

Waikura
Linwood-Central-Heathcote Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waikura/Linwood-Central-Heathcote Community Board will be held on:

Date: Monday 28 May 2018
Time: 3.00pm
Venue: The Board Room, 180 Smith Street,
Linwood

Membership

Chairperson	Sally Buck
Deputy Chairperson	Jake McLellan
Members	Alexandra Davids
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Brenda Lowe-Johnson
	Deon Swiggs
	Sara Templeton

24 May 2018

Shupayi Mpunga
Manager Community Governance, Linwood-Central-Heathcote
941 6605
shupayi.mpunga@ccc.govt.nz
www.ccc.govt.nz

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

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1. Apologies

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 16 May 2018](#) be confirmed (refer page 5).

4. Public Forum

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

5. Deputations by Appointment

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

5.1 Road Stopping Application – Jubilee Street (Agenda Item 14 refers)

Mr Lloyd Reid, resident of Jubilee Street, will address the Board on the Road Stopping Application – Jubilee Street.

6. Presentation of Petitions

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

**Waikura
Linwood-Central-Heathcote Community Board
OPEN MINUTES**

Date: Wednesday 16 May 2018
Time: 10.05am
Venue: The Board Room, 180 Smith Street, Linwood

Present

Chairperson	Sally Buck
Members	Alexandra Davids
	Yani Johanson
	Tim Lindley
	Deon Swiggs
	Sara Templeton

16 May 2018

Shupayi Mpunga
Manager Community Governance, Linwood-Central-Heathcote
941 6605
shupayi.mpunga@ccc.govt.nz
www.ccc.govt.nz

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

The agenda was dealt with in the following order.

1. Apologies

Part C

1 Apologies

Community Board Resolved LCHB/2018/00063

That apologies received for absence from Darrell Latham, Jake McLellan, and Brenda Lowe-Johnson be accepted.

Alexandra Davids/Tim Lindley

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved LCHB/2018/00064

Community Board Decision

That the minutes of the Linwood-Central-Heathcote Community Board meeting held on Monday, 30 April 2018 be confirmed.

Tim Lindley/Yani Johanson

Carried

4. Public Forum

Part B

4.1 Richmond Village

Gillian Sheard, local resident, addressed the Board requesting that the Council have the Richmond Village area streets swept more often. Ms Sheard tabled photos showing the condition of the streets and kerbing around the Richmond Village area.

Ms Sheard advised that she is working with the Richmond Village businesses to upgrade the Richmond Village signage.

Ms Sheard further discussed with the Board her concerns regarding the pedestrian crossing adjacent to 331 Stanmore Road including a verbal suggestion of implementing a slow speed zone. As part of the presentation Ms Sheard tabled a petition with regard to the pedestrian crossing. (Refer to Clause 6 of these minutes).

After questions from members, the Chairperson thanked Ms Sheard for her presentation.

5. Deputations by Appointment

Part B

5.1 Linwood/Woolston Pool - Site Selection

Part B

Justin Wallace, David Perkins and Hana Kakoi, representing the Linwood Rugby League Club addressed the Board regarding the club's submission on the Linwood/Woolston Pool – Site Selection. A document entitled Linwood Rugby League Football Club – Linwood Park Sport and Recreation Facility was tabled. (Refer to Clause 12 of these minutes).

Stephen Brown-Thomas, Development Manager Augusta Funds Management Limited (owners of Eastgate Shopping Centre) addressed the Board regarding their submission and support for the Linwood/Woolston Pool facility and stating their preference for the facility to be at the former Linwood Library site adjacent to the Shopping Centre. (Refer to Clause 12 of these minutes).

Reuben McNabb, representing the South Brighton Tennis Club and Adam Gardiner, representing Canterbury Tennis addressed the Board regarding the Linwood/Woolston Pool facility proposed site in relation to the club's lease of the tennis courts at 320 Linwood Avenue. (Refer to Clause 12 of these minutes).

After questions from members, the Chairperson thanked Mr Wallace, Mr Perkins, Ms Kakoi, Mr Brown-Thomas, Mr McNabb, Mr Gardiner for their presentations.

5.2 Flagpoles for Sumner

Robert Duns, Secretary-Treasurer of the Sumner-Redcliffs Returned Services Association addressed the Board regarding the need for two flagpoles in Sumner.

After questions from members, the Chairperson thanked Mr Duns for his presentation.

5.3 Linwood Village

Rudolph Bowlee, Warren Robertson, and Phillipa Dean addressed the Board on their concerns of social issues at Linwood Village.

After questions from members, the Chairperson thanked Messrs Bowlee, Robertson and Ms Dean for their presentation.

6. Presentation of Petition

Part B

That the Linwood-Central-Heathcote Community Board:

1. Note and receive the petition organised by Gillian Sheard. The petition was signed by 542 residents and the statement of the petition is as follows:

I agree that the Stanmore Road pedestrian crossing is dangerous. It needs improving as below (referred to the minute attachment below) or getting lights at the Avalon/Stammore Roads intersection – much sooner than later, before we have a death.

Attachment

A Clause 6 Petitions - Stanmore Road Pedestrian Crossing

12. Linwood-Woolston Pool - Site Selection

Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Approve 141 Smith Street as the site for the Woolston-Linwood Pool facility.
2. Approve staff proceeding with procurement and development of a concept design for the Woolston-Linwood Pool facility.

Board Consideration

The Board also took into consideration the deputations from Mr Wallace, Mr Perkins, Ms Kakoi representing the Linwood Rugby League Club, Mr Stephen Brown-Thomas for Augusta Funds Management Limited, Mr McNabb representing the South Brighton Tennis Club, and Mr Gardiner, representing Canterbury Tennis. (Item 5.1 of these minutes refers).

Community Board Resolved LCHB/2018/00065

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve 141 Smith Street as the site for the Woolston-Linwood Pool facility.
2. Approve staff proceeding with procurement and development of a concept design for the Woolston-Linwood Pool facility.
3. Request staff to report to the Board on the Linwood Park Concept Plan by June 2018.
4. Request staff to reassess timeframes for the project in time to inform the 2018-2028 Long Term Plan.
5. Note staff advice on the funding mechanism identified in the deputation by Augusta Funds Management Limited.

Yani Johanson/Sara Templeton

Carried

7. Correspondence

Community Board Resolved LCHB/2018/00066

Part B

That the Linwood-Central-Heathcote Community Board:

1. Receive the information in the Correspondence Report dated 16 May 2018.

Tim Lindley/Yani Johanson

Carried

8. 29 Byron Street, Sydenham - Proposed No Stopping Restrictions

Community Board Resolved LCHB/2018/00067 (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Under clause 7 of the Christchurch City council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Byron Street shown as broken yellow lines on the drawing TG132797 dated 5/4/2018 attached to the meeting agenda is prohibited.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 1. are revoked.
3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 1. are in place.

Yani Johanson/Deon Swiggs

Carried

9. 251 Woodham Road, Avonside - Proposed No Stopping Restrictions

Community Board Resolved LCHB/2018/00068 (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Woodham Road as shown as broken yellow lines on the drawings TG132787 issue 1 dated 28/3/2018 attached to the meeting agenda is prohibited.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 1 are revoked.
3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 1. are in place.

Deon Swiggs/Yani Johanson

Carried

10. Glenstrae Road at Inverness Lane, Redcliffs - Proposed No Stopping Restrictions

Community Board Resolved LCHB/2018/00069 (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Glenstrae Road shown as broken yellow lines on the drawing TG132790 Issue 1 dated 4/4/2018 attached to the meeting agenda is prohibited.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 1. are revoked.

3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 1. are in place.

Sally Buck/Tim Lindley

Carried

11. Level Crossing Approaches - Proposed Road Marking Changes

Community Board Resolved LCHB/2018/00070 (Staff recommendations adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve the new 'no overtaking' road markings in accordance with **Attachments B – D** to the staff report in the meeting agenda on the road approaches to railway level crossings at the following roads:
 - Curries Road (**Attachment B**)
 - Scruttons Road (**Attachment C**)
 - Ferrymead Park Drive (**Attachment D**)

Yani Johanson/Tim Lindley

Carried

12. Suspension of Standing Orders

Community Board Resolved LCHB/2018/00071

That the Linwood-Central-Heathcote Community Board:

1. Resolve to temporarily suspend Standing Orders to enable discussion to proceed freely.

Sara Templeton/Tim Lindley

Carried

Community Board Resolved LCHB/2018/00072

1. That the Standing Orders set aside above, be resumed.

Sara Templeton/Alexandra Davids

Carried

13. Applications to Linwood Central Heathcote 2017/18 Discretionary Response Fund - Various Organisations

Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$1,653 to Bromley Community Association from its 2017/18 Discretionary Response Fund towards the Bromley Community Centre – Mobile Tables.
2. Approves a grant of \$40,000 from its 2017/18 Discretionary Response Fund to Strengthening Linwood Youth Trust towards Youth Space in Eastgate Mall.
3. Approves a grant of \$8,000 from its 2017/18 Discretionary Response Fund to Drug-ARM Christchurch towards Express programme.

4. Approves a grant of \$5,000 from its 2017/18 Discretionary Response Fund to Woolston Community Library towards Library Books.

Community Board Resolved LCHB/2018/00073

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$1,653 from its 2017/18 Discretionary Response Fund to Bromley Community Association towards the Bromley Community Centre – Mobile Tables.

Yani Johanson/Alexandra Davids

Carried

Community Board Decided LCHB/2018/00074

Part B

That the Linwood-Central-Heathcote Community Board

2. Lay the report for a grant of \$40,000 from its 2017/18 Discretionary Response Fund to Strengthening Linwood Youth Trust towards Youth Space in Eastgate Mall, on the table until the Board have received a presentation on the work of the Strengthening Linwood Youth Trust.

Sara Templeton/Yani Johanson

Carried

Community Board Resolved LCHB/2018/00075 (Staff recommendation adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

3. Approves a grant of \$8,000 from its 2017/18 Discretionary Response Fund to Drug-ARM Christchurch towards the Express programme.

Deon Swiggs/Sara Templeton

Carried

Community Board Resolved LCHB/2018/00076

Part C

That the Linwood-Central-Heathcote Community Board

4. Approves a grant of \$5,000 from its 2017/18 Discretionary Response Fund to Woolston Community Library towards Library Books.

Yani Johanson/Alexandra Davids

Carried

Community Board Resolved LCHB/2018/00077 (Staff recommendation adopted without change)

Part C

That the Linwood-Central-Heathcote Community Board:

5. Advises that they wish to fund the following items from the Board's Discretionary Response Fund and requested staff to provide information:
 1. Security Cameras for Linwood Village.
 2. Beachville Road pedestrian steps to the beach.
 3. Victoria Neighbourhood Association – Assistance with publication of their Book on Heritage Houses.
 4. Victoria Neighbourhood Association – Upgrade of Aldred Reserve
 5. Englefields Residents' Association – Assistance with their History Book.
 6. Water Fountain – an additional fountain for Whitewash Head.

7. Flagpoles – for Sumner Village.
8. Linwood Cemetery – War Memorial Plaque.
9. Garlands Road – Floral planting at the corner of Garlands/Brougham Street and streetscape beautification of Garlands Road.

Tim Lindley/Alexandra Davids

Carried

19 Resolution to Exclude the Public

Community Board Resolved LCHB/2018/00078

That at 12.50pm the Board resolved in terms of the Local Government Official Information and Meetings Act 1987 to exclude the public from the proceedings of this meeting, related to item 16.

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 protected by Section 7(2)(a) of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public.

Sally Buck/Deon Swiggs

Carried

14. Elected Members' Information Exchange

Part B

The following matters were discussed:

1. **Staunton Reserve** – the Board noted they had not received the landscape plan for Stanton Reserve.
2. **Richmond Village** – the Board requested that staff liaise with the contractor working on North Avon Road works to ensure that businesses receive regular updates and information on how road works are proceeding.
3. **Housing New Zealand** – The Board requested information from Housing New Zealand on how they are managing the social issues in its Eveleyn Couzins Avenue complex.
4. **Zarifeh Memorial Seat** – the Board were advised that the Zarifeh family are planning to place a memorial seat on the Esplanade walkway in Sumner/Scarborough. The Board supported the installation of the memorial seat.

