fundamental skills and confidence. The club is dedicated to accessibility, providing gymnastics to children in less well-off areas of Christchurch. The club also boasts high-quality coaching for aspiring international gymnasts, with a team of passionate and skilled coaches.

Alignment with Council Strategies and Policies

- Te Haumako Te Whitingia Strengthening Communities Together Strategy
- Physical Recreation and Sport Strategy

Alignment with Council Funding Outcomes

- Support, develop and promote capacity.
- Community participation and awareness
- Increase community engagement.
- Provide community-based programmes.
- Reduce or overcome barriers.

Outcomes that will be achieved through this project

We will make gymnastics accessible to children that might not otherwise have access to these classes.

We will help instil a sense of accomplishment in children through teaching them new skills.

We will demonstrate to children in less well-off areas of Christchurch that if they set their mind to something they will be able to achieve new skills.

How Will Participants Be Better Off?

Participants will be better off as they will learn new skills, get a greater sense of self-worth and be able to take pride in learning new skills that are transferrable to other sports

Staff Assessment

The Te Wero Gymnastics club is located in the Eastern Suburbs of Christchurch. The club provides for all age groups and caters for all levels.

The club is dedicated to accessibility, providing gymnastics to children in less well-off areas of Christchurch. The club also boasts high-quality coaching for aspiring international gymnasts, with a team of passionate and skilled coaches.

The club are seeking to run a 1 term outreach programme for children in the Wainoni area who are facing financial barriers. The programme will help the participants learn lifelong fundamental skills while ensuring that fun is incorporated in each session. Gymnastics develops skills such as balance, strength, flexibility, coordination and endurance. All very important skills that can be transferred into other sports.

The programme will be held at the Te Wero Gymnastics club or Te Wero will travel to local pre-schools and primary schools to help with accessibility.

Staff rationale:

This aligns with the board priority Aranui/Wainoni Safety Initiatives:

-Partner with key local organisations who work with tamariki and rangatahi to provide opportunities for pro-social activities and events.

Christchurch City Council

15. Waitai Coastal-Burwood-Linwood Community Board - Community Service and Youth Service Awards 2024

Reference Te Tohutoro:	24/821567
Responsible Officer(s) Te Pou Matua:	Christopher Turner-Bullock, Community Governance Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

Item 15

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to present the Community Service and Youth Service Award 2024 nominations to the Waitai Coastal-Burwood-Linwood Community Board for consideration.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Confers Community Service Awards on the nominees listed on the Summary of Nominations 2024 (separately circulated).
2. Delegates authority to the Board Chairperson and Deputy Chairperson to accept any late applications received from other Community Boards.
3. Have the names of successful nominees released after the Board's Community Service Awards 2024 function. Names of unsuccessful nominees will be kept confidential.

3. Context/Background Te Horopaki

Strategic Alignment Te Rautaki Tīaroaro

3.1 Like most Community Board initiated projects, this project aligns to the Council's commitment to achieving the outcome of the city enjoying strong communities.

Decision Making Authority Te Mana Whakatau

3.2 The decision-making authority is the Waitai Coastal-Burwood-Linwood Community Board.

Discussion Kōrerorero

3.3 The Christchurch City Council created Community Service and Youth Service Awards as a way to thank and honour those who, by their demonstrated commitment and example, inspire others to engage in volunteer service. Recognising and honouring community-focused initiatives sets a standard for service, encourages a sustained commitment to civic participation, and inspires others to make service a central part of their lives.

3.4 There has been promotion of the awards scheme through Council media releases, local newspaper advertisement and the Council's social media networking avenues. In addition local community groups, including residents' associations, have been sent information seeking nominations for Community Service and Youth Awards for 2024.

3.5 The service undertaken should be of a voluntary nature. A paid employee may be eligible where the work undertaken is beyond the scope of that person's normal job description and the nominee has spent some of their own non-work time in the project. In this circumstance

either one of the nominators should be an employer who states that the work is outside of normal work or a supporting letter supplied from an employer stating the same. Please find the Guidelines information attached (refer **Attachment A**).

3.6 People will be eligible for Community Service Awards in the area that they do the work in, however, if the work is for a metropolitan organisation that covers more than two Board areas then the nomination shall be considered in the community board area that the nominee does the majority of their voluntary work.

3.7 Service recognised may include work in the following areas: youth, older persons, education, cultural, church, recreation, sport and community service sectors.

3.8 Individuals shall be eligible to receive only one Community Service Award for the same voluntary work.

3.9 Nominations can be forwarded to this Board from another Community Board if they deem that the nomination is more suitably considered by this Board. Details of such nominations may be received as late applications for consideration. Bearing this in mind the Board may wish to put in place measures to meet this contingency. These nominations could be considered by the Board Chairperson and Deputy Chairperson.

3.10 A matrix detailing the nominations received for consideration is circulated separately as **Attachment B**.

3.11 Nominations were open from 1 March 2024 to 31 March 2024. Six nominations for Community Service Awards have been received this year.

3.12 After the Community Board has made its decision, the award recipients will be notified and invited to the function for the presentation of the Community and Youth Service Awards.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Community Service Awards 2024 - Guidelines	24/821653	243
B	Waitai Coastal-Burwood-Linwood Community Service Awards 2024 - Nomination Matrix *(Under Separate Cover)* - **CONFIDENTIAL**	24/916167	

Signatories Ngā Kaiwaitohu

Author	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Matthew McLintock - Manager Community Governance Team

Christchurch City Council

Community Service Awards 2024

Nomination guidelines

Community Service Awards are awarded to individuals and groups in recognition of significant voluntary service.

PLEASE NOTE

Participating Community Boards this year are, Waipuna Halswell-Hornby-Riccarton, Te Pātaka o Rākaihautū Banks Peninsula, Waipapa Papanui-Innes-Central, Waitai Coastal-Burwood-Linwood, and Waihoro Spreydon-Cashmere-Heathcote.

Community Boards ***not*** participating this year are, Waimāero Fendalton-Waimairi-Harewood.

Youth Service Awards*: Participating Community Boards this year are, Waipuna Halswell-Hornby-Riccarton, Waipapa Papanui-Innes-Central, Waitai Coastal-Burwood-Linwood, and Waihoro Spreydon-Cashmere-Heathcote.

- The service undertaken should be of a voluntary nature. A paid employee may be eligible where the work undertaken is beyond the scope of that person's normal job description and the nominee has spent some of their own non-work time in the activity. In such a case, one of the nominators should be an employer of the nominee, who states that the nominee's work/activity went beyond the requirements of routine work by providing a supporting letter to that effect.
- The Community Service Awards recognise voluntary efforts in the following areas: youth, older adults, education, culture, church, recreation, sport, community service fields.
- People will be eligible for Community Service Awards in the area/suburb that they do the work in. If the work is for an organisation that covers more than two board areas, then the nomination shall be considered in the board area that the nominee does the majority of their voluntary work.
- Nominations must be submitted on the official nomination form that is available at **ccc.govt.nz/csa**
- The nomination form must be signed by two nominators and both nominators should be aware of the details of the nomination.
- Any community organisation, club or society may make a nomination. Two executive officers of the organisation should sign the nomination and record their title of office.
- Letters of support or evidence supporting the work can also be submitted with the nomination. It is highly recommended to supply as much detail as possible to support the nominations. Length and type of service is particularly helpful.
- The more information you are able to supply in support of the nomination, the greater the assistance for the community boards in assessing the nominations.
- The length of voluntary work shall be considered alongside the nature of the work undertaken.
- Community Service Award nominations are considered and decided by community boards.
- Individuals shall be eligible to receive only one Community Service Award for the same voluntary work. This does not apply if a recipient has received a Youth Service Award.
- Community Service Awards are presented to recipients at functions hosted by the local community boards.

***Youth Service Awards** are presented by the Waipuna Halswell-Hornby-Riccarton, Waipapa Papanui-Innes-Central, Waitai Coastal-Burwood-Linwood, and Waihoro Spreydon-Cashmere-Heathcote only, in recognition of significant voluntary service carried out by residents aged 25 years or under. These awards are to recognise individual effort rather than that of a whole group or organisation.

Christchurch City Council

Christchurch City Council

Completing this nomination form

Helpful hints to get you started

Q2 **What activity/service has the nominee been involved in?**

Please tell us the nominated person's role in the organisation and how she/he contributes.

eg. Sarah Bloggs has been a committee member of the Help Club for the last 10 years and along with giving up to six hours a week to the elderly at three rest homes in Beckenham, she was our Club President for three years and Secretary for two years.

Q3 **How long has the nominee been involved in this activity/service?**

Please tell us how long the nominee has been involved in the activity/club/organisation and approximately how much time the nominee voluntarily gives to the activity/club/organisation.

eg. We are nominating Sarah Bloggs for running craft classes for the elderly in the local rest homes in Beckenham for the past 10 years. Sarah Bloggs provides classes and help each week. Sarah visits three rest homes twice a week for an hour.

Q4 **Who/how has the local community benefited from this activity?**

Please tell us how the activity helps the community.

eg. By providing craft classes to the elderly, Sarah is stimulating them to think as well as exercise their hands and creative abilities. The craft classes allow the residents of the rest homes to make their own gifts for family and friends for birthdays and Christmas, this saves them having to ask others to do their gift buying.

"Recognising voluntary efforts benefitting the local community"

The Christchurch City Council Community Boards present the annual Community Service Awards to recognise generous, voluntary service.

For further information phone **941 8999**, visit **ccc.govt.nz/csa** or contact:

Coastal-Burwood-Linwood	Hannah Martin	hannah.martin@ccc.govt.nz
Halswell-Hornby-Riccarton	Noela Letufuga	noela.letufuga@ccc.govt.nz
Spreydon-Cashmere-Heathcote	Jane Walders	jane.walders@ccc.govt.nz
Banks Peninsula	Linda Burkes	linda.burkes@ccc.govt.nz
Papanui-Innes-Central	Lyssa Aves	lyssa.aves@ccc.govt.nz

Christchurch City Council

Community Service Awards 2024

Nomination form

Please ensure we receive your nomination forms by 5pm Sunday 31 March 2024.

Post to:
Support Officer
Rārākau: Riccarton Centre
Christchurch City Council
PO Box 73022
Christchurch 8154

Deliver to:
Drop the nomination form off at your nearest Christchurch City Council Service Centre
(see page 2 for contact details)

Email to:
CSAInfo@ccc.govt.nz
(signed and scanned)

Participating Community Boards this year are:

Waihoro Spreydon-Cashmere-Heathcote

Waipuna Halswell-Hornby-Riccarton

Waitai Coastal-Burwood-Linwood

Te Pātaka o Rākaihautū Banks Peninsula

Waipapa Papanui-Innes-Central

Community Boards *not* participating this year are:

Waimāero Fendalton-Waimairi-Harewood

Youth Service Awards:

Participating Community Boards this year are, Waipuna Halswell-Hornby-Riccarton, Waipapa Papanui-Innes-Central, Waitai Coastal-Burwood-Linwood, and Waihoro Spreydon-Cashmere-Heathcote

☐ Please indicate if the application is for a Youth Service Award

Name of person being nominated:

Mr / Mrs / Miss / Ms / Other *(please circle one)*

First name: _____ Middle name(s): _____

Surname: _____ ***or*** Group name: _____

Address: _____

Suburb: _____

Post code: _____ Phone number: _____

Email: _____

Organisation *(if applicable)*: _____

Organisation Address: _____

Nomination submitted by *(must be signed by two people)*:

Nominations with only one nominator will not be eligible for consideration.

First name: _____ Middle name(s): _____

Surname: _____

Address: _____

Suburb: _____

Post code: _____ Phone number: _____

Email: _____

Organisation *(if applicable)*: _____

Signature: _____

First name: _____ Middle name(s): _____

Surname: _____

Address: _____

Suburb: _____

Post code: _____ Phone number: _____

Email: _____

Organisation *(if applicable)*: _____

Organisation Address: _____

Signature: _____

(continued overleaf)

Christchurch City Council

Nomination form

Your chance to tell us why your nominated person or group deserves a Community Service Award

Reasons for your nomination:

Where is most volunteer work done? *e.g. which suburb/area?*

What activity/service has the nominee been involved in? *Refer to helpful hint Q2 on page 2.*

How long has the nominee been involved in this activity/service? *Refer to helpful hint Q3 on page 2.*

Who in the community has benefitted, and how, from the nominee's activity/service? *Where possible please provide letters of support with this nomination. Please add more information on a separate sheet of paper if required and attach to the nomination form. Refer to helpful hint Q4 on page 2.*

Supporting information. *It would be helpful to the Community Board when considering the nominations if letters or documents of support are provided. These can be from outside clubs/organisations or individuals. It is preferable that support is provided by those other than the nominators.*

CHECKLIST

Make sure you have completed the following:

- ☐ *Two nominators have completed both sides of this form*
- ☐ *Additional information has been collated and attached*
- ☐ *Return your nomination form to the address provided overleaf*

Christchurch City Council

Christchurch City Council

Item 16

16. Community Boards Executive Committeee Conference 2024

Reference Te Tohutoro:	24/783014
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider appointing one member to attend the Community Boards Executive Committee Conference 2024 in Wellington from 22 to 23 August 2024.

1.2 In order to secure the 'early bird' lower registration rate, and accommodation, staff have taken steps to arrange bookings with the venue, for one member to attend the conference.

1.3 This report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Community Boards Executive Committeee Conference 2024 Report.
2. Approves the attendance of Jackie Simons to the Community Board Executive Committee Conference in Wellington from 22 to 23 August 2024.

3. Background/Context Te Horopaki

3.1 The conference is being held in Tākina Wellington Convention & Exhibition Centre Te Whanganui-a-Tara Wellington from 22 to 23 August 2024. The conference theme is Community Resilience.

3.2 The Community Board Conference programme is attached (refer **Attachment A**).

3.3 The conference cost per attendee including accomomodation is approximately $1,060. Travel is currently being organised.

3.4 The cost of attendance is provided for in the Board's 2023-24 operational budget.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	CBEC Conference Programme	24/783017	249

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

Wānanga a te Poari Hapori
Community Board Conference

DAY ONE | DAY TWO | DAY THREE | OTHER EVENTS

7.00AM	Registrations open
9.00AM	Session one: Bringing localism to life Minister for Local Government address Panel discussion
11.00AM	Connect and refuel break
12.00PM	Session two: Resilience as an elected member
2.00PM	Connect and refuel break
3.00PM	Session three: Tackling climate change with grassroots solutions
5.30PM	Community Boards Dinner and Awards Night

DAY ONE | DAY TWO | DAY THREE | OTHER EVENTS

7.30AM	Registrations open
9.00AM	Session four: Localism in action – working with communities to build resilience
11.00AM	Connect and refuel break
12.00PM	Session five: Building strong connections with communities and relationships with councils
2.00PM	Connect and refuel break
3.00PM	Session six: Conference wrap up (as part of the SuperLocal conference)
4.00PM	Event concludes

Christchurch City Council

17. Community Board Representation on Outside Organisations and Committees - Better for Brighton Group - Board Liaison

Reference Te Tohutoro:	24/719136
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

Item 17

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider the appointment of Board liaison to the Better For Brighton Group for the remainder of the Board's 2022-25 term.

1.2 This report is staff generated following a request from ChristchurchNZ seeking local Councillor representation from the Waitai Coastal-Burwood-Linwood Community Board for the newly established Better For Brighton Group.

1.3 ChristchurchNZ have also indicated that should there be interest from other members of the Community Board they would be happy to open up another spot to allow for additional representation.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Community Board Representation on Outside Organisations and Committees - Better for Brighton Group - Board Liaison Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Appoints a Board member(s) as Board liaison to the Better For Brighton Group for the remainder of the Board's 2022-25 term.

3. Background/Context Te Horopaki

3.1 At its meeting on 12 December 2022, 6 March 2023, 8 May 2023 and 11 December 2023 the Board approved the appointments of Community Board representatives as Board liaisons on local outside organisations and committees.

3.2 Community Boards traditionally appointed members to various outside organisations and committees to be the point of contact for those groups. The role of the Community Board Liaison is to enable free flowing two way information sharing between elected members and community organisations. Members thus appointed should use the Members' Information Exchange part of the agenda to provide relevant feedback to the Board.

3.3 Generally the Community Board will appoint a Community Board Liaison person to a group that is considered to represent and/or play a key role in projects and issues, is included in supporting the community engagement of the same, to a wider geographic area or a specific sector of the Community. These projects and/or issues will be significant to the ward and relate back to the Council's Long Term Plan, Annual Plan and Community Board Plan.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

Christchurch City Council

Item 18

18. Waitai Coastal-Burwood-Linwood Community Board Area Report - June 2024

Reference Te Tohutoro:	24/439385
Responsible Officer(s) Te Pou Matua:	Christopher Turner-Bullock, Community Governance Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Board with an overview of initiatives and issues current within the Community Board area.

1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - June 2024 Report.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
New Brighton Guardians	ChristchurchNZ have completed an initial survey reviewing the data from the weekly reports and generated a summary of the statics recorded. The next step in the review was a survey that went out to community, businesses and other groups in New Brighton to collect more qualitative feedback on the project. The survey closed on 1 May and results are currently being analysed. Recommendations based on the results of this data will inform how the Guardians project is developed going forward.	On-going	New Brighton Safety Initiatives
Greening the Red Zone	Eco-Action Trust held the first planting day of the year on 19 May at the Chimera Crescent site along Atlantis Street in the Red Zone. 5,000 plants went in the ground as part of a series of planting days which aim to establish a	On-going	Enhancing Environmental wellbeing Improving health of our waterways, is a top priority focused on restoration and improving habitats for

	native forest and a green corridor along the Ōtākaro.		indigenous plants, animals and mahinga kai/Mahika kai.
Greater New Brighton Project	A new group called Better for Brighton has been formed to coordinate the various components of the mall upgrade. The group brings together members of the Community Leadership Group, Martini Investments who recently purchased and consolidated key properties and are taking a lead role in the development of retail, hospitality and tourism ventures; the Council who are beginning work on the upgrade at the eastern end of the Mall; ChristchurchNZ who are leading the New Brighton Regeneration Project; and Celeste Donovan who is the local councillor for the area. The Community Leadership Group are currently finalising plans for the Village Green project, working through detailed drawings, approvals and the consents process as well as working with a not-for-profit group who will take on the management and promotion of the Village Green once its built.	On-going	New Brighton Mall Support delivery of Canterbury Earthquake Appeal Trust (CEAT) project and activation of the Mall through funding for local events.
Woolston Well-Being Network	St John the Evangelist Church in Woolston have recently employed a Community Worker who joined the network hui this month. The group discussed the issues of food security and some ideas to support whānau to access more affordable food. The group are also keen to work on developing Woolston Welcomes pack to highlight and promote local businesses, groups, activities and opportunities in the suburb. Work is also underway to start planning the return of the Woolson Gala set for November.	On-going	Woolston Village Safety Initiatives
All Saints Better Off Funding	At its May meeting the Community Board approved a Better Off Fund application from All Saints to support the installation of a Safety Fencing along New Brighton Road and to	Estimated end of 2024	Improve Access to Burwood Community Facilities

	support completion of the outdoor works attached to the new Facility.		

3.2 **Community Funding Summary**

3.2.1 For the Board's information, a summary is provided (refer **Attachment A**) on the status of the Board's 2023-24 funding as at 20 May 2024.

3.2.2 A summary of End of Project accountability reports from recipients of the Board's 2022-23 Strengthening Communities Fund is attached (refer **Attachment B**).

3.2.3 **Youth Development Fund**

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Youth Development Fund (Jo Zervos, Greg Mitchell and Paul McMahon) made 3 decisions under delegation:

- A grant of $400 from the 2023-24 Waitai Coastal-Burwood-Linwood Youth Development Fund to Chloe Ah Kuoi to the attend the Sprint Kayaking Asia Pacific Cup as part of the New Zealand U18 Team In Sydney, Australia.
- a grant of $400 from the 2023-24 Waitai Coastal-Burwood-Linwood Youth Development Fund to Leah McCallum to the attend the Sprint Kayaking Asia Pacific Cup as part of the New Zealand U21 Team In Sydney, Australia.
- a grant of $450 from the 2023-24 Waitai Coastal-Burwood-Linwood Youth Development Fund to the combined Netball team from Emmanuel Christian School, Hillview Christian School and Aidanfield Christian School to fund netball uniforms for the South Island Junior netball tournament in July.

3.2.4 **Koru Fund**

Board members with the delegation for the Waitai Coastal-Burwood-Linwood Community Board Koru Fund (Alex Hewison, Tim Baker, Jackie Simons) made 4 decisions under delegation:

- a grant of $500 from its 2023-24 Koru Fund to Woolston PlayCentre towards introducing and running 4 x Loopy Tunes sessions.
- a grant of $500 from its 2023-24 Koru Fund to New Brighton Project towards their Growing New Brighton project.
- a grant of $500 from its 2023-24 Koru Fund to Te Kupenga o Aranui to deliver a Music Programme for their students.
- a grant of $210 from its 2023-24 Koru Fund to The Bridge Hub South Brighton to deliver a Youth Week Create-A-Space Event.

3.2.5 The Ōpāwaho-Heathcote River Network have developed a Treasure Map for community to use to explore some of the taonga and special places along the awa. The map, can be used to walk, bike, scoot, drive or bus, to one or more reserves along the Ōpāwaho Heathcote River and tick off some 'treasures' including trees, sculptures, bridges and freshwater springs.

The map was a combine effort with the work of OHRN's graphic designer, a local artist and some of the river groups who are looked after as part of OHRN's mahi.

3.2.6 The Community Board granted New Brighton Project $500 from its Koru Fund towards a project to bring the pedestrian mall planters back to life. New Brighton Project were approached by a local resident who had the idea to revamp the planters and do some purposeful planting which benefited the community. With the help of the funding, the *Growing New Brighton* initiative is up and running, with a group of volunteers digging up the existing old and dead plants in the planter boxes.

3.3 Eastern Community Sport and Recreation are focused on "Activity for All, Activity for Life" and continue to explore ways to introduce activities and programs that meet the community's needs. They have recently launched several free activities designed to engage people of all ages and fitness levels. These activities include:

- Dodgeball Fun: Every Fridays in May from 3-4:30pm.
- Drop-in-football: Every Tuesday from 3-4pm during Term 2.
- Hoops and Hangs: Every Wednesday from 3-4pm.
- Kī-o-Rahi ki Waitaha: Starting on May 24.

3.4 **Linwood Park Outdoor Movie Night**

Kawai Rangatahi and YCD continued their collaborative partnership in delivering events in the Linwood Community in April with their second outdoor movie night. Around 150 people attended the screening of Cool Runnings with families encouraged to bring chairs and blankets to make a night of it while enjoying free kai and popcorn.

3.5 **Fresh Outreach Pop Up Activation**

YCD and A.C.T.I.S collaborated on 9 May to organise an outreach pop-up event on Hampshire Street. The event created a positive community atmosphere with a free BBQ, DJ, and chances to win prizes. Additionally, there were opportunities for young people to showcase their talents through an open mic session. Overall, it was a fantastic afternoon for all the young people and families who attended.

3.6 **Participation in and Contribution to Decision Making**

3.6.1 **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]***

- **Mother of All Clean-Ups**

  Over 1,000 volunteers took part in Mother of All Clean-ups this year on Saturday 13 May, with 63 groups allocated a stretch of riverbank, stream or estuary edge to clean up. The weekend kicked off with an early start for the Linwood Girls Group from Linwood Avenue Community Corner Trust who collected a large bag of rubbish from around the Linwood drain that runs parallel to Linwood Avenue.

  Sustainable Coastlines NZ organised a beach clean-up in New Brighton from 9:30 on the Saturday morning.

  More than 600 bags of rubbish removed from Christchurch waterways in total and most of the litter found was plastic bottles and dog poo bags.

3.7 Governance Advice

3.7.1 Prestons Park Drive – Proposed Bus Stop

At its meeting on 11 March 2024, the Board received a public forum presentation from Pauline Neale in relation to a proposed bus stop on Prestons Park Drive. The Board decided to refer the issues raised to staff for investigation and response.

Below for your information, is the response from staff:

Environment Canterbury (ECan):

- ECan, CCC and partners are working on delivery of the PT futures investment programme approved by all partners in 2020. As you will be aware the short-term programme focuses on the delivery of improvements to the core network and the direct services to the main urban centres in Waimakariri and Selwyn.
- Service improvements to the network are funded through rates agreed through the long-term plan (2024-34) and central government funding through the national land transport programme (NLTP 2024-27).
- All other improvements and changes to the network, outside of the core routes, such as changes to bus routes around Preston's Park Drive, will need to be considered through the Rest of Network Detailed Business case which will undertake a full network review (outside the core routes). This process will include consultation and engagement with communities and interested parties, including working closely with partners.
- ECan is currently seeking feedback on our long-term Plan 2024-34 Consultation document. The recommended option 1 includes the following:
  - Delivery of all PT Futures network improvements over the next 7 years which includes:
    - making all core routes ten-minute frequencies or better by 2028. Resulting in average wait times of 5 mins. Route 7 is the next frequency uplift planned for 2025.
    - additional direct services to the key centres in Waimakariri and Selwyn starting in Year 31
    - **a review of the connector and local services through a business case to be completed by mid-2026 and implementing the improvements identified through the business case by 2031, improving the level of service across the whole network**.
- We are not able to confirm the timing of the rest of network business case until we have clarity on funding through the LTP and NLTP funding bids. We expect to have confirmation early September 2024, so we will be in a better position to advise on timelines.
- PT futures is a joint programme which is being jointly delivered by all Greater Christchurch partners, staff are actively working on delivery of the approved investment programme. The development of the Rest of Network detailed business case will involve staff from across all partners to ensure service improvements are supported by infrastructure improvements to achieve the maximum benefit.

Christchurch City Council (CCC):

- If the extension were to proceed, CCC, as the organization responsible for public transport infrastructure, would undertake efforts to establish new bus stops.
- The CCC's work on new bus stops will involve public consultation, providing affected residents with the opportunity to submit their feedback.

- Affected residents will also have the opportunity to participate in Community Board meetings, during which the CCC will present proposed bus stops for approval and residents can share their perspectives with board members.

3.7.2 Rawhiti Domain – Toilet Access

At its meeting on 21 November 2022, the Board received a public forum presentation from Soozie Bragg and Vivienne Fitgerald in relation to toilet access in the vicinity of the woodland garden area at Rawhiti Domain. The Board decided to refer the issues raised to staff for investigation and report back to the Board by way of InfoCouncil report or Memorandum.

Attached for the Board's information is a staff memorandum reporting back to the Board (refer **Attachment C**).

3.7.3 Alpine View Lane and Waitikiri Drive – traffic and speed concerns

As its meeting on 11 December 2023, the Board received correspondence from Nikki Duffield and Anne Curry in relation to traffic and speed concerns on Alpine View Lane and Waitikiri Drive. The Board decided to refer the issues raised to staff for investigation and response back to the Board. Staff have provided the following response:

There has been extensive development in the wider area surrounding Alpine View Lane and Waitikiri Drive in recent years, likely leading to a noticeable increase in the volume of traffic.
Staff understand this is frustrating for residents however, this issue is not unique to this location and as the City has grown, we have noticed an increase in traffic volume in many (expanding) areas.

Funding for traffic calming measures such as speed humps falls within our Minor Road Safety and Minor Safety Interventions programme budgets, which we are required to allocate to safety improvements at the worst sites/intersections for reported death and serious injury crashes.
We receive a number of these requests, and due to the availability of limited funding, locations with historically a higher number of injury crashes or higher crash risk are prioritised.
We have checked the latest data for Alpine View Lane and Waitikiri Drive:

- *There have been no crashes on Alpine View Lane within the last ten years and four, non-injury crashes along the entire length of Waitikiri Drive.*

- *A traffic count was requested and carried out (in February, 2024) for both Alpine View Lane and Waitikiri Drive (information can be found at https://ccc.govt.nz/transport/improving-our-transport-and-roads/traffic-count-data/links-traffic-counts-dashboard/).*

The data shows the average speed of vehicles on Alpine Lane is 37.7km/hr with 85% of vehicles travelling below 46.3km/hr.
The average speed on Waitikiri Drive is 43.3km/hr with 85% of vehicles travelling below 49.7km/hr.

Both Streets were considered for a speed limit reduction (to 40km/hr) as part of the safer speed plan however, this has been paused by Council as we await Government direction on a new Speed Setting Rule. The speed limit on both streets therefore remains at 50km/hr.
The recent count data suggests vehicles are complying with the current limit.

At this time, we are unable to investigate traffic calming measures for Alpine View Lane as this street isn't identified as a high- risk area.