The public were re-admitted to the meeting at 1.10pm.

Meeting concluded at 1.18pm.

CONFIRMED THIS 28th DAY OF MAY 2018

**SALLY BUCK
CHAIRPERSON**

7. Briefings

Reference: 18/517146
Presenter(s): Liz Beaven, Community Board Advisor

1. Purpose of Report

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Rose Historic Chapel Update	Bob Shearing Ritchie Moyle Tania Rohleder	Chairperson, Rose Historic Chapel Trust Programme Manager Heritage Programme Management

2. Staff Recommendations

- That the Linwood-Central-Heathcote Community Board:
1. Notes the information supplied during the Briefings.

Attachments

There are no attachments to this report.

8. Richmond Hill, Sumner - Proposed 40km/h Speed Zone

Reference: 18/457899

Contact: Barry Hayes

barry.hayes@ccc.govt.nz

941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Linwood-Central-Heathcote Community Board's recommendation that Council approves a change from 50km/h to 40km/h around the Richmond Hill area as shown on **Attachment A**.

Origin of Report

- 1.2 This report is staff generated in response to requests from Linwood-Central-Heathcote Community Board.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by using the engagement and significance matrix. Staff have considered the significance of the recommendation to be made by the Community Board and the decision to be made by the Council. Their assessment is that the matter is of low significance for the following reasons.
 - 2.1.2 Only a small neighbourhood and its visitors are affected by this proposal.
 - 2.1.3 The impact on those affected by this decision is minor, it may take road users slightly longer to travel down or up to Richmond Hill, but access to the hill is unaffected.
 - 2.1.4 There is low cost and risk associated with the decision.
 - 2.1.5 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board recommend that Council:

1. Approve that pursuant to Part 4 of the Christchurch City Council Traffic and Parking Bylaw 2017, speed limits be revoked and set as listed below in clauses 1.a to 1.b and include the resulting changes in the Christchurch City Register of Speed Limits & Speed Limit Maps:
 - a. Revoke the 50 kilometres per hour speed limit of Richmond Hill Road, Sanscrit Place, Teviotdale Way, Sowerby Place, Ridgeway Place and Oxenhope Road.
 - b. Approve that the speed limit of: Richmond Hill Road, Sanscrit Place, Teviotdale Way, Sowerby Place, Ridgeway Place and Oxenhope Road be set to 40 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a and 1b come into force following date of council approval and installation of signs shown on Attachment A. (Approximately June 2018).

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2015\)](#)
 - 4.1.1 Activity: Road Operations:

- Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- Level of Service: 10.0.31 Protect vulnerable users – minimise the number of fatal crashes involving pedestrians and cyclists
- Levels of Service: 10.0.36 Promote modal shift: Increase the percentage share of cycling trips

4.2 The following feasible options have been considered:

- Option 1 – Change the speed limit from 50km/h to 40km/h
- Option 2 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Aim to lower actual speeds further
- Aligns posted speed limit with actual speeds in the area

4.3.2 The disadvantages of this option include:

- There are no known disadvantages

5. Context/Background

- 5.1 At the seminar on 12 February 2018, The Linwood-Central-Heathcote Board were briefed by staff concerning a proposal to reduce speed limits on Richmond Hill and informed of the intent of staff to consult with the local community. The board confirmed their support for the consultation to proceed.
- 5.2 The study area is shown on **Attachment A**. The roads within the study area are all classified as local roads within the road network specified in the District Plan.
- 5.3 Land use within the study area is completely residential. No traffic calming measures are in place, though the existing road alignment both vertically and horizontally has a substantial effect on traffic speeds in the local area.
- 5.4 Traffic volumes and recorded mean operating speeds from Richmond Hill Road are shown on **Attachment B**. These are based on a relatively straight location approximately central (800m uphill of Nayland Street) within the proposed 40km/h zone. The average vehicle speed is 39km/h.

NZTA Speed Management Guide

- 5.5 The NZ Transport Agency (NZTA) Speed Management Guide was published in November 2016 and has been followed up by a revision of, Land Transport Rule (The Rule): Setting of Speed Limits 2003. The revised Land Transport Rule: has been active since 21 September 2017.
- 5.6 The guide is an integral part of the Safer Journeys Safer Speeds Programme. The overall goal of the safer speeds programme, which sets the direction for speed management in New Zealand, in line with the governments Safer Journeys Road Safety Strategy 2010-2020 is to:
- Reduce death and serious injuries, and support economic productivity through travel speeds that are safe and appropriate for road function, design, safety and use.*
- 5.7 The Speed Management Guide introduces a modern approach to speed management on New Zealand roads. The 2017 Rule formalises the approach to speed management. In particular, it: -
- Requires Road Controlling Authorities (RCAs) to set speed limits that are, in the RCAs view, safe and appropriate; and

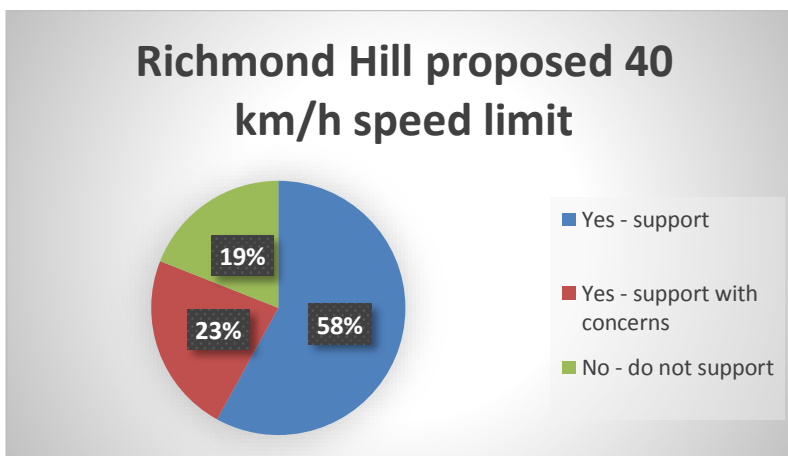
- Encourages a consistent approach to speed management throughout New Zealand; and
- Replaces the methodology of the 2003 Rule with assessment criteria and outcome statements based on the approach in the Guide.

5.8 Application of the guide to the study area identifies opportunities to improve credibility of speed limits. These are streets where road users already travel at a safe and appropriate speed, but where the posted speed limit is out of alignment.

Community Consultation

- 5.9 Consultation on the Richmond Hill proposed 40 km/h speed limit project was undertaken from Monday 26 February to 26 March 2018. The submission form asked submitters to indicate whether Yes I/We support the speed reduction, No I/We do not support the speed reduction or Yes I/We generally support the speed reduction but have some concerns. Space was also available to write any further comments.
- 5.10 Approximately 450 consultation leaflets **Attachments C and D** were hand delivered to properties located on Richmond Hill, including 150 absentee land owners. These leaflets were also posted and emailed to 143 key stakeholders. The consultation leaflets were also made available at local Council Service Centres and Library. The project was also posted on the Council Have Your Say" website <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/122>
- 5.11 At the close of consultation 68 submissions were received with 40 submitters supporting the proposed 40 km/h speed limit, 16 generally supporting the proposed 40 km/h speed limit but with concerns and 12 not supporting the proposed 40 km/h speed limit.
- 5.12 In summary, the distribution of responses were:

Yes – support 40 km/h speed limit	Yes – support 40 km/h speed limit but with concerns	No – do not support 40 km/h speed limit	Total
40 (58%)	16 (23%)	12 (19%)	69 (100%)



- 5.13 In relation to the location of submissions (for those who provided a suburb), these can be summarised as:

Suburb submission came from	No. of submissions from this location	Percentage
Clifton	1	1.5%
Halswell	1	1.5 %
Huntsbury	1	1.5 %
Mairehau	1	1.5 %
Redcliffs	1	1.5 %

Suburb submission came from	No. of submissions from this location	Percentage
Richmond Hill	19	29.5 %
Russley	1	1.5 %
Sumner	39	60 %
Wigram	1	1.5 %
Total	65	100 %

- 5.14 The majority of submissions have been received from Sumner with 60% and then Richmond Hill with 29.5% which are the most affected areas.
- 5.15 All submissions with names and addresses have been provided to the Linwood-Central-Heathcote Community Board members. All submissions with names but without address and contact details are available publicly online at <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/122/>.
- 5.16 All submitters from this consultation (who provided contact details) have been advised in writing of the results of the community feedback, the staff recommendation, the Community Board meeting details and how they can request to speak at the meeting if they wish to do so.

6. Option 1 - Change the speed limit from 50km/h to 40km/h (preferred)

Option Description

Change the speed limit from 50km/h to 40km/h as shown on Attachment A. The proposed speed limit change to 40km/h aligns posted speed limit with actual speeds and gives the speed limit credibility and is in accordance with NZTA speed management guidance. Significance

- 6.3 The level of significance of this option is low consistent with section 2 of this report.
- 6.4 Engagement requirements for this level of significance included a letterbox drop to the local community, publication on the Have Your Say website and notification to the Bay Harbour News.

Impact on Mana Whenua

- 6.5 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.6 In accordance with the NZTA Land Transport Rule – Setting Speed Limits, NZTA and NZ Police were consulted with prior to consultation and provided their support for this project. In addition, any local and territorial authorities were informed of the consultation. This included the NZAA, Environment Canterbury, Spokes, Road Transport Association New Zealand and the Taxi Federation.
- 6.7 Property owners and residents living in Richmond Hill are most affected by this option. Please refer to section 1.6 for further information on how affected parties were made aware of this project.
- 6.8 At the close of consultation 68 submissions were received with 40 (58%) submitters supporting the proposed 40 km/h speed limit.
- 6.9 For those who indicated they supported the 40 km/h speed limit, the most common comments and themes related to:

Type of comment	Number of comments	Submitter ID #
Speeding and increased traffic volume	15	13370, 13288, 13287, 13234, 13170, 12927, 12839, 12799, 12735, 12587, 12586, 12584, 12581, 12533, 12432,
Footpaths	9	13290, 13241, 13170, 12927, 12621, 12564, 12563, 12432, 13770
Additional issues	7	13770, 13290, 13136, 12839, 12788, 12609, 12564,
Hairpin bends and signage	5	13234, 13232, 12736, 12459, 12380
Parking	4	13232, 12581, 12432, 13770

Themes from those who support the 40 km/h speed limit

- 6.10 The common themes for those who support the speed limit reduction relate to speeding and increased traffic volume, footpaths, additional issues, hairpin bends and signage and parking. The project team comments in relation to these are as follows (where relevant).
- 6.11 **Speeding and increased traffic volume**

There were 15 comments related to concerns around the current speed of traffic using Richmond Hill and the increase in traffic due to building works and the development of new subdivisions.

"I repeatedly observe some, who I assume to be a mixture of residents and trades people that live and work further up the hill, utilise this straight section of road as a 'drag strip'. Whilst heading uphill, they will accelerate relatively heavily out of the hairpin and in my observations reach speeds exceeding 100 kph" Submitter # 13770

6.12 Footpaths

There were nine comments relating to the lack footpaths in the Richmond Hill area. This includes a petition from 24 Richmond Hill residents supporting submission #13241. This submission details a proposal to build a walkway from the sea to Summit Road relating to Greenwood Park. This would then provide safe pedestrian access down the hill for Richmond Hill and Clifton residents and provide the general public with easy access from the summit to Sumner Village.

"This track was to form part of the Council track and would eventually be linked down to the sea, and then later through the subdivision to the summit. As the stages of the subdivision have been progressively built the track to provide the links for the yet to be completed walkway have been constructed within each stage" Submitter #13241.