On street parking however, acts as a form of traffic calming as it gives the illusion of a narrower street and therefore encourages people to travel at lower speeds.
Nikki mentioned that people are parking too close to pedestrian cutdowns causing reduced visibility for motorists and pedestrians.
This illegal parking can be reported to our parking enforcement team (a search of the parking compliance database shows there have been no tickets issued on Alpine View Lane within the last five years).

*Speeding or antisocial road users are best targeted through Police enforcement. We encourage members of the public to report or continue to report these drivers to the Police when it happens. This can be done by phoning 105, phoning *555 from a cell phone, or going online to www.105.police.govt.nz or to https://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver. It would aid the Police that customers collect data on the day, time and possibly the registration numbers of cars before lodging a report.*

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 Customer Service Request/Hybris Report

For the Board's information, attached is a copy of the April 2024 Hybris Report (refer **Attachment D**).

4.2 Travis Road Pedestrian Crossing

For the Board's information, attached is a copy of a staff memorandum in relation to a pedestrian crossing on Travis Road (refer **Attachment E**).

4.3 New Brighton CRAF – Marine Parade Street Renewal Project

For the Board's information, attached is a copy of a staff memorandum in relation to the New Brighton CRAF – Marine Parade Street Renewal Project (refer **Attachment F**).

Attachments Ngā Tāpirihanga

Christchurch City Council

Item 18

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board - Funding Update as at May 2024	24/867065	265
B	Waitai Coastal-Burwood-Linwood Community Board - End of Project Accountability Reports - 2022-23 Strengthening Communities Fund	24/857793	268
C	Waitai Coastal-Burwood-Linwood Community Board - Rawhiti Domain Toilet Access - Staff Memorandum	24/732237	310
D	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - April 2024	24/816142	313
E	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Travis Road Pedestrian Crossing	24/898662	314
F	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - New Brighton CRAF Marine Parade Street Renewal Project	24/933954	316

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Rory Crawford - Community Development Advisor Emily Toase - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Tayla Smith - Community Development Advisor Jason Chee - Community Development Advisor
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Christchurch City Council

Attachment A Item 18

Waitai Coastal-Burwood-Linwood 2023-24 Community Board Funds - Updated as at: 21 May 2024		
Waitai Coastal-Burwood-Linwood Discretionary Response Fund	**Allocation 2023-24**	**Board Approval**
DRF Carry Forward		
Transfer from SCF ($714,466 start balance less $632,350 granted)	**$82,116.00**	**07.08.23**
The Bridge South Brighton Trust - Facility Manager Wages	($2,000.00)	07.08.23
New Brighton Surf Life Saving Club - Junior Lifeguard Development Boards	($1,000.00)	07.08.23
North Wai Boardriders (1965) Inc - North Wai Surf/Skate Holiday Programme 2023	($1,000.00)	07.08.23
Establish the Waitai Coastal-Burwood-Linwood Youth Development Fund	($6,000.00)	07.08.23
Establish the Waitai Coastal-Burwood-Linwood Anzac Day Expenses Fund	($500.00)	07.08.23
Establish the Waitai Coastal-Burwood-Linwood Koru Fund	($5,000.00)	07.08.23
Establish the Waitai Coastal-Burwood-Linwood Summer with Your Neighbours Fund	($4,500.00)	07.08.23
Costs towards Parklands @ Play 2024	($5,000.00)	07.08.23
Costs towards I Love Brighton 2024	($6,000.00)	07.08.23
Waitai Coastal-Burwood-Linwood Community Board Events (Community Garden Pride Awards, Edible and Sustainable Garden Awards and Community Service and Youth Service Awards) for 2024	($10,000.00)	07.08.23
Canterbury Golf Inc - FRESH Driving Range Takeover	($600.00)	11.09.23
Champ Nation Youth Academy Inc - salaries	($750.00)	11.09.23
Lions Community Sports & Education Trust - SAS Australasian Slam in Auckland (representing ChCh) 21-23 Oct 2023	($1,000.00)	11.09.23
Spencerville Residents Assn Inc - Styx Post Community Newsletter Printing	($1,800.00)	09.10.23
Community Fridge & Pantry New Brighton - Costs of the weekly food parcels from Foodbank Canterbury	($2,000.00)	09.10.23
Te Kupenga o Aranui - Rent/venue hire	($4,000.00)	06.11.2023
Burwood Pegasus Community Watch - Watch Uniforms	($3,310.00)	06.11.2023
Youth Development Fund	($2,500.00)	06.11.2023
St John the Evangelist, Woolston towards the costs of the weekly food parcels from Foodbank Canterbury	($1,440.00)	11.12.2023
Strengthening Linwood Trust - Linwood Youth Development Salaries and Wages	($5,000.00)	12.02.2024
Faye White - Rose Mosaic Memorial	($1,000.00)	12.02.2024
Brighton Gallery Trust - Pop-Up Gallery	($6,000.00)	12.02.2024
Eastern Eagles Rugby League Incorporated - Eastern Eagles Youth/Junior Development project.	($5,000.00)	11.03.2024
Stitch-O-Mat - Moving costs	($2,000.00)	08.04.24
Available Balance	**$4,716.00**	

Waitai Coastal-Burwood-Linwood Youth Development Fund	**Allocation 2023-24**	**Approval**
Establishment of the 2023-24 Youth Development Fund	**$6,000.00**	**7.08.23**
Carlos Colville - Shirley Boys' High School Senior Touch team, in the New Zealand Secondary Schools' Touch Nationals in Rotorua from 7 to 11 Dec 2023.	-$200.00	14.08.23
Jack Gibbs, Aidynn Miles & Sean Ison - New Zealand Scout Jamboree in Hamilton ($200 for each youth)	-$600.00	14.08.23
Emily Molioo - National Youth Tournament to represent the South Island Scorpions 16s team, 27 - 29 Sep 2023 in Rotorua	-$200.00	14.08.23
Lennox Tuiloma - National Youth Tournament to represent the South Island Scorpions 16s team, 27 - 29 Sep 2023 in Rotorua	-$200.00	14.08.23
Dakota Kakoi - National Youth Tournament to represent the South Island Scorpions 16s team, 27 - 29 Sep 2023 in Rotorua	-$200.00	14.08.23
Millie Rachel Lamond Aird - to attend the 2023 She Shines On Dance Tour from 20 September 2023 in Los Angeles, United States	-$350.00	23.08.23
Genesis Ah Kam-Sherlock - to represent South Island Tau Tag at the International Teuila World Club Series held in Apia, Samoa on the 8 Sept 2023.	-$400.00	23.08.23

Christchurch City Council

Item 18

Attachment A

Rhiley Mouat-Neri - International Teuila World Club Series, to represent Canterbury to play in the international Teuila Tag games in Apia, Samoa on 08-09 Sep 2023	-$400.00	23.08.23
Scarlett Amos - to represent New Zealand at the Junior World Indoor Cricket Series in Dubai, UAE	-$500.00	23.08.23
Grace Chamberlain - AIMS Games in Tauranga, 03-08 Sep 2023	-$200.00	28.08.23
Breyah Takitimu - to attend the Joffrey Ballet school in Chicago, United States from 23 September to 24 May 2024	-$500.00	31.08.23
Ezrah Molioo - to represent the Under 16 South Island Scorpions in the National Rugby League Youth Tournament at Puketawhero in Rotorua, 24-26 Sep 2023.	-$200.00	01.09.23
Bethany Andrew - NZCAF Aerobics National Competition in WLG, 16-17 Sep 2023	-$150.00	07.09.23
Brooklyn Schreiner - Scout Jamboree in Mystery Creek, Hamilton 30 Dec 2023 - 07 Jan 2024	-$200.00	21.09.23
Bowen Abraham - Oceania Champs NZ U18s Canoe Polo Team in Hastings, Hawke's Bay 6-10 Dec 2023	-$200.00	21.09.23
Arnika-Rose Gread-Robinson - 16th Girls South Island Tournament in Dunedin, 02-04 Oct 2023	-$200.00	21.09.23
Group YDF (Grace Ellen Rose Olliver & Lucia Caitlin Olliver) - She Shines on Dance Tour ($400 - $200/each) Anna Lee School of Dance	-$400.00	13.10.23
Reuben Brown - Oceania Champs NZ U21B Canoe Polo Team in Hastings, Hawke's Bay 6-10 Dec 2023	-$200.00	13.10.23
Ella Frances Miliama Bussey-Timo - Pacific Games in Solomon Islands - Open Women's and Mixed Touch teams, 27 Nov -- 02 Dec 2023	-$300.00	02.11.23
YDF Top Up from DRF	$2,500.00	06.11.2023
Sho Woodhouse - To attend the National Youth Brass Band training course in Wellington from the 14th to 20th January	-$150.00	22.11.23
Jaeda Lynch- Brown - To attend the South Islands Te Wai Pounamu Inter Provincial Series – 16th & 17h December 2023 at Burnside Park. Junior Nationals – 2nd-4th February 2024 – Bruce Pulman Park, Auckland (We will be departing on the 1st and returning on the 5th	-$150.00	15.12.2023
Royal Harroway - To attemd a dance in a competition in Australia called (Evolution dance competition)on the Gold Coast	-$150.00	15.01.2024
Kyla Lynch-Brown - to the attend the Touch NZ National Championships travelling to Rotorua as part of the Canterbury U21 Mixed Touch team	-$150.00	23.01.2024
Tiaki Wikatene - To compete in the National District 9's tournament in Auckland as a member of the Un16 Canterbury League 9's squad.	-$150.00	03.03.2024
Chloe Ah Kuoi to attend the Sprint Kayaking Asia Pacific Cup as part of the New Zealand U18 Team In Sydney, Australia.	-$400.00	29.04.2024
Leah McCallum - to the attend the Sprint Kayaking Asia Pacific Cup as part of the New Zealand U21 Team In Sydney, Australia.	-$400.00	29.04.2024
Emmanuel Christian School, Hillview Christian School, and Aidanfield Christian School - To provide funding to the combined yr. 9 & 10 Netball team from Emmanuel Christian School, Hillview Christian School, and Aidanfield Christian School for netball uniforms for the South Island Junior netball tournament in July.	-$450.00	06.05.2024
Youth Development Fund Available Balance	**$900.00**	

Koru Fund	Allocation 2023-24	Approval
Allocated funds	**$5,000.00**	**7.08.23**
Biological Husbandry Unit Organics Trust - Climate Action Campus for Earth Week Market Day	-$500.00	17.08.23
Mitchell Reid - Mural to Promote Community Gardens in the Area	-$300.00	25.10.23
Eastern Eagles Rugby League Development Camp - 25&26 November (P-card Pakn Save Voucher)	-$500.00	21.11.23
Linwood Community Gardens - Chicken Run	-$490.00	23.01.24
Mitchell Reid - Mural 10 Bower Ave New Brighton	-$500.00	25.01.24
Brighton Gallery Trust - Youth Led Engagement	-$500.00	09.02.24
Parklands United Sports Club - Sports Taster Event	-$500.00	13.03.24
New Brighton Project - Grow Brighton	-$500.00	19.04.24
Woolston PlayCentre - Loopy Tune Sessions	-$500.00	19.04.24

Te Kupenga O Aranui Music Programme	-$500.00	19.04.24
The Bridge Hub South Brighton - To deliver a Youth Create-A-Space event during Youth Week 2024.	-$210.00	29.04.2024
Koru Fund Available Balance	**$0.00**	

Better Off Funding	**Allocation 2023-24**	**Approval**
Allocated funds	**$500,000.00**	
Waitai Coastal-Burwood-Linwood Community Governance Team towards the Waitai Youth Board Project	($30,000.00)	11.12.2023
The New Brighton and Districts Historical Society and Museum Incorporated towards employing a part time curator.	($26,000.00)	06.05.2024
Christchurch City Council Parks Unit towards the costs of two shade sails and two picnic benches at the New Bright	($32,000.00)	06.05.2024
Anglican Diocese of Christchurch Parish of Shirley towards the All Saints Community Facility Outdoor Space	($20,000.00)	06.05.2024
Kāwai Rangatahi Trust towards the Kāwai Rangatahi Mobile Youth Centre.	($41,394.00)	06.05.2024
Woolston Development Project towards the Woolston Gala Event for 2024, 2025 and 2026 ($7,000 per year).	($21,000.00)	06.05.2024
Dallington Residents Association towards the provision of Skip Days and Community Events for 2024, 2025 and 2026 ($5,000 per year).	($15,000.00)	06.05.2024
Aranui Community Trust A.C.T.I.S towards the Parking Security	($32,470.00)	06.05.2024
New Brighton Project Incorporated towards the New Brighton Seaside Christmas Parade for 2024, 2025 and 2026 ($10,000 per year).	($30,000.00)	06.05.2024
The Green Lab towards The Green Lab Mobile Workshop.	($35,000.00)	06.05.2024
A Town Boxing Incorporated towards the Roof Repairs.	($84,052.00)	06.05.2024
The Pūkeko Centre Incorporated towards the Pūkeko Centre Activation.	($30,000.00)	06.05.2024
Better Off Fund Balance	**$103,084.00**	

COASTAL-BURWOOD 2022/23 STRENGTHENING COMMUNITIES FUND - END OF PROJECT ACCOUNTABILITY REPORT (including Linwood projects funded by Linwood-Central-Heathcote)

Over $5,000

Group: A Town Boxing Gym Incorporated	**Project:** Community Gym & Champion 4 Life	**Amount Granted:** $10,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓
How Much Did You Do And How Well Did You Do It? Report not submitted at time of writing.				
Who Is Better Off Because of Your Work?				
Organisation Comments				

Group: Anglican Diocese of Christchurch - Parish of East Christchurch	**Project:** Te Waka Aroha community project & CAMEO Elder Care	**Amount Granted:** $8,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Te Waka Aroha Community Project

- St Faith's Community Lounge open Monday-Friday through year except Christmas-January period.
- Community lunch every Wednesday for 40-50 Vege Co-op Tuesdays - 100 members/participants.
- Exercise, music and craft groups
- Foot clinics held every 6 weeks at St Faith's and St Andrew's - average of 20 clients per clinic.
- Over 65s - weekly groups held at St Luke's (CAMEO) and St Andrew's (Elder Care)

Te Waka Aroha was set up after the 2011 earthquakes. Continued participation in activities indicates that we are meeting genuine needs, especially for those on the margins to have a place where they can socialise without cost being a barrier, and for those community-minded people who enjoy volunteering in a worthwhile project.

Who Is Better Off Because of Your Work?

Changes in lifestyle are slow to achieve for people with multiple disadvantages (addictions, mental disorder, unemployment, brain injury) but our culture of acceptance results in valuable mutual support. Changes for the better do occur, but support continues where they do not.

Foot clinics help maintain mobility, as does the gentle exercise groups, whilst elder care groups reduce isolation and provide for positive social interaction.

Organisation Comments

We are most grateful to the Council for its grants for wages over the years, but we struggle when grants are static or reduced at a time when the minimum and the living wages are rising steeply.

Group: Anglican Diocese of Christchurch - Parish of Linwood-Aranui	**Project:** Community Outreach Facilitator	**Amount Granted:** $10,000	**Volunteer Hours:** 2,654	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- We served an average of 36 people with a 2-course lunch over 48 weeks of the year
- We served an average of 70 children with breakfast at the weekly Breakfast Club
- We had an average of 45 people per week at the Op Shop
- We had an average of 30 people at the 6-weekly Foot Clinic

The Community Outreach Facilitator also referred several people to other agencies and support them in getting assistance from the other groups that we network with.

The popularity of our Community Lunch shows that we are doing well in providing nutritious food as well as the chance to enjoy it in the company of others.

Likewise, the increasing amount of food provided at the school Breakfast Club shows that it is needed (and the home-made jam is especially enjoyed!)

The Foot Clinic often has a waiting list of those needing help and the Op Shop is popular with those looking for cheap clothes as well as those who believe in recycling and reducing waste by buying second- hand clothes.

Our Community Outreach Facilitator is known by people who use our outreach services as well as by other community workers and a solid networking group supports each other and refers people as appropriate. Our goals of offering assistance to those in need in our low socio-economic area were met.

Who Is Better Off Because of Your Work?

A number of the members of the community of Linwood-Aranui are better off because they are able to share a good meal with others on a weekly basis, they have access to cheap clothes, they have better health because of our Food Clinic and the school children (we are told by the staff) study better on the day that we run the Breakfast Club. We have new volunteers in some of these activities who are gaining new skills and building up a good history of reliability for when they seek employment.

Organisation Comments

The Strengthening Communities grant is essential for us in continuing to offer these outreach activities and we appreciate your support to enable them to continue. Thank you!

Group: Aranui Community Trust (ACTIS)	**Project:** Building capacity in Aranui (Yr 3 of 3)	**Amount Granted:** $40,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Total number of volunteer hours across all services and activities per year - 15000

Our outputs over the past year have included -

Provide, Promote and Coordinate "Community Connectedness" this includes - ECE promotion All Sporting activities and programs Community BBQ's Covid Response Breakfast on the Go Increase community participation in resilience focused events - 190+ Events Coordination of "Heartlands Services" to the Aranui Community - 50+ Organisations

Health -
PCW's provide monthly reports (36) to the manager to continue to provide better access to health services for the Aranui Community - 350 Case Management - 70+ Health promotion at all events
40 Covid Whanau Packs
Te Putahitanga - 20 Engaged Whanau
3 COVID19 vaccination events along with vaccination clinics at ACTIS.
Communicated to the Aranui Community all COVID19 Government Messaging

Communications with Aranui Community -
Produce 11 monthly ACTIS community Newsletter (monthly delivery) - 33,000 ACTIS website - 1,000 views ACTIS Facebook - 5,200 followers AFFIRM the Aranui Family Festival (19 Affirms have been run in Aranui) Annual Event held in December every year - Promoting to 4,500 community members and wider to attend Kahu Mataurau Meetings - a collaboration with 5 other providers - 62 Hui - 40 Kaimahi and 32 Management Hui Aranui Community Trust Board meetings. Some in person and some in teams and zoom - 10 monthly meetings Annual AGM - October Meeting with all Early Childhood Education Providers (14) - 2 meetings annually

The Aranui Community Trust vision "Aranui, a proud community of hope and opportunities where people stand tall". This is our 21st year as the Aranui Community Trust. We work with and for the community in our key result areas to enhance lives and Aranui as a place to live. Our community matters and we always offer opportunities and invite our community to participate in events and activities. We are open 5 days a week to enable the community access to the services they require. Our staff are all very proud of the Aranui Community and are here to help.

Q. Tell us about the quality of the work - how well did you do it?
R. Each year the Aranui Community Trust continues to thrive and deliver a wide range of services and support to the people of the wider Aranui community. 2020 and 2021 were dominated by the impact of the Covid pandemic and the ACTIS staff were at the forefront of leading the community through this. The resumption of Affirm last year signaled that things were returning to normal and allowing the ACTIS team to focus on those core community support services we have become renowned for.

In this last year, ACTIS has gained Level 2 accreditation with MSD which is a significant achievement and will allow ACTIS to compete and potentially secure even greater access to additional funding and other initiatives. There have been many achievements for ACTIS throughout this financial year. While many could be considered business as usual for an organization such as ours, that illustrates the strong foundations of what services and support that ACTIS provides.

Who Is Better Off Because of Your Work?

Positive outcomes for children -
Brekkie on the Go provides healthy food for children on their way to school, and helps to set them up to tackle the school day.
Our holiday program enables children to gain valuable skills and knowledge that improve their educational and life outcomes.
Kiwisport in local schools provides physical activity-based opportunities for children. Sport is a wonderful way to engage children and to encourage them into more positive pathways, contributing to improved health and wellbeing.

We also run the low cost annual Aranui Touch Module for local children

Positive outcomes for the elderly –
Elderly people living in Aranui benefit through access to ACTIS and being connected with the services or information they need.
Providing opportunities for our older community members to socialise reduces isolation and keeps them physically and mentally active. Our community lunch participants gain valuable education, support, and social connection each month.
Elderly can attend organised events and play a part in organising events; we support them to be more involved in their community through volunteering.
Our popular Spring Dance for older residents is an annual event bringing people together for movement, social connection and reducing isolation.
Participation in ACTIS activities and services reduces social isolation and ensures our elderly residents health and other issues are not being overlooked.

Positive outcomes for families, whanau, and community – Fathers imparting parenting knowledge and skills from learned experience support other fathers within the community to have positive relationships with their children.
AFFIRM is our big annual family festival for Aranui it serves to enhance Aranui as a good place to live and to promote the area to the wider Christchurch community. Celebration and fun are essential vehicles for community involvement and growth. AFFIRM remains an important event showcasing the mighty community that is Aranui and its resident's unity, community, and resilience.
Our trust continues to work tirelessly to address and advocate for the improvement of living standards in our community – we provide a voice for residents. ACTIS participation and consultation on major community projects is regularly sought after. The feedback we receive from residents and community organisations leaves us in no doubt that our support helps people can remain in their homes, feel valued by their community, and improves their quality of life.

Organisation Comments
Thank you for your support.

Group: Bromley Community Association Incorporated	**Project:** Facilitator wages and activities (Yr 2 of 2)	**Amount Granted:** $40,000	**Volunteer Hours:** 563	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

We ran five events during the year for our community:

- Matariki (approx 120 attended)
- Break from Bromley (approx 80 attended)
- Skate Jam (180+ attendance)
- Christmas Carnival (350 - 400 attendance)
- Bromley Fair (700 -800 attendance)

Adult exercise classes were held twice a week - average attendance 15 participants.

Free kai once a week - average 30+ people received free kai each week.

One on one computer tuition - average 2+ people per week.

Playgroup - average of 10 children per week plus caregivers.

Hip hop classes once a week - average of 10 - 12 children per week.

Art group - average of 4 attendees per week.

Workshops - between 8 - 10 participants per workshop.

3 school holiday programmes - average of 25 children plus caregivers.

Community planting day - approx 45 community members.

Who Is Better Off Because of Your Work?

A recent survey of the exercise group found that all either mostly enjoyed (42%) enjoyed the class or always enjoyed (58%) the exercise class. The social aspect and meeting other people was rated as important as the physical exercise.

Feedback from the school holiday programme showed that it met the caregiver's expectations. They loved the variety of activities on offer - one parent commented *"I love seeing the kids be kids, outside, running around - doing something different"*. The trip away was a highlight for all of them and was valued for the experiences and memories made.

Feedback forms from various workshops show a high level of satisfaction, and always the request is for more workshops.

Free Kai is valued by the community - an older person came to me one day after getting free kai with tears in her eyes and said *"I never thought it would come to this - me needing this service"*.

Exercise group reported an improvement in fitness, and for the older adults they were able to report that the techniques learnt on how to get up from a fall taught as part of the exercise class was able to be put to use.

All groups/workshops/activities say they are better off from the social interaction that happens.

The cooking on a budget workshop participants reported back that they had learnt a lot about different ways of using food basics with 4 of them saying they were going home to try out the recipes they had been given and had demonstrated to them.

The participants in the crochet and macrame classes said they had all learnt a new skill as did the people on the learning to paint with water colours course.

Group: Bros for Change Charitable Trust	**Project:** Mentoring	**Amount Granted:** $12,000	**Volunteer Hours:** 80	**Finances Sighted by Staff:** ✓

How Much Did You Do and How Well Did You Do It?

The youth mentor that was funded by City Council works within our Timatanga Hau programme and also has one on one mentoring sessions with other rangatahi during the week.

- Over the past year we had a total of 24 rangatahi through our Timatanga Hau programme and 12 through our one on one mentoring programme.
- We also had 4 rangatahi through our Disc Golf training and event.
- We ran our Timatanga Hau programme for 3 days per week every term.
- Our mentoring programme was based on needs but averaged 4 hours per week per term for 2 rangatahi each week.
- 21 rangatahi gained their first aid certificate 16 rangatahi passed their site safe certificate.
- 14 rangatahi gained their barista certificate and 21 rangatahi completed their CVs.
- Our goals were met and exceeded for this programme.

Who Is Better Off Because of Your Work?

- Our rangatahi report that they enjoy most aspects of the programme and mentoring. One of the key factors is having someone involved in their lives that genuinely is interested and invested in their success.
- The caregivers and families of our rangatahi are always blown away by the activities they get to engage in and the change in attitude of their youth. Parents and caregivers are most often the best form of advertisement for our following programmes as they often refer others to us.
- We continue to have a significant waitlist for all of our programmes. There is still significant need for positive male role models and mentors in our community.
- Through our mentoring programmes we have been able to support our rangatahi in gaining important life skills including, punctuality, work ethic, cooking skills, organisation skills and self-confidence. They also gain important physical skills as they attend MMA training every week to increase their fitness levels. we also teach them basic diving, fishing and camping skills. All of this works towards increasing their self-esteem, helps build resilience and challenges them.
- Over the courses we had a total of 33 either re-enrolled back at school, move on to another training programme or gain employment.
- We also stay in touch with these rangatahi for at least 12 months after they have finished with us for continued pastoral care and mentoring.

Organisation Comments

- We continue to be grateful for the support the Council gives us is running our programmes in the community.

Group: Burwood Community Church Trust Inc.	**Project:** BCCT Projects 2022	**Amount Granted:** $15,000	**Volunteer Hours:** 8,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- Free weekly Youth Centre on Friday nights with up to 45 youth attending from the community.
- Free weekly day time drop-in centre open on Tuesdays, Wednesday, Thursdays, 10am-12:30pm.
- Provision of 3 Youth Workers in 3 schools.
- Facility provision 7 days per week at Legacy Community Centre.
- Free Playgroup on Fridays 10:30am-12pm.

All aims/purposes for our work and projects were met. All projects listed in the application were provided and well attended with positive feedback from participants, as well as several people from the community serving voluntarily in some of the projects.

Who Is Better Off Because of Your Work?

We continue to see people who struggle with depression and/or anxiety coming to our programmes and feeling included, supported, and active, rather than remaining or becoming recluse.

Young people attending our programmes have been eager for more time together which is a significant positive outcome who are more and more prioritising time in online activity.

There has also been an ongoing work at helping people become more informed about bi-culturalism and even their own biases they may not previously had been aware of or wanting to review.

Group: Burwood Day Care Centre for the Elderly Inc.	**Project:** Co-ordinator/Caregivers' Wages	**Amount Granted:** $7,110	**Volunteer Hours:** 410	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

The grant covered wages for 2 of our carers who complete 2,695 on site hours per year.

The grant received enable us to employ staff who are well trained and importantly have the empathy that we require for the ultimate care of our elderly members. They do exceptional work, caring, implementing activities that suit the majority with special activities for those who may be unable to cope with the general activities enjoyed. We have very good feedback about both our carers and the activities that they undertake while in our care.

Who Is Better Off Because of Your Work?

The main emphasis of our work is aimed at firstly the care of the elderly and secondly, the care of those who are responsible for their care outside of the Day Care Centre. Both groups are most impacted by the services we supply.

Also, the community at large is better off as the elderly in our care are still able to maintain their presence in the community being able to remain in their own homes.

We also provide important and relevant information to regular carers of our elderly who may not know their "rights" with regard to access to further help and financial resources. The fact that we can look after our elderly on a daily basis also allows their regular carers to have "time out" from their responsibilities and this makes a tremendous difference to their lifestyle.

Group: Compassion Trust	**Project:** Compassion Trust Financial Mentoring (Budgeting) Service & Community Care Programmes	**Amount Granted:** $12,000	**Volunteer Hours:** 1,424	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Volunteer hours include volunteer budget mentoring and time spent running community groups such as 'Coffee and Chat' and the 'Community Lunch'. Also included in those hours are volunteer hours spent packing and delivering food parcels and doing Hands of Compassion projects for those who need help around the home.

Our Board of Trustees also give their time to provide oversight and governance to Compassion Trust. We are so grateful for all our supporters who donate time to enable Compassion Trust to fulfil our mission.

In the period 1st April 2022 to 31st March 2023 our mentors have worked with 285 clients over 755 sessions. Some clients have come in for a one-off appointment but 74% worked with us on an ongoing basis. As the perceived risk of Covid has faded most sessions have been in person once again although we do continue to offer phone sessions for clients who prefer this option.