This track was previously investigated by staff, but due to technical issues, road safety issues and concerns around privacy from some neighbours the decision was made to re-visit this as part of the Port Hills Master Plan once the red zone land issue is resolved. At this stage it would also require considerable funding (which is not available) as well as more detailed investigation and public consultation. This has been referred to the Parks Unit.

6.13 Additional issues

There were 7 submitters who made comments relating to additional issues in the Richmond Hill area, which some of these are outside of the scope of this project.

Issue	Number of comments	Submitter ID #
Parts of the road are too narrow, roads need widening.	2	13770, 12609
Better safety barriers required	2	12839, 12564
The roads in this area are in bad condition	1	13770
Increase in traffic due to Greenwood Farm subdivision	1	13770
Straight section after the hair pins encourages speeding	1	13770
Speed reduction should also happen in Clifton Hill and Scarborough Hill	1	13290
Speed reduction should also happen in Nayland Street and Wakefield Avenue	1	13136
Corner of Nayland Street and Richmond Hill is dangerous, visibility issues with fencing. Ripple strip could resolve this.	1	12788
The bottom of Richmond Hill used to have a give way sign.	1	12788

Due to the physical constraint of the Richmond Hill area particularly in regard to land stability, it is unlikely that any physical road widening would be initiated. Any future upgrade works would instead involve repair and resurfacing of the current road surface and footpath.

There is a separate capital works project that includes a trial 30 km/h speed limit on Nayland Street and Wakefield Avenue. Timing of this work has not yet been confirmed.

The give way sign at the bottom of Richmond Hill will be reinstated.

6.14 Hairpin bends and signage

There were five comments relating to concerns around the hairpin bends and signage.

“Mirrors added to ALL bends as they are particularly sharp in nature and with the amount of parked traffic on the roadside on the hill, it is extremely difficult to see on-coming traffic on a narrow road” Submitter #13232

The current Council policy around mirrors is to not introduce any new mirrors. There can be a safety risk with these when drivers are watching the mirror and not the traffic and if the mirrors become out of alignment. However, the Council will maintain existing mirrors and if there are issues with these then a request can be made via the Council customer centre.

“Can you please also put signage saying ‘downhill traffic gives way to uphill’? Not ‘Yield’ young ones don’t know what ‘yield’ means and also many contractors do not know the road rules” Submitter #12736.

Staff consider this concern is valid and are reviewing the signage separately from the speed limit under consideration.

6.15 Parking

There were four comments relating to concerns around how people are parking in the area and how this is affecting the safety of other road users in the area.

“The volume of off-street parking is a concern. Multiple residents prefer to park off-street rather than on their driveways. This makes either driving or walking up and down the hill particularly tricky” Submitter # 13232.

The parking enforcement team are aware of these issues with the parking and will continue to react when they are contacted about specific issues via the Council call centre. The installation of additional yellow (no stopping) lines will be considered as a separate project along with parking restrictions.

6.16 At the close of consultation 69 submissions were received with 16 (23%) generally supporting the proposed 40 km/h speed limit but with concerns.

6.17 For those who indicated they generally supported the 40 km/h speed limit but with concerns, the most common comments and themes related to:

Type of comment	Number of comments	Submitter ID #
Footpaths	8	13734, 13045, 12720, 12605, 12554, 12539, 12535, 12513,
Additional issues	7	13135, 13048, 12666, 12595, 12539, 12535, 12513
Speeding and increased traffic volume	5	13046, 12720, 12605, 12539, 12480
Parking	5	13274, 12595, 12554, 12540, 12513
Hair pin bends and signage	4	13274, 12595, 12540, 12513

Themes from those who generally support the 40 km/h speed limit but with concerns

6.18 The common themes for those who generally support the speed limit reduction relate to footpaths, additional issues, speeding and increased traffic volume, parking, hair pin bends and signage. The project team comments in relation to these are as follows (where relevant).

6.19 Footpaths

There were seven comments relating to the lack of footpaths in the Richmond Hill area.

“It is very irresponsible for the Council to allow a new subdivision with hundreds of more vehicle movements per day, and not upgrade the road and footpath. I would think this would actually be illegal. When we drive up and down the road we daily see young school children in dark uniforms having to walk on the unlit road. It is just a matter of time before one of these children will be killed by a car” Submitter # 12554.

Please refer to project team comments in section 6.12 of this report.

6.20 Additional issues

There were eight submitters who made comments relating to additional issues in the Richmond Hill area, these are outside of the scope of this project.

Issue	Number of comments	Submitter ID #
Parts of the road are too narrow, roads need widening.	6	13135, 13045, 12666, 12595, 12539, 12535
The roads in this area are in bad condition	2	13135, 12666
Do not need speed reduction on flat areas	2	13048, 12513
Weight restrictions need to be enforced, contractors are exceeding these.	1	12535

6.21 Speeding and increased traffic volume

There were five comments related to concerns around the current speed of traffic using Richmond Hill, the type of driving and the increase in traffic due to building works and the development of new subdivisions.

“The practice of ‘drifting’ which also takes place down Richmond Hill Road adds an additional and unnecessary hazard to road users. This practice should be banned to further increase safety in the area” Submitter # 13046

Please refer to project team comments in section 6.11 of this report.

6.22 Parking

There were five comments relating to concerns around how people are parking in the area and how this is affecting the safety of other road users in the area.

“The use of yellow lines to prevent parking along the roadside on the approaches to blind corners or where clear view of the road ahead will be obscured by parked cars; at present some residents seem oblivious to the hazards caused by their choices of parking spots” Submitter #13274.

Please refer to project team comments in section 6.15 of this report.

6.23 Hairpin bends and signage

There were four comments relating to concerns around the hairpin bends and signage.

“Secure the hairpin mirror, big winds often loosen its fixing...at present is not there at all. Clarify driver’s priority on Richmond Hill Road intersection between Sanscrit Place and Teviotdale Way” Submitter #12595.

Please refer to project team comments in section 6.14 of this report.

6.24 At the close of consultation 68 submissions were received with 12 (19%) submitters not supporting the proposed 40 km/h speed limit.

- 6.25 For those who indicated they did not support the 40 km/h speed limit, the most common comments and themes related to:

Type of comment	Number of comments	Submitter ID #
Additional issues	7	13385, 12683, 12671, 12669, 12574, 12573, 12562
Speeding and increased traffic volume	6	13385, 12623, 12588, 12574, 12573, 12562
Hairpin bends and signage	6	12671, 12669, 12626, 12573, 12562, 12450
Footpaths	4	13385, 12669, 12573, 12562
Parking	4	13385, 12626, 12623, 12588

Themes from those who do not support the 40 km/h speed limit

- 6.26 The common themes for those who do not support the speed limit reduction relate to additional issues, speeding and increased traffic volume, hair pin bends and signage footpaths and parking. The project team comments in relation to these are as follows (where relevant).

Additional issues

- 6.27 There were seven submitters who made comments relating to additional issues in the Richmond Hill area, these are outside of the scope of this project.

Issue	Number of comments	Submitter ID #
The roads in this area are in bad condition	4	13385, 12671, 12574, 12573
More research on the network efficiency needs completing along with some yellow paint	1	12683
Parts of the road are too narrow, roads need widening	3	12671, 12669, 12562

6.28 Speeding and increased traffic volume

There were six comments related to concerns around lowering the speed limit not solving the problem.

“Driving the road requires concentration, courtesy and for the most part, slow speed. In my experience, with the exception of a couple of cars, locals travel the route at speeds under 50 kph. This is for two reasons, one the road requires it and two, we’d ruin our cars if we tried to travel it faster. There are issues of trades and visitors who drive too quickly” Submitter # 12573.

The current budget for this project only allows for signage and road markings to improve safety. We are aware of wider safety concerns, we are proposing this measure as a positive effect on safety.

6.29 Hairpin bends and signage

There were six comments relating to concerns around the hairpin bends and signage.

“What would be much more useful would be to formalise the protocol by which downhill traffic always gives way to uphill. Everybody who lives here adheres to that rule, but visitors sometimes don’t – resulting in the occasional interesting situation” Submitter # 12450.

Please refer to project team comments in section 6.14 of this report.

6.30 Footpaths

There were four comments relating to the lack of footpaths in the Richmond Hill area.

“Build footpath and improve quality of existing footpath. I frequently walk down the hill from Teviotdale to Sumner pushing my son in the pram and would love a footpath” Submitter #12669.

Please refer to project team comments in section 6.12 of this report.

6.31 Parking

There were four comments relating to concerns around how people are parking in the area and how this is affecting the safety of other road users in the area.

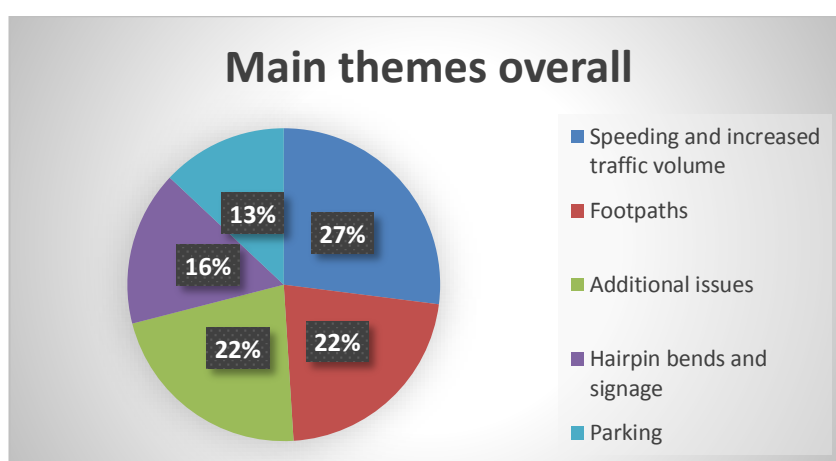
“If the Council thinks it can police a change in speed limit, why can it not stop parking on the pavement on the side of the road. This is not permitted anywhere else and is so much more dangerous to our school children who have to walk out on the road” Submitter # 12626.

Please refer to project team comments in section 6.15 of this report.

6.32 Summary of main themes from submitters

All of the themes combined for those who support, generally support or do not support the 40 km/h speed limit indicate which areas the concerns are coming from.

Type of comment	Number of comments	Percentage
Speeding and increased traffic volume	26	27%
Footpaths	21	22%
Additional issues	21	22%
Hairpin bends and signage	15	16%
Parking	13	13%
Total number of comments	96	100%



Alignment with Council Plans and Policies

6.33 This option is consistent with Council’s Plans and Policies.

Financial Implications

6.34 Cost of Implementation – Approximately \$5,000 to supply and install signs and poles.

6.35 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

6.36 Funding source - Traffic Operations Budget.

Legal Implications

- 6.37 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017 and subsequent amendments.
- 6.38 Part 4 the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution.
- 6.39 The Council has not delegated its authority to set speed limits.
- 6.40 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.41 Not applicable.

Implementation

- 6.42 Implementation dependencies - Council approval.
- 6.43 Implementation timeframe - Approximately four weeks following Council approval.

Option Summary - Advantages and Disadvantages

- 6.44 The advantages of this option include:
 - Aligns posted speed limit with actual speeds in the area
- 6.45 The disadvantages of this option include:
 - No known disadvantages

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain existing speed limit.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 In accordance with the NZTA Land Transport Rule – Setting Speed Limits, NZTA and Police were consulted with prior to consultation and provided their support to reduce the speed limit. In addition, any local and territorial authorities were informed of the consultation. This included the NZAA, E-Can, Spokes, Road Transport Association New Zealand and the Taxi Federation.
- 7.5 There is local community interest in this project as any changes would have the greatest effect on those living locally.
- 7.6 Property owners and residents living in Richmond Hill are most affected by this option. Please refer to section 1.6 for further information on how affected parties were made aware of this proposal.
- 7.7 Of the 68 submitters, 12 did not support the proposed 40 km/h speed limit and did not believe that the speed reduction was necessary.
- 7.8 This option is inconsistent with the community board request and would not achieve safety improvements associated with a speed limit change.

Alignment with Council Plans and Policies

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

Financial Implications

7.10 Cost of Implementation - \$0

7.11 Maintenance / Ongoing Costs - \$0

7.12 Funding source - Not applicable.

Legal Implications

7.13 Not applicable.

Risks and Mitigations

7.14 Not applicable.

Implementation

7.15 Implementation dependencies - Not applicable.

7.16 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.17 The advantages of this option include:

- No advantages identified

7.18 The disadvantages of this option include:

- Is inconsistent with speed management principles.

Attachments

No.	Title	Page
A ↓	Preferred option for 40k zone	28
B ↓	Traffic count & speed survey	29
C ↓	Richmond Hill consultation leaflet	31
D ↓	Richmond Hill feedback form	33

Confirmation of Statutory Compliance

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

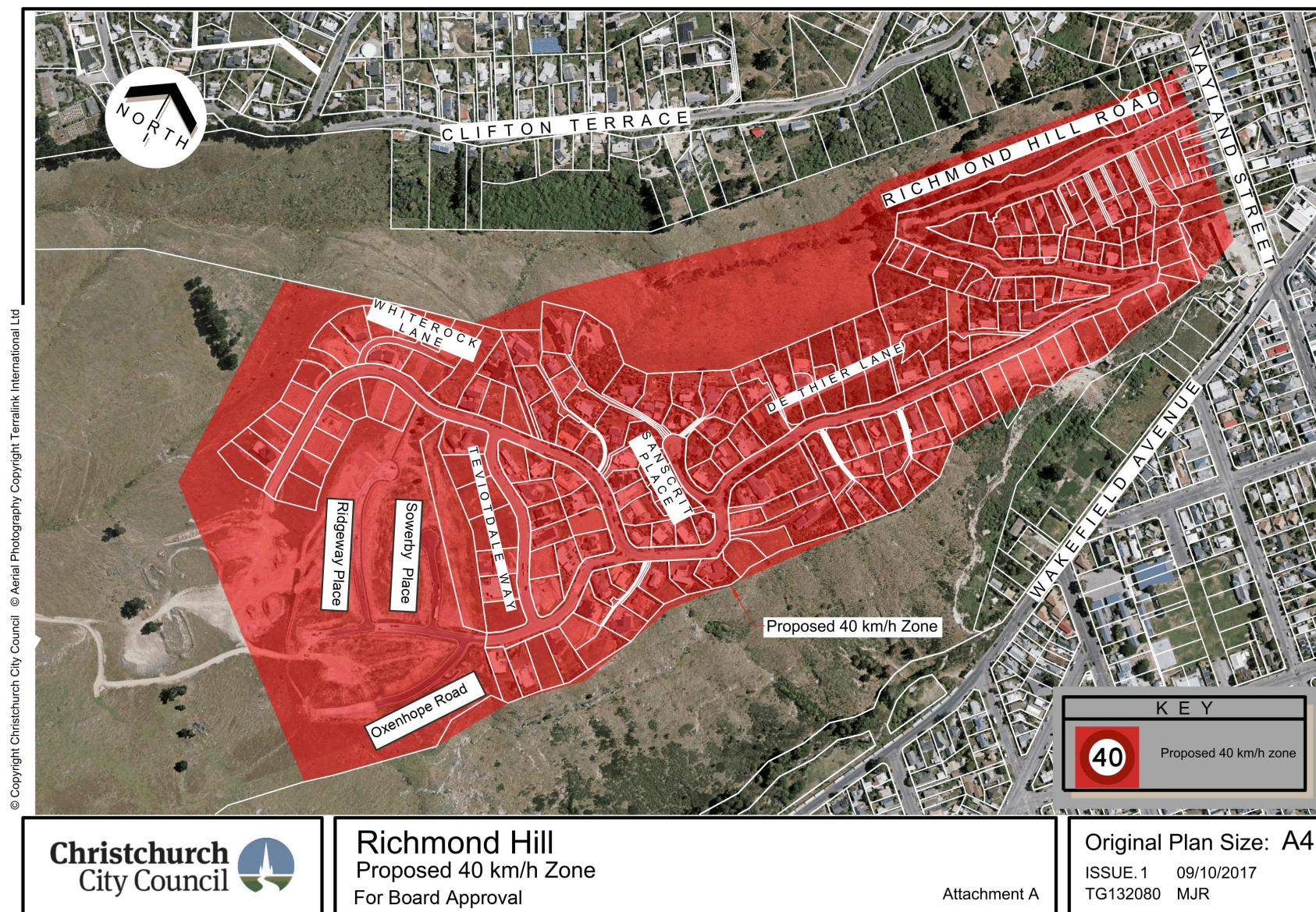
(a) This report contains:

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

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Barry Hayes - Traffic Engineer Tara King - Senior Engagement Advisor
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



Agfirst MetroCount Traffic Executive
 Traffic Summary - Combined

Site: L5072 Location: [-43.570898 +172.756807]
 Description: Richmond Hill Rd Nayland St to Cecil Wood Way @ #93 <50> OS# 93
 Profile: NZTA2011 Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(0,160) Headway(>0) Span(0 - 100)
 Duration: 0:00 Wednesday, 15 March 2017 to 0:00 Wednesday, 22 March 2017 (7 days)
 Created by MTE version 4.0.6.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	973	943	954	966	976	694	660	4812	1354	6166
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	2	1	0	1	0	6	13	1	10	3
0100	0	0	1	2	2	5	4	1	5	2
0200	0	0	1	0	0	5	0	0	3	1
0300	1	0	0	0	1	1	0	0	1	0
0400	4	4	3	3	3	2	0	3	1	3
0500	11	7	5	9	8	1	1	8	1	6
0600	24	25	24	16	16	4	4	21	4	16
0700	88	74	98	103	60	19	10	85	15	65
0800	98	75	80	93	80	37	27	85	32	70
0900	76	66	40	53	69	38	40	61	39	55
1000	54	64	37	55	61	57	44	54	51	53
1100	54	56	53	41	59	53	53	53	53	53
1200	64	60	66	54	62	57	61	61	59	61
1300	43	56	60	58	48	56	57	53	57	54
1400	58	59	71	48	74	52	52	62	52	59
1500	80	81	74	93	75	52	52	81	52	72
1600	71	65	80	75	76	52	77	73	65	71
1700	98	87	75	85	95	58	62	88	60	80
1800	64	75	81	65	68	51	40	71	46	63
1900	43	36	53	51	38	33	33	44	33	41
2000	22	17	24	33	25	27	21	24	24	24
2100	12	17	14	13	29	12	8	17	10	15
2200	5	8	10	9	21	6	1	11	4	9
2300	1	10	4	6	6	10	0	5	5	5
Total	973	943	954	966	976	694	660	962	677	881
								AWDT	AWET	ADT

Average Peaks

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
AM Total	98	75	98	103	80	57	53	85	53	70
AM Time	0800	0800	0700	0700	0800	1000	1100	0800	1100	0800
PM Total	98	87	81	93	95	58	77	88	65	80
PM Time	1700	1700	1800	1500	1700	1700	1600	1700	1600	1700
Day Total	98	87	98	103	95	58	77	88	65	80
Day Time	0800	1700	0700	0700	1700	1700	1600	1700	1600	1700

Average Daily Classes

Class	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days	%
1 - MC+PC	7	5	7	0	1	3	5	4	4	4	0.5
2 - PC+LCV	888	844	861	865	884	653	626	868	640	803	91.2
3 - PC+LCV	13	14	13	19	20	18	15	16	17	16	1.8
4 - BUS+MCV	42	57	52	57	52	18	13	52	16	42	4.7
5 - BUS+HCV1	15	8	12	11	6	2	0	10	1	8	0.9
6 - HCV1	8	12	9	11	11	0	0	10	0	7	0.8
7 - HCV1	0	1	0	1	1	0	1	1	1	1	0.1
8 - HCV2	0	2	0	1	0	0	0	1	0	0	0.0
9 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
10 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
11 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
12 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
13 - HCV2	0	0	0	0	0	0	0	0	0	0	0.0
14 - ???	0	0	0	1	1	0	0	0	0	0	0.0

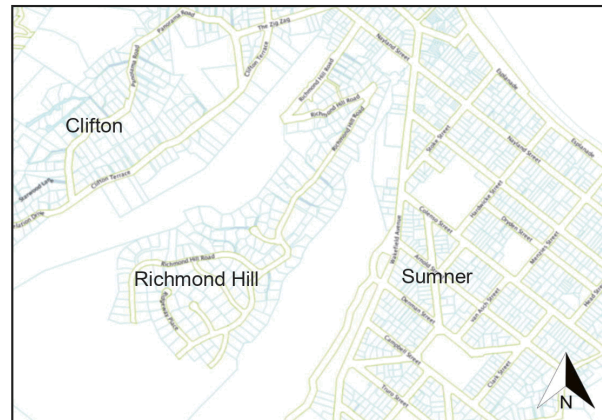
Speed Statistics - PSL 60km/h

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Mean	38.6	39.3	39.4	38.1	38.0	40.3	41.0	38.7	40.6	39.1
Median	38.5	39.2	39.6	38.5	37.8	40.3	40.7	38.9	40.3	39.2
85%ile	47.2	49.0	49.0	47.2	46.8	48.2	48.6	47.9	48.6	47.9
95%ile	52.2	54.0	54.0	51.8	51.8	52.9	53.6	52.9	53.6	52.9
Mean >PSL	64.9	62.8	64.4	64.4	64.9	63.2	65.6	64.2	64.1	64.2
Number >PSL	4	9	15	7	9	10	6	44	16	60

Percent >PSL 0.4 1.0 1.6 0.7 0.9 1.4 0.9 0.9 1.2 1.0

Where?

Richmond Hill is a hillside suburb above Sumner in Christchurch. Please refer to the enclosed plans for the roads that are included in this proposed 40 km/h speed limit. The area starts at the bottom of Richmond Hill Road, where it meets Nayland Street up to the summit.



Map of Richmond Hill and surrounding area



Hairpin corner in Richmond Hill

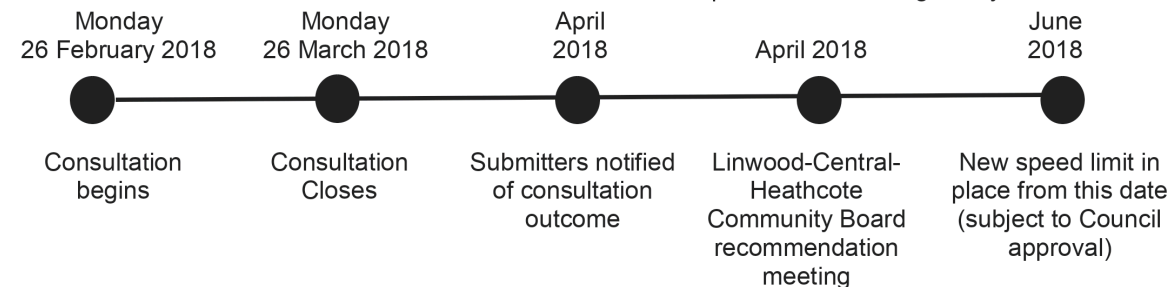
What happens next?

Once the consultation period has closed, the project team will analyse the feedback and produce a staff report which will go to the Linwood-Central-Heathcote Community Board for a recommendation to Council who will then make the final decision.

At this stage we are anticipating that a recommendation will be made by the Community Board at their April 2018 meeting. With the final decision being made at the following Council meeting in May 2018. If the proposal is approved the change is expected to take place from June 2018.

All submitters will receive written updates on the project, including details of the staff recommendations and meetings, and how to request to speak at the meeting if they wish to do so.

Timeline:



haveyoursay

ccc.govt.nz/haveyoursay

Any questions?