- We have seen an increase in clients who have been proactively seeking our services. In the past year 48% of clients have been self-referred, 13% have been referred from Work and Income and the remainder have been referred from other community organisations or friends & family.
- The average debt clients presented with was over $39,000 which was a significant jump from previous years. In 81% of cases closed, clients reported having their needs met resulting in a reduction in stress and overwhelm.
- We worked with a diverse range of people. During the last financial year, the main ethnicities we worked with were NZ European, Māori and Pasifika, with half of our clients being aged between 26 and 45.
- Community Care Programmes - Many of the community who attend these programmes live alone and are socially isolated and vulnerable, so these gatherings are vital for their mental health. Our fortnightly community lunches and 'Coffee and Chat' were on hold at the beginning of the financial year due to meeting restrictions under the Covid traffic light guidelines but are now up and running again much to the delight of many in the community. Over the course of the year, we served up 1,166 lunches during our Community lunches and an average of 13 people attended our Coffee and Chat sessions each week.
- Hands of Compassion community care programme involves volunteers helping widows, single parents, the elderly, the poor, and the disabled with practical jobs around the home such as gardening, painting, moving house and decluttering – in the last year 8 jobs were completed.
- We also provided a total of five Money Mates group education sessions; these provide financial education in a group setting.
- Food Parcels – We have been providing food parcels to those who are isolating at home due to Covid and also continue to provide food parcels to clients in need. In the year 1 April 2022 to 31 March 2023 we have distributed the equivalent of 16,704 meals.

85% of clients whose files were closed said they had achieved their goals, 82% reported they were better able to meet their financial needs and 90% of clients with debt had debt reduced while working with Compassion Trust.

In our Wellbeing-Hauora Reflection carried out during a client's first and last mentoring session the shift in score for all questions was positive, i.e. – clients were able to notice an improvement. Clients said they *"Felt more hopeful for the future", "Felt supported and empowered to make good decisions with money"*, *"Felt positive about how money impacts my relationships"* and *"Are confident they can achieve their money goals"*.

Our mentors work with clients to address their financial challenges but have also referred them to other agencies to get further assistance, for example Variety NZ and Mayor's Welfare.

Our Coffee & Chat and Community Lunches have continued to be popular and well attended providing welcome and companionship to many who are lonely and isolated. Unfortunately, our Beach Vista programme for elderly finished up due to the leaders moving on but we have continued with our Hands of Compassion programme which coordinates volunteers to help with home projects for vulnerable members of the community, and with the help of a grant we have been able to set up a dedicated hardship fund for the elderly.

Once again Christmas was a busy time for us as we put on a lavish morning tea for some of the people we had worked with during the year as well as giving out 100 Christmas food parcels and many vouchers enabling families to purchase extra food and treats to celebrate the day.

Who Is Better Off Because of Your Work?

Once again our team have been encouraged by the positive feedback we have received from clients throughout the year. These quotes have been edited to remove personal details.

- *"Before coming to Compassion Trust I was in a bad way financially, I had clocked up so much debt due to bad relationship problems taking /spending all my money and then developing an overspending problem to try and feel better to be doing or getting things for me and the kids to enjoy. Then for the first time in well over two decades I was unfairly dismissed from work which really affected me also, then I was stood down from support from WINZ, until Compassion Trust gave me aide to keep me going and to help speed up WINZ with standing me down as it was not fair…. I have learnt some valuable strategies and got some great tools from working with (my mentor) to fall back on now, she is a brilliant lady with her knowledge base and skills she brings to the Compassion Trust, the whole team are marvellous and have been so supportive and checked in on me and my family, I always think about the Compassion Trust and am extremely grateful for their kindness and generosity. I do tell people of my positive experiences with the Compassion Trust, because blessings in disguise should always be acknowledged and promoted from great appreciation of brilliant work done and assistance given when desperately needed, again Thank you so very much."*
- *"I have accessed countless health, welfare, and support agencies, and from my chronically ill, family harm perspective, Compassion Trust is absolutely the best agency to work with. Their holistic approach to wellbeing, their skills, and freely given compassion makes all the difference. I've always been treated with respect, never scolded, never pitied, never judged… They are client centred, and effective, and I recommend them to everyone I get the opportunity to."*
- *"I felt fully supported and positive that I was heading in the right direction and my financial Hardship will have come right in the near future. But unfortunately because of my own lifestyle etc this is going to continue to be a struggle. Thanks for all the help I have received, I really appreciate the above and beyond determination to try every angle possible to help me out of my difficult situation. Thanks again."*
- *"It was wonderful to have support with issues around debt. I have now paid off my main debt and received a reduction on the amount for paying earlier. Also great to have support with contacting agencies at a time when my anxiety was very high. I'm feeling a lot more relaxed now and able to cope with my finances. Thank you so much."*
- *"(Our mentor) actually changed the direction of our relationship!! We found it really hard to talk about money as we saw it from different perspectives. It was great to have a neutral third party help us. We were able to see things from the same perspective after and really put things into practice. This was our second visit as our financial situation changed, we feel even more empowered and excited how successful we will be with our finances. Our mentor even checked in to see how we were doing. Amazing, can't thank you enough."*
- *"I basically arrived at the doors of The Compassion Trust feeling desperately alone with my financial dilemma, terrified that I would make the wrong move and completely out of my depth with no plan to follow. There is no one around me to ask for knowledgeable advice around banks and mortgages - I am lost as it is all new to me. My circumstances are about to change due to family problems and I needed help! My mentor listened to me (thank you!) immediately cut straight to the heart of the issues and helped me understand what I needed to do for the best and how to go about doing it. He followed up with an email highlighting the key points and assured me that he was available for further support via email if needed. I have subsequently seen my bank and made a plan that has taken the pressure off and bought me time to do the harder stuff with family. I can't express my gratitude to these people at the Compassion Trust enough! Thank you for non-judgment about my personal circumstances. Thank you for hearing me, hitting the heart of the problem straight off, and for giving me no-strings, trustworthy advice. You truly have lit a candle at the end of the tunnel for me."*
- *"I left your office today (especially with the food) with a sense of dignity I have not felt in a long time. You are very good at your job, I appreciate your warmth and guidance. It's given me a boost in my confidence."*
- *"Steady influence that worked through all the issues in a calm, confident and knowledgeable way which significantly eased the worry and tension surrounding my finances."*

A common theme amongst our clients was the huge improvement in mental health experienced once they worked with Compassion Trust on their finances.

Improved mental health reduced stress at home and allowed them to better manage their everyday lives. It is not only the clients who are impacted by working with a financial mentor at Compassion Trust but also their extended whanau.

In many cases we have been able to refer clients to other organisations to receive further ongoing support. i.e.: medical centres, Birthright, Comcare, Stepping Stones etc…This allows them to access wrap around services to improve the circumstances of their whole family. Many of our clients become involved in our community care programmes which helps strengthen relationships with us but also allows them to meet and network with others in the local community, thus reducing isolation and loneliness. Some clients have even gone on give back to the community by volunteering in the programmes.

Organisation Comments

We are so grateful for the support of CCC, it makes a real difference to work we are able to do through Compassion Trust.

Group: Crossroads Youth With A Future	**Project:** Wages and operating costs	**Amount Granted:** $15,000	**Volunteer Hours:** 2,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Crossroads Youth With a Future run several programmes namely:

- Stay Real programme – consisting of four groups a week with up to 8 at risk young people in each group. These young people are students who attend three local schools - Chisnallwood Intermediate, Haeata Community College and Shirley Intermediate. We have been asked by one of the schools to commence a fifth group for those students they consider at risk or vulnerable.
- Drop-in-Centre - which is located in the heart of Aranui and is open one night a week during the school term. It provides a safe base for recreational activities as well as somewhere for the young people to talk through any issues. On average there are 30 to 40 attending each Wednesday.
- We run school camps for each Stay Real group where we go away for four days and a camp for those from the community who attend our Drop-in- Centre. The community camp is for a total of seven days for a maximum of 16 young people. Our staff and volunteers are involved in all these camps.

Evaluations of all the activities are filled out by both teachers and students. Some of the comments below are from students about things they have or need to improve on:

- *"I need to work on anger a bit more."*
- *"Taking time, not stressing."*
- *"I've got more friends, expressed myself more."*
- *"Being less naughty."*
- *"I started swearing less and going to school more."*
- *"I was a lot more active in the group."*

We have worked with the three local school for many years and every year they have a need to put a group of young people who have problems onto our Stay Real programme because of the positive impact the programme has on the individuals and the schools as a result.

Who Is Better Off Because of Your Work?

Our aim and purpose is to instil hope in young people and their whānau and to help them develop positive attitudes towards themselves and others in the community. We give them strategies to deal with difficult situations they face on a day to day basis and learn how to positively deal with issues.

Below is a testimonial from the Deputy Principal of Chisnallwood Intermediate received in October 2022.

"The 'Stay Real' programme that our students have been involved in for many years focuses on life issues and the steps one needs to move towards being a fully functioning and contributing member of society. They are developing self-esteem and confidence in their abilities in a fun and supportive environment. They learn to problem solve in an appropriate manner and use the strength of the group in achieving this. They really look forward to the off-site full day activities and always come back buzzing from the experience. These opportunities unfortunately may not be available to many of these students without the programme. The week-long camp down at Karitane is absolutely amazing and our girls group was lucky enough to go on this in term 3."

Organisation Comments

We are grateful for the continued support of the Christchurch City Council - your funding enables us to continue to support the at risk young people in the Aranui area.

Group: Dallington Community Cottage Trust	**Project:** Dallington Community Cottage Trust	**Amount Granted:** $7,500	**Volunteer Hours:** 2,618	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- Planned , organised and ran the Red Zone Ramble community event. This included a walk from the old scout den on Halberg St to the Dallington Landing (where support was given by Dallington Residents Association by providing historical talks), a lolly scramble at the Dallington Landing site. After walking back to the Halberg Street Reserve entertainment was provided by Chisnallwood Intermediate School 'Sideline Swing' Band and two local musicians while enjoying a free sausage sizzle, coffees and a treasure hunt with several substantial donated prizes. Also, kids (and dads!) were able to 'have-a-go' on racing slot cars around the race track in the old scout den.
- Planned, organised and ran a Christmas Hunt (where local kids hunted a section of the red zone for 150 Christmas decorations hanging in the trees. Some decorations had prizes associated with them & they got to keep the decorations) Planned, organised and ran an Easter Egg Hunt for local kids. (About 400 foil wrapped Easter eggs found along with several cuddly toys, and one annoying Tickle-me-Elmo).
- Provided Street BBQ's for:
    - Gayhurst Road residents (north of the roundabout).
    - Dallington Terrace.
    - Achilles Street.
    - Creswell Ave, Mundys Rd & Cheam St

- Strathfield Ave
- Belfield, Bramwell & Westcott St

- Supported Dallington Residents Association for Skip Day.
- Supported Slot Car Club at the former scout den on Halberg St.
- Supported local community after the death of the Queen by providing a meeting point for residents to gather & share their grief and talk about things.
- The Dallington Community Trust Outdoor Gym in Burwood Park continues to be utilised by the local community on a daily basis.
- Took part in on-line Children's Day community event.
- Started up a monthly coffee morning on the first Wednesday of the month at the Burwood Tennis Club on Creswell Ave to replace the Craft Shop Drop-in cuppa and a chat (with the option for increasing this to fortnightly or weekly).

Following closure of the Craft Shop/Drop in Centre in January 2023 the following have now been lost for the Dallington Community but until then we had provided:

- Craft shop that was open 10:30am to 3:30pm Monday to Friday, plus Saturdays in the lead up to Christmas (the shop was also run as a 'Drop-in Centre' where people could drop in for cuppa and a chat).
- A sense of purpose for the shop volunteers, giving them something to do on a regular basis staffing the shop.
- Mosaics classes twice weekly (typically attended by 5 to 10 people).
- Meeting and finishing point for a walking group once weekly (4 to 7 people) finishing with a drink at the shop.
- Knit & Natter during winter months, many of the garments made then being donated for 'prem' babies.
- Local Crafters supported by providing an outlet for their crafts (Approx 90 people).
- Garage sales (three held), providing an outlet for the Dallington Community to donate suitable items rather than throwing them away/dumping them in the red zone.
- Free book and jigsaw library, with a high turnover of jigsaws especially.
- A meeting point for locals to gather in times of worry – this has happened when incidents like the Mosque shootings happened, and the community wanted somewhere to be together and talk. This happened post-earthquakes in 2010 & 2011 and 2016, after the Port Hills fires, the Mosque shootings and, during this report period, following the death of the Queen.
- Residents of Gayhurst Road, Dallington Terrace, Achilles Street, Creswell Ave, Mundys Rd, Cheam St, Strathfield Ave, Belfield, Bramwell & Westcott Streets attended free BBQ's and got to meet and share ideas (this represents about 40% of Dallington households that we have invited to a BBQ in the last 12 months).
- Local Crafters were able to have an outlet for their work Local Dallington Community were able to drop in for a coffee & natter. To replace this we have started running Coffee mornings once a month at the Tennis Club.
- Community able to use the outdoor gym in Burwood Park People learning mosaics & knitting skills Local events, community news, council announcements able to be displayed on a community noticeboard within the shop. Jigsaw puzzles regularly borrowed Books being donated as well as taken away.
- Children got to make their own "Forky" (a character from Toy Story 4 movie) online for Children's Day.
- Around 250 people got involved with the Red Zone Ramble.
- 75 Local kids enjoyed hunting for Christmas decorations during the Christmas Hunt and around 90 kids hunting for Easter Eggs.
- 30-40 locals attend each monthly coffee morning.

Who Is Better Off Because of Your Work?

Many members of all ages within the community able to improve their fitness by using the outdoor gym equipment or by joining the walking group.

Several people learnt new skills (mosaics & knitting) Isolated people were provided with a meeting place and a chance to talk with others while enjoying a 'cuppa'.

Neighbours in Gayhurst Road, Dallington Terrace, Achilles Street, Creswell Ave, Mundys Rd, Cheam St, Strathfield Ave, Belfield, Bramwell & Westcott Streets got to know each other better and learnt about Neighbourhood Support and community resilience.

Dallington Residents that participated in the Red Zone Ramble had an enjoyable day walking through the red zone, learning about the local history, while getting some exercise, followed by learning how good Chisnallwood Intermediate School's band is.

Dallington residents enjoyed a family event online for Children's Day & children learnt how to create a character from the Toy Story movie.

Dallington children had the enjoyment of searching in the bushes for Christmas decorations & Easter Eggs in our two annual 'Hunts'.

Many lonely locals that have lost the chance to meet at the Craft Shop for a 'cuppa' and natter can now do so at the monthly coffee mornings.

Organisation Comments

Because of a shortfall in funding availability ($ 11,040 was needed annually just for rent alone) the Trustees took the difficult decision to close the craft shop/community drop-in centre and focus only on Community Events like the street BBQ's, Christmas & Easter Hunts, Red Zone Ramble, and monthly coffee mornings.

While it was a difficult decision to close the shop, the Dallington Community Trust (and residents of Dallington) are thankful for the Community Board's support over so many years, and also appreciate the work done by Council Staff supporting local community groups such as ourselves. Thank You.

Group: Eastern Community Sport and Recreation Incorporated	**Project:** Eastern Sports Community Development (Yr 3 of 3)	**Amount Granted:** $25,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

How Much Did You Do and How Well Did You Do It?

- Eastern Community Sport and Recreation (ECSR) delivers programs, activities, and facilities in the eastern suburbs of Christchurch that promote community-based sport and recreation, including team sport.
- We support our member clubs to improve participation in sport and recreation, particularly amongst young people by providing information, assistance, resources, and opportunities to foster the development and growth of sports, recreation, and leisure-time activities, improving the lives for the people in the community. Our facilities include the Eastern Canopy (indoor sports facility) and outdoor community court, Eastern Hub and Ascot Hub is New Brighton, and the Avon Hub in Shirley.
- We support all ages, ethnicities, genders, and abilities in our community, including OSCAR at the Eastern Hub to support children and families, Ascot Hub supporting older people, and an increased focus on recreational activities for people of all abilities at Avon Hub.
- To achieve our goal of increasing participation in physical activity, we work with our affiliated member clubs', local schools, and community. Our Manager Kate Latimer works with schools, community groups, and clubs to organise events and programs, including our Winter Sport Cluster for local schools.
- Over the 2021 - 2022 financial year, our outputs included:
    - 7334 OSCAR after school and holiday program participations
    - 714 touch junior and senior participations
    - 1197 Winter Sports Cluster participations
    - 11 member clubs and affiliated groups
    - 1400 members
    - 1267 in school delivery participations
    - 720 have-a-go- sessions
- Continued consultation and collaboration with our community is the underlying factor behind the popularity and success of so many of our programs and services.
- Our presence continues to improve the health and well-being of our community by ensuring our programs and services are low cost and accessible. ECSR has a proven track record of providing programs, services and facilities that are sought after by schools, sports clubs, recreational activity groups, and caregivers seeking childcare services.
- We remain highly responsive to meeting community driven needs and have proven over many years that we can meet needs within the community with our programs and services and deliver them in a professional way. It is our desire to continue to provide facilities and opportunities for our community - this objective has seen participation rates rise, and more growth is anticipated.
- We support low-income families living in lower socioeconomic eastern suburbs of Christchurch who may struggle to meet the financial costs of travel and participation fees. All ECSR programs are offered locally to avoid the barrier of travel, they are low cost and accessible.

Who Is Better Off Because of Your Work?

- Residents in the eastern suburbs of Christchurch.
- Children
- Older adults
- Families and whanau
-

Organisation Comments

- We remove barriers to participation by keeping participation costs low, and providing facilities for the local community, reducing the cost and time involved in travel.
- All ECSR programs have a recreation or physical activity component to them. Through our programs we engage children and young people in physical activity from an early age, which can lead to lifelong participation in sport or physical activity.
- We are a non-denominational entity and therefore our reach is fully inclusive.
- We have many well-established programs and services which we will continue to provide, working closely with our member clubs, community groups, and schools to ensure their needs are being met.
- We will continue to cater for a diverse range of interests, understanding that not everyone wants the traditional sports and recreation model. The continuation of the services we offer will continue to benefit our local community and help people to feel a sense of belonging.

Group: New Brighton Community Gardens Trust	**Project:** The New Brighton Community Gardens Trust - (Year 2 of 3)	**Amount Granted:** $20,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Interim Multi-year Funding Report:

Our outputs over the past year have included:

- 192 Shared lunches with volunteers
- 3,173 Facebook Followers, where we regularly update our community about what's happening at the gardens.
- 1,333 students attending programs from various educational institutions, including Ferndale, Halswell Residential, University of Canterbury, Kingslea College, and schools and pre-schools in the eastern suburbs.
- 3,900 volunteers, including those who are isolated, suffering mental illness, unemployed (includes newly unemployed due to covid), and people who are new to the area.
- 2,500+ hours from Community Support Workers
- 1,000+ people attended our open day – this was our biggest yet.
- 400+ youth offenders, working with police and first-time offenders and their parents. We also work with students from Kingslea College and local schools who benefit from an alternative education.

We have a deaf and blind artist in residence at the gardens, and multiple support persons, some of whom are also deaf.

The NBCG Trust vision is a thriving organic garden which involves the community growing food in a coastal environment. The gardens were established in 2005, in the lower socioeconomic New Brighton area. Today, the gardens are a hub of activities where volunteers contribute time in exchange for good fresh organic fruit and vegetables, and good company. The NBCG Trust is supported to meet our goals by our Garden Manager Cath and our Funding and Administration Manager Lin. People of all ages and abilities volunteer and visit the community gardens, including families, people with disabilities, local schools, and people feeling isolated in our community. As well as inspiring and educating people about growing their own healthy food, NBCG supports volunteers through life's stresses and provides opportunities for them to make new social networks.

The NBCG are more than just a garden; we provide a safe, supportive, and inclusive training and learning environment for our community. By providing opportunities for physical and recreational activities for our community, we help to support their mental and physical wellbeing. The community gardens are a space where people can come and feel welcomed and connected, helping to remove social isolation. It is also a space where people can feel useful and contribute to their community; we provide vocational and employment opportunities for unemployed people as part of the garden's development and maintenance and provide opportunities for our community to volunteer at the gardens.

NBCG is a community-based organisation delivering services to the lower socioeconomic community of New Brighton in Christchurch. We provide a place to bring people of diverse races, ethnicities, cultures, religions, socioeconomic classes, genders, ages, and educational backgrounds together to participate in shared activities with a common purpose. Our services information and resources are accessible to everyone in New Brighton; NBCG is an inclusive and safe place, where everyone is respected, valued, and heard. We help our residents to thrive, by providing opportunities for them to work in the community garden, receive fresh, organic produce, and learn more about growing their own food and becoming more sustainable. This helps our residents to adopt healthier lifestyles, and the connection and company at the community gardens helps to reduce social isolation, builds self-confidence, and helps to create a happier, healthier community.

Group: New Brighton Project Incorporated	**Project:** New Brighton Project	**Amount Granted:** $25,000	**Volunteer Hours:** 1,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Drop in Office open to the public for support and referrals 10am-2pm Tuesday to Friday.

Seaside Markets from October 2022, 34 markets 7 rain/wind cancelation days with an average of 35-45 stalls.

Events:

- Spring Gala - 1 October 2022
- Magical Fairy Fete Day - 12 November 2022
- Christmas Parade - 10 December 2022
- I Love New Brighton - 6 February 2023
- Tell a Fairy Tale Day - 12 February 2023
- Magical Fairy Fete Day - 22 April 2023
- Pirates & Fairies Day - Sept 2023
- Christmas Parade - Dec 2023

Blanket Bank - completed hand over to Christchurch Methodist Mission February 28th 2023.

The Wave newsletter - 11 issues per year published online with approx. 300-400 printed copies each month distributed within the community each issue.

Community connections individuals and groups - approx 170.

Seaside Sounds Radio Station- We are broadcasting music and community notices 24 hours, planning for an aerial that will give greater coverage is being investigated.

It has been a great year for New Brighton Project. We have developed new community partnerships, collaboration opportunities and had incredibly successful event days. We have continued to listen to and work with our community as it begins to expand in population and business. New growth has brought changing needs and new opportunities.

NBP's main initiatives and community liaison work by our coordinators include:

- Drop in office
- The Seaside Market
- The Wave Newsletter
- Seaside Sounds Community radio station
- Grass roots community engagement and collaboration
- Local events, e.g. New Brighton Christmas Parade, Pirates and Fairies Day & Seaside Spring Gala. NBP are passionate about following our kupu (vision statement) "Creating Community Together."

All our mahi provides a high level of community participation and collaboration.

Who Is Better Off Because of Your Work?

The Seaside Market has continued to be fully booked most of the year with new applications coming in every week.

We have had wonderful village market days and event days and continued to provide a safe place for people to meet, shop and connect with their hapori.

Getting back into events after COVID restrictions was challenging but we have had some of the best outcomes ever, in volunteer interest, community collaboration and public participation.

The Pirates and Fairies Day, Seaside Christmas Parade and I Love Brighton were all fantastic event days.

The Wave Newsletter, has had a steady flow of submissions of business profiles, stories events along with the regular submissions and our monthly page of puns have keeping our community newsletter full of great reading.

Seaside Sounds, community radio station born out of the COVID-19 lockdown is developing steadily and has been a great way to connect with our hapori over the year.

There has been a really positive buzz in the village this year and all our initiatives have continued to be very well received by our hapori. We are excited about the year ahead and looking forward to new growth and opportunities for our seaside village.

Our coordinators have been part of monthly meeting with local service providers with a focus on community wellbeing. This has opened up important dialogue between groups and is now starting to have structured action points, dealing with things like general safety in the area and connecting people to services in a much more effective way. We have been working with the new landowner on expanding the use of the piece of land we lease for the market. The first of these initiatives has been Thursday evening food trucks.

We have also put an expression of interest into the greater New Brighton CLD Project. We have been working with Glenn who is coordinating the New Brighton Emergency Response Plan and Sarah from Civil defence on how we can utilise the radio station as an emergency response asset. Feedback from communities affected by Cyclone Gabrielle has recently shown how vital radio has been for community connection.

NBP's work in our hapori aims to reduce isolation by creating opportunities for locals to become empowered and involved. The continuation of this mahi supports people staying informed and involved in their hapori with a feeling of belonging.

Organisation Comments

We would like to thank the CCC Strengthening Communities Fund for their ongoing support of New Brighton Project's mahi through funding. Waiho i te toipoto, kaua i te toiroa.

Group: Ōtautahi Sports Association Limited	**Project:** Kindred Club and Hauora Co-ordinator	**Amount Granted:** $10,000	**Volunteer Hours:** 10,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- As we are a sporting community we are working with our members, whānau and community many times a week throughout the whole year.
- We have Netball and Rugby that run throughout winter, Softball and Touch that run throughout summer and Basketball that crosses across the seasons. Also, our Toa Waikura reunite a couple times a year for whanaungatanga.
- We then hold OSA whānau/community events that also reach all our members and the wider community.
- Every quarter we will run a Hauora event for the community.
- We have over 40 teams and trainings run once or twice a week across many teams.
- Our community events are attended by well over 100 people every time. Alot of time is spent organising and arranging health and safety. And then of course, after the event we rely on volunteers to help us pack down and clear sites.
- I believe you can see how satisfied people are with our activities and services by the expediential growth we are seeing within the club.
- Our Kindred Clubs are seeing a large surge in team numbers, some teams have to be turned away as we don't have the resources to maintain them.
- We are seeing increasing OSA membership.

- Post Covid has meant that more people are looking to improve their wellbeing and sport is a big factor in their life.
- Our free community events had great turn out with great feedback from whānau.
- Our aim as a club is to make sports accessible for everyone and to remove barriers in participation. We were able to subsidise our junior players subs (of which can be very expensive for whānau) and this helps us make sports accessible.
- It is also important for us to be able to support our Volunteers (for without them all of this mahi would be impossible) with recognition of their hard work and also upskilling them in their sporting areas.
- We were able to support our Kindred Clubs with their sporting admin and grant applications, registrations, teams organising etc. This meant the Sports Clubs got the professional help they needed to run a successful club.
- We also provided a First Aid and Training Course for our coaches and managers.
- We attended many community hui with CCC, Hauora providers and Sport Canterbury.
- We contributed to the opening of Lancaster Park and support the ongoing rebuild. We were able to connect with other Hauora facilities and collab on a few hui – all for the benefit of the community. Most of our kaupapa that we run are free events.

Who Is Better Off Because of Your Work?

- By being able to support our Kindred Clubs and Volunteers and players we are seeing an exponential growth in player numbers and seeing our volunteers return for another season or year. This in turn means we are reaching more and more people in the community and able to help them engage in Hauora/Health and Well Being and we all know how important being active is for our health and wellbeing.
- For our non-playing members, we would run mahi toi, waiata, art classes and fitness classes to ensure that we can offer something to everyone.
- We also were able to offer new kaupapa for whānau to engage in. For some it was the first time they had played ki-o-rahi, or attended te Reo classes.

Organisation Comments

Ōtautahi Sports Association would like to thank Christchurch City Council for providing us with this grant which in turn helps our Kindred Clubs, Whānau and community. This grant has helped us develop our Club, our Volunteers, our players and our whānau. It has provided thanks to the many hours our volunteers contribute and made sports accessible for everyone within our community. We are looking forward to the year ahead and being able to provide more support in all of the above areas. Especially with the ramifications of Covid-19 we know how important it is to be able to provide accessible sports and community events to our whānau.

Group: People Empowerment & Environmental Enhancement Programme Trust (PEEEP Trust)	**Project:** Full time work crew for new contract for service with GSL	**Amount Granted:** $9,000	**Volunteer Hours:** 4,300	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Volunteers:

- 1x per week beach work at New Brighton for approx 40 weeks per year
- 1x per week beach work at Spencer Park for approx 40 weeks per year
- Graffiti removal / Enable box prep/clean-up GSL crews - 40 hours per week x 2 crews of 4 people per year

Our volunteer and paid crews pride themselves on the quality of the work we do. The paid supervisors ensure that work is of a high standard, and we have regular feedback that our teams are helpful and doing great work.

Who Is Better Off Because of Your Work?

PEEEP's mission is to help our team members become work ready. They come in as volunteers and spend time with our supervisors to learn new skills that will help them to get paid employment.

Most of our volunteers move from being in volunteer crews, to paid PEEEP crews and then onto paid employment with our contract partners or with other companies. The skills they learn at PEEEP are a valuable part of this process.

We assist our team members with things like getting a driver license, health and safety training, on-job training and other skills like punctuality, reliability, working as part of a crew.

Organisation Comments

Thank you so much for providing an opportunity to our team members to get into employment. It makes a huge impact on their lives and the lives of their families.

Group: Roimata Commons Trust	**Project:** Roimata Food Commons and Toha Kai	**Amount Granted:** $14,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Staff have been informed the group have withdrawn from the project and Waitai Community Board area.

Who Is Better Off Because of Your Work?

Organisation Comments

Group: Social Service Council of the Diocese of Christchurch	**Project:** Community Development Workers Linwood & Sydenham	**Amount Granted:** $70,000	**Volunteer Hours:** 21,117	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Sydenham hub:

- weekly groups - chat and play for parents and children (with Plunket twice a year)
- talking cafe with local doctor support for mental health
- one on one client work

Linwood Resource Centre:

- working bees 2x week
- workshops
- plant sale & seedlings
- Skillwise groups
- CCGA meetings
- Markets
- Events
- UC work experience
- groups x 2
- individuals x 12

Linwood shed & house:

- Men on a Mission x 2 sessions
- 2 holiday programmes with St Christopher's
- working bees x 3
- craft group x 3hrs a week
- yoga 1 x week
- drop in Thursdays and Friday morning
- meeting & forums x 1 monthly
- annual plant sale

foot clinics x 8

Who Is Better Off Because of Your Work?

Friendships have been formed, which has let to them supporting each other outside the group. Mothers that are isolated made to feel welcome, supported, have somewhere to go, try different food.

Talking cafe offers a sense of belonging. Feedback = safe place, warmth, non-judgmental, community, laughs, inclusive. Numbers keep increasing and also returnees becoming regulars. Positive feedback from individuals, groups and connections.

The wider and local Linwood community is better off. The collaborations strengthen community organisations as a whole. Volunteers are better off from their participation. The mental, physical and emotional health and wellbeing of participants improves. New whanau is made and people feel safer and recognised in the community. Clients are supported accessing food parcels when needed, WINZ advocacy, preschool enrolment, referrals are made to our financial advisors and referrals are coming in for preschools, local doctors practice, Plunket and self-referrals.

Group: South City Youth Trust	**Project:** Princess Palace	**Amount Granted:** $6,000	**Volunteer Hours:** 300	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

We run a program for the 4 school terms for up to 10 kids.

We have done very well with parents asking for their children to be included in the program, creating a waiting list.

Our Princess Palace programme is an after school programme run in Aranui on Wednesday afternoons for the 10 weeks of the 4 school terms with 6-10 children each programme.

Once again, this year hasn't been an easy year because of the high rates of sickness but we have kept our programmes running as normal as possible for our Princesses and Little Bros.

The Palace has a very good name in the community, and we have numbers of new people/parents asking about what we do and wanting to put their children on our waiting list to come to one of our programmes suitable for their child's age and Little Bro (boy) or Princess (girl) programmes.

We make it a priority to interact with the parents wherever we can, e.g., when they drop their children off and when we take the children home, including texting and cellphone calls.

Parents are really positive and encouraging about what they see their children being involved in and we have great feedback from them.

We love seeing the children learning new skills, making new friends, having better attitudes and greater self-esteem.

We see that The Palace is a positive influence for Aranui.

Who Is Better Off Because of Your Work?

With everyone facing very difficult times, our families and people in Aranui are finding things especially tough, we endeavour through the Palace to help our children, re clothes, pens and pencils etc. At Christmas time they get Christmas presents too.

The Princess Palace has been in the Aranui community for 15 years and has been built on year by year into what it is today. We are very proud of its positive impact on our children, their families (which can be some very difficult home situations) and therefore the wider community.

For many of our girls, low self-esteem is a problem, but we see so many positive changes happening as we encourage and support them, with our positive and affirming environment, with our cooking and crafts and fun and laughter. We have seen awesome results.

So many of our boys have behaviour and anger issues and we endeavour to help them with skills to manage negative behaviours, having a positive environment and learning new skills and encouraging and supporting them leads to happier, healthier boys.

Organisation Comments

The longer I work in Aranui, the more I see the positive things here, many of the people recognise who I am and acknowledge me and ask how our programmes are going.

We now have a new sign on our building 'The Palace', and so many people who walk past, make comments or tell of positive impacts on themselves or family member re the Palace.

We believe our children are our future and being able to encourage and build positive, life skills, affirmation and support into these young people is encouraging a brighter future for them and for our community!

Group: Strengthening Linwood Youth Trust	**Project:** Salaries, Staff support, Resilience programmes, leadership development, Community Youth development worker	**Amount Granted:** $8,000	**Volunteer Hours:** 300	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Below is a breakdown of the number of young people in attendance at our programmes and events during the last year.

- Breakfast Club: 2060
- Mentoring sessions: 340
- Lunchtime school wide events : 1500
- Lunchtime activities: 1525
- Kimihia Teen Parents College: 50
- Resilience Groups: 466
- Sports: 952
- Community connections (Eastgate Mall, Linwood Park, community programmes): 736

In addition to these numbers, we also delivered 60 Christmas boxes to whānau in our school communities.

We run 5 Resilience Groups per week across Te Aratai College and Ōpāwa School, Taha Tinana (afterschool sports) twice a week, and Lunchtime activities two days per week at each school.

Mentoring sessions happen with around 30 young people each week at both schools and our community youth development worker works at Eastgate Mall supporting Mall security one afternoon per week.

Feedback from our participants at our activities and programmes has been good, with many young people saying that they would recommend their friends to work with our youth workers. We have been able to take some of the feedback from young people about what they'd like to see and incorporate those things in our programmes or begin new activities such as a Minecraft club at Te Aratai College.

Feedback from young people, school staff and community members has been positive and shows that we are meeting the needs of our community. This has been shown through invitations to begin some lunchtime support at Linwood Ave Primary and the Mall Security and Eastgate management feeding back that the support at the mall has seen a positive change in youth crime and disturbances to Mall goers.

Who Is Better Off Because of Your Work?

We have seen many changes in the young people we work with. Some young people engaged in our programmes and activities have said that they feel like their self-worth has improved and that they know they are valuable now. One young person also fed back that through our activities they are more active now and that they have gotten more involved in sport.

In a recent survey on a small group of young people engaged in multiple programmes and activities that we run 42% of them said that our mahi gave them opportunities to try new things, 23% of young people said our mahi provides them a safe space to come to, and 26% of young people said that through our activities and programmes they learnt new things about themselves and others.

Feedback from management and security at Eastgate Mall has been very positive with the mall Management saying that having youth worker presence at the mall even just one afternoon per week has helped to resolve young people causing issues or getting trespassed.

The positive relationships we have been able to build with mall management and the young people who come to the mall has been instrumental in minimising anti-social behaviour involving young people at the mall.

Group: Te Kupenga o Aranui	**Project:** Wages for Youth Worker	**Amount Granted:** $10,000	**Volunteer Hours:** 120	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

We worked with at least 42 youth and their families, Monday-Friday during the school year.

First was to try and engage the youth and get them to come to our programme.

Build a relationship with the youth and their families then trying the help and support them.

We ran our morning sessions doing classwork in which a few managed to achieve NCEA Level 1 credits.

Our afternoon activities consisted of sports e.g. basketball, badminton, swimming, YMCA rock climbing and our Friday activity was Education Outside of the Classroom.

We had outside agencies supporting our youth as well e.g. Motivationz, Attendance Person, Transitions Person, Nurse Maude. Also other agencies that may have been attached to the youth e.g. Oranga Tamariki etc.

Who Is Better Off Because of Your Work?

We built a good relationship with the youth and their families.

Five students managed to achieve their NCEA Level 1 credits.

A lot of students moved onto further education with to get their Level 2 credits through NZMA, NZIs, Ara etc.

Parents noted changes in their child by their attitude and sometimes positive behaviour. We would contact parents for good and bad comments e.g. if they achieved any credits on the day and also if they had a very good day.

We continue to strive and have and positive working relationship with the youth and their families.

Group: Te Puna Oranga Incorporated	**Project:** Kaumatua Lunch	**Amount Granted:** $5,234	**Volunteer Hours:** 200	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

The organisation literally worked with hundreds of people over the year. In particular the Kaumatua lunch, which the funding contributed to, saw an average of 140 - 250 people attend the lunch, now hosted three times per year. There were more lunches hosted last year.

The final lunch for the year was indicative of how many people were satisfied with the service. 250 people attended. When talking to kaumatua and kuia, they advised the lunch met their needs in terms of reducing isolation, meeting new and old people, socialising, eating a nutritious and delicious meal, being exposed to Te Ao Maori and the joy of waiata with a live band and hearing Te Reo Maori. The lunch exceeded our goals and targets for the project.

Who Is Better Off Because of Your Work?

We are all better off as a result of the kaumatua lunch. Ultimately the kaumatua benefit, the lunch is for them. One of the biggest killers of our elderly is loneliness and the lunch is one way that they can see their friends or make new friends in a safe environment. It is also a space of Te Ao Maori which they don't necessarily get in their everyday lives and where they can be themselves or reminise about younger days. The can have a lovely meal and be looked after for the day by our kaimahi. Also kaimahi themselves get to work in a Te Ao Maori space and its our way of giving back to the elderly and our community. Its a great way to interact with our elderly and share stories and matauranga.

Organisation Comments

Group: Te Whare Roimata Trust	**Project:** Linwood Village Development Project	**Amount Granted:** $35,000	**Volunteer Hours:** 17,363	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

The total volunteer hours worked by our 124 volunteers in the last reporting year was 17,363. Our volunteer workforce was made up of 73 regular volunteers, supported by 51 casual and/or one-off workers who contributed to either a special event or journeyed with one of our programmes for a short time before venturing often onto study or employment. All of Te Whare Roimata's paid staff also contribute voluntary hours over and above their paid hours.

The Linwood Community Arts project is a key part of TWR's Linwood Village Development programme providing a varied, affordable community-focused arts-making project which uses creativity as the means of facilitating social connection, participation and community. Artist development is an essential component of this project. Unshackled from the Covid restrictions the project has gone from strength to strength highlighted in the growing numbers of local people participating in the diverse activities offered. In the last year the programme has:

- maintained a steady pool of 11 volunteer workers who together have contributed a total of 1259 volunteer hours. Volunteers are evenly spread age-wise from those under thirty years to over sixty years, more likely to be women and from a mix of ethnic groups, reflective of the ethnic diversity of the surrounding neighbourhoods;
- engaged 32 tutors on a contract basis funded by the Ministry of Culture and Heritage (MCH) to tutor in the 12 weekly classes offered. These classes cover a range of arts-related interests and draw a diverse group of participants, largely from the Inner Eastern neighbourhoods. In the last year 676 new participants enrolled with a total participation number of 3272 attendances;
- held 13 exhibitions in the Eastside Gallery involving 183 artists, 69 of whom were new to exhibiting while 88 had exhibited more than once at Eastside with the rest new to exhibiting highlighting the role the gallery plays in working with beginning artists;
- of the 13 exhibitions held 6 were hosted collaborations involving local community groups or where the Community Arts Development Co-ordinator worked with community groups in helping to co-ordinate the running of the exhibition. Community groups involved included Waipuna and Tumanako Trust and their work with young male offenders; the senior students from 4 local Inner City to Eastern Secondary Schools to showcase their art portfolios; the CWEA's painters' class; an arts collective from Port Levy; Arts Canterbury and a collaboration between 4 local artists. The remaining exhibitions were either part of the arts programme's progressive pathway for nurturing beginning, intermediate and emerging artists, or part of the internally run exhibitions aimed at promoting women, indigenous artists or developing the critical role art plays in providing thought and reflection;
- running in tandem with Eastside Gallery is the Mini Gallery which has evolved into being the "go to" Gallery for artists whose work may not fit thematically in Eastside, or acts as an "overflow" space for work from Eastside. In the last year 66 artists exhibited in the Mini Gallery;
- mentored 25 artists through the exhibition installation process offered by the Community Art Development Co-ordinator;
- enabled the space to be regularly hired out to 3 arts-related groups who collectively attracted 980 attendees and collaborated with 3 arts-related groups to hold one-off community meetings, worked with Te Whatu Ora in providing weekly Covid19 vaccinations through much of 2023, hosted 3 concerts and/or shows and held 2 one-off workshops involving a further 449 attendances. This is in addition to the Centre's facilitated arts programme;
- seen a continued growth in in-person visits to the Centre. A total of 9189 in-person visits were made involving 3272 attendances at the Centre-run classes, 4489 visitors to the Centre (separate from those attending classes) and 1428 visitors to externally run activities (hireage, community meetings and events),
- the social media reach continues to soar from 173,286 visitors in 2022 to 749,689 in 2023 with the dedicated number of followers growing from 800 in 2019 to 4572 in mid-2023.

Freed from the Covid constraints the Linwood Community Arts project has been able to flourish and expand – especially the MCH funded, art-making classes. This is evidenced by the increased number of art-making opportunities offered, the groups regularly hiring the space and the collaborations with local community groups not all with an arts focus, and the large diverse exhibition programme catering for new, intermediate and emerging artists. The popularity of the art-making classes is demonstrated by several being booked out within days of being advertised. Requests to exhibit continue to exceed places available. The popularity of Eastside Gallery is evidenced by the numbers of people who respond to calls to join a group show, or one of the internally-run Centre's exhibitions. It is now routine to get 100 plus pieces of artworks submitted for an open call show. Such popularity in part, has arisen from the strong reputation the programme has gained from its non-judgemental and welcoming approach to facilitating exhibitions where every effort is made to find a place for the works submitted. The Mini Gallery fulfils an important role in this process by acting as a "overflow" space, or as a space for new artists to "have a go": at showing their work before graduating on to an Eastside Gallery exhibition. This is particularly valued by new artists many of whom would struggle to find exhibition opportunities elsewhere in the city. There is also the welcomed bonus of being able to earn money from the sale of their work. The project continues to fulfil its pledge to provide exhibition opportunities to local artists that facilitates the development of their art practice. An analysis of artists exhibiting indicates the role the programme plays in supporting beginning artists with 65% of exhibitors being either new to exhibiting, or new to either Eastside or the Mini Gallery.

Satisfaction with the Gallery is demonstrated by the numbers of exhibitors wanting to return to the Gallery to exhibit. These figures demonstrate the success of the programme's progressive pathway which has been developed to nurture the growth of an artist's art practice through the various stages of their development. "First Steps," "Stride by Stride", and "Eastside Spring" play a crucial role in building confidence, helping understand the exhibition process and lifting the standard of their art practice as well as the "professional" presentation of their artwork. 42 artists were involved in the process pathway in the last year. The success of the progressive pathway's programme highlights the special niche the Centre has earned for supporting artist development and for being an important space for artists of little or no exhibition experience. This is particularly so in the opportunity the exhibition programme provides in facilitating access for

developing artists to exhibit their work in the face of repeated difficulties in getting their work exhibited in other city galleries. This, combined with the programme's community roots and art-making opportunities highlights the vital role the Centre plays in encouraging the practice of making creativity an integral part of life. The MCH funding has helped strengthen the opportunities available for local residents to give art a go.

A real strength of the Linwood Community Arts Project is its ability to provide affordable art-making opportunities for people on limited incomes by removing the financial barriers to participation to improve the accessibility to the arts. The securing of the MCH funded art classes has facilitated the broadening of the classes offered and helped extend the reach of the programme into the surrounding neighbourhoods providing welcomed opportunities for greater participation. 69% of the art class attendees come from the Inner City East or neighbouring eastern communities.

Most join to overcome isolation, support their mental wellbeing or as an escape from hardship. The classes are a pivotal step in building community connection and breaking down barriers to participation. Feedback from participants tell us that they welcome the sense of community fostered by the staff and tutors, the connections made and the positive impact participation has on their wellbeing. Some classes have a special focus on working with mature people 45 years plus and/or the therapeutic role art plays in enhancing wellbeing. The wonderful outcome of the art classes has seen a number of participants bloom into artists. While many participate in the classes for the connections they make some go on to develop a love for art and in so doing their potential as an artist is unleashed. Similarly, a number of participants have gone on to become tutors in the art class programme and then spring-boarded on to tutor elsewhere.

While Covid continued to play havoc with the on-site visits to the Centre in the first part of the reporting period once the restrictions were lifted at the end of 2022 numbers visiting and those participating in the Linwood Community Arts programme quickly rose sharply as did the on-line engagement via social media helping raise the Centre's profile, broadening our reach and significantly increased the number of local people participating. It is evident from the space usage analysis that the building is being used much more than in previous years. With current capacity being at 77% several constraints will make it difficult to raise this much further.

Who Is Better Off Because of Your Work?

In spite of the challenges posed by the aftermath of the Covid pandemic, followed by the cost of living crisis, and the deepening hardship felt by many – especially low income households and the toll it has had on engagement the project has had a significant impact.

Benefits include:

- The project is increasingly being seen within the surrounding community as a place that encourages creativity so crucial to individual and community wellbeing. This is especially so for our more vulnerable members of the neighbourhoods and those on limited incomes - many of whom are over 45 years, young families, children and people who live alone. Being able to provide art-making opportunities at little, or no cost, has removed the financial barriers many experience making art-making accessible to all. Likewise the emphasis on ensuring the space is warm and welcoming with supportive, friendly tutors draws vulnerable people in, helping make social connections which in the process strengthens a sense of community wellbeing. Feedback clearly points to the pivotal role the programme plays in building this. Such an approach has broadened our reach into the surrounding community, strengthening identity, inclusion and connectedness.
- Having established a niche for being somewhat a specialist in exhibiting the works of artists with little, or no exhibition experience has resulted in the programme doubling the artists who are new to exhibiting, the consequence of this is that the local artists see the project as being an accessible and welcoming space which nurtures and provides opportunities for beginning artists to grow their art practice. The progressive pathways to encourage and support artist development is a big component of this work. Likewise the benefits gained from the intersection of being both a gallery and a teaching space not only serves to awaken the artist within but also exposes participants to what might be possible helping set them on their artist journey. The consequence of this has been an explosion in interest from artists. Running in tandem with this is the impact hosted exhibitions has in enabling community groups with an arts-making focus to easily access an affordable creative space which benefits the group's members.
- The emphasis on focused promotion has seen an exponential growth in awareness of who we are and what we do. A well-honed social media presence, a clean, clear and interesting website and excellent signage in the form of attractive banners has contributed to this. The use of Facebook and Instagram has ensured engagement continues to grow.
- Not only has the MCH art-making classes had an overwhelmingly positive impact on the work of the project undertaken but it has also provided numerous opportunities for volunteers to extend and expand the roles they undertake, and enabled others to take up contracted hours either as a tutor, guest tutor or art class assistant.
- The community focus of the project has ensured the space is available for hire, or use by local community groups as well as those with an arts-focus. This is particularly valued in a neighbourhood where there are few sizeable community spaces,
- Has played a significant role in helping promote positivity in a neighbourhood which continues to struggle to revitalise post-quake - helping shift city-wide perceptions about this neighbourhood.

Organisation Comments

The Linwood Community Arts Project has become a hive of activity, known for its community building role as well as its emphasis on artist development. Not only has this brought benefits to wellbeing but it has played an essential role in building an inclusive community in a diverse area as well as facilitating a stronger sense of belonging and neighbourhood identity. As the popularity of the project has increased so to has the workloads of the two paid staff grown significantly, coming at a time when the impact of the cost of living crisis and Covid has seen considerable demands on traditional funders. The ongoing challenge will be to explore new funding opportunities for increasing staff hours as a means of lessening staff workloads. This will be particularly important as we move into our third and last year of MCH funding.

Group: Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre	**Project:** Linwood Resource Centre, Community Gardens, Menz and Community Shed	**Amount Granted:** $12,000	**Volunteer Hours:** 4,980	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- LRC, Gardens and Shed : Monday - Friday - 9am - 3pm average 90 people per week
- Support Groups per week (attendee numbers unknown to LRC) : OA (1 hr), SLAA (1 hr), NA(2 hrs), ManKind (2 hrs), Counsellor (4-6 hrs)
- Estuary Trust per week (office and meetings) 5 hrs)
- Kai Stand - open to all to both give and take (no records taken)
- 8 Community Gardens workshops/ working bees
- Repair Cafe with St Chads
- 1x 3 hr Foot Clinic with St Chads - 8 per year, 4 hours per volunteer
- LinWard Collective - 4x Greater Linwood Forums and 10 x monthly meetings
- Dementia Canterbury workshops at Shirley Bunnings - 20 workshops per year
- House workshops / activities/ outings - weekly craft group, Op Shop Shopping Tour bus trip, Beeswax wraps workshop, Men On A Mission - 2 visits
- Holiday Programmes - 2 all day visits
- Linwood Community Garden Groups
- SkillWise x2
- Linwood Ave School weekly
- New Beginnings Pre School (weekly)
- Tia Kina (monthly)

The feedback we regularly receive is always positive and we still get updates and follow up questions from the worm farm workshop and composting workshop. Day to day attendance has also increased with new people joining us, some are walking past, some are agency referrals and some have joined us after a workshop. One of the attendees to a garden workshop became a garden volunteer and then joined the Shed.

We continue to work with our neighbours and the LinWard Collective enabling us to share our resources and direct people to the appropriate place of assistance. There are always plenty of smiles, laughter and gratitude to be found at the Linwood Resource Centre.

Who Is Better Off Because of Your Work?

Ultimately, we are all better off as a result – the centre because we have such a fantastic community full of a wide variety of skills and knowledge and the people because they have a safe space to meet and utilise the resources we have available. The activities, opportunities and resources we can offer both as an individual organisation and as a part of the LinWard Collective enriches the lives of those who work and live in our area.

Multiple people have upskilled and shared their knowledge from growing their own food using their own worms and compost to making and upgrading furniture to learning how to make bread and preserves. The links people make within the centre are then shared in the wider world, for example, two people who have lost loved ones and find evenings lonely now call each other. These kinds of connections would not be made without us.

Organisation Comments

Thank you for your on-going support, without you we would not be able to operate and make the wonderful connections we do.

Group: The Pūkeko Centre Incorporated	**Project:** Pukeko Centre Community Sport & Recreation Opportunities	**Amount Granted:** $15,000	**Volunteer Hours:** 100	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- We ran 3 sessions per week (Girls on the Move and Boys Activity and Leadership) across two schools from term 1 until now (and still going). Total Participations = 30 per group - 24 weeks total - 750 Participations.
- Parklands at Play: 1,000-1,200 attendees + worked alongside 17 different groups to help deliver the event.
- The Walking Festival - The Generation Game: Attendees - 52 total.
- Pukeko Centre School Holiday Sports Drop in: Ran twice a week over the term 2 holidays - Total Participations – 46.
- School Bowls Program: 2 sessions per week over 7 weeks - Total Participations – 455.
- We did meet our targets for this project and the feedback we received from the participants has been overwhelmingly positive.
- One of the biggest needs of our project was to increase access and opportunity to sport and active recreation to girls in our community. I am happy to report that many of the students involved reported an increase in their confidence with trying and participating in group sport and reported an increase in enjoyment of sport - after they had the opportunity to learn some basic skills - away from their peers - in a pressure free environment.

Who Is Better Off Because of Your Work?

We had a lot of great feedback from participants and teachers throughout the programs and events we ran. Feedback from participants in groups we worked with in the schools were as follows:

- *"The group is fun and no one judges"*
- *"Feel more confident trying new things"*
- *"I like getting out of my comfort zone"*
- *"I like trying new sports in a safe space"*
- *"I feel better at doing sports now"*
- *"I want to do more sport in my own time now"*
- *"I like the new games we play"*
- *"I didn't know how to feel about the people in the group but now I like them"*
- *"I like hanging out with everyone who also does not like sport"*
- *"I enjoy the fun we have and trying different things makes me feel confident"*
- *"I like doing sports because it uses my energy, and I can focus in class better"*
- *"I enjoy getting out and running around. I feel more comfortable with sport now"*
- *"I like the teamwork that is involved"*
- *"I like the safe environment in the group. No pressure so we can try and fail"*
- *"A judgment free zone where the sporty kids don't take over"*
- *"Learning new skills"*

We have also had a few success stories from participants picking up a new sport, which they tried through the project.

Organisation Comments

We would like to thank the Christchurch City Council for providing the opportunity for us to facilitate connections in our community. Without your help, we wouldn't have been able to reach so many different people and provide them with the chance to connect with each other and sport/active recreation.

Group: Wainoni Avonside Community Services Trust (WACST)	**Project:** Wainoni Avonside Community Services Trust (Yr 2 of 3)	**Amount Granted:** $10,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Multi-year Funding Interim Report:

- WACST runs a variety of activities for older people)and those who are at home during the day each day), 5 days per week. These include:
- Physical Activity Classes including Thai Chi, Line Dancing, Move It or Lose It, Zumba Gold for Seniors, Walking Group, and Indoor Bowls
- Healthy Living Initiatives, including our Community Lunch, Cooking, Community Garden, Healthy Living Lecture series, and Dementia Support Group
- Playgroup for youngsters
- Activities including arts and crafts, movies, and indoor games

WACST enriches lives through recreation and social activities – our moto is that our classes and activities should be affordable for everyone, and financial barriers should not prevent attendance; we currently charge participants $2 per class. The activities and programs we offer are attended by over 200 people weekly; this illustrates the significant demand there is within the community for the programmes and activated we offer.

Our weekly Healthy Living Lectures enable participants to be better informed on a wide range of topics and give them confidence to connect with the wider community. At the beginning of the year, our Coordinator surveys participants on subjects they may wish to have a speaker come and talk about. The subjects are many and varied and topics have included health issues, scamming, basic mechanics, and social welfare. Our Healthy Living Lectures are well supported.

Involvement in the various exercise classes we offer enhances the physical and mental wellbeing of participants. The people who attend our classes have endured significant isolation during covid, so involvement in the various activities that WACST provides not only enhances their physical and mental wellbeing, it also provides an atmosphere of participation and mixing with other people in our community. Reducing social isolation is very important within the sector we work with – it is a worrying factor in the lives of many elderly people.

The WACST Trust has undergone significant changes in its structure and membership. We now utilise the expertise of professional fundraisers. This has been beneficial in reducing the burden on volunteers in an activity that has had increasing complexities and accountabilities. Our financial matters are now well balanced and fiscally sound, and it is pleasing to hear our organisation being held up as a model of good value in its activities and operation. Our Trust now has a mix of persons with varying expertise in a wide range of activities giving us stability in our operations, credibility in our community and importantly with our sponsors and funders.

Thank you for your continued support; it helps us to ensure we continue to meet the needs of elderly people in our community.

Group: Woolston Development Project Incorporated	**Project:** Community development, wages/salaries, maintenance, Women's group resources & activities, and administration	**Amount Granted:** $23,000	**Volunteer Hours:** 1,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Our organisation went through some major changes during this time period so we have been doing some evaluation work on our programmes - working out what remains relevant and what projects have run their course. We had some significant changes at both board and staff level. This meant we went through a period of time with no staff member to run the community activities - soup lunch and walking group - so these were discontinued at the end of 2022.

Approximately 12 people participated in these groups over the period.

We took on our new Family Support Worker in March 2023 and she began to evaluate our existing groups and trial some new ones.

We have run regular Monday night yoga classes for all of term 3 2023 which attracted 10 people. After discussions with the group, they have decided to run a Wednesday night yoga class as well going forward. We priced this at a rate which is approximately half the price of a commercially run yoga class and the tutor accepted this as her fee.

We trialled a Tuesday morning parents group and when this did not take off as quickly as we had hoped, we opened this up to a wider audience, running it as a coffee group each Tuesday morning.

Our Women's Social Support Group continued to meet every Wednesday during term time. Around 32 women were involved during the course of the year. They went on outings every second week and did craft activities, played BINGO, and simply celebrated the lives of two longtime members of the group who died during the year. Outings included the Christchurch Tram, Sherlin Alpaca Farm, Christchurch Gondola, visits to the central city and Yaldhurst cafes (after small museums at both locations failed to inform us that they were closed despite having booked our group to come), Tai Tapu Store and Cafe, Station Cafe in Rangiora, Ashford Craft Village in Ashburton, Willowbank Wildlife Reserve, Paris for the Weekend Cafe in Kaiapoi, Jurassic Adventure Mini Golf, Alice in Putterland Mini Golf, Fisherman's Wharf in Lyttelton, Christchurch Art Gallery, the Art Centre to name but a few.

It was a hard year with some significant changes internally during the latter half of 2022. This led to some participants in existing programmes moving on; however, our new Family Support Worker who started in March 2023 has hit the ground running and has already got a successful Yoga class up and running with a second weekly class to start in term 4.

We have been evaluating what we offer our community so that it remains relevant and does not duplicate what is going on at neighbouring organisations. She has ascertained that we should offer a different style of walking group - one that is slower moving for people who prefer a leisurely walk/people with small children/people walking their dogs. She has arranged for the other local group (based on Linwood Avenue) to refer people who are less fit to our group and she will refer people who want to walk much faster to their group, thereby not duplicating what they are doing.

Our Women's Social Support Group continued to go from strength to strength. It continues to be run by volunteers almost entirely; we have to thank our previous manager for continuing to be part of this group which she started 23 years ago and has longstanding connections to. Between her as a volunteer and another key volunteer, the group continues to operate strongly and attract new members.

Our new Family Support Worker had to take time off due to an expected surgery and this meant that it took longer to launch new activities that we would have expected; however, she continues to work hard to make community development activities happen. We have discovered that changing our marketing strategy for our new programmes is important - some types of advertising don't reach so many people. Sometimes a simple flyer handed to a potential participant in person is what works. Word of mouth backed by such flyers has helped us find new people who wish to attend our coffee group, for example. We have purchased a colour printer so we can print these flyers in-house rather than having to go to a copy shop. This will save us time and money.