Tara King
Senior Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch 8154
(03) 941 5938
Tara.King@ccc.govt.nz



haveyoursay

ccc.govt.nz/haveyoursay

If you'd like to comment on the plan, please go online to: www.ccc.govt.nz/haveyoursay.

Alternatively, complete the enclosed freepost form.

Please ensure that your comments reach us by **5pm, 26 March 2018**.

Christchurch
City Council



Richmond Hill, Sumner: proposed 40 km/h speed limit

February 2018

haveyoursay

ccc.govt.nz/haveyoursay

Christchurch
City Council

Why?

We have received requests from the local community in relation to safety concerns in Richmond Hill. The existing carriageway in this area is generally narrow, with minimal footpaths and cars are often parked on the side of the road. Drivers generally drive to these conditions.

The existing 50km/h is the default urban speed limit and does not reflect the nature of this road. To allow drivers to navigate safely in the area and in order to be sympathetic to pedestrians walking on the road, we are proposing to reduce the speed limit from 50km/h to 40 km/h. This new limit is more appropriate for a hill suburb and corresponds with the NZTA recommendations for speed limits in the area.

Other works

There will also be a separate assessment of the hairpin corners in Richmond Hill. Bend warning signage, combined with advisory speed limits will be installed where appropriate. We expect the bend advisory speed limits to be 15 km/h or 25 km/h.



Road without footpaths in Richmond Hill

Footpaths

Due to the lack of space and funding this proposal excludes new footpaths.

Changing speed limits

The new Traffic and Parking Bylaw 2017 (effective from March 2018) allows the Council to set and change speed limits on roads within Christchurch in accordance with the Land Transport Rule Setting of Speed Limits 2017.

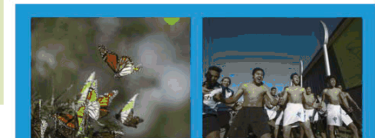
Please ensure that your comments reach us by
5 pm, 26 March 2018

Christchurch
City Council



NEWSLINE

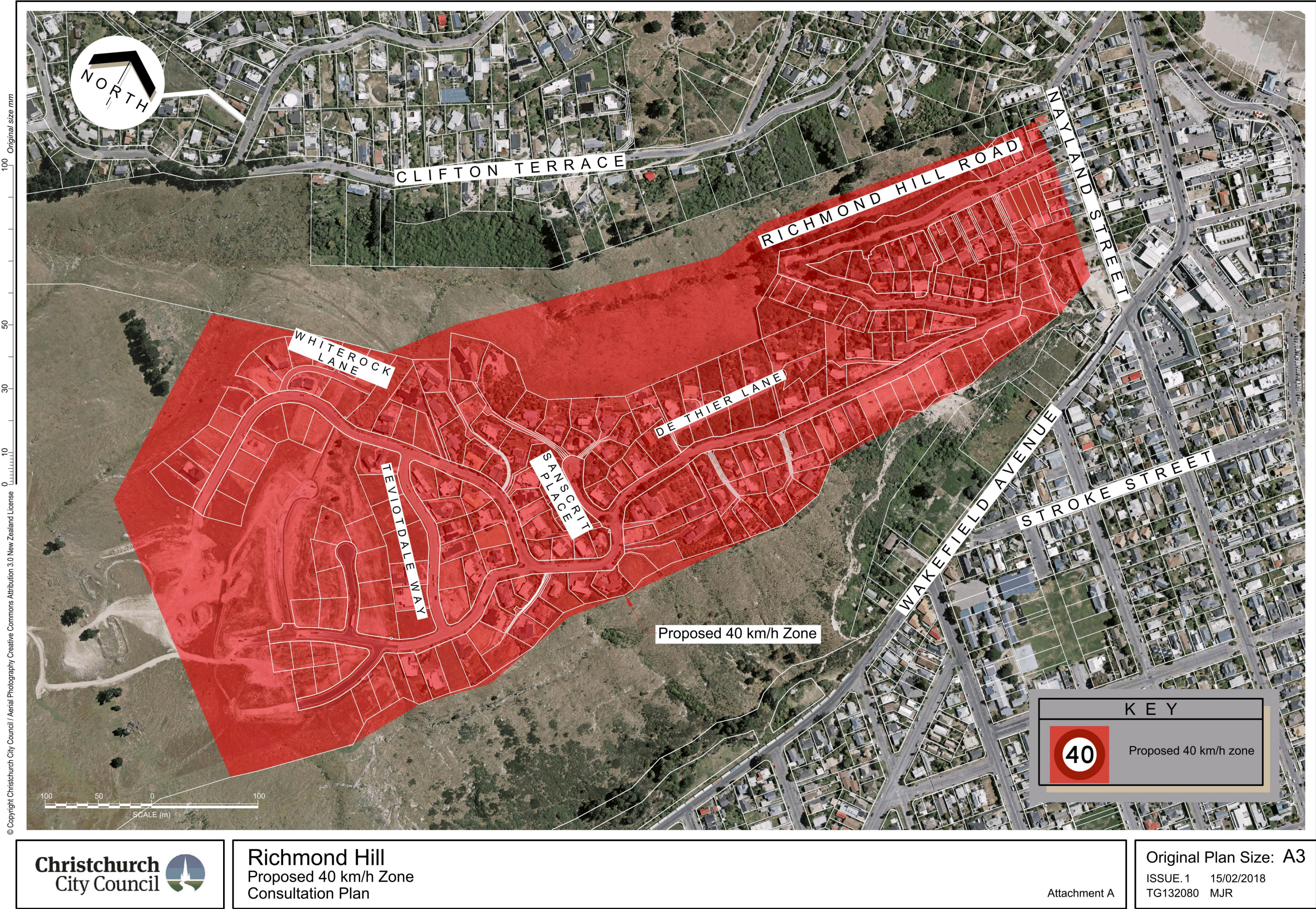
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Christchurch
City Council



have your say
www.ccc.govt.nz/haveyoursay



**IF YOU CAN,
DO IT ONLINE**
Saves **YOU** time,
Cuts **OUR** costs

Do you have any comments?

☐ Yes - I/we support the speed reduction

☐ No - I/we do not support the speed reduction

☐ Yes - /we generally support the speed reduction but have some concerns (please comment)

[illegible]

Name: *
.....

Address: *
.....
.....
.....
.....Postcode : *

Phone: *
.....

Email:
.....

Please note: Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

Your submission, including your name and contact details, will be made available to the decision-making body, for example the Community Board, Committee and/or Council, to help them make an informed decision.

Submissions, **with names but without contact details**, are made available online once the Board, Committee or Council agenda goes live on the Council website.

If requested, Council is legally required to make all written and/or electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you believe there are compelling reasons why your contact details and/or submission should be kept confidential, please contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 1699 (Banks Peninsula residents).

Please fold with the reply paid portion on the outside, seal and return by 5pm, 26 March 2018

If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

fold staple or tape here fold

fold fold

FREEPOST Authority No.178

Christchurch
City Council 

Free  

Attention: Tara King
Senior Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154

9. Madras Street North of Bealey Ave - Proposed No Stopping Restrictions

Reference: 18/407259

Contact: Barry Hayes

barry.hayes@ccc.govt.nz

03 941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the provision of no stopping restrictions on the west side of part of Madras Street in accordance with **Attachment A**.
- 1.2 The site is located within the road network as shown in **Attachment B**.

Origin of Report

- 1.3 These measures have been requested by regular users of the street, particularly cyclists.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Under clause 7 of the Christchurch City council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Madras Street shown as broken yellow lines on the attached drawings TG132740 Issue 1 dated 23/1/2018, is prohibited.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Road Operations
 - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
 - Option 1 – Provide No Stopping restrictions (preferred option)
 - Option 2 – Do nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Reduces the risk of a crash by providing a smoother transition for cyclists to merge with the live traffic stream

4.3.2 The disadvantages of this option include:

- Results in the displacement of five on-street parking spaces

5. Context/Background

- 5.1 Council has received a number of concerns about the lack of transition space for cyclists. This is a particular concern at this location as the two northbound Madras Street lanes reduce and merge to form one lane. The safety concern is more pronounced when kerbside car parking is present along the western side of the road around the vicinity of the intersection.
- 5.2 Upon investigation staff concur that the kerbside parking makes it challenging for cyclists to safely navigate into the live lanes once they have passed through the adjacent traffic signals. This is complicated further with the merging of the northbound lanes which often results in cyclists being unfairly squeezed and ultimately compromising safety.
- 5.3 There are existing no-stopping lines around the intersection, however these only extend for 12 metres. There is also a painted and tapered (white) edge-line in this location. This is intended to restrict kerbside car parking; however it is not illegal for motorists to choose to park here.
- 5.4 The installation of a no stopping restriction (broken yellow lines) for a length of 34 metres will improve this situation by providing additional merge space.
- 5.5 Staff also reviewed the crash history of this area. Between 2011 and 2017 no crashes were recorded on this road section. However, staff believe that there are substantial risks to local traffic, particularly cyclists.

6. Option 1 – Provide no stopping restrictions (preferred)

Option Description

- 6.1 Provide no stopping restrictions on Madras Street in accordance with **Attachment A**.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 Council officers have consulted with and informed the affected property owners at 237 Bealey Avenue (dental surgery) and 417 Madras Street.
- 6.5 No objections were received or requests to amend the proposal.
- 6.6 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.8 Cost of Implementation - \$200 to provide road markings plus \$750 for the consultation and preparation of this report.
- 6.9 Maintenance / Ongoing Costs – covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.10 Funding source – Traffic Operations budget.

Legal Implications

- 6.11 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.12 The Community Boards has 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 parking restrictions and traffic control devices.
- 6.13 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 Not applicable.

Implementation

- 6.15 Implementation dependencies - Linwood-Central-Heathcote board approval.
- 6.16 Implementation timeframe – approximately 6 weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Reduces the risk of a crash by providing a smoother transition for cyclists to merge with the live traffic stream
- 6.18 The disadvantages of this option include:
- Results in the displacement of five on-street parking spaces

7. Option 2 – Do Nothing

Option Description

- 7.1 Retain the unrestricted parking.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the request for improving road safety in the local area.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - \$0
7.7 Maintenance / Ongoing Costs - \$0
7.8 Funding source – not applicable

Legal Implications

- 7.9 Not applicable.

Risks and Mitigations

- 7.10 Not applicable.

Implementation

- 7.11 Implementation dependencies - not applicable.
7.12 Implementation timeframe – not applicable.

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- None identified
- 7.14 The disadvantages of this option include:
- Does not support the safety needs of the regular users of the street

Attachments

No.	Title	Page
A ↓	417 Madras St NSR site plan	39
B ↓	417 Madras Location plan	40

Confirmation of Statutory Compliance

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

(a) This report contains:

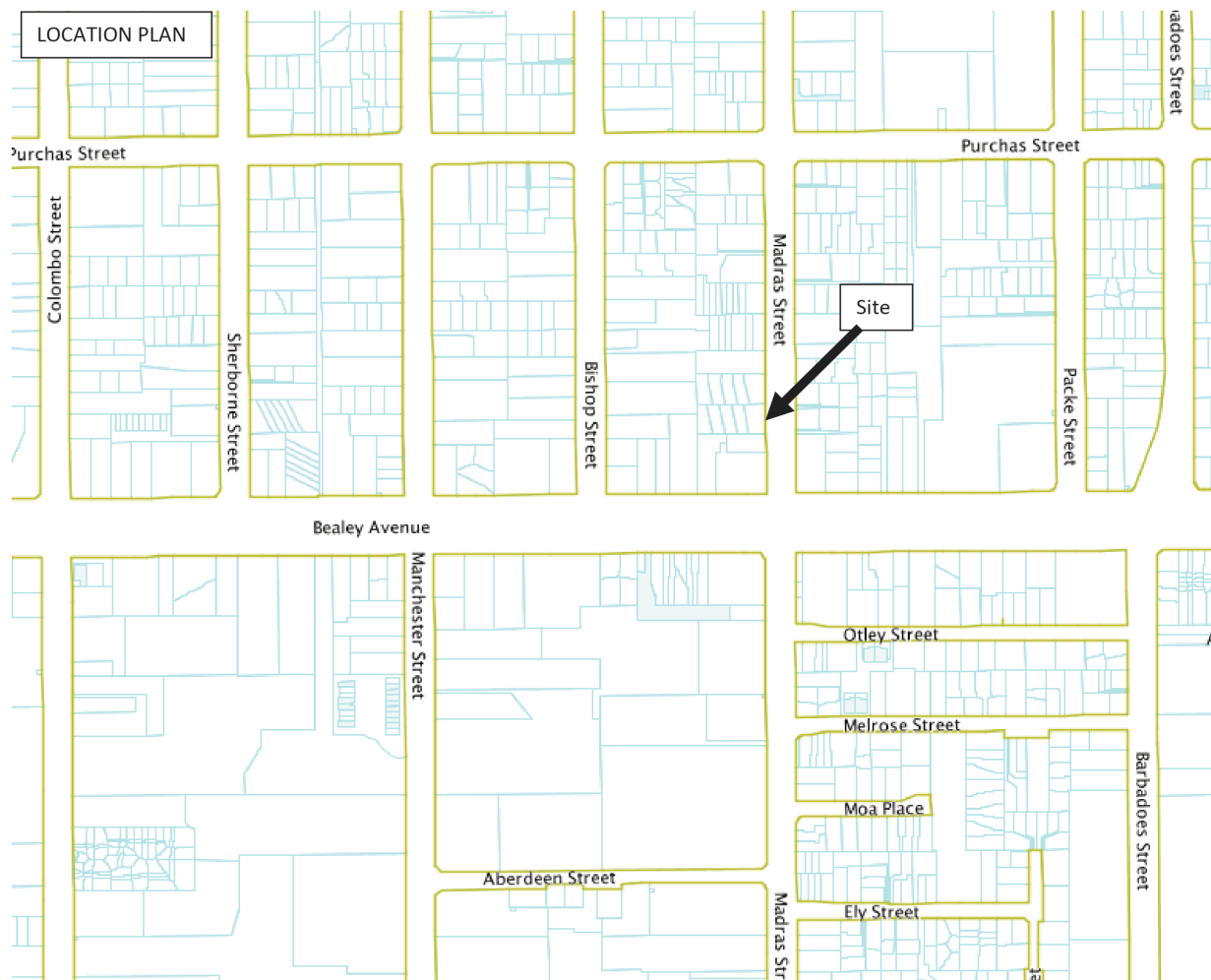
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

Author	Barry Hayes - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)





10. 70 Rudds Road, Linwood - Proposed No Stopping Restrictions

Reference: 18/446011

Presenter(s): Barry Hayes – Traffic Engineer, Traffic Operations Team

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of no stopping restrictions on Rudds Road and Kearneys Road in accordance with **Attachment A**.
- 1.2 The location is shown on **Attachment B**.

Origin of Report

- 1.3 This report was staff generated in response to requests from local residents on Rudds and Kearneys Road, who expressed safety concerns.
- 1.4 These measures have been requested to ensure drivers may approach the sharp bend and remain on their side of the road as they complete the manoeuvre.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board approve:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Rudds Road and Kearneys Road as shown as broken yellow lines on the attached drawings TG133009 issue 1 dated 23/4/2018, is prohibited.
2. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Road Operations
 - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
 - Option 1 - Provide No Stopping restrictions (preferred option)

- Option 2 – Do nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Ensures that drivers approaching and leaving the bend need not overtake and face opposing traffic
- Assists some residents leaving their driveway, by improving sight lines

4.3.2 The disadvantages of this option include:

- Displaces parking to other locations

5. Context/Background

- 5.1 Three residents in this locality raised safety concerns that occur at the bend location, especially during sports days. The residents referred to drivers approaching at speed and driving over the centre line, owing to cars parked near the bend location.
- 5.2 Staff visited the site at different times of the day, to evaluate the situation. No stopping restrictions are already in place within the immediate vicinity of the bend. However, residents have indicated that parking occurs close to the bend location and influences drivers to overtake upon approaching and leaving the bend, facing opposing traffic.
- 5.3 Staff checked the crash history of this area. No crashes have been recorded at this location, though further investigation of crash risk (by referring to the Christchurch City Council Risk Mapping tool) indicates that the personal crash risk is rated as high at this location. Consequently, staff have recommended an extension to the existing restrictions, to improve sight lines and safety in this area.
- 5.4 The initial proposal was focussed on Rudds Road only, though the local consultation resulted in further restrictions being requested.
- 5.5 Staff are aware of some inconvenience due to parking displacement. The majority of vehicles that do park are on sports days. Separate arrangements are in place to release more off-site parking, such as the nearby bowling club car park and a council owned site, east of Kearneys Road.
- 5.6 The installation of the additional no stopping restrictions will improve the safety at this location and displace parking to more appropriate locations.

6. Option 1 – Install No Stopping Restrictions (preferred)

Option Description

- 6.1 Provide no stopping restrictions on Rudds Road and Kearneys Road in accordance with Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 Letters of consultation with a site plan have been issued to the tenants and property owners associated with 55-72 Rudds Road and 58-60 Kearneys Road.

- 6.5 Four responses were received who supported the proposal. The owner of 60 Kearneys Road requested that the proposal also includes extending the restrictions outside their property. This was due to safety concerns, not only for other drivers driving around the bend from Rudds Road, but also to assist their own vehicles leaving their driveway, by improving visibility towards traffic from Rudds Road.
- 6.6 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.8 Cost of Implementation - \$500 to provide road markings plus \$750 for the consultation and preparation of this report.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.10 Funding source - Traffic Operations Budget.

Legal Implications

- 6.11 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.12 The Linwood-Central-Heathcote Community Board has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Board includes the resolution of stopping restrictions and traffic control devices.
- 6.13 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 Not applicable.

Implementation

- 6.15 Implementation dependencies - Community Board approval.
- 6.16 Implementation timeframe - Approximately six weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Ensures that drivers approaching and leaving the bend need not overtake and face opposing traffic
 - Assists some residents leaving their driveway, by improving their sight line
- 6.18 The disadvantages of this option include:
- Displaces parking to other locations

7. Option 2 – Do Nothing

Option Description

- 7.1 Retain the unrestricted parking.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the request for improving road safety in the local area.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - Not applicable.
7.7 Maintenance / Ongoing Costs - Not applicable.
7.8 Funding source - Not applicable.

Legal Implications

- 7.9 Not applicable.

Risks and Mitigations

- 7.10 Not applicable.

Implementation

- 7.11 Implementation dependencies - Not applicable.
7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- Retains some unrestricted parking spaces.
- 7.14 The disadvantages of this option include:
- Does not support the safety concerns of local residents

Attachments

No.	Title	Page
A ↓	Rudds Rd location plan	46
B ↓	Rudds Rd NSR site plan	47
C ↓	Rudds Rd site photos	48

Confirmation of Statutory Compliance

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

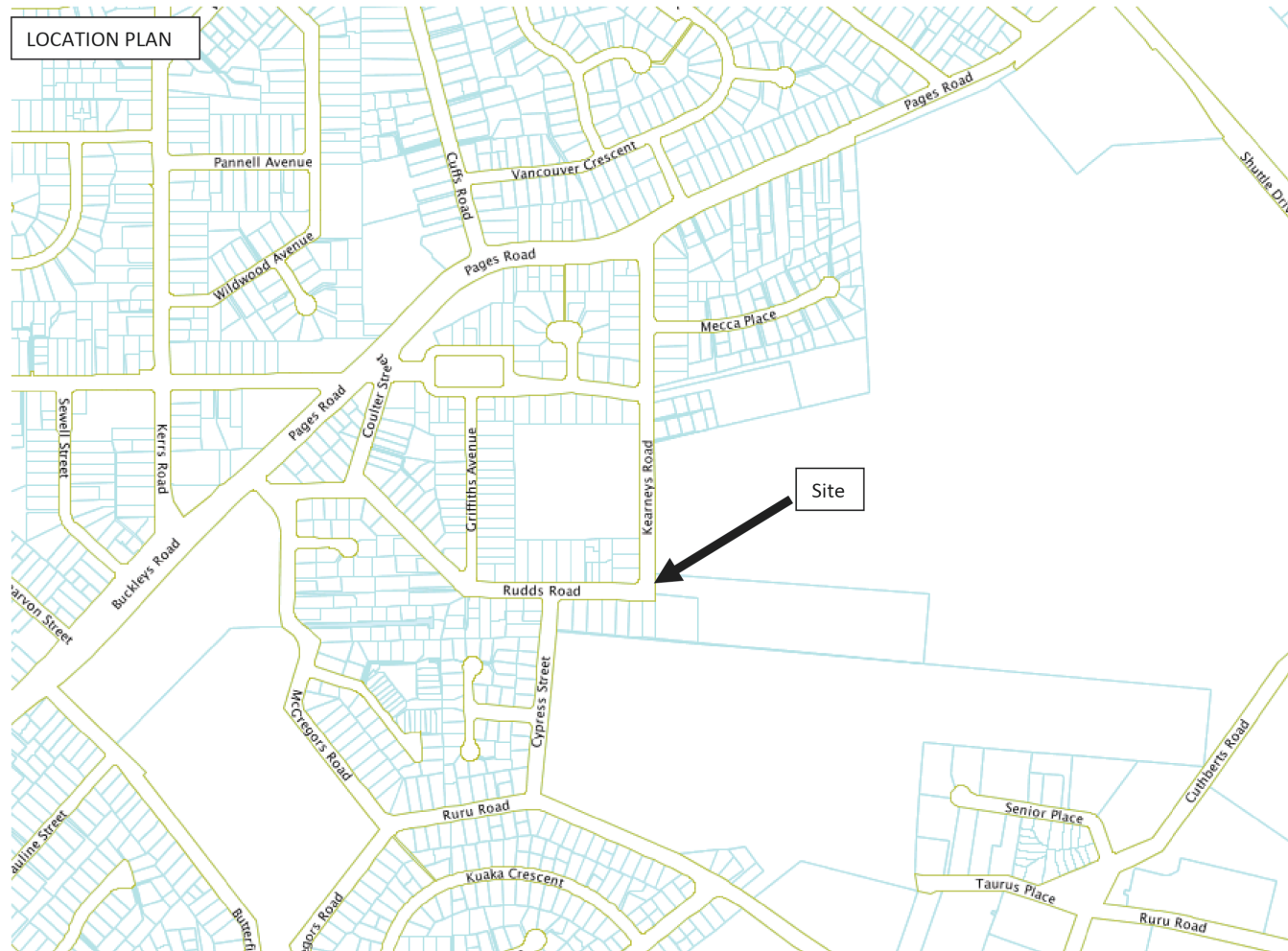
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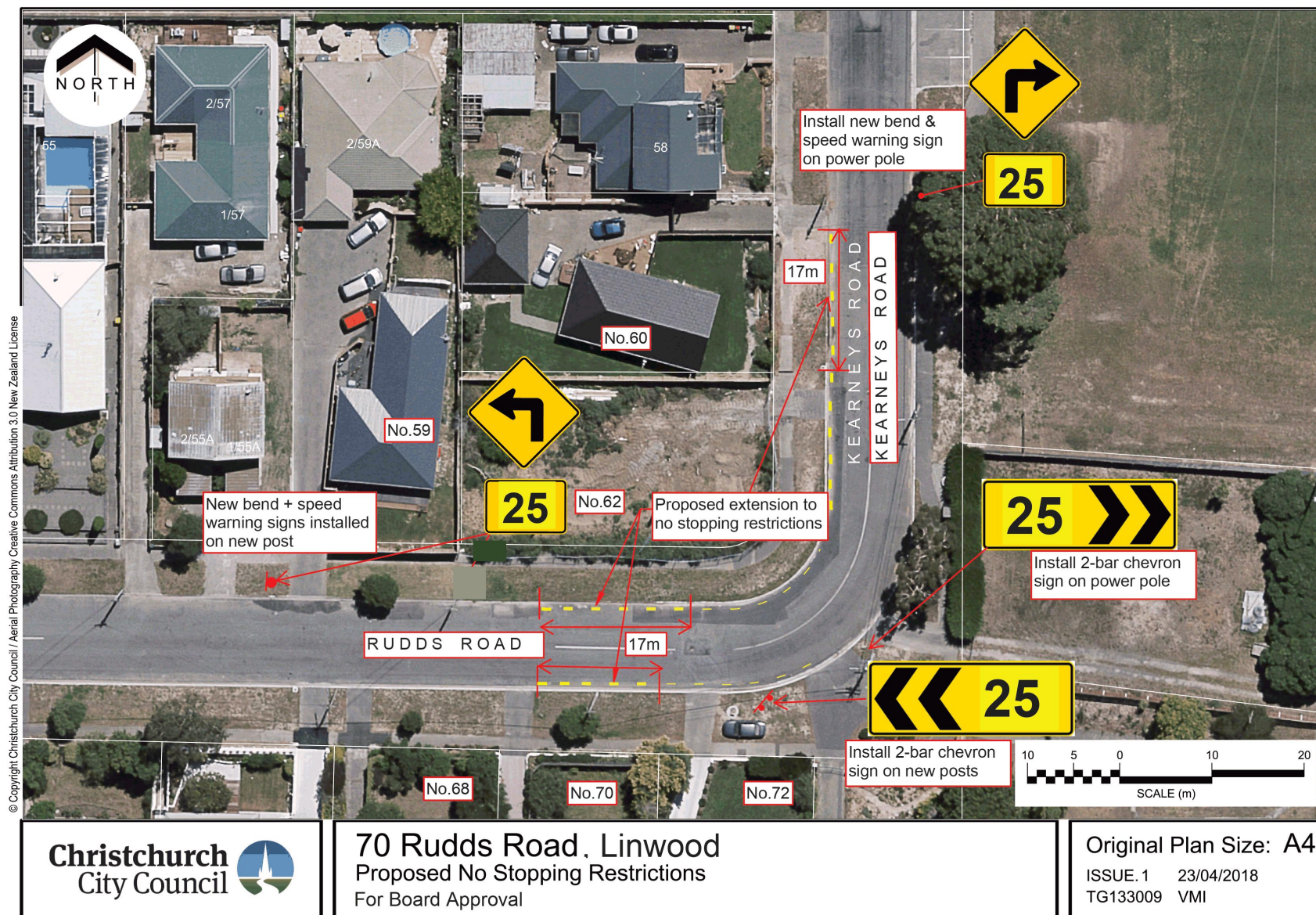
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