We are looking forward to producing some welcome to Woolston packs for people coming into the area - the amount of housing intensification going on in Woolston is substantial.

Who Is Better Off Because of Your Work?

Women who would otherwise be socially isolated are able to attend our Women's Social Support Group, taking part in a range of activities that are subsidised by Woolston Development Project using Strengthening Communities funding. These women are creating lifelong relationships - and this showed when two older members of the group died earlier this year. The women grieved together. One of these ladies was an original member of the group.

Our coffee group is in its infancy and has just started as our new Family Support Worker returned from time recovering from surgery. It has already attracted local mums who arrive after school drop off.

The Yoga Group made it possible for people who cannot afford a commercial session (at approximately $20 per session) to access gentle yoga. This is very much beginner yoga and we price it at $10 per session. It is not just for women; however, the majority of participants are women. The participants benefit in their health and wellbeing, a sense of achievement, and a feeling of community as they celebrated the last session of the term with a supper together. The fact that a second group will start on Wednesday evenings indicates how much interest there is in our yoga group, very capably run by an experienced yoga tutor.

Group: Woolston Development Project Incorporated	**Project:** Smith Street Community Gardens manager wages/salaries	**Amount Granted:** $15,000	**Volunteer Hours:** 5,000	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

Smith Street Community Gardens successfully transitioned from under the auspices of Te Whare Roimata to temporary fundholder Woolston Development Project to its new legal entity Smith Street Community Farm Trust during this period. This was no mean feat. We were able to maintain the existing momentum of Smith Street Community Gardens, paying manager Georgina Stanley wages during this period.

Georgina worked well in excess of 40 hours per week at times, ensuring that sufficient food was growing to meet the growing demand for our vegetable shares. Simultaneously, she undertook the job of recruiting trustees and forming the new Smith Street Community Farm Trust.

Between 25 and 35 vegie shares were sold each week in summer, spring and autumn with a pause during midwinter through our community supported agriculture programme.

We continued to provide space for plot holders, including representatives from the Afghani community, the Christchurch City Mission, families, and individuals. There are approximately 50 plot holders.

We continued to have groups from the Department of Corrections come to do their community service each week.

After a mammoth effort, Smith Street Community Farms Trust was formed, including trustees from among the plot holders, the wider community, and Woolston Development Project's senior staff. This means that going forward, the new legal entity is the organisation which will apply for all funding for the gardens. It sets up the project for success in the future. Woolston Development Project has supported this project through this transition period. Georgina has led the operations of the gardens through this period, working alongside all key stakeholders to ensure the project is set up for success in the future. Maintaining garden operations - the community supported agriculture aspect of the project - whilst simultaneously engaging the community in this piece of work has been a mammoth task, especially as funding was very limited throughout this period. Plot holders have received significant practical support from the manager throughout this period.

Who Is Better Off Because of Your Work?

People were able to access affordable produce through the vegie share scheme. This meant that more food could be put on people's tables at a fraction of the price and frequently better quality than from supermarkets.

People were able to do their community service for minor offences at the gardens. This has a flow on effect into the rest of their lives - through this experience they have learned new skills and coping strategies and given back to the local community.

Members of the wider community have been able to participate in the gardens through volunteering, being plot holders, or generally visiting the gardens to see what is going on. This increased social inclusion in our local community.

Local migrants and refugees have been able to get to know the rest of the community through their links with the gardens. The Afghani community has a longstanding relationship with the gardens.

Organisation Comments

Thank you for this funding. Without it, Smith Street Community Gardens would not have been able to retain its manager.

Group: Youth Alive Trust	**Project:** Youthwork Support (Yr 3 of 3)	**Amount Granted:** $30,000	**Volunteer Hours:** 9,904	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

- Our Youth Alive Trust youth workers ran 7 after school programmes, a holiday programme every term, youth workers in schools and mentoring.
- In 2022, a total of 3,874 young people attended our after-school programmes including our kitchen Klub and our teens club on a Friday night.
- In 2022, 1,916 young people attended one of our holiday programmes.
- Overall, our youth workers engaged with 8,612 young people throughout the various programmes we run.
- The ages of the young people we worked with were from 5-year-olds through to 18-year-olds depending on the programme type.
- We run our after-school programmes each week throughout the school term.
- Our youth workers also supported the community events that we run throughout the year including support a Family Fun Nighy that we ran each October for 750 young people and whanau in our community.

Thanks to Christchurch City Council, our youth workers were able to offer seven after school programmes, a holiday programme each term, community events, youth work in school and one on one mentoring as well.

The funding supported the activities being able to operate and therefore the activities meet our needs.

We continue to get high numbers of young people coming through our doors every week and year and our services and programmes continue to meet the needs of the community.

Youth Alive Trust also have a Youth Leadership team made up of young people who attend our programmes. This team works with our Kaimahi to advise on how programmes can continue to evolve to meet the needs of rangatahi in our community.

One new programme our kaimahi have run is a drop in space for teens on Tuesday afternoons. This is another new service we provide young people after school to come along and connect with youth workers and other young people in a safe space and on a deeper level without the distractions of lots of organised activities.

Our mentoring programme is great for young people in our community who need one on one support. Our youth workers partner up with a mentee and hang out with them once a week. Activities can include, crafts, sports, helping with homework, building bikes and so much more. This mentoring programme is suited for young people who need extra support in areas of their life maybe being bullied and school or stuff going on at home. Our youth workers offer mentoring support that continues to see these young people grow, build trust and friendship and learn new things.

Who Is Better Off Because of Your Work?

One of the best ways of providing evidence to our work is through the words of others. Here are some quotes from parents who recently completed a survey about their experiences of YAT:

- *"As my daughter is now older we no longer take part in YAT programmes. Thank you for the fantastic service you have provided for my daughter and our family over the years. My daughter and her friends still talk about the positive relationships they formed with youth workers from Youth Alive Trust. And the fun activities they took part in and skills they developed. My daughter still uses things that she learnt in the cooking club. I also know from speaking to other parents, for after school care and holiday programmes, your service is an asset for your community."*
- *"Thank you so much for the positive, fun and caring space you create for the kids that attend. I love seeing the kids having such a fun time and getting to know the leaders who are such positive and encouraging role models for them, especially as my eldest heads towards adolescence. I feel it's so valuable and we appreciate you all!"*
- *"Love what these programmes have to offer for the local children, they even have stepped in on strike days and when SNBS had the fire they covered the days so us parents could still go to work. I am a single parent and feel happy knowing my son is in good hands. I have seen my sons confidence grow and see that he is not afraid of trying new things and is comfortable in group settings with children that he may not know".*
- *"I like the compassionate & caring nature of your leaders. That they genuinely seem interested and proactively engage in conversation and games etc with our children. Added bonus the kids get to do cool things!"*
- *"The leaders and coaches of the programmes are empathetic, knowledgeable and relatable. They make the environment engaging, safe and fun."*

Group: Youth Alive Trust	**Project:** Managers Salary	**Amount Granted:** $8,000	**Volunteer Hours:** 9,909	**Finances Sighted by Staff:** ✓

How Much Did You Do And How Well Did You Do It?

The co-managers oversaw everything that Youth Alive Trust did in the past year which served thousands of people through a wide variety of programmes and supports.

In the past 12 months:

- 3,874 individual participations of young people came to one of our 8 weekly Youth Clubs
- 1,222 participations of young people came to our Oscar after-school care
- 2,959 individual music lessons
- 232 young people were supported by our Mana Ake team
- 325 pre-school participants at our playgroups
- 1,916 participants at our Holiday Programmes
- 41 young people and parents on our camps
- 155 parents at our seminars
- 750 people at our Family Fun Night
- Over 6,000 people at I Love Brighton
- Hundreds of young people supported in school programmes.

We continued to offer a wide range of programmes and supports for all ages, from pre-school to late teens, and then leadership development for volunteers after that.

We continue to see young people growing up through our programmes, beginning to volunteer and some going on to become interns or staff members.

Just this week, two of our three holiday programmes were coordinated by youth workers who started attended YAT as young people. These youth workers have bought into the culture of what we do, why we do it and the impact it has on the community. They're not motivated by large salaries, because they'd move to other employment if that were the case, and they deeply care for the young people they serve.

The managers have been continuing to develop the necessary safeguards through updating policies and procedures, accounting practises and health and safety regulations. They also continue to network and share resource in the wider community such as the partnership with Eastern Community Sport, offering weekly Basketball Drop in, testing a Disc Golf Club for teenagers, and spearheading the need for a teenage drop-in each week, to give space for young people to talk with youthworkers, without the distractions of a full programme of activities.

Who Is Better Off Because of Your Work?

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$5,000 and Under

Group: Anglican Diocese of Christchurch - Parish of Linwood-Aranui	**Project:** St Ambrose Food Bank Interviewer	**Amount Granted:** $1,500	**Volunteer Hours:** 8,892	**Finances Sighted by Staff:** ✓

Project Summary

- Weekly community lunch - 36 people average
- Weekly school breakfast - 70 people average
- Twice weekly op shop - 45 people average
- Foot clinic 6 weekly - 30 people average
- Men's breakfast monthly - 7 people average
- Drop in cafe twice weekly - 20 people average
- Food Bank three times weekly – 1,588 adults and 1,302 children over the year
- Low cost firewood - 139 loads over the year
- Handiscope sessions weekly average attendance – 26
- Elder Care group weekly average attendance – 14

We met our goals to provide practical care and a place of belonging for people in our neighbourhood.

People who are socially isolated, having difficulty in accessing government and other assistance in times of need are better-off due to our work. Thank you.

Group: Burwood Association Football Club Incorporated	**Project:** General Administration Costs	**Amount Granted:** $500	**Volunteer Hours:** 2,930	**Finances Sighted by Staff:** ✓

Project Summary

Our 12 Committee members spend about 3 hours per week on club activities.

Our 20 coaches spend about 4 hours per week on club activities.

This affects 205 of our Junior and Senior players.

This project was for administration costs for our football club and the goals were met. Our 205 club members are better off with this funding.

This funding has allowed more money to be directed towards our coaching needs and thus our players have a better training and playing experience.

Group: Burwood Park Tennis Club Incorporated	**Project:** Hotshots Programme/Parafed Tennis	**Amount Granted:** $1,500	**Volunteer Hours:** 100	**Finances Sighted by Staff:** ✓

Project Summary

- We had one coaching session with the Parafed children in February and had 4 of us volunteers helping with the event as well as 4 of our paid junior coaches.
- We ran Hotshot's for 8 sessions before Christmas and 8 sessions after. There are two coaching sessions of 1 hour each.
- Generally, there are at least 3 volunteers at each session and 6 paid junior coaches.
- The events went very well, parents were happy, and the participants really enjoyed themselves.
- Some of the Hotshot's children are now ready to progress to Junior interclub this coming season.
- The children who participated in the hotshots and Parafed coaching are better-off because of this project.
- The Junior coaches learn new skills in coaching the participants.
- We had 13 volunteers and Junior coaches who completed a 3-day coaching course run by Tennis New Zealand and this will definitely have a positive effect in the coming season.
- The Parafed children are so excited to participate, and some born leaders are showing their skills.

Group: Christchurch Slot Car Race Way Incorporated	**Project:** Viability Continuation	**Amount Granted:** $1,000	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

Report not submitted at time of writing.

Group: Coastal Spirit Football Club Incorporated	**Project:** Youth Development	**Amount Granted:** $1,500	**Volunteer Hours:** 2,500	**Finances Sighted by Staff:** ✓

Project Summary

- We work with 500 club members delivering football each day of the week.
- Our club receives favourable feedback in the voice of the clubs survey issued by NZ Football.
- We provide a sporting outlet for youth to attend instead of undertaking anti-social activities. Football training increases skills in this area.

Group: Compassion Trust	**Project:** Compassion Trust Financial Mentoring (Budgeting)	**Amount Granted:** $4,000	**Volunteer Hours:** 139	**Finances Sighted by Staff:** ✓

Project Summary

139 Volunteer hours include volunteer budget mentoring, hours spent packing and delivering food parcels, and doing Hands of Compassion projects for those who need help around the home. Our Board of Trustees also give their time to provide oversight and governance to Compassion Trust. We are so grateful for all our supporters who donate time to enable Compassion Trust to fulfil our mission.

In the period 1st April 2022 to 31st March 2023 our mentors have worked with 71 clients over 189 sessions. Some clients have come in for a one-off appointment but 74% worked with us on an ongoing basis. As the perceived risk of Covid has faded most sessions have been in person once again although we do continue to offer phone sessions for clients who prefer this option.

- We have seen an increase in clients who have been proactively seeking our services. In the past year 48% of clients have been self-referred, 13% have been referred from Work and Income and the remainder have been referred from other community organisations or friends & family.
- The average debt clients presented with was over $39,000 which was a significant jump from previous years. In 81% of cases closed, clients reported having their needs met resulting in a reduction in stress and overwhelm.
- We worked with a diverse range of people. During the last financial year the main ethnicities we worked with were NZ European, Māori and Pasifika, with half of our clients being aged between 26 and 45.
- Community Care Programmes - Many of the community who attend these programmes live alone and are socially isolated and vulnerable, so these gatherings are vital for their mental health. Our fortnightly community lunches and 'Coffee and Chat' were on hold at the beginning of the financial year due to meeting restrictions under the Covid traffic light guidelines but are now up and running again much to the delight of many in the community. Over the course of the year, we served up 1,166 lunches during our Community lunches and an average of 13 people attended our Coffee and Chat sessions each week. Although our Community Lunches and Coffee and Chat sessions are held in New Brighton many of those who attend live in the Linwood-Central-Heathcote ward.
- Hands of Compassion community care programme involves volunteers helping widows, single parents, the elderly, the poor, and the disabled with practical jobs around the home such as gardening, painting, moving house and decluttering – in the last year 6 jobs were completed.
- Food Parcels – We have been providing food parcels to those who are isolating at home due to Covid and also continue to provide food parcels to clients in need. In the year 1 April 2022 to 31st March 2023, we have distributed the equivalent of 16,704 meals with our food packing centre located in the city centre.

85% of clients whose files were closed said they had achieved their goals, 82% reported they were better able to meet their financial needs and 90% of clients with debt had debt reduced while working with Compassion Trust.

In our Wellbeing-Hauora Reflection carried out during a client's first and last mentoring session the shift in score for all questions was positive, i.e. – clients were able to notice an improvement. Clients said they *"Felt more hopeful for the future"*, "Felt supported and empowered to make good decisions with money", *"Felt positive about how money impacts my relationships"* and *"Are confident they can achieve their money goals"*.

Our mentors work with clients to address their financial challenges but have also referred them to other agencies to get further assistance, for example Variety NZ and Mayor's Welfare. Considering the limitations which were placed on our work by the Covid traffic light system Compassion Trust feel they have been fairly successful in meeting their goals and targets set at the beginning of the year.

Our mentoring session numbers were down a bit this year, but this is to be expected due to the Covid environment and a large number of no-shows which were experienced throughout the budgeting sector. While Covid restrictions meant we again missed meeting a few of our targets we were able to exceed expectations in others, for example the provision of food parcels especially for those isolating due to Covid.

Our Coffee & Chat and Community Lunches have continued to be popular and well attended providing welcome and companionship to many who are lonely and isolated.

We have continued with our Hands of Compassion programme which coordinates volunteers to help with home projects for vulnerable members of the community, and with the help of a grant we have been able to set up a dedicated hardship fund for the elderly.

Once again Christmas was a busy time for us as we put on a lavish morning tea for some of the people we had worked with during the year as well from across our City and Beach offices as giving out 100 Christmas food parcels and many vouchers enabling families to purchase extra food and treats to celebrate the day.

Our team have been encouraged by the positive feedback we have received from clients throughout the year. These quotes have been edited to remove personal details.

"Before coming to Compassion Trust I was in a bad way financially, I had clocked up so much debt due to bad relationship problems taking /spending all my money and then developing an overspending problem to try and feel better to be doing or getting things for me and the kids to enjoy. Then for the first time in well over two decades I was unfairly dismissed from work which really affected me also, then I was stood down from support from WINZ, until Compassion Trust gave me aide to keep me going and to help speed up WINZ with standing me down as it was not fair…. I have learnt some valuable strategies and got some great tools from working with (my mentor) to fall back on now, she is a brilliant lady with her knowledge base and skills she brings to the Compassion Trust, the whole team are marvellous and have been so supportive and checked in on me and my family, I always think about the Compassion Trust and am extremely grateful for their kindness and generosity. I do tell people of my positive experiences with the Compassion Trust, because blessings in disguise should always be acknowledged and promoted from great appreciation of brilliant work done and assistance given when desperately needed, again Thank you so very much."

"I have accessed countless health, welfare, and support agencies, and from my chronically ill, family harm perspective, Compassion Trust is absolutely the best agency to work with. Their holistic approach to wellbeing, their skills, and freely given compassion makes all the difference. I've always been treated with respect, never scolded, never pitied, never judged… They are client centred, and effective, and I recommend them to everyone I get the opportunity to."

"I felt fully supported and positive that I was heading in the right direction and my financial Hardship will have come right in the near future. But unfortunately, because of my own lifestyle etc this is going to continue to be a struggle. Thanks for all the help I have received, I really appreciate the above and beyond determination to try every angle possible to help me out of my difficult situation. Thanks again."

"It was wonderful to have support with issues around debt. I have now paid off my main debt and received a reduction on the amount for paying earlier. Also great to have support with contacting agencies at a time when my anxiety was very high. I'm feeling a lot more relaxed now and able to cope with my finances. Thank you so much."

"(Our mentor) actually changed the direction of our relationship!! We found it really hard to talk about money as we saw it from different perspectives. It was great to have a neutral third party help us. We were able to see things from the same perspective after and really put things into practice. This was our second visit as our financial situation changed, we feel even more empowered and excited how successful we will be with our finances. Our mentor even checked in to see how we were doing. Amazing, can't thank you enough."

"I basically arrived at the doors of The Compassion Trust feeling desperately alone with my financial dilemma, terrified that I would make the wrong move and completely out of my depth with no plan to follow. There is no one around me to ask for knowledgeable advice around banks and mortgages - I am lost as it is all new to me. My circumstances are about to change due to family problems and I needed help! My mentor listened to me (thank you!) immediately cut straight to the heart of the issues and helped me understand what I needed to do for the best and how to go about doing it. He followed up with an email highlighting the key points and assured me that he was available for further support via email if needed. I have subsequently seen my bank and made a plan that has taken the pressure off and bought me time to do the harder stuff with family. I can't express my gratitude to these people at the Compassion Trust enough! Thank you for non-judgment about my personal circumstances. Thank you for hearing me, hitting the heart of the problem straight off, and for giving me no-strings, trustworthy advice. You truly have lit a candle at the end of the tunnel for me."

"I left your office today (especially with the food) with a sense of dignity I have not felt in a long time. You are very good at your job, I appreciate your warmth and guidance. It's given me a boost in my confidence."

"Steady influence that worked through all the issues in a calm, confident and knowledgeable way which significantly eased the worry and tension surrounding my finances."

A common theme amongst our clients was the huge improvement in mental health experienced once they worked with Compassion Trust on their finances. Improved mental health reduced stress at home and allowed them to better manage their everyday lives. It is not only the clients who are impacted by working with a financial mentor at Compassion Trust but also their extended whanau. In many cases we have been able to refer clients to other organisations to receive further ongoing support. i.e.: medical centres, Birthright, Comcare, Stepping Stones etc…this allows them to access wrap around services to improve the circumstances of their whole family.

We are grateful for the support which the CCC has given us, it makes a big difference to the work of Compassion Trust.

Group: Dallington Residents Association Incorporated	**Project:** Dallington Community Projects and Events	**Amount Granted:** $5,000	**Volunteer Hours:** 105	**Finances Sighted by Staff:** ✓

Project Summary

- Skip Day - 25 hours
- Carols in the Park - 50 hours
- Newsletter creation and distribution - 30 hours

Skip Day - filled two skips in 2 hours, lots of great community contact, took a load of metal to recycling, and donated used items to City Mission.

Carols in the Park - attended by 300+ locals, who were very happy, tonnes of great feedback about the event and great community connectedness.

Newsletters - distributed 1200 newsletters x4 issues to households in Dallington.

The local residents of Dallington give us great feedback about our events and newsletters - they appreciate being able to attend free local events, and like having regular news about what's going on in the neighbourhood. E

Thank you for the money!

Group: Drug-ARM Christchurch	**Project:** Art-East	**Amount Granted:** $5,000	**Volunteer Hours:** 20	**Finances Sighted by Staff:** ✓

Project Summary

Being open full-time due to funding received from the Ministry of Culture and Heritage's Creative Spaces CARE fund, we were able to support 175 people which was a much higher number than we anticipated especially with the impact of the pandemic.

Workshops have increased from seven to eleven.

Having our Creative Mentor ease attendees from individual sessions into groups has been a successful way to reduce people's anxiety and increase confidence.

Collaboration with other agencies has meant that more creatives with alcohol and drug issues now have access to the arts as part of their recovery journey when previously this option was not available to them within the sector.

We have had several exhibitions in the Christchurch City Council libraries which has been very exciting for many of our artists who visit them regularly. They have been able to show their art to whanau and friends in a public setting while telling the stories behind their inspiration and that of the other attendees who have become a part of their support network.

[redacted] Story:

When [redacted] first reached out to Drug-ARM for support, he was smoking methamphetamine and drinking heavily. His extreme panic attacks made it incredibly difficult for him to even leave the house – even getting his children to school in the morning was a daunting task. To make accessing help more achievable, our Counsellor came to meet him in his own home initially. After a few meetings , [redacted] was more at ease with our Counsellor and together they agreed it would be a positive step to venture out of the house and expand his world a little. He agreed to start having meetings down at our Art East studio. Quickly [redacted] became really fascinated with the different art and creative stuff that was going on in the studio space and he asked if he could try some creative stuff as he thought it might be a way to fill in his time more productively during the week.

Within a very short period of time, in addition to his counselling sessions, [redacted] had joined one of the creative based groups that runs each week. After a few weeks he said that he doesn't need one-on-one counselling anymore as he is getting all he needs from the art groups. He still talks with his Counsellor whenever he feels the need. He tells us he feels a lot more connected socially, with community, and his life feels more fulfilled through exploring creativity. He hasn't had a panic attack for many months and is more confident in himself and hasn't used meth or alcohol for more than 6 months.

One of the real joys we have experienced walking alongside [redacted] during this time, has been seeing him encouraging others new to the group, passing on some of the hard earned wisdom and insights he has accumulated on his recovery journey this far.

Group: Eastern Community Sport and Recreation Incorporated	**Project:** Funding for participation activators for the new Avon Hub @ the old Shirley Boys High School gym	**Amount Granted:** $5,000	**Volunteer Hours:** 10,000	**Finances Sighted by Staff:** ✓

Project Summary

Over the past year we have developed programs and enabled participation from our local community including preschoolers, tamariki and rangatahi as well as older adults, including:

- We have been successful with Play Hubs run throughout term time in lunchtimes and school holiday activations - 517 participations
- Basketball Drop in for tamariki directly after school has been a popular session - 181 participations
- We ran a low-cost basketball league at Avon Hub on Friday nights for Year 4 – 8 in Term 4 with players coming from Eastside schools - 640 participations
- We ran a fun fundamentals program for pre-schoolers at the gym - 12 participations
- Fortnightly we have Delta Friendship Group come to the gym for an hour of activity and fun with our activators. They have been overwhelming in their happiness for this program and it is a highlight of their weekly sessions to come out to Avon Hub - 250 participations
- We have supported via subsidised turf hire a large group of Muslim footballers who play a weekly league for 6 months - 1560 participations
- Active Muslim Explorers via Purapurawhetu and Sow a Lytell Seed have expanded and enabled Muslim women to train in an exclusive space and feel comfortable. The venue has subsidised the costs to allow their training at times to suit their schedules and family life. During Unity week, they held a volleyball tournament and played against other women's teams celebrating their cultures - 450 participations
- We are now the home to Canterbury Wheelchair Rugby and TIMA (Adapted Sports Program for neuro diverse and disabled tamariki and rangitahi) and recently hosted the 2nd national camp for NZ Wheelblacks and will soon host the NZ Junior Rollerderby camp in late April. Dead End Rollerderby have trained at the gym for the past year and have settled in as they are also welcome in our inclusive environment.

- At Avon Hub, we collaborate with Profile Training Group and Tamai Sports to enable high depravation tamariki have access to holiday programs each holiday via a special partnership where we offer reduced hire rates.
- Avon Hub has welcomed sports and community groups to meet onsite and at zero or low cost to enable their continued work. We have hosted CCC meetings with the local residents for 10 Shirley Road activations. We have engaged and created an outdoor preschooler session on the 10 Shirley Road site incorporating play and a visit from the mobile library. We engage with the local CCC activations and participate in the local Walking Festival walks.
- We are supporting and sharing any CCC led initiatives including Give Gear Get Great with a drop bin onsite and distributions to the local schools and community.

ECSR has a proven track record of providing programs, services and facilities sought after by schools, sports clubs, recreational activity groups, and caregivers. The aim of our programs is to improve the quality of life for residents of all ages in the eastern suburbs. The Avon Hub is helping up to achieve these goals, by providing space in Shirley that can be used year-round; this will increase participation levels by locals in sports and recreation activities. Catering for the disabled and special needs community is a main focus for Avon Hub – we are the home base for Canterbury Wheelchair Rugby TIMA, Dallington OSCAR.

We support people of all ages, genders, and abilities to live full and active lives; being involved can improve the mental and physical health of all participants, and their sense of wellbeing. Our programs all have a recreation or physical activity component to them, to engage people into physical activity from an early age. Many of the skills gained through participation in physical activity contribute to positive outcomes in other areas of life, including education, relationships, and involvement in community. Families living in lower socio-economic eastern suburbs often struggle to meet financial costs of travel and participation fees; ECSR programs are offered locally to avoid the barrier of travel; they are also low cost and accessible.

ECSR is a non-denominational entity, and our reach is fully inclusive – we support people of all ages, genders, and abilities to live full and active lives. Being active positively impacts the health and wellbeing of individuals, helps them develop skills, and helps to create a more inclusive, healthier community. All ECSR programs have a physical activity component to them; we engage children into physical activity from an early age. A mentally and physically healthy community supports positive educational, training and employment outcomes. Many of the skills gained through participation in physical activity contribute to positive outcomes in life – we see young people gaining in confidence through participation and that encourages them to give it a go in other areas of their lives, including education. Being involved in physical activity improves the mental, emotional, and physical health of participants and can lead to attitudinal changes, and improved relationships.

The ECSR Strategic Objectives include “Activity for All, Activity for Life”; this includes tailoring programs and activities for different ages and abilities across the eastern suburbs of Christchurch. As there was no other facility in Christchurch specifically catering for people with impaired available, or neuro-diverse, ECSR has made that a focus for the Avon Hub - we cater for people of all abilities.

Our philosophy with community facilities is to maximise their use by ensuring as many different groups, organisers, and individuals as possible can do something with them. ECSR supports participation in the lower socioeconomic eastern suburbs of Christchurch – we do this by providing low-cost options, to help remove financial barriers to participation. The Avon Hub provides a facility for Shirley and Richmond residents to attend, close to where they live, removing the need for transport as a barrier for participation. Avon Hub has welcomed sports and community groups to meet onsite and at zero or low cost to enable their continued work.

Group: Kimihia Early Learning Trust	**Project:** Supporting the Mana Tagata and Mana Aoturoa Of tamariki in education for their health and wellbeing	**Amount Granted:** $4,000	**Volunteer Hours:** 0	**Finances Sighted by Staff:** ✓

Project Summary

We were thrilled to be able to purchase some new resources prior to moving to our new Centre at TeAratai College.

Group: Linwood Avenue Community Corner Trust	**Project:** Community Activities	**Amount Granted:** $5,000	**Volunteer Hours:** 4,950	**Finances Sighted by Staff:** ✓

Project Summary

Our activities operated each week for 45 weeks of the year except for Girls Group which only operates during school terms and Friendship Club which meets monthly.

Around 45 to 50 people come each week to our Community Lunch.

We gave away 350 food parcels, and a good number of these families were new to us, which is a worrying trend as we only have a small food bank for people in the area.

We provided substantial Christmas Hampers to 35 families.

Numbers coming to all our activities have remained constant. We advertise on social media to keep everyone up to date.

Our podiatrist has a full client list each time she comes, and people are very satisfied with the service she provides and the very reasonable cost.

Numbers coming to Friendship Club have increased now that the threat of Covid has lessened and rest homes have more freedom to take residents out.