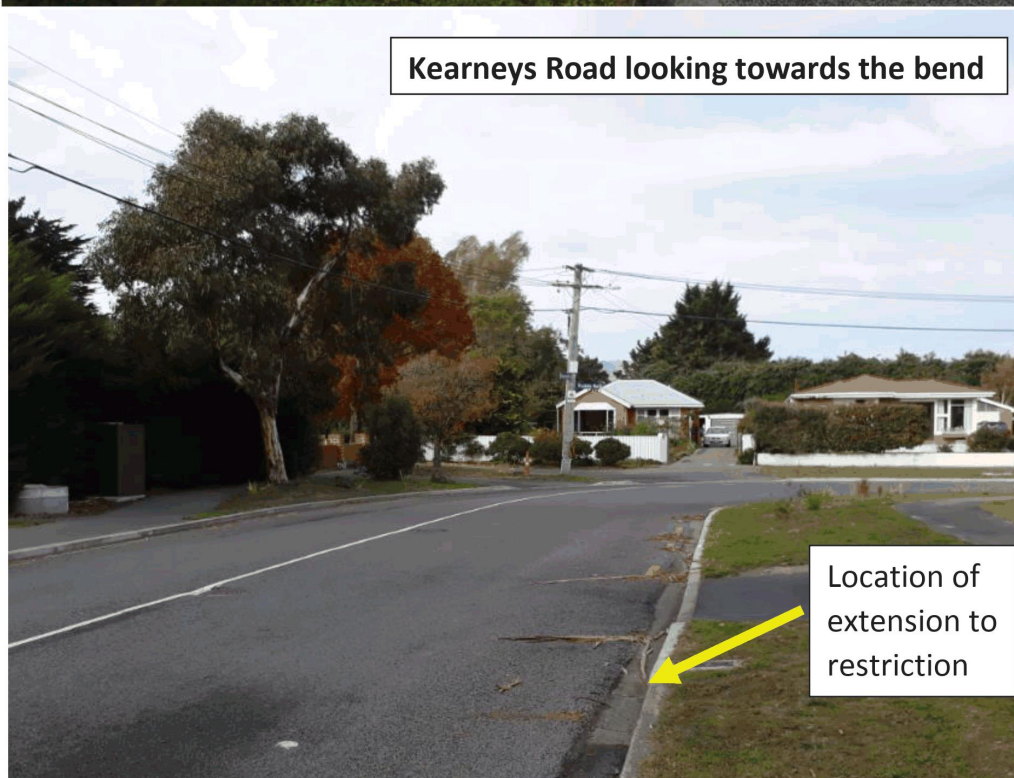
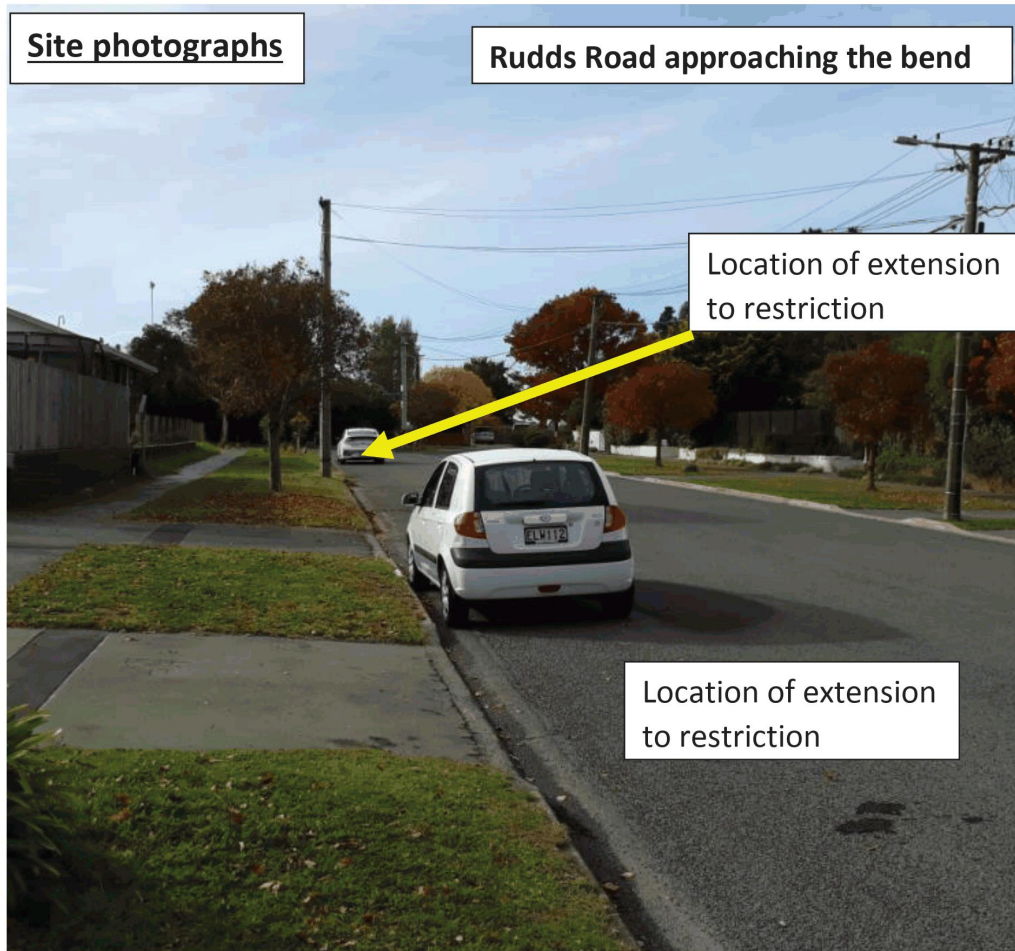
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Barry Hayes - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)







11. Chelsea Street/Russell Street, Linwood - Proposed Formalising of Give Way Control

Reference: 18/446063

Presenter(s): Barry Hayes – Traffic Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of Give Way control on Russell Street at its intersection with Chelsea Street and associated No Stopping restrictions accordance with **Attachment A**.
- 1.2 The location is shown on **Attachment B**.

Origin of Report

- 1.3 This report was staff generated in response to requests from local residents on Chelsea Street, who expressed safety concerns.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board approve:

1. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 Give-Way control is imposed at all times and road markings and signs erected on Russell Street, at its intersection with Chelsea Street, as indicated in the attached drawing TG132731 issue 1 dated 11/4/2018.
2. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Russell Street and Chelsea Street as shown as broken yellow lines on the attached drawing TG132731 issue 1 dated 11/4/2018, is prohibited.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Road Operations
 - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network

- 4.2 The following feasible options have been considered:
- Option 1 – Approve Give Way Control and provide No Stopping restrictions (preferred option)
 - Option 2 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Give Way control resolves an identified crash risk
 - Improves road safety as it clarifies priorities at this location.
 - Parking is deterred from locations that could impair sight lines or result in drivers dangerously encroaching centre lines
- 4.3.2 The disadvantages of this option include:
- A small displacement of parking on-street

5. Context/Background

- 5.1 Three residents on Chelsea Street have expressed safety concerns at this intersection. The residents referred to local observations that traffic on Russell Street, despite clearly being a side road did not stop to give way. These vehicles allegedly included scheduled buses. In addition, some inappropriate parking was indicated to occur close to the intersection, which required some drivers to overtake which increased risks to road safety.
- 5.2 Staff visited the site at different times of the day, to evaluate local conditions. There are no markings at all at this intersection. Staff observed that vehicles travelling on Russell Street often approached the intersection without slowing down noticeably. From this approach, the sight line to the left (looking north) is partially obscured by a power pole and trees, yet vehicles rarely slowed or stopped to check for a safe gap.
- 5.3 Staff checked the crash history of this area. Two crashes (both non-injury) were recorded at the intersection over the last five years, both involving vehicles from Russell Street. Consequently, staff have recommended a short extension to the existing restrictions, to improve sight lines and safety in this area. This equates to two parking spaces being lost.
- 5.4 The installation of the additional no stopping restrictions will improve the safety at this location and displace parking to more appropriate locations.

6. Option 1 – Install No Stopping Restrictions (preferred)

Option Description

- 6.1 Approve the installation of Give Way Control on Russell Street at its intersection with Chelsea Street and additional No Stopping restrictions.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 Letters of consultation with a site plan have been issued to the tenants and property owners associated with 27-45 Russell Street and 34-52 Chelsea Street. Since bus services operate on Russell Street, Environment Canterbury were also consulted.
- 6.5 The Team Leader Parking Compliance supports this option.
- 6.6 Five responses were received in support of the proposal. None were received that objected or requesting an amendment.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.8 Cost of Implementation - \$700 to provide signing and road markings plus \$750 for the consultation and preparation of this report.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.10 Funding source - Traffic Operations Budget – Signs Regulatory.

Legal Implications

- 6.11 Part 1, clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.12 The Linwood-Central-Heathcote Community Board has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Board includes the resolution of stopping restrictions and traffic control devices.
- 6.13 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 Not applicable.