Girls Group is very popular, and we have a waiting list of girls wanting to join.

People coming to the Community Lunch are able to have a good hot meal with a choice of two mains and a dessert, then enjoy a cup of tea or coffee while catching up with friends.

Ladies coming to our Craft Groups are learning new skills all the time and the leaders encourage them to share their own particular skills with the group.

Our exercise groups are encouraging people to become fitter, especially as they age.

Girls Group is a great opportunity for girls and volunteers to increase their skills as well as encouraging them to work together successfully in groups.

On behalf of the Board of Trustees I would like to thank you for supporting our work in the community for the past 25 years.

Group: New Brighton Cricket Club Incorporated	**Project:** Funding for cricket equipment to help us remove barriers to participation	**Amount Granted:** $1,000	**Volunteer Hours:** 1,000	**Finances Sighted by Staff:** ✓

Project Summary

- NBCC has been providing people in New Brighton the opportunity to play cricket for their local team for over 100 years. In the 2021 - 2022 season we had 38 senior players, 98 junior players, and 5 social players.
- NBCC is one of 15 Cricket Clubs in the Christchurch metropolitan area; all clubs work together with the Christchurch Metro Cricket Association and the Christchurch Junior Cricket Association to ensure that our players experience the best support and encouragement for their continued participation on cricket.
- Our Club is well supported by talented coaches who volunteer their time to support and develop our junior players; we also have a dedicated Junior Club Captain to encourage and support young players. The continued support we receive from players families and club supporters assists us to provide the very best experience in competitions for all players from our teams and opposing teams.
- Volunteers and supporters are at the heart of our club; their support combined with grant funder support, enables us to keep providing opportunities for our community, and particularly our younger players to become involved in the club, and to participate in cricket.
- Our club makes a difference in our community by helping to develop our players beyond the game itself. Through participation in cricket, children become more willing to give other things a go, and develop the perseverance to achieve their goals, and become more socially confident individuals. The growth and development children can achieve through participation in sport has positive impacts on their family lives, their relationships with other people, and their educational achievements.
- Alongside ECSR we are working to develop sport in New Brighton and the eastern suburbs of Christchurch.
- Our club's aim is to make sport accessible by keeping costs low. Sustained funding helps us to meet the continuing need to provide quality resources and equipment to support player development and facilitation of cricket training and matches for our players and the local cricket community.
- We work with local high schools to transition our youth players into high school cricket, maintaining a link, so they too will consider a return to their former club when older. Many of our adult players are long time members of NBCC and this supports sustainability and growth of our club and the Canterbury cricket scene.
- Our club continues to be an integral part of the Christchurch cricket scene, helping at a grassroots level to develop and support tomorrow's players.
- Eliminating financial barriers to participation (particularly for children whose family and whanau support them) and encouraging people to participate in sport brings them together, improves their physical and mental wellbeing, and encourages the development of social networks and community spirit. NBCC makes a difference in our local community by drawing the community together to support their local teams. This helps to grow a sense of community and camaraderie, and more of a sense of belonging and community pride.
- NBCC provides opportunities for children and young people in New Brighton and surrounding suburbs to play cricket competitively and socially. Participation in sport benefits individual players health and wellbeing. It also exposes young players to positive role models, boosts their confidence and self-esteem, and provides many life lessons, including goal setting, commitment, teamwork, and cooperation.
- We are based in New Brighton where many families come from lower socioeconomic backgrounds; children are often unable to participate due to financial constraints. We support local families by removing financial barriers to participation - we keep junior subscriptions as low as possible, and provide playing uniforms, equipment, and facilities in the local area. We achieve this through fundraising, and funding applications, which directly benefit our players, as additional funding helps us to keep subscriptions low.
- Like many local sports clubs, we receive invaluable support every season from our volunteers (coaches, committee, and management) All NBCC teams have volunteer coaches; our club focuses on supporting our coaches to perform at their best, so that they can help to develop a love of cricket in our junior players. An enthusiastic and well supported junior section is essential for the ongoing sustainability of our club, and for cricket in Christchurch. Thank you for your support.

Group: New Brighton Friendship Club	**Project:** Older Persons Coach Trips	**Amount Granted:** $300	**Volunteer Hours:** 1,300	**Finances Sighted by Staff:** ✓

Project Summary

- New Brighton Friendship holds monthly meetings with interesting speakers, monthly social gatherings, occasional day outings to places of interest and at least one trip of several nights out of Christchurch.
- Around 50 attend each monthly meeting and 30 or more attend the other events.
- Numbers involved in our activities are growing so most must be satisfied as they continue to attend, and that satisfaction must be being spread outside the Club as numbers involved in our activities are growing.
- Members learn interesting things from our guest speakers. They get opportunities to socialise in safe environments and trips to interesting places that they would otherwise been unable to get to.

Group: New Brighton Menz Shed Trust	**Project:** Operational expenses incurred in the provision of a community workshop	**Amount Granted:** $1,500	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

Report not submitted at time of writing.

Group: New Brighton Netball Club Incorporated	**Project:** Funding for netball equipment	**Amount Granted:** $1,500	**Volunteer Hours:** 1,500	**Finances Sighted by Staff:** ✓

Project Summary

- New Brighton Netball Club (NBNC) is committed to encouraging our community, especially young people, to take part in the sport of netball.
- We support and contribute to the growth of Netball in Christchurch by actively encouraging young people to play the sport by providing quality equipment, uniforms, and courts for practices; we don't want financial constraints to be a reason to hold anyone back from participating. We recognise that participation is beneficial for our players health and wellbeing; it also provides physical, mental, and social benefits to participants and has a flow on effect into the community - active communities are healthier communities.
- For the 2022 season, our membership included 35 senior players, 71 junior players and 17 social players.
- NBNC is the only local netball club in New Brighton; we are well placed to provide young people with the opportunity to play for their local club. Locals have let us know it is a lot easier for families and whanau to have their children attend a club in their neighbourhood, rather than having to arrange transportation to practices in another suburb. New Brighton is undergoing a renewal process, with many plans in place to develop our seaside community – including the new hot pools and the Eastern Canopy.
- Families with young children are being attracted to the area, and many local sporting codes are experiencing and increase in numbers. This brings far reaching benefits for the whole community, participation in sport increases physical health and mental wellbeing.
- Encouraging and retaining young people in sport engages them in meaningful activities and develops their communication, teamwork, and goal setting skills.
- Participation in team sport can also boost self-esteem and confidence and may help participants achieve positive outcomes in other areas of their lives, including educational achievements and embracing a healthy lifestyle. The flow on effects can also benefit families, whanau, and the wider community.
- Fostering participation in netball from junior levels can develop a lifelong interest in the sport.
- Our senior players are positive role models for new players, demonstrating what can be achieved, and modelling how to give back though volunteering at the club, including coaching. Many of our players have gone on to play masters netball and social netball, to continue to be involved in the game.
- Low-cost opportunities to get involved in sport are crucial for families in our area. Many of our families drip-feed subscription payments for their children - without this option, they may not be able to participate. Even with this option, players often struggle to meet the commitment.
- Participation in sport is a good thing, especially for younger players. It can help children to lead healthy, active lifestyles and gain important life skills like working together in a team and an increased sense of confidence and wellbeing. The life skills young people learn through participation in netball can flow through into over areas of their lives, like education and relationships. Our local community in New Brighton includes many families who come from a lower socioeconomic background.
- We do all that we can do to ensure financial barriers to participation are removed, including fundraising to provide uniforms and equipment, keeping subscriptions low, and providing training facilities in the neighbourhood.
- Our club supports our volunteers and coaches, as they give back to our club and our teams; positive mentors like this help children to grow into adults who also strive to give back to their community through volunteering.
- We work collaboratively with Eastern Community Sport & Recreation (we are one of the founding member clubs) to increase participation in sport and physical activity in the eastern suburbs.
- We also work collaboratively with other netball clubs in Christchurch, and with Christchurch Netball Centre, to help to develop the sport of netball, and encourage young people to get involved. Thank you for your support.

Group: North Beach Residents' Association Incorporated	**Project:** Annual Operating Costs	**Amount Granted:** $1,200	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

- North Bech Residents Association organised the Beach Mat to be out every day during the summer school holidays and it was also in place on weekends from November to March.
- Provided beach access for local and Christchurch citizens.
- Beach wheelchairs were also available for use.
- Organised community Kai nights and a kids Fest for our residents.

Group: North Beach Tennis Club Inc	**Project:** Junior Tennis Programme Funding 2022/23	**Amount Granted:** $1,000	**Volunteer Hours:** 320	**Finances Sighted by Staff:** ✓

Project Summary

We had 52 children attend our Saturday morning coaching programme which was split in 4 groups according to age and ability between 8.30am and 12 noon.

We were encouraged to see a lot of children return from the previous season plus new children joining to learn the game of tennis. Our numbers remained stable from the previous season, and we were able to provide 17 weeks of tennis coaching that wasn't rain affected.

Our coach once again provided a fun learning environment for all the children to learn in and it is always pleasing to see children progress up to later sessions as they master skills and techniques.

The children are always better off as a result as they have learnt a new skill, participated with other children and made new friends along the way and have got outside in the fresh air and away from devices. Each season we get a lot of children back from previous seasons plus pick up new children wanting to learn the game of tennis. Older children move onto playing interclub tennis with skills learnt at our club and we fully support them moving onto other clubs who can provide this service. Skills taught at our club enable children to slot well into interclub tennis at the next level and provides them with the chance to further their tennis and develop the game as a life-long interest.

Group: North Wai Boardriders (1965) Incorporated	**Project:** North Wai Surf/Skate Holiday Programme	**Amount Granted:** $625	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

Report not submitted at time of writing.

Group: Parklands Christchurch United Softball Club Incorporated	**Project:** Funding for softball equipment to help us keep the sport affordable	**Amount Granted:** $1,500	**Volunteer Hours:** 1,800	**Finances Sighted by Staff:** ✓

Project Summary

PCU is located in the eastern suburbs of Christchurch, where low-cost opportunities in sport are crucial for families and players, as many have limited financial means. The financial burden for our junior players falls on their parents and caregivers; even some members of our Premier Teams still rely on family support. Our Club is firmly focused on keeping membership fees low to remove some of the potential financial barriers to participation; we also provide equipment and uniforms and have facilities in the local community, removing travel as a barrier to participation.

PCU is a family orientated softball club which delivers enjoyable softball and excellence from high level elite to tee-ball through first-class management systems, leadership, coaching and facilities.

Our club is committed to providing young people with the opportunity to play softball. Some of the ways we do this include Have-A-Go Days, skill sessions for our members, and at Haeata Community Campus. The growth in new players benefits our club, and also benefits the sport of softball in Canterbury. PCU will continue to encourage young people to play softball, while also working on retaining our existing players in the sport.

The family friendly environment at PCU encourages intergenerational participation. Through participation in sport, we help families develop a healthy, active approach to life; this helps the community become more engaged, connected, and healthier. Sport is a positive and productive way for young people to send their time; it can improve mental and physical health, and the lessons learned in sport can carry through to other areas of life, including education. Supporting children to stay in sport encourages them to embrace a healthy lifestyle, set and achieve goals, and build their self-esteem. The skills learned through participation in a team sport are transferable - the attitude to strive to achieve in sport often flows through to a child's educational pursuits. PCU's family friendly environment and low encourage participation by all family members and our community grows in strength, health, and safety as a result.

PCU works collaboratively with CSA and ECSR, we support the development of softball across all ages, genders, and abilities. By encouraging participation in the sport of softball at a club level, we help to benefit the sport grow, locally, regionally, and nationally. There are other Softball Clubs in Christchurch; PCU is one of the larger clubs, we are based in the eastern suburbs. Whenever the opportunity arises, we work collaboratively with other local clubs, often combining helping to make up team numbers so no one misses out on the opportunity to play.

PCU are a family friendly club, with many generations of the same family being involved, either playing, supporting, or volunteering. Participation in any sport helps young people to develop the attitudes and skills the need to seize opportunities in sport, education, and other areas of their lives including improved interpersonal relationships, increased community awareness, and the development of a physically and mentally healthier, safer, community. With funding assistance, we are able to keep subscriptions low and provide uniforms, equipment, and facilities to support the development of softball in our area. Supporting grassroots participation in softball at a club level benefits the sport regionally and nationally as well.

Group: Parklands Ladies Club	**Project:** Club trips and venue hire	**Amount Granted:** $500	**Volunteer Hours:** 500	**Finances Sighted by Staff:** ✓

Project Summary

- The club holds 10 monthly hall meetings with speakers and afternoon tea, averaging 45 attendees.
- Average attendance for our monthly outings varies from 16 to 40 depending on the activity.
- The committee organised a variety of speakers with a range of topics which were interest to our ladies. the monthly outings have included several lunch venues, 10 pin bowling, a coach trip to Leeston and Rolleston library.
- Judging by the support we get; the members are satisfied with our arrangements.
- The ladies have the opportunity to meet twice a month with others of a similar age, to make new friends and be stimulated with topics of interest. We celebrate members birthdays, organise entertainment and a special afternoon tea for the club's birthday and also arrange Christmas lunch which is always appreciated. We support one another in times of sickness and loss.

Group: Parklands Toy Library Incorporated	**Project:** Annual running of the Toy Library	**Amount Granted:** $1,500	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

- The Toy Library is typically open for 5 hours per week over three days (Wednesday and Saturday mornings and Thursday evenings). The Librarian is paid for 15 hours of work per week, which covers time taken to open the library, set out large toys outside, clean up at end, reconcile banking, and other administrative duties. This increased from 10paid hours per week from 1 April 2022 as the Committee made the decision to recognise the real hours being worked by our Librarian due to increasing our membership to over 150 families.
- We attended one community event (Parklands @ Play in February 2023) and two of our committee members were involved on the planning committee for the event. All of the committee worked all day on the event. Which also included our Toy Sale.

- Our membership numbers have increased through the funding year, which is an indication that local whanau are satisfied with our services and that there is an ongoing need for us to continue doing what we do. The feedback we get from new members is that our website is clear and easy to use. We have good quality toys that for the most part have all of their pieces.
- At the Parklands @ Play event the toy library area was the focus of the preschoolers activity area and when feedback on the event was collated there was a lot of positive comment about the activities available for young children.
- Our local community is better off having us close and us having the wide range of toys that we have.
- Thanks to the generous grants provided to us that have contributed significantly to our operational costs including Librarian wages, our committee have been able to purchase some fantastic new toys to expand our toy stock in line with the increasing membership and to keep our toys up-to-date.

Group: PIPS Pregnancy Infancy Parenting Support Trust	**Project:** Operation of PIPS' drop-in centre	**Amount Granted:** $4,000	**Volunteer Hours:** 1,500	**Finances Sighted by Staff:** ✓

Project Summary

Over the past year (2022-23) our on-site volunteers gave over 1,000 hours (1,166 hrs) of their time to PIPS. On top of this, our off-site volunteers (washers, sewers, satellite donation site volunteers and handyman) gave 264 hours. Our Management Board gave approximately 50 hours over the year and our wonderful Sit + Stitch group gave approximately 50 hours. In total, our volunteer hours for the year were over 1,500 hours (1,530+ hours) to support PIPS. We couldn't have achieved all we have without the support and commitment from our incredible volunteer team.

We gifted over 68,240 maternity and essential baby items to under-resourced whanau across Christchurch, with an estimated dollar value of $916,831. We saved an estimated 9.4 tonne of items going to landfill.

We had over 400 attendees at our Bumps + Bubs parent wellbeing groups throughout the year. The group sessions provide a friendly, non-judgmental space for parents to connect, ask questions, get support and make new friendships and build their own support/social network. The sessions were always well attended and covered a range of topics (many suggested/requested by the participants themselves) including:

- A social gathering for peer support, advice and friendship reducing social isolation
- Community Energy Action
- Christchurch City Library
- Musical Tots
- Babywearing Christchurch
- Kingdom Resources for financial literacy and pre-employment training discussions
- Sleep support from a certified sleep consultant
- Pre/postnatal discussions with a midwife
- Lactation support and advice from a trained lactation consultant
- Fun craft for mum/dad to share with their baby

Over the year we regularly sent out our Client Survey to those attending our drop-in centre. Of those that responded, (168) 97.1% said that PIPS was able to provide the service and/or items they came in for. 97% said they found the connection with PIPS volunteers and staff useful. 79% of respondents advised they were currently feeling financially stretched and stressed (struggling to keep up with daily living costs) and 97% confirmed that PIPS reduced their stress/anxiety in being able to provide essential items for their baby.

Demand continues to grow for our services, many are returning clients. This demonstrates the impact PIPS has within the community and respect for our services.

Our Bumps + Bubs support group is facilitated by our Client Support Coordinator in such a way that attendees get to suggest outings, activities and topics of interest for external speakers, among other ideas for the group. In this way, the group controls the design of their own criteria for connection and drives the topics of interest that will support their individual parenting journeys. We continually receive positive feedback from our attendees who report feeling more connected and less isolated attending our weekly sessions.

For some mums (and their babies), Bumps + Bubs is the only social outing they participate in each week. Having a group like Bumps + Bubs and a place like PIPS where new parents are able to attend and build their networks helped to break the isolation felt during this time.

Our Volunteer base has continued to grow, which we see as a sign of people enjoying their role as PIPS volunteers and feeling like they are making a contribution to their community.

Through Bumps + Bubs, close to 400 women, babies and their families were supported and cared for in our weekly sessions. Participants report feeling more connected and less socially isolated.

Volunteering provides many positives to PIPS and allows us to reach a large number of clients each year. However, another focus of the PIPS Volunteering program focusses on breaking social isolation, not only for pregnant mums or new parents (via our Bumps + Bubs support group) but also for our volunteers + knitters within the local community. This includes our regular Sit and Stitch group that attend to provide knitting for PIPS' clients but also to create new friendships, increase overall wellbeing and community connectedness.

The impact of our work is best demonstrated through client feedback and feedback received from other services that we support:

- Client - Vicky* (name changed for privacy reasons) *"PIPS staff and the service, and items they have assisted me and my whānau with, has been invaluable at the hardest time of my life. We were experiencing homelessness after escaping a domestic violence situation and serious financial hardship due to our circumstances. Having the support from PIPS made things much better for us and actually the referrals and support I received from PIPS helped us find accommodation. The items they provided have given myself, my young daughter and my unborn baby, happy opportunities we wouldn't otherwise have had. Thank you so much. We look forward to continuing to engage with a community of mothers for breastfeeding and parenting support, we are so very grateful!"*
- Lucy - ECE Kaimahi/Social Worker - Te Puawaitanga *"The PIPS service is fantastic, easily accessible for whanau. It is very welcoming and greatly appreciated by whanau. Since knowing about your service , I have been able to support birthing mothers to prepare for childbirth and accessed your service to hire capsules, safe sleep equipment, pushchairs and clothing for newborns and older babies. Thank you so much for providing such a safe space that brings mothers*

together and allows mothers to connect and share their experiences without judgement or having to worry about paying for the items they need. Thank you for showing that it takes a village to raise children by merely providing all the basic things required for childbirth preparation. Keep up the amazing work you are doing for the community."

The on-going support we receive from the Strengthening Communities Fund has been incredibly generous and valued. PIPS is strongly focussed on creating a meaningful social and environmental impact across Christchurch. We couldn't do this without your support. Having this funding ensures we can keep making our services available at no-cost to the community. We know we deliver a friendly, quality service and offer a good return on investment for funders.

Group: Positive Directions Trust	**Project:** KŌRERO MAI … We're listening Rangatahi Hauora coping skills project strategy	**Amount Granted:** $2,000	**Volunteer Hours:** 270	**Finances Sighted by Staff:** ✓

Project Summary

- We provided 25 wananga, hui and events (during out of school hours) to help build self-esteem, well-being and learn life coping skills for Māori rangatahi through the inclusion of mentoring, hauora, tikanga Māori principles and the use of Te Reo Māori and kaupapa Māori restorative connections where necessary.
- The Kōrero Mai Rangatahi Hauora program provided approximately 75 rangatahi with consistent contact with experienced mentors and kaiako.
- We introduced cultural interventions and activities that helped improve well-being, confidence, social skills and social status.
- We provided mental health/suicide prevention information strategies to the groups; referral details; links to mental health professionals and support for up to 25 young people.

From discussions with the rangatahi and kaiako and the data we have been able to draw from the programme, the overall outcome of the mahi was satisfactory. When working with young people with doubts about themselves, there are number of ways to provide support. These are reflected in the list above.

We provided safe, visible, easy and culturally appropriate mental health information to Maori/Pasifika and communities who need it the most.

We promoted mental well-being activities techniques and tools for rangatahi.

We linked rangatahi directly to local hauora/mental health providers and professionals for immediate assistance. 4. We provided a visible and ever-present hauora/mental health service that brought the discussion directly to the community.

We promoted open dialogue of hauora/mental health issues right where it is needed for the young people involved.

We provided increased community mental health education.

Thank you for your support.

Group: QE II Swim Club Incorporated	**Project:** Growing swimming participation in the eastern suburbs	**Amount Granted:** $1,000	**Volunteer Hours:** 50	**Finances Sighted by Staff:** ✓

Project Summary

- Several different activities throughout the specified time from club nights at end of term (inviting the Learn to Swim crew to participate), swim meets to camps and participating in local community days.
- All this over and above the 6 days a week training for all those involved.
- There is a "can do" attitude from our members (or parents of members, rather) with several putting up their hands to assist with planned activities and to get the job done.
- Families from the community who are involved as part of our swim club benefit from our work. These could be anyone from an 8-year developing their stroke technique, to competitive swimmer, all the way through to a multi-sport fitness athlete or surf lifesaving superstar!
- We truly are grateful for the assistance given at the time. It has helped us to continue to keep costs low for our community (in several instances where there are multiple kids involved in one family).

Group: Queenspark Community Trust	**Project:** 24/7 Youthwork and Children / Families / Seniors	**Amount Granted:** $4,000	**Volunteer Hours:** 2,000	**Finances Sighted by Staff:** ✓

Project Summary

<u>Move n Groove</u>

Move n Groove meets weekly during term time. On average we have 32 children, and 22 adults attend, made up largely of Mothers and children under 5 years of age. There are some grandparents and fathers who also attend. We run a programme that has a music time for 25 mins followed by morning tea, (which is provided) craft or art activity and toys for children to play with. We are run to provide an activity for families to attend but our purpose is to also provide support to families where we can.

Our families love coming and often verbally recommend our group to others and on Community Facebook pages. Our local Plunket nurse recommends us to her families as well.

A note from one of our Mum's - *"To the whole Move n Groove family, thank you so so much for another fabulous year. Tuesday mornings are a very big highlight in our week and the ability to come along, enjoy the fun, songs, playtime and of course the cup of tea is just the best. We are so grateful for all of your kindness, generosity and your open arms welcoming us every week."*

Another parent - *"My 3 year old son and I have been going to move and groove for a year now, and we absolutely love it! He just loves the fun music, instruments and especially the parachute! Having morning tea and playing with the toys afterwards is equally as fun. I love having some time to see and talk with other like-minded adults amongst it all."*

Move n Groove, is important in our community because we provide a safe and welcoming space for parents and caregivers to come with their pre-schoolers. It gives them the opportunity to connect with others in their community. Parenting can be a lonely place when you are a first time mum. Building connections helps parents mental health and wellbeing by gaining friends and connections. It means they are less isolated and have someone to reach out to if they are struggling.

Family Movie Nights

Our Family Movie Nights have been running now for ten years. We host families once a month from February to November usually on the end of the month. We have an open home policy, where people can bring their own dinner and join us to eat dinner, chat and then stay to watch a family friendly movie. We have snacks and drinks available for purchase before the movie starts and at half time. We average around 4 – 6 families who attend.

Quote from one of our parents who regularly comes:

"Awesome family night catching up with other families for tea, chat and a laugh. Relaxing time connecting with family and friends taking time out to spend time together without distractions of home life."

Quote from different families who attend movie nights:

- *"We have been attending movie nights since my kids were preschool aged. Around ten years. Originally it was post-earthquake to see if my preschoolers would sit through a movie in public rather than take them to Readings & disturbing paying movie goers. They loved the movie nights & a lot of their friends also went, they made new local friends, was something they look forward to each month. I became a single parent when they were quite young so it also became something I looked forward to so I could take them out & be out socially with other adults and it gave me an extra support network. It's one of my kids' core memories of family & community fun. My kids are now teenagers, and my daughter still looks forward to coming along, this time as a helper, so it's given her a sense of community as well and 'giving back' or volunteering. I think the movie nights were a brilliant initiative and they are a great thing for young families who may be on a tight budget to come out, possibly meet new people in the area but just generally it's a cheap and fun night out with your kids. Bring your own dinner before the movie & the adults also get a chance to chat & catch up."*
- *"Coming to Movie nights has been a refuge at times, a place I can bring my kids knowing its affordable and welcoming space."*
- *" Awesome family night catching up with other families for tea, chat and a laugh. Relaxing time connecting with family and friends taking time out to spend time together without distractions of home life."*

Morning Teas

Our pop-in morning tea on Thursday are hosted weekly during the school term time. They began after covid lockdown because we noticed many older folks in the community had become isolated as a consequence of this. We wanted to provide a safe space where anyone can pop in for a cuppa, something to eat and a chance to chat to another person. This has continued for a couple of years as we have become aware that isolation is becoming a common problem, not just for our elderly but for those who are working from home alone and miss the connection of just chatting to another person.

We have seen a variety of people attend our pop in morning tea and many comment to us how much they enjoy it and find "so great just to be able to come and connect".

Our community is better off when we provide a space where anyone is welcome to come and talk with others.

Craft Group

We are a team of 5 woman who run a craft group that meets once a week, and we have on average 27 ladies who come.

The purpose of the group is to provide a warm inviting place for these ladies (some of them lonely) to gather, meet new friends and learn new crafts, which we encourage them to try something new. The ladies that attend look forward to coming each week.

- *"I do look forward to Wednesday when I can come and meet up with my new friends and do craft "*
- *"I just love coming here "*
- *"The people are so caring, especially when I have been in hospital."*
- *" It is such a lovely place to come as I live on my own ".*

For the ladies who come we are meeting a need for them, as a group of them are now living on their own. Not only can they get together over a cup of tea but they can do craft, we have some very creative ladies. The knitting and crocheting are sent to the hospital we send blankets, beanies and teddy bears to Christchurch Women's for new babies and the children's ward. We make sensory sleeves for the dementia ward at Burwood hospital also, these are much appreciated by those who receive them.

We also have people making cards, jewellery, doing embroidery and mosaic work.

Foot Clinic

Clinics are held cutting toenails approx. every 7 or 8 weeks apart on a Friday afternoon. Clinic dates over the last twelve months.

- 19 August 2022 - 45 attendees - 14 volunteers
- 7 October 2023 - 35 attendees - 15 volunteers
- 2 December 2022 - (Clinic was cancelled due to Covid amongst the volunteers)
- 27 January 2023 - 41 attendees - 15 volunteers
- 24 March 2023 - 42 attendees - 15 volunteers
- 12 May 2023 - 48 attendees - 15 volunteers

- 30 June 2023 - 44 attendees - 14 volunteers

Volunteers Duties

- Welcome Desk - 1
- Hospitality (Afternoon Tea)- 2
- Foot Spa (soaking feet before cutting toenails)- 3
- Toenail Cutters (Nurses) - 5
- Foot Massage (Post nail cutting) - 4

We have retired and current Nurses who do the toenail cutting at each Clinic. We take pride in what we do and endeavour to give a high standard of service to our senior citizens (Clients) who attend.

Our clients tell us they look forward to coming and being pampered with afternoon tea, foot spa and foot massage which is included along with nail cutting each clinic.

Group: Renew Brighton	**Project:** Renew Brighton	**Amount Granted:** $5,000	**Volunteer Hours:** 450	**Finances Sighted by Staff:** ✓

Project Summary

- Renew Brighton has continued to hold a collaborative space in the Greater Brighton area by bringing groups and organisation together to build connections and opportunities to work in collaboration with each other.
- Renew has identified opportunities to further enable community participation on the issues that are important to the people.
- Held 6 Connection meetings, 3 community meetings to develop Emergency response plan, we set up New Brighton Information centre in collaboration with other social service agencies.
- In total more than 180 attended the meetings.
- Have continued to engage with various community groups . Support was provided to 30 community groups to connect with people in the community and circulate information via Renew information channels.
- Emergency Response Plan was developed in consultation with Residents associations and community leadership group.
- Established 3 resource hubs and conducted Emergency situation simulation.
- Information centre is now established and operational for 5 months.
- Groups and organisations maintained collaborative and open attitude towards each other. This is benefiting the wider community's wellbeing, enabling more knowledge about what each other are doing and starting to learn and share across community projects.
- Information centre provides another access to the community for finding information about what's happening in our community with the opportunity to also providing information about social services.
- Emergency response plan will benefit 12,000 residents in case of emergency. Particularly helping and guidance to elderly, disabled, isolated.

Group: SeniorNet New Brighton Incorporated	**Project:** Computer Tuition	**Amount Granted:** $3,000	**Volunteer Hours:** 10	**Finances Sighted by Staff:** ✓

Project Summary

We are open on 4 mornings, 8 hours each week during 10 months of the year, with up to 4 volunteers each day, probably about 400 hours overall.

We have about 80 or 90 members wanting to learn more about use of their phone or laptop.

Our members are very satisfied with the help they receive from our tutors, they are able to download photos received from family overseas, and deal with business affairs.

Our members are better able to communicate with family, friends and business after learning a bit more about their phone or laptop, some are able to use the skills learnt here to help out in other organisations.

We are really grateful for the grant, as it has allowed us to serve the public without worrying about how to pay the rent on the premises and keep the place warm.

Group: Shirley Rugby Football Club Incorporated	**Project:** Funding for two sets of Junior/Intermediate Goal Posts to replace current end of life sets	**Amount Granted:** $1,000	**Volunteer Hours:** "Too many to Count"	**Finances Sighted by Staff:** ✓

Project Summary

We have 4 senior teams and one golden oldie team and 8 Junior teams. They play from April to September each year. I am the administrator and I get paid to keep the admin side of the club going. We used the funds from CCC to refurb the Junior rugby goal posts.

Group: Shirley Toy Library Incorporated	**Project:** Shirley Toy Library Incorporated	**Amount Granted:** $1,500	**Volunteer Hours:** 80	**Finances Sighted by Staff:** ✓

Project Summary

The Shirley Toy Library is open two days of the week - Wednesday afternoon and Saturday morning.

We have two librarians on each session and a volunteer to help clean, count and shelve the returned toys.

We hold a monthly meeting that committee members attend to discuss any issues and ideas that need to be addressed.

We currently have 85 family memberships who attend the library to hire toys and continue to try and grow that.

We also engage in a number of fundraising activities within the community each year.

The Shirley Toy library hire out toys to members at lows costs, we use a system called Mibase which we pay a subscription for. This system allows us to keep track of toy hires, hold membership information, allow members to reserve and renew toys online, along with numerous other functions. The software system helps the librarians and volunteer committee run the library in a professional manner. Members have been using this software to renew toys they already have out and frequently reserve toys that they pick-up on our sessions.

We belong to the Toy Library Federation of New Zealand, subs paid to the Federation allow us the committee to contact them for assistance with all the questions that crop up with running the toy library. They have been a valuable resource throughout the covid 19 pandemic.

Overall, the smooth and efficient running of the toy library continued. Our librarians are very knowledgeable in how the library operates, the needs of our members and they perform a wide range of tasks which allows a large number of various toys to be hired fortnightly by our members. The grant helped to ensure that we were able to keep the toy library open two days a week with this assistance with their salary.

The continuation of our Toy Library service allows members to borrow a wide variety of toys and supports our environment. Young children learn through play, and the Toy Library provides a range of good quality toys that a member may not otherwise be able to afford or have room to store on a permanent basis. We continue to hope that our service encourages sustainability, family togetherness and helps children learn. Play is also a valuable tool used to help support tamariki mental health during these challenging times.

We know we are valued part of our community and are very proud of the service we provide the tamariki in our community.

Group: South New Brighton Tennis Club Incorporated	**Project:** Funding for monthly Friday Night Youth Night for young players	**Amount Granted:** $1,500	**Volunteer Hours:** 16,000	**Finances Sighted by Staff:** ✓

Project Summary

With assistance from the CCC Strengthening Communities Fund grant we received, we were able to establish our regular monthly Friday Number Youth Night. The programme format is reasonably informal as it was designed to be fun and engage youth in the club without too much pressure of competition. There is a brief warm up to start with, a run around and a few star jumps etc. Then a friendly game on court with mixed pairs.

We try and mix the group up so that everyone gets a reasonably evenly matched game. As you can imagine, there are varied skill levels amongst those attending. We have music playing through a Bluetooth device in the background. Play may last for up to an hour. Then we wrap things up by enjoying some food together (pizza or fish and chips).

The number of young people attending varied from month to month, from approximately 10 to approximately 20+ young people each month. Participants came from local schools, including Shirley Boys, Avonside Girls, and Te Aratai College.

We used the funds granted by CCC Strengthening Communities Fund for the monthly evening events and some sports equipment, including tennis balls.

SNBT offers coaching for toddlers to seniors with group sessions; our tennis club operates 7 days a week with coaching to suit before school, lunchtimes and after school and weekends. We keep our membership costs low to encourage local families to participate.

Our club is committed to growing junior player numbers by providing children and young people with the opportunity to participate in tennis and removing barriers to participation with love membership costs and by providing equipment. We are also committed to supporting and encouraging current members to remain in the sport, benefiting the development of tennis in Canterbury.

Our monthly Friday Night Youth Night allows young people another opportunity to become involved, and to form connections with other young people playing tennis. We advertised our monthly Friday Night Youth Night via our Facebook page, and through the coaching team who work with young people in school programs. We also advertised in schools and through existing club members family networks.

Our club supplied the equipment needed on Friday night events, so that new players could come along and give it a go, without needing to invest in a tennis racquet or tennis balls to be able to do so.

Participation in tennis is the goal, we have seen the impact this has had in the lives of our players. Being part of a friendly local club allows players to form connections with other people who also play, and this encourages their own participation. We are the only Tennis Club situated in the greater New Brighton area who are providing any junior coaching for tennis.

We will be the only tennis club in the area offering a monthly Friday Night Youth Night to encourage and support younger players. Removing barriers to participation for families in the eastern suburbs of Christchurch encourages participation and brings people together for enjoyment, to improve their physical and mental wellbeing and to encourage the development of social networks and community spirit. Low-cost opportunities in sport are crucial to families in our area.

To remove barriers to participation, our club provides equipment to support and develop the level of participation in tennis in our area. We are firmly focused on keeping our membership fees low so everyone who wants to can participate, the whole family can come and access the courts and have fun together. Our monthly Friday Night Youth Night is another way we help to reduce barriers to participation and provide young people with a healthy, social outlet.

Thank you for your support.

Group: Southshore Residents Association Incorporated	**Project:** Southshore Beacon - Looking after local people and interests- community bi-monthly newsletter	**Amount Granted:** $1,000	**Volunteer Hours:** 1,250	**Finances Sighted by Staff:** ✓

Project Summary

We organise the community beacon, events and advocate for the community. The funding on this occasion was for the Beacon. It is delivered by volunteers to 500 households. The CCC also use it to provide the community with information.

This newsletter is very popular. It has local articles, advertises our events and keep people informed on important issues. CCC find it valuable as it is trusted source of information. We have kept it in print rather than digital as many of our older residents prefer it this way.

The newsletter helps older residents feel connected. We have games and fun for young families. It also advertises our Matariki and picnic events - all ages and our Halloween event - for our younger residents but supported by many households. The Beacon also supports and advertises local businesses to encourage people to use and support local. There is a strong desire to this in our community.

The Beacon is put together and delivered using many volunteer hours - this is to cover a hard cost we cannot get donated- printing.

Group: Spencer Park Surf Lifesaving Club Incorporated	**Project:** Lifeguard Training & Development Coaches (x2) and a Swim Coach (x1) 2022/23	**Amount Granted:** $1,000	**Volunteer Hours:** 2,100	**Finances Sighted by Staff:** ✓

Project Summary

- During our summer season, our volunteer lifeguards patrolled the beach every Saturday and Sunday. Our patrolling hours on Saturdays are 1pm -5pm, and Sundays 10am -5pm and need approximately 7 guards for each day of patrol.
- Our guards are constantly upskilling, by attending Patrol Captains courses, first aid courses and missing persons exercises.
- 12 of our lifeguards are also part our emergency call-out squad.
- Trainings are held regularly, and we also attend joint Canterbury area trainings as well as Police Search and Rescue combined trainings with Coastguard and LandSar.
- With unnecessary drownings in New Zealand waterways, this has been a focus of our Lifeguard Manager Linda Poulsen.
- Our club location being so close to the Waimak River Mouth, our trainings are focused around this area, so our call-out squad is prepared for any incidents.
- Our coaches run swimming pool training sessions every week and as well as trainings on the Beach every week.
- Our lifeguards and coaches are also responsible for training our rookie lifeguards. Our rookie lifeguard team is made up of 12 and 13 years old with a focus to becoming a lifeguard when they are eligible to when they are 14. Training of rookies is taken very seriously as this is a pathway to being a qualified lifeguard and gives these youth a great sense of belonging and a way to give back to the community. In doing this we offer swimming coaching every Wednesday at the Graham Condon pool to ensure that they are fit and able swimmers. Our coach who coaches Wednesday swimming designs a programme to ensure those who are not so confident have a great chance of improving their abilities to enable them to be lifeguards.
- This funding grant helped pay towards our Coaches wages who do a fabulous job of training our young members and getting them upskilled to be our future lifeguards Expenditure report.

Group: Spencerville Residents Association Incorporated	**Project:** Spencerville Gala Day	**Amount Granted:** $1,000	**Volunteer Hours:** 508	**Finances Sighted by Staff:** ✓

Project Summary

Volunteer hours:

We have 12 committee members, who meet once a month for approx 2 hours (24 hours). We hold an annual gala day (50 hours), water fun day (30 hours), two movie nights (20 hours), river clean ups (40 hours), duck race (20 hours), predator control group (144 hours), Childrens Christmas party (30 hours) plus secretarial role, various off site meetings, playcentre & toy library liaison, producing and organising our Community Styx Post, community hub hiring (approx 150 hours per year). Basically, lots when added up, plus probably a bit more.

All of the committee pitches in from booking the items we need on the day of the Gala, selling rubber ducks (for the duck race), organising the collecting of rubbish with our local park rangers and volunteer fire brigade.

Then there is the setup of the river clean up and organising volunteers, the collection of so much rubbish in our community and bringing it to a central point to be collected by council. For the duck race we all meet with our local community and their amazing ducks, with help from our local Spencerville Life-saving Club and they race down the river.

Then there is the set up for the gala of bouncy castles and water fun, setting up the hub, liaising with entertainers, setting up the bbq for cooking the sausages. Everyone helps out staying at the gala and assisting our community and children with a fun free event. Then pack down takes a bit longer and we are done. Lots of hours in one day but a fun, fantastic day for all!

We did amazing for such a small community! The feedback we get from our families, and the smiles and laughter from the children say it all. Families and neighbours connect, and it is a fun, friendly, inclusive and welcoming day. The children talk about our gala day all year and look forward to it each year. It shows a real commitment from our volunteer committee members to hold something for our small, diverse community that everyone loves.

Our whole community is better off, including the committee members who organise it. We love to support our small community and show them this is a special place where we live, that they all deserve some fun and happiness, something free when sometimes times are tough. All are welcome and there are many things to celebrate in our community, especially the people, the people, the people.

We would like to thank Christchurch City Council very much. We always appreciate your support and guidance - you do an amazing job to support our community. Please pass our thanks onto the Board. Thank you :)

Group: Stitch-O-Mat Charitable Trust	**Project:** New Brighton Stitch-O-Mat	**Amount Granted:** $4,000	**Volunteer Hours:** 440	**Finances Sighted by Staff:** ✓

Project Summary

We have been open for approx 240 sessions over the past year with an average attendance of 4 people per session, this totals 960 people using our facility.

We have been recording the number of repairs and have recorded from Jan to Aug of 2023 we have completed repairs for 169 people.

A growing part of what we provide is minor repairs and alterations to textile items and this has been proven to be greatly valued by those who have used this service. Many people have repeatedly come back with more items to repair, and we often have people in who have been referred to Stitch-O-Mat by others who have used our service. Quite frequently we have people come in who have gone elsewhere and been quoted very high prices for repairs which they haven't followed through with. After querying the same repair at Stitch-O-Mat they are often surprised of what we will charge because we aim to keep our prices low to make repairs accessible to more people that would otherwise not be able to afford to repair their items.

One of our weekly sessions has a group of mainly retired women who each started coming to work on their individual sewing projects but have since developed friendships which has changed the session to more of a social sewing group where these women now come to connect with each other for their wellbeing. These connections have proven valuable for one of our regulars who sadly lost her husband and Stitch-O-Mat became a place for her to find comfort and support when needed at a very difficult time.

One of our other regulars on this popular session initially came into Stitch-O-Mat learn to sew a cushion. She has since vastly increased her skills completing much more technical projects whilst also connecting and learning from others. She has also forged a great friendship which extends beyond the Stitch-O-Mat session which is greatly valued as she has moved to Christchurch in recent years.

Your support is very much appreciated.

Group: Styx Living Laboratory Trust	**Project:** Pūharakekenui Education Project	**Amount Granted:** $2,000	**Volunteer Hours:** 5,000	**Finances Sighted by Staff:** ✓

Project Summary

The Pūharakekenui Education Project was established to enhance learning and research in the Pūharakekenui and to provide the community with environmental education programmes and opportunities to learn more about our biodiversity, waterway health, Mātauranga Māori, and specifically the Pūharakekenui.

The Pūharakekenui Education Project supported the hiring of an education officer and the running of over 20 different education activities/events including a 4 x Matariki Flag Making Workshops, invertebrate monitoring workshop, tī kōuka weaving workshop, school education days/events (Ouruhia, Christchurch Boys, Bishopdale, St Josephs, Student Volunteer Army, Stantec, Canterbury Home Educators, Christ's College, Organic Kids, Casebrook Intermediate, NZ Conservation Volunteers, Englefield Reserve Planting), supported two Lincoln University Class Projects - landscape design, creating wildlife guilds, supported the Murchison Park Community Plant Drop, School Eco River Adventure, Janet Stewart to Styx River Esplanade Reserve track creation, a photography competition, creation of educational videos/content(e.g. underwater videos) and greatly enhanced our social media educational content about the Pūharakekenui/Styx River environs.

The Pūharakekenui Education Project was instrumental for the significant increase in our educational outreach/content on social media, renewed education resources/sessions for the Kā Pūtahi Rangatahi Mātauranga Education programme days and an ability to run workshops/education activities/events. A big part of this project's success was being able to hire an education officer. We hired a part-time education officer who has had an enormous impact on our activities/community outreach and has helped us revise our education activities, enhanced our community outreach/engagement and relationships with schools, supported our citizen science programmes, enabled us to run more education related events but it should be noted that we are still working on creating an education strategy - it should be complete by early next year.

There were multiple different events and activities held over the duration of the project that taught attendees a number of new skills, for example:

- Matariki Workshops (Four workshops were held at Stitch-o-Mat to finish creating the 9 whetū (stars) of Matariki). New Skills included: Stitching and sharing and learning about Matariki/Mātauranga Māori. These flags were displayed at the Kahukura Rongoa Maori Trust's Matariki Events.
- Invertebrate Monitoring Workshop(Invertebrate Identification skills and an increased understanding of the health of the river at different locations)
- Tī kōuka weaving workshop (joint event with the Kahukura Rongoa Maori Trust and Green Lab) (taught attendees to weave Tī kōuka and more about the rongoa reserve. Supported equipment purchase of shears for volunteers to use for site maintenance at the rongoa site.
- Kā Pūtahi Rangatahi Mātauranga Education Days taught school groups about Mātauranga Māori, Rongoā Māori, water quality, invertebrate monitoring and predator control. Activities were tailored to the school's interest.
- Supporting school/community planting events and the introduction of more educational activities into these events so attendees enhanced their plant knowledge and understanding of biodiversity in the Styx(catered to the group's interest).
- Outreach/Education Materials - Creation of additional educational content including a colouring book, kumara garden at rongoa site, videos and social media posts (including underwater to increase the community's understanding of freshwater values through creating and sharing underwater videos).
- 1,040 trees delivered to households around Murchison Park to raise awareness of the value of urban trees, increase urban tree canopy coverage in the Redwood area in the vicinity of Murchison Park, engage communities, and conduct research into people's perceptions of trees and their contribution to mitigating climate change. If every resident planted their tree and used their additional gift certificate for another free tree from Trees for Canterbury then tree canopy in the Murchison park area could have increased by 4%. The education officer created videos about different tree species to help increase understanding of our native plant species. These can be viewed on our Youtube channel - @StyxLivingLaboratoryTrust.

- Creation of a Connector Trail - The Education Officer led the development of a trail to connect Janet Stewart and Styx River Esplanade Reserve. There is now a permanent trail between the two reserves. This was supported by locals who volunteered regularly to create this trail and also a NZ Conservation Work Skills group who learnt about trail creation and maintenance. This is trail is now regularly used by locals.

Since August last year we have had 89,736 people reached on Facebook which was a 437.5 % increase from the year prior and have reached over 16,000 people with our Instagram content.

Group: Sustain South Brighton Incorporated	**Project:** Sustain South Brighton	**Amount Granted:** $5,000	**Volunteer Hours:** 212	**Finances Sighted by Staff:** ✓

Project Summary

Sustain delivers five main Activities for our community. The quantity of what we have delivered under each of these main Activities is listed below.

Common Ground

- Ongoing maintenance of a community greenspace which is a popular community socializing and bumping space, with a small community garden,2 notice boards, 2 community book fridges, tiny shop, seating area and hosts a coffee cart.
- We got toy boxes, sports equipment & 2 shade umbrellas after community feedback.
- We met with someone from the disability sector and are working to improve accessibility.
- Created a seed library for the community.
- Installed a new book Fridge at Common Ground with volunteers after feedback from the community that the existing one was too small.

Common Ground is popular for regular meet-ups, such as a mothers' group who meet every Monday, gatherings for elderly residents, families coming down to use the toys and sports gear and people catching up weekly at Food Truck Friday emphasizing its role as a social connecting space. We actively seek community feedback to make the space more accessible and responsive to local needs. This resulted in the acquisition of the toy boxes and sports equipment to promote play in the space and shade umbrellas to enhance the space's appeal. We are now working with someone from the disability sector to get feedback on how to make it more accessible.

Sustain Community Events & Activities

One off community events:

- Local Body Meet the Candidate Event: 15th Sept 2022 - 5 candidates, 52 community members came, 2 volunteers.
- Fundraising stall for Q'Topia: 25th Sept 2022 - Raised $108.70 - 2 volunteers.
- Teddy Bears Picnic: 5th Oct 2022 - 20 people came.
- Halloween Dog Parade: 29th Oct 2022 - 70 people came, 25 dogs and 6 volunteers.
- Reindeer Hunt: 16th Dec 2022.
- The Barden Party free community Shakespearean performance: 3rd March 2023 - 100 people attended, 3 volunteers.
- The Mother of all Clean-ups: 13th May 2023 - Part of 65 groups cleaning up rivers. Organized 5 volunteers in our section of the estuary edge.

Ongoing events and activities:

- Food Truck Fridays: 2022/23 over summer. 25 events with between 60 to 150 people attending.
- Social Gardening Group: 2022/2023. We started and run the group. 4 social gatherings at people's houses. Op Shop Tour which had 17 people sharing cars to op shop together. Currently planning a garden tour.
- Free Summer Workshop series: 4 workshops. Christmas crafts - 17th Dec, 6 people. Jewellery making - 23rd Feb, 8 people. Stone carving - April 2023, 5 people. Youth Jewellery making - May 2023, 5 young people.
- Common Ground Working Bees: Sept 10th 2022, 8 people volunteered. 25th Feb 2023, 8 people volunteered. 6th August 2023, 4 people volunteered. 8th August 2023, 3 people volunteered.

Partnership Events

- South Brighton A and P Show: 11th March 2023. Partnered with Bridge Hub. 100 community members came. 14 volunteers.
- Youth Week Create-a-Space event: 20th May 2023. Partnered with The Bridge Hub. A creative drop in space for youth. 20 young people came. 6 volunteers.
- Youth Week 2023 Youth Clothing Swap & Upcycling event: 15th May 2023. Partnered with Methodist Mission. 33 young people came. 5 volunteers.
- Recreate Community Clothing Swap: July 21st 2023. Partnered with Methodist Mission. Clothing Swap for the community. 15 people came. 5 volunteers.
- General Election Meet the Candidate event: 12th Sept 2023. 5 candidates. 70 community members came. 4 volunteers.

Information Sharing And Local Stories

- Regular information sharing for the community and showcasing positive events happening in our community on our Facebook pages, other community FB pages and our 2 community notice boards.
- Developed and delivered a monthly online Sustain newsletter until March 2023. Invited The Bridge Hub to combine their mailing list with our newsletter and we now co-produce the monthly South Brighton Community Newsletter. Currently has 324 subscribers.
- Partner with The Bridge on a 3 monthly letterbox drop for the South Brighton Community.
- Worked with the CCC staff to inform the community about the Coastal Pathway consultation.

Community Engagement

- Community representative on Wastewater Treatment Communications Advisory Group 2022/2023. Attended multiple zoom meetings led by the CCC as part of the role. Worked with CCC staff to organize a community meeting to inform them about the plant. Fed back into the 'how the response could have been improved' consultation process.
- Bridge Street Roundabout Improvement Project 2022/2023. Gathered feedback from 4 businesses, the Bridge Hub, the Kindergarten and the primary school and talked with 40 community members about roundabout safety. Wrote a short report and did a deputation (6-3-23) to the local Community Board. Met with people from the transport team from the CCC. The CCC plan to upgrade safety is now back with the Community Board and about to restart consultation with the community on the plan.
- South Brighton Healthy Streets Project 2023. In partnership with Te Mana Ora, Healthy Families Team from Sports Canterbury. Came about from Sustain's Bridge St Roundabout Improvement Project. Aim to work with the community to do street level changes in the roundabout streets and Common Ground with what community to make the street area more human centered and to support social connection. Engaging with youth leadership team from local Primary school. Engaging with The Halberg Trust re accessibility and young people with disabilities. Working with a Māori systems worker to engage with mana whenua and include pūrākau in the project. Plan to engage with general community members and elderly people from the local rest home. Attended the Healthy Streets training at the CCC. Presented the Project at the Walking Summit Hui - a national conference in Christchurch. Invited the Bridge Hub to be part of the project.
- Gateway To New Brighton Pages Road And Surrounding Streets Consultation 2023. Met with CCC communications advisor about the project and worked with her to get information about how to submit to the consultation in our newsletter and on our Facebook pages. Attended an online webinar and an in person meeting to find out about the proposal. Talked with some parents and young people from the community about cycle safety and how the road changes might affect that. Wrote a submission to support the proposal particularly as it will create safer evacuation routes which will take the pressure of Bridge Street in South Brighton in case of an evacuation. Going to do a verbal submission.
- Youth Voice In The Long Term Plan 2023. Working with Rerenga Awa (Canterbury Youth Workers Collective) and someone from Youth Voice Canterbury to find out about how we can support young people to engage with the Long Term Plan.
- Youth Voice And Coastal Adaptation: Exploring how we can support young people to engage on coastal adaptation.

In addition to our 5 main activities we:

- Regularly attended: New Brighton Wellbeing meetings, CCC led Elevate Youth Development in our ward meetings. Youth Development Champions project Communities of Practice. Play Network Hui (1 so far). Renew Connect meetings. Lone Wolves Community Workers meetings.
- Set up the Google Documents administrative system for Sustain and a funding calendar.
- Did a Strategic Map/ Plan for Sustain. - Developed a written MOU with The Bridge Hub.
- Wrote the Sustain policies and got them signed off by our Board.
- Developed Sustain Health & Safety Systems and created Health and Safety forms for our events.
- Attended: Two Te Tiriti o Waitangi trainings, CCC Kia Rite Hoea workshop on running community events.

Sustain has consistently demonstrated a strong commitment to its purpose of enhancing the community through Common Ground, events, activities, information sharing and community engagement. Positive feedback from community members underscores the organization's success in fulfilling its objectives and its dedication to serving the community. Sustain South Brighton's ongoing efforts make a valuable contribution in creating a vibrant, informed and connected local community.

(This is a summary of activities provided - additional information available from staff on request)

Group: The Brighton Gallery Trust	**Project:** Rent	**Amount Granted:** $5,000	**Volunteer Hours:** 2,160	**Finances Sighted by Staff:** ✓

Project Summary

We have staffed the gallery through volunteers on a roster, seven days a week, year round, except some statutory holidays.

We have been open to the community for 6 hours a day. Community members are always encouraged to make and display art if that interests them. We do this through offering free exhibition space in our window and free artmaking sessions twice a week. We also have low cost art lessons.

This year we have made becoming a member easier, removing a committee checking step from the process, and instituting 3 levels of membership- full membership $60 (including hanging one picture per month on the wall space) or 'friend of the gallery' $30 no wall space included- hanging fee of $2 per month applies, and junior $30 PA, including one artwork display per month. We have also widened the types of artworks permitted for display, removing prohibitions on photography and needlework.

Artists are encouraged to bring in new work each month so regular visitors see new work when they come in.

We always take part in weekend or evening markets in the lane our gallery is situated in. The markets are organized by the Carnaby Lane collective.

We have started a new website to promote local art and started an Instagram page.

We have been actively promoting the gallery through Facebook, and through the local newsletter the Wave.

We have held several exhibitions which are open to art from members and non-members. This includes 'Collective Nouns of animals' exhibition with no entry fee for artists- to encourage young and new artists. Another popular exhibition was 'Favourite places in Ōtautahi'.

This year we have continued to make the gallery available to a group of homeschooled young people for artmaking sessions and displaying their artwork as peers to gallery members. Several of their artworks were sold this year.

The gallery is also hosting free bimonthly artmaking workshops run by the Canterbury Community Arts Council, who invite artists to facilitate artmaking in various fields, including glass painting, colour mixing, silk screen and woodcut printing.

The gallery has many regular visitors who often comment favourably on the quality and variety of artwork on the walls. Visitor numbers have been down over winter, with an average of 10 per day, but we are often get an influx in the weekends or warmer days. The free artmaking sessions and workshops have not been as well patronised as we would have liked. We are looking into further promotion of these events- at the local library and an outdoor sign specifically for the workshops.

Many of our members are experienced artists. The gallery offers them a place to display their work at low cost with the opportunity to book the window for extra exposure. Individual artists are highlighted regularly on our Facebook page and website.

Artists new to exhibiting have a non-judgmental environment in which to put their work before the public. This is intended to boost their confidence but, this can have the opposite effect if the response from the public to their art does not meet the artist's expectations. However, this reality check can be beneficial, if the novice artist is prewarned of the public's fickleness- something we consciously endeavour to do.

The public benefit from the gallery in having the opportunity to buy reasonably priced original art, and sometimes in rekindling their artistic ambitions. Students at the gallery- whether in paid lessons, workshops, or art making sessions benefit from the skill and knowledge of our members, as well as the encouragement to freely express themselves- something sadly lacking in a curriculum based learning environment.

Group: The Linfield Cultural Recreational Sports Club Inc	**Project:** Kids in Sport	**Amount Granted:** $1,000	**Volunteer Hours:** 180	**Finances Sighted by Staff:** ✓

Project Summary

Sessions were run at Bromley Primary School and Whītau Primary School.

We noticed an increased sporting skills ability within the children, as well as their teamwork and confidence. Children who may have been hesitant at the start, soon became comfortable with trying something new and gained confidence in participating with different genders and ages. The teachers have commented how the children's confidence increased within the classroom and their ability to work with their classmates on different projects.

All the children involved benefitted from their increased sports skills and confidence. We hope this will eventuate into them feeling empowered to participate in sport outside of the school environment. The increased physical activity for the children benefits them not only for increased fitness, but also their overall physical and mental health. The teachers have commented that they have noticed the children's behaviour in the classroom has been more settled.

Group: The New Brighton and Districts Historical Society and Museum Incorporated	**Project:** Building Project	**Amount Granted:** $3,583	**Volunteer Hours:** 3,212	**Finances Sighted by Staff:** ✓

Project Summary

We printed our calendar, which made $2,500 profit, we had 2 garage sales and one big book sale.

We work really hard at preserving the history of the east.

We provide a vital service for people who wish to look up history or just come in for a nostalgic visit.

Group: The Richmond Keas Softball Club Incorporated	**Project:** Funding for softball equipment to help facilitate participation in the sport	**Amount Granted:** $1,000	**Volunteer Hours:** 3,000	**Finances Sighted by Staff:** ✓

Project Summary

Richmond Keas Softball Club (RKS) is a family-friendly softball club based at Linfield Park in Linwood. We encourage and support people to participate in softball and enjoy all the social, mental, and physical benefits that come from being involved in sport. We are committed to the assisting our local community to live active healthy lifestyles.

Our club has grown in numbers from 15 teams to 24 teams; we have 451 members. We cater for all age groups and abilities; our teams include Mixed T-Ball, Junior Softball (U11-U23 Boys & Girls), U7-U18 Play Saturday, U23 Play Monday Night, Senior Open Grade Softball (Men's, Women's & Mixed), and Premier Men.

Our members mainly come through word of mouth from friends and family; we also promote softball at the start of each season at schools in the vicinity of our club, who we draw junior our players from, including Whītau School, Linwood Avenue School, Bromley School, Te Waka Unua School, Te Aratai College, and Avonside Girls High School.

Our players live in lower socioeconomic areas of Christchurch, so we do all that we can to ensure finances and travel do not become barriers to their participation in sport.

RKS improves wellbeing by removing barriers to participation; we do this with funding assistance to keep subscriptions low and provide players with local facilities, uniforms, and equipment. Our club is committed to providing young people with the opportunity to participate in softball. We do as much as we can to retain current members and encourage others to take up the sport, benefiting the development of softball in Canterbury.

RKS is a stable and a valued contributor to the Canterbury softball community. The growth of softball in our region, and nationally, starts at the grassroots by encouraging young players. Sport is a great way for people to come together to participate in a fun, easily accessible form of physical activity. It also helps build community spirit, and encourages the concept of volunteering, and giving back, to support new players. We know that many of our players come from

families where hardship is intergenerational – for families who struggle to put food on the table, finding money for a child to play sport can be incredibly challenging; removing barriers to participation is crucial in our community, and especially for our young players.

To encourage children into softball, and retain them in the sport, through fundraising and with funding assistance we keep subscriptions low, provide equipment and uniforms, and facilities that are close to where they live. Low-cost activities are particularly important for children and families, without them many young people would be unable to participate in sport.

We aim to attract young children into sport by keeping subscriptions low, and providing the uniforms, equipment, coaches, and facilities they will need to participate. Encouraging the development of a life-long interest in physical activity and healthy lifestyles in children can have a long-term impact in their lives. The young players in our club are learning valuable life lessons and skills through participation in softball, including commitment and reliability (showing up for your team), teamwork (understanding the value of being a team player and working towards a common goal), setting goals (if you set a target and give it a go, it is achievable), and the value of a healthy lifestyle (being physically active and healthy creates a life time of healthy habits, improving mental and physical wellbeing).

Our club receives invaluable support every season from our volunteers (we have 75 coaches, managers, or scorers, and 10 committee members who volunteer approximately 110 hours per week, and game time) All of our teams have volunteer coaches and supporting them is important to us, so they can continue to encourage young players to develop a love of softball. Our juniors also develop an appreciation for volunteering as they grow older, when they can see how important that support was to them.

Group: The Salvation Army New Zealand Trust	**Project:** The Salvation Army Christchurch East Financial Mentoring	**Amount Granted:** $2,000	**Volunteer Hours:** 15,000	**Finances Sighted by Staff:** ✓

Project Summary

We worked with 120 individuals over the funded period.

Feedback from clients has been very positive and have expressed their gratitude at being able to access this support.

Clients learnt finance management skills leading to a reduced or concluded need for food and other support from us.

Thank you. The support of the Council is much appreciated!

Group: Waimairi Beach Residents' Association Incorporated	**Project:** AGM and Christmas recognition event	**Amount Granted:** $400	**Volunteer Hours:**	**Finances Sighted by Staff:** ✓

Project Summary

Report not submitted at time of writing.

Group: Woolston Boxing Club Incorporated	**Project:** Amateur Boxing - Community Sports Club (Yr 3 of 3)	**Amount Granted:** $1,500	**Volunteer Hours:** 3,966	**Finances Sighted by Staff:** ✓

Project Summary

We continue to have an amazing team of coaches who open the doors to our club every week. We continue to run 6 classes over 4 days of the week. Closing off the Youth Class during the School Holidays (2 classes per week).

Our classes are currently hosted:

- Mondays and Wednesdays
- Youth Class 8-16 years 4.30pm – 5.30pm
- 17+ 6-7.30pm
- Fridays 6-7.30pm
- Sundays 10-11am

What worked well:

- Regular class timetable
- Increased volunteer numbers and regular coaches' meetings.
- More collaboration with local clubs
- Large numbers of our Team representing Canterbury
- More connections and support for our coaching team to develop our personal skills.

Woolston Boxing continuing to stay operational is the main benefit to the community. This community is one with many low decile schools in an area that needs it. There are many children and families in the area that appreciate safe, fun controlled environment for their children to come and learn a new discipline at next to no cost.

Increase growth and participation as well as continued improvement of coaches working together to help achieve the better possible results for our boxers, our coaches' team now meets regularly to get together share ideas in order to better the results and team environment for our athletes. More opportunities to compete locally, nationally and internationally has given our boxers more exposure to competition level boxing allowing them to upskill and better their abilities.

We continue to have regular enquiries for new members and new members attending, we have 3 x intakes each year for the 8-18 year olds and 1 for the seniors. These intakes are crowded which is awesome!!

We continue to have an amazing following, hosting the largest tournament in the South Island which is 2023 was the largest tournament there has ever been with over 90 bouts on the card! Absolutely unreal! It shows our sport is growing and more and more want to participate.

Financial issues are always going to be an obstacle in boxing, with many athletes themselves / families requested to pay for trips both nationally and internationally at late notice due to entry criteria and time frames to challenge for spots always being in close proximity to a tournament leaving timing to fundraise very minimal.

The hardest point we are having is getting the development and training we would like for our up and coming coaches there are seminars that pop up however they are short notice and often $3-400 which hit the pockets very hard, this is something want to put a continued focus on however and have been able to get 2 session each throughout the year and look to continue to build on that. Once we are in season training and competitions can take up many weekends and much time, not allowing time to fundraise for events where travel is required or as well as having time to fit in other objectives such as re watching previous competitions, however we are going to workshop this to find ways to make this happen. If we did not receive funding from Council and other funders, we would need to push more costs back on to families in order to keep the everyday running of the gym a possibility.

Group: Woolston Playcentre	**Project:** Heating Costs and Play Consumables	**Amount Granted:** $2,297	**Volunteer Hours:** 4,000	**Finances Sighted by Staff:** ✓

Project Summary

The grant money was used for purchasing consumables to enhance and contribute to the learning of the tamariki in attendance at Woolston Playcentre, along with providing the required indoor temperature for a safe learning environment.

The needs of the tamariki and whānau were met by having a warm, safe, environment to learning and grow in.

The children attending Woolston Playcentre and their families are better-off as a result of this funding.

Group: Woolston Preschool Incorporated	**Project:** Improving our technology and resources for children	**Amount Granted:** $2,500	**Volunteer Hours:** 100	**Finances Sighted by Staff:** ✓

Project Summary

We managed to purchase the play kitchen as well as 2 Ipads and accessories.

Our next step will be looking at extending our children's experience with I.T.

Our younger children have really engaged with our new miniature wooden play kitchen. They continue to spend a large amount of time working with this.

The teachers are finding the new Ipads to be much more efficient. They connect to the internet immediately and work better without portable speakers.

The nursery children have been social working around the new play kitchen.

The children aren't having to wait for a long time to listen to a song. This is resulting in children's music sessions being more focused and children being more engaged.

Memo

Date: 7 March 2024
From: Maria Adamski, Senior Parks Asset Planner
To: Cindy Sheppard, Community Board Advisor, Waitai Coastal-Burwood-Linwood
Cc: Waitai Coastal-Burwood-Linwood Community Board
Reference: 24/378965

Guardians of Rawhiti Domain Toilet Proposal

1. Purpose of this Memo Te take o tēnei Pānui

1.1 To provide information to the Community Board about the issues raised by the Guardians of Rawhiti Domain.

2. Confidentiality

2.1 The information in this memo is not confidential and can be made public.

3. Origin Te Pūtaketanga mai

3.1 At the 21 November 2022 Waitai Coastal-Burwood-Linwood Community Board meeting The Guardians of Rawhiti spoke to the Board regarding toilet access in the vicinity of the Rawhiti Nature Play Area and the possibility of having two portable toilets, one a disability porta-loo, placed in the area.

3.2 The issues raised were referred to staff for investigation and reporting back to the Board.

3.3 The highlighted concerns included inadequate disability-friendly features and the condition of the existing toilet facilities. The lacking features comprised of sufficient space for assisted care, access to sufficient water, and the availability of change facilities.

3.4 External considerations included the absence of a pathway, challenging terrain, and the distance to the restroom from the Rawhiti Nature Play Area, particularly problematic when accommodating multiple family members.

3.5 The Guardians of Rawhiti proposed a purpose-built toilet to meet the needs of the disability community with a temporary porta-loo in the interim.

4. Decisions Required Ngā take me whakatau

4.1 For information purposes.

5. Key Points Ngā Take Matua

5.1 There are two toilets in Rawhiti Domain, one located at the Shaw Avenue entrance car park and the other near the tennis courts and playground. The latter is closest to the Rawhiti Nature Play Area.

5.2 The playground toilet facility was installed in the 1980s. In 2019, it was assessed as moderate condition, requiring work but still serviceable. Other than scheduled and reactive works, no refurbishment work has been carried out on the building. The next assessment will be in 2025.

5.3 The toilets are serviced by a septic tank and field lines.

5.4 Scheduled work on the toilets includes cleaning and restocking toilet paper along with an annual building wash.

5.5 Vandalism and broken or worn componentry is attended to reactively.

5.6 There is no hard surface footpath to the toilet from the Rawhiti Nature Play Area.

5.7 Staff have investigated the installation of a path from the Rawhiti Nature Play Area to the toilets. An asphalt path is to be installed from the edge of the existing path, left red dot, to the toilets, right red dot below.

5.8 Hard surfaces are being renewed in Rawhiti Domain with work starting mid to late April 2024. The new path will be installed as part of these works.

5.9 The Rawhiti Nature Play Area landscape plan and the removal of the playground beside the Eastern Community Sport and Recreation Canopy were approved at the Coastal-Burwood Community Board Meeting of 12/04/2021, Community Board resolution CBCB/2021/00022.

5.10 The removal of the old playground is expected to be in the next 5 to 8 years.

5.11 Staff are planning the renewal of the toilet with a refurbished or new accessible toilet once the current toilet reaches the end of its life. This toilet has a life of 50 (2030) to 80 (2060) years.

5.12 A decision to refurbish or renew the toilet would be based on the condition of the toilet. If it is to be renewed, the most appropriate location and the needs of park users would be taken into consideration.

5.13 The Guardians of Rawhiti Domain Charitable Trust have dissolved and gifted the Rawhiti Nature Play Area assets to Christchurch City Council.

5.14 Staff have overlooked the request to install an accessible porta-loo over the summer period and apologise for their error. With the installation of a path to access the existing toilet, a porta-loo is no longer being considered.

6. Financial Implications Ngā rara ahumoni

6.1 The cost to install a path from the toilets to connect with the existing path to the Rawhiti Nature Play Area will cost approximately $13,000. This is funded from the Long-Term Plan CPMS43686, Community Parks Hard Surfaces Renewals, $1,129,803 in FY24.

6.2 The toilets will be renewed at the end of their life and included in future Long-Term Plans.

7. Significance Te Hiranga

7.1 The provision of toilet facilities on the park is of medium significance and of local interest.

8. Community Interest and Consultation Ngā Aronga me ngā Whiriwhiringa i te Hapori

8.1 There is no additional community interest.

9. Risk Mitigation Te Whakamauru Tūraru

9.1 There is a risk the toilets will become rundown and cease to function if they are not maintained.

9.2 Scheduled maintenance plans and reactive works are continued to ensure the toilets are hygienic and functioning.

9.3 There are no residual risks.

10. Next Steps Te neke whakamua

10.1 Path to existing toilet to be constructed.

10.2 Staff to plan for the eventual renewal of the toilets and undertake consultation on the preferred location.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Maria Adamski - Senior Parks Asset Planner
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Rupert Bool - Acting Head of Parks

Christchurch City Council

Ticket Report

01 04 2024 - 30 04 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter by month: 2024 (Year) + April (Month)

Tickets Reported in April 2024

3233

Reported Tickets last mont

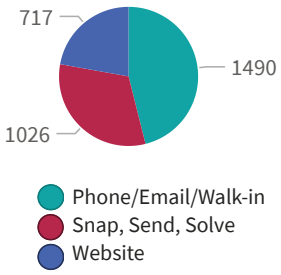
Status as of Report Date

Programmed Work
100

Open
816

Closed/Resolved
2317

Channels



Currently Open Tickets

816
Open Tickets

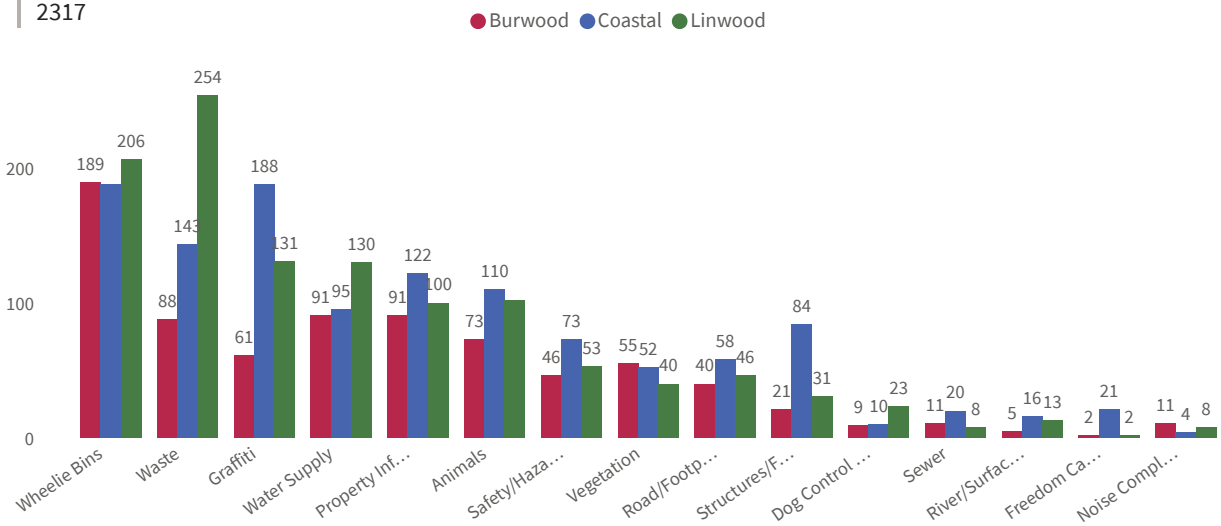
10
avg open ticket age (days)

181
Escalated tickets*

4565
Total Currently Open Tickets

***Open as of report date, reported during filtered period**

Top 15 Incident Categories



Top 10 Object Categories

# Tickets	ObjectCategory
412	Litter
227	Damaged Bin
219	Bin Not Collected
173	Water Leak
146	Graffiti - Utility box, pole, railway
122	Graffiti - Fence, building or structure
117	Residential LIM
100	Residential Property Files
88	Trees
68	Graffiti - Other

Report date:
01 May 2024

Christchurch City Council

Item 18

Attachment D

Christchurch City Council

Memos

Christchurch City Council

Memo

Date: 24/05/2024
From: Georgia Greene, Traffic Engineer
Gemma Dioni, Principal Advisor Transportation - Safety
To: Waitai Coastal-Burwood-Linwood Community Board
Cc:
Reference: 24/564344

Travis Road Pedestrian Crossing

1. Purpose of this Memo Te take o tēnei Pānui

1.1 To update the Waitai Coastal-Burwood-Linwood Community Board on a potential crossing point on Travis Road between Shirley Boys High School and the Travis/Bower/Rookwood intersection.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 In the report to the Community Board Meeting for the Travis/Bower/Rookwood intersection Monday 12 February 2024, paragraph 5.17 stated that an additional crossing point was requested on Travis Road, due to the concerns raised about the safety of crossing Travis Road by students.

2.2 In response to the consultation feedback received, staff completed additional investigations. This identified that a pedestrian refuge island could be provided at this location, which would provide an additional crossing point for pedestrians to use, halfway between the existing pedestrian island and the Travis/Bower/Rookwood roundabout, making it safer and more accessible to cross Travis Road.

2.3 Travis Road (from Wattle Drive to Bower Avenue) has a crossing distance of 14 metres. Installing the pedestrian refuge island and kerb build outs would reduce the crossing distance and allow people to cross in two stages, making it easier to cross, particularly at peak times. The refuge island can be contained within the flush median, so no changes to the lane alignments are needed. The removal of two parking spaces on the south side of Travis Road would be needed to provide a kerb cutdown and kerb build outs.

2.4 Targeted engagement was undertaken by staff with directly affected property owners as well as Shirley Boys and Avonside Girls high schools. During this engagement process for the pedestrian crossing, there was no response received from the schools however a concern was raised by a local business owner.

2.5 Staff met with the local business owner and Shirley Boys High School on Thursday 28 March 2024. This occurred on-site and was undertaken during school finish time to observe behaviours. The concern from the business owner was that any island would restrict access for larger vehicles to sit in the median clear of traffic, particularly during these busy times.

2.6 The Principal of Shirley Boys High School expressed that his preference was for students to be encouraged to cross at the roundabout where the crossing points have been improved and vehicles have been slowed by the speed humps. On-site observations at the time of the meeting identified that most students from the Boys school were crossing at the preferred locations.

2.7 It was noted on-site that day, that there were only a small number of students from Avonside Girls High School crossing in the location of the possible refuge island between the existing island outside the school to the west and the roundabout to the east. At a previous site visit, approximately 30 students were observed crossing between the existing crossing and the roundabout between the times of 3-3:15pm.

2.8 As part of the safety improvements at the roundabout, the pedestrian crossing on Travis Road has been moved to the west by 30 metres, reducing the distance the students have to walk to cross the road.

2.9 Following the feedback received and observing the behaviours outside school during the end of school day, it is not proposed to continue with a pedestrian island proposal at this time. A review will again be undertaken post-construction of the roundabout works to identify if there are any outstanding issues.

3. Conclusion Whakakapinga

3.1 Staff have completed investigations and stakeholder engagement for an additional pedestrian island on Travis Road between the school and the roundabout. At this time, the scheme will not be developed further, however this does not preclude any further changes happening in the future.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Georgia Greene - Traffic Engineer Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Christchurch City Council

Memos

Christchurch City Council

Memo

Date: 23 April 2024
From: Shaleen Prasad-Kumar Project Manager
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Enter name(s) and title(s)
Reference: 24/680904

New Brighton CRAF - Marine Parade street renewal project update

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to provide the Community Board with requested information relating to the New Brighton CRAF Marine Parade Street renewal project, spanning from Hawke Street to Bowhill Road.

1.2 The information in this memo is not confidential and can be made public.

1.3 At the 22 April 2024 Information/Workshop Session the Board requested some further information before the project is released for consultation in May.

2. Update He Pānui

Public Transport Information

2.1 Environment Canterbury Passenger Data

2.1.1 Data obtained from Environment Canterbury (ECAN) pertains to bus route 135, servicing the stretch of the project between Hawke Street and Bowhill Road.

2.1.2 The data was collected during the month of March from the years 2021, 2022, 2023, and 2024. March is typically used as it considered the most representative for showing longer term trends.

Stop point code	INIT Stop Code	Long name	Mar-19	Mar-20	Mar-21	Mar-22	Mar-23	Mar-24
18566	511	Marine Pde near Rawhiti Ave	1		1	3	1	6
12150	512	Marine Pde near Rawhiti Ave	2			1	2	2

2.1.3 Data collection occurred in March without school or public holidays, except for March 2024, which included Easter holidays. On average, the data indicates that one passenger boards the bus at stops 18566 and 12150 per day.

2.1.4 It should be noted that ECAN's data only encompasses passengers boarding at these stops; it does not include information on passengers disembarking.

2.2 Catchment of the residents for the bus stop and distance

2.2.1 We have assessed the coverage of the bus stops for the existing bus stop layout and the proposed bus stop layout. This is based on the assessment areas within 400m walking distance (equating to a 5 minute walk) as this is the New Zealand Transport Agency Waka Kotahi's guidance for walkable catchments for low frequency public transport

stops (https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/getting-to-and-from-public-transport/walking/). Refer to Appendix A for the walkable catchment assessment and distances between bus stops information which was requested by the Board.

2.3 Removal of the bus stop from Option A and Option B

2.3.1 There is an extended approval process from ECAN for the removal of bus stops, which typically takes two to three months. This request for removal has not been initiated, so all proposed bus stop removals will be removed from the project scope and consultation documents. This measure is necessary to safeguard the project's consultation timeline from being affected.

2.3.2 Rationalisation of the bus stops along Marine Parade can be addressed at a later stage under standard Council BAU projects, and tied into wider changes to the bus network as part of the PT Futures programme of work.

Project Engagement

2.4 Project team to work closely with New Brighton Surf Lifesaving Club

2.4.1 The project team has contacted the New Brighton Surf Club following the Information/Workshop Session with the Community Board on 22 April and has scheduled an onsite meeting for early May.

2.4.2 Feedback from this engagement will be available to staff and the Board, so it can be considered as part of the decision-making process post-consultation.

2.5 Project consultation and engagement that was undertaken as part of the programme

2.5.1 The CRAF consultation which took place in 2021 was at a very high level and asked people to comment on key issues in New Brighton that included speed, pedestrian safety, landscaping, and cycle facilities.

- Individual projects were not consulted on.
- Leaflets were delivered to all properties and businesses within the New Brighton CRAF area in 2021.
- 'Have your say' page was open from 18 February to 15 March 2021 to receive feedback online.
- Drop-in session was held at New Brighton Board Room for people to ask staff questions and provide feedback. Key stakeholders were notified in an email to seek feedback.
- More information about the 2021 high-level consultation can be found in Attachment B.

2.6 Information requested on the recent work completed on Marine Parade and engagement with Community

2.6.1 The project team reviewed CCC internal system, 'Forward Works Viewer' which showed the work was undertaken by Orion and private developers.

2.6.2 Staff were asked why we are not coordinating work with other projects planned in the area. While staff try to co-ordinate such works, the six-month delay this project has experienced due to the additional investigation and survey work makes this difficult, especially when the other parties are external infrastructure providers.

- Coordination of works with Utility providers and private developers is achieved through the Corridor Access Request (CAR) system and Temporary Traffic

Management plan applications (TTM). These mechanisms will identify any clashes of planned works by different entities but does not coordinate the work.

- Often, private developers operate within specific timeframes, whether it's related to obtaining consent or ensuring availability of resources for construction. For example, cabling works or gaining access to residential properties may need to be expedited.
- Coordination of transport capital projects with other CCC departments and utility providers is achieved by staff liaising with representatives during the project's development. However, the effectiveness of this process is dependent on the providers keeping the project teams up to date on their timeframes if they change, and often this does not happen.

2.7 Schools to be added to the stakeholder list

2.7.1 Stakeholder list has been updated to include the schools in the vicinity of the project.

2.8 Consider Saturday door-knocking

2.8.1 During the Information/Workshop Session staff advised that this is a low significance project in relation to the Council's Significance and Engagement Policy. Therefore, the engagement tactics outlined to the Board at the session are appropriate for the project, which includes a 'get in touch' slip being delivered to the residents on Marine Parade.

Parking information

2.9 Request for additional parking surveys in relation to the new residential developments on Marine Parade

2.9.1 The previous parking survey conducted in November, cost around $8,000 to complete. This includes around $5,000 for the two-day on site survey works, plus around $3,000 for the production of the interpretative report.

2.9.2 Requesting an additional parking survey would result in further delays to the project's timelines for consultation and delivery and further costs. Depending on the Board member's request regarding the days for conducting the surveys, it's important to note that both summer and winter surveys have already been conducted during the investigation stage of the project.

2.9.3 The parking survey undertaken in November 2023 is likely to have captured the impacts of new development on Marine Parade.

2.9.4 A summer parking survey was undertaken in mid-November 2023 which was on a Monday and Saturday during the day. This is the standard parking survey duration to determine the usage of the existing car parks, and the impact of the three options being investigated on the current parking demand. The results of this were:

Section	Peak Parking Demand	No. parks in current layout	No. parks in Option 1	No. parks in Option 3
Hawke to Lonsdale	Monday – 47 Saturday - 35	71	71	49
Lonsdale to Rawhiti	Monday – 9 Saturday - 17	37	37	27
Rawhiti to Bowhill	Monday – 17 Saturday - 35	129	129	63

- Summer parking also included the side roads within 500m of this section of Marine Parade. These had an average of 36% car parks occupied during the peak hour, indicating there is remaining capacity to accommodate any overflow parking demand from Marine Parade.
- Compared to the previous survey done during winter in August 2023, the peak parking demand in the summer survey was similar. The difference was in the time of the peak demand – the peak parking demand in the winter survey was in the evenings, related to overnight parking. The peak parking demand in the summer survey was in the mornings.

Project engineering information

2.10 Programme and project budget

During the Information/Workshop Session, a question was raised regarding budgets:

2.10.1 The New Brighton CRAF programme was allocated $6.5 million of budget. Around $300k has been spent on early project optioneering and investigation.

2.10.2 The current budget for the Marine Parade street renewal project is $4 million.

2.10.3 The expected cost for this project is between $4 and $4.5m, depending on the options selected by the Board post-consultation. However, this could change based on further design and investigation, scope creep, and inflation.

2.11 Coal tar testing

2.11.1 In December 2021, coal tar testing was carried out along Marine Parade, spanning from New Brighton Surf Club to Bowhill Road refuge island, at intervals of approximately 500 meters. Results indicated the presence of coal tar in all samples. Consequently, we have presumed that all excavated materials will contain coal tar and factored in its removal as part of staff's cost estimate. The estimated cost for coal tar removal is approximately $300,000 for Option A and $150,000 for Option B, as Option B entails less excavation.

2.12 Information requested on project scope and plans for AC surfacing renewal from 187 Marine to Bowhill Road

2.12.1 The project scope outlined below was approved by the Waitai Coastal-Burwood Community Board on 12 September 2022 and established as the project objective. Further details regarding these objectives can be found in Appendix B.

The Marine Parade street renewal project includes:

- Hawke Street to 187 Marine Parade – remove the existing pavement and replace with a new pavement structure to support new asphalt concrete (AC) surfacing. Assess footpath condition.
- 187 Marine Parade to Lonsdale Street – currently do nothing in this section. If there is surplus funding and agreement from the project team and Community Board, investigate removing the existing pavement and replacing with a new pavement structure to support new asphalt concrete (AC) surfacing.
- Lonsdale Street to 142 Marine Parade – replace the kerb and dish channel with kerb and flat channel. Assess footpath condition.
- 142 Marine Parade to Bowhill Road – a small area of new pavement near the intersection of Bowhill Road. Assess footpath condition.

3. Conclusion Whakakapinga

3.1 The Community Board has provided the project team with guidance on the way consultation should be carried out.

3.1.1 The Board requested further information, which has been provided here.

3.1.2 We kindly request the Board to consider that the project is presently delayed by six months due to additional tasks and requests that have emerged from the briefings and workshop sessions. The project has incurred an approximate cost of $90,000 to undertake the additional work and accommodate the six-month delay in conducting consultation.

3.2 We request that any further questions regarding the memo are directed to the Board Advisor by 3 June 2024 to enable the project team to response, prior to going out for consultation later in May.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Attachment A - Bus stop layout	24/706893
B	Attachment B - Confirmation report for the New Brighton CRAF programme, 12 September 2022	22/1057411

Signatories Ngā Kaiwaitohu

Authors	Shaleen Prasad-Kumar - Project Manager Kelly Griffiths - Senior Project Manager
Approved By	Oscar Larson - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport

19. 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

Kia tau te rangimārie	May the peace
O te Rangi e tū iho nei	of the sky above
O Papatūānuku e takoto nei	Of the earth below
O te Taiao e awhi nei	And the all-embracing universe
Ki runga i a Tātou	Rest upon us all
Tihei Mauriora	Behold, it is life!

20. Resolution to Exclude the Public

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

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

Reason for passing this resolution: good reason to withhold exists under section 7.
Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

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

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE REVIEWED FOR POTENTIAL RELEASE
15.	WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD - COMMUNITY SERVICE AND YOUTH SERVICE AWARDS 2024				
	ATTACHMENT B - WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY SERVICE AWARDS 2024 - NOMINATION MATRIX	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	THE NAME OF SUCCESSFUL NOMINEES WILL BE RELEASED AFTER THE BOARD'S COMMUNITY SERVICE AWARDS 2024 FUNCTION. NAMES OF UNSUCCESSFUL NOMINEES WILL BE KEPT CONFIDENTIAL.	31 JULY 2024 FOLLOWING THE BOARD'S COMMUNITY SERVICE AWARDS FUNCTION