Implementation

- 6.15 Implementation dependencies - Community Board approval.
- 6.16 Implementation timeframe - Approximately six weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Give Way control resolves an identified crash risk
 - Improves road safety as it clarifies priorities at this location.
 - Parking is deterred from locations that could impair sight lines or result in drivers dangerously encroaching centre lines
- 6.18 The disadvantages of this option include:
- A small displacement of parking on-street

7. Option 2 – Do Nothing

Option Description

- 7.1 Do not install any traffic controls on the intersection of Russell Street and Chelsea Street and do not provide parking restrictions.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the request for improving road safety in the local area.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - Not applicable.
7.7 Maintenance / Ongoing Costs - Not applicable.
7.8 Funding source - Not applicable.

Legal Implications

- 7.9 Not applicable.

Risks and Mitigations

- 7.10 If the Give Way control is not installed there could be issues raised with the Council for allowing no control to remain in place after potential traffic safety issues have been recognised.

Implementation

- 7.11 Implementation dependencies - Not applicable.
7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- An unrestricted parking space is retained.
- 7.14 The disadvantages of this option include:
- Does not support an identified crash risk

Attachments

No.	Title	Page
A ↓	Chelsea St Russell St site plan	54
B ↓	Chelsea St Russell St location plan	55

Confirmation of Statutory Compliance

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

(a) This report contains:

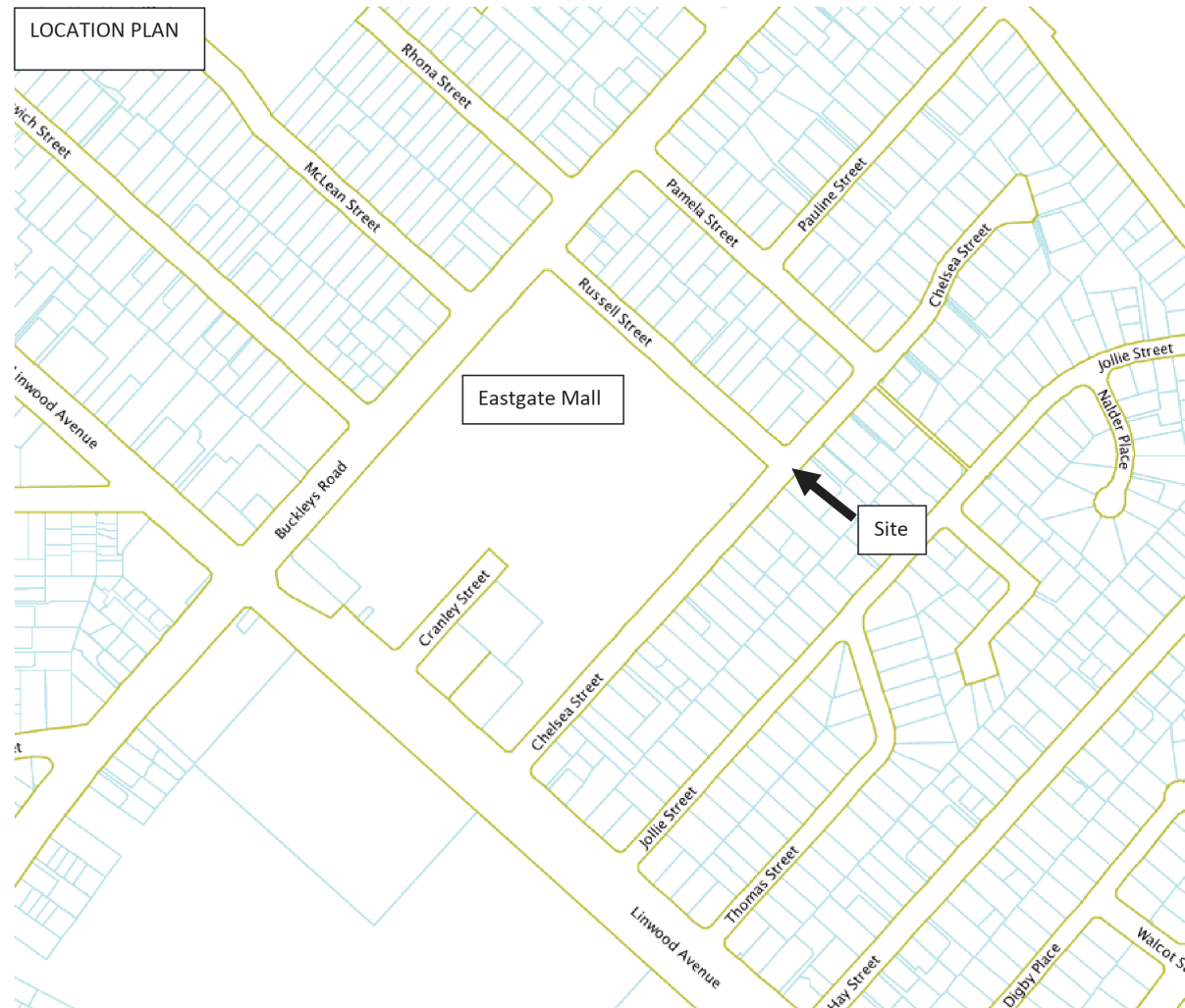
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

Author	Barry Hayes - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)





12. Major Hornbrook Road at Muritai Terrace, Mount Pleasant - Proposed No Stopping and P5 Restrictions

Reference: 18/446122

Contact: Barry Hayes

barry.hayes@ccc.govt.nz

03 941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the provision of no stopping restrictions on both sides of part of Major Hornbrook Road and Muritai Terrace in accordance with **Attachment A**.
- 1.2 The site is located within the road network as shown in **Attachment B**.

Origin of Report

- 1.3 This report was staff generated in response to requests from local residents on both streets, who expressed safety concerns along this section of road and where they are forced to drive over the centre line at inappropriate locations.
- 1.4 These measures have been requested to improve the forward sight lines of drivers using these streets, as well as the sight lines from some driveway locations.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board approve:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Major Hornbrook Road and Muritai Terrace shown as broken yellow lines on the attached drawing TG133008 Issue 1 dated 23/4/2018, is prohibited.
2. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that marked bus stops, for the purposes of picking up and dropping off passengers only, be installed on the parts of Major Hornbrook Road as shown on the attached drawing TG133008 Issue 1 dated 23/4/2018.
3. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Major Hornbrook Road as indicated in the attached drawing TG133008 Issue 1, dated 23/4/2018, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 5 minutes.
4. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.

5. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
- 4.1.1 Activity: Road Operations
- Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
- Option 1 – Provide No Stopping and P5 restrictions (preferred option)
 - Option 2 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Improves the forward sight lines for drivers using Major Hornbrook Road
 - Improves the sight lines for residents leaving their driveways
 - Improves the sight lines for residents leaving Muritai Terrace
 - Improves the road space available for large vehicles such as buses, refuse trucks and reduces the risk of a collision with an opposing vehicle
 - Improves safety for cyclists on Major Hornbrook Road in particular
 - Provides better turnover of spaces where drop offs and pick-ups already occur
 - Provides a defined area for the two existing bus stops
- 4.3.2 The disadvantages of this option include:
- Results in some displacement of on-street parking

5. Context/Background

- 5.1 Two local residents expressed concerns about driving along this section of road and frequently having to drive on the centre line around bend locations with poor sight lines.
- 5.2 Staff visited the site at different times of the day, to evaluate the situation. Currently the only road markings are broken centre lines.
- 5.3 The site of interest consists of two hairpin bends 40 metres apart of which one has a minor side road (Muritai Terrace) connecting to the more uphill bend location. At this location Major Hornbrook Road is relatively steep and forward visibility is poor.
- 5.4 There are two unmarked bus stops located between the two bends, used by the 140 service; these services operate typically at 30 minute intervals.
- 5.5 It was apparent that parking is relatively infrequent in this area, though occurs occasionally by either visitors or contractors. Staff consider that this should be deterred at locations where this results in drivers overtaking near a bend location with poor forward visibility.
- 5.6 Staff also checked the crash history of this area. In early 2018 a cyclist travelling downhill on Major Hornbrook Road was injured due to a collision with a bus travelling uphill. Another car was also involved in the collision. This was the only known recorded crash in the last five years.

However, staff are of the opinion that there are risks to road safety at this location and that minor improvements could substantially improve safety.

- 5.7 Consequently, staff have recommended parking restrictions at key locations, to address these issues and improve safety in this area.
- 5.8 Staff are aware of some potential inconvenience to residents and their visitors. However, all the properties in this area have at least two off street parking spaces, as well as garages or car ports. Consequently, there is already substantial parking provision in this area and therefore the displacement of parking is only expected to be minor.
- 5.9 The installation of the new restrictions will improve safety for local residents and regular users of Major Hornbrook Road and Muritai Terrace.

6. Option 1 – Provide no stopping and P5 restrictions (preferred)

Option Description

- 6.1 Provide no stopping and P5 restrictions on Major Hornbrook Road accordance with Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 Letters of consultation with a site plan have been issued to the tenants and property owners at 159-189 Major Hornbrook Road and residents on Muritai Terrace, Environment Canterbury (as this is a bus route) and the Mount Pleasant Community Care and Residents' Association.
- 6.5 The original consultation presented three options for improvement. Options 2 and 3 offered alternative bus stop locations, located further uphill of the bends.
- 6.6 Ten responses were received, of which nine were fully in support. One resident objected who generally indicated that the proposal would not significantly improve safety. All responses were in favour of retaining the existing bus stop locations. Consequently the preferred option retains the existing stop locations.
- 6.7 The Team Leader Parking Compliance supports this option.
- 6.8 Two of the responses in support referred to the nearby Scout Den which is located between numbers 172 and 168. They requested that some provision for parent drop off and pick up should be included. It was also commented that there is a public toilet within the reserve, which is sometimes used by utility workers. Consequently the two spaces of P5 restriction have been added, where the drop offs already take place.
- 6.9 Three residents, who were in support, requested modifications to the extent of the no stopping restrictions. These have been incorporated and are supported by the residents who are situated near the restrictions.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.11 Cost of Implementation - \$1,000 to provide road markings and signs plus \$750 for the consultation and preparation of this report.
- 6.12 Maintenance / Ongoing Costs – covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.13 Funding source – Traffic Operations budget.

Legal Implications

- 6.14 Part 1, clause 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and time restrictions by resolution.
- 6.15 The Community Boards has 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 parking restrictions and traffic control devices.

- 6.16 The installations of any sign and/or road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.17 Not applicable.

Implementation

- 6.18 Implementation dependencies - Linwood-Central-Heathcote board approval.
- 6.19 Implementation timeframe – approximately 6 weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.20 The advantages of this option include:

- Improves the forward sight lines for drivers using Major Hornbrook Road
- Improves the sight lines for residents leaving their driveways
- Improves the sight lines for residents leaving Muritai Terrace
- Improves the road space available for large vehicles such as buses, refuse trucks and reduces the risk of a collision with an opposing vehicle
- Improves safety for cyclists on Major Hornbrook Road in particular
- Provides better turnover of spaces where drop offs and pick-ups already occur
- Provides a defined area for the existing bus stops

- 6.21 The disadvantages of this option include:

- Results in some displacement of on-street parking

7. Option 2 – Do Nothing

Option Description

- 7.1 Retain the unrestricted parking.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the request for improving road safety in the local area.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - \$0
- 7.7 Maintenance / Ongoing Costs - \$0
- 7.8 Funding source – not applicable

Legal Implications

7.9 Not applicable.

Risks and Mitigations

7.10 Not applicable.

Implementation

7.11 Implementation dependencies - not applicable.

7.12 Implementation timeframe – not applicable.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- None identified

7.14 The disadvantages of this option include:

- Does not support the safety needs of the nearby residents

Attachments

No.	Title	Page
A ↓	Major Hornbrook Rd at Muritai Terrace site plan	63
B ↓	Major Hornbrook Rd at Muritai location plan	64

Confirmation of Statutory Compliance

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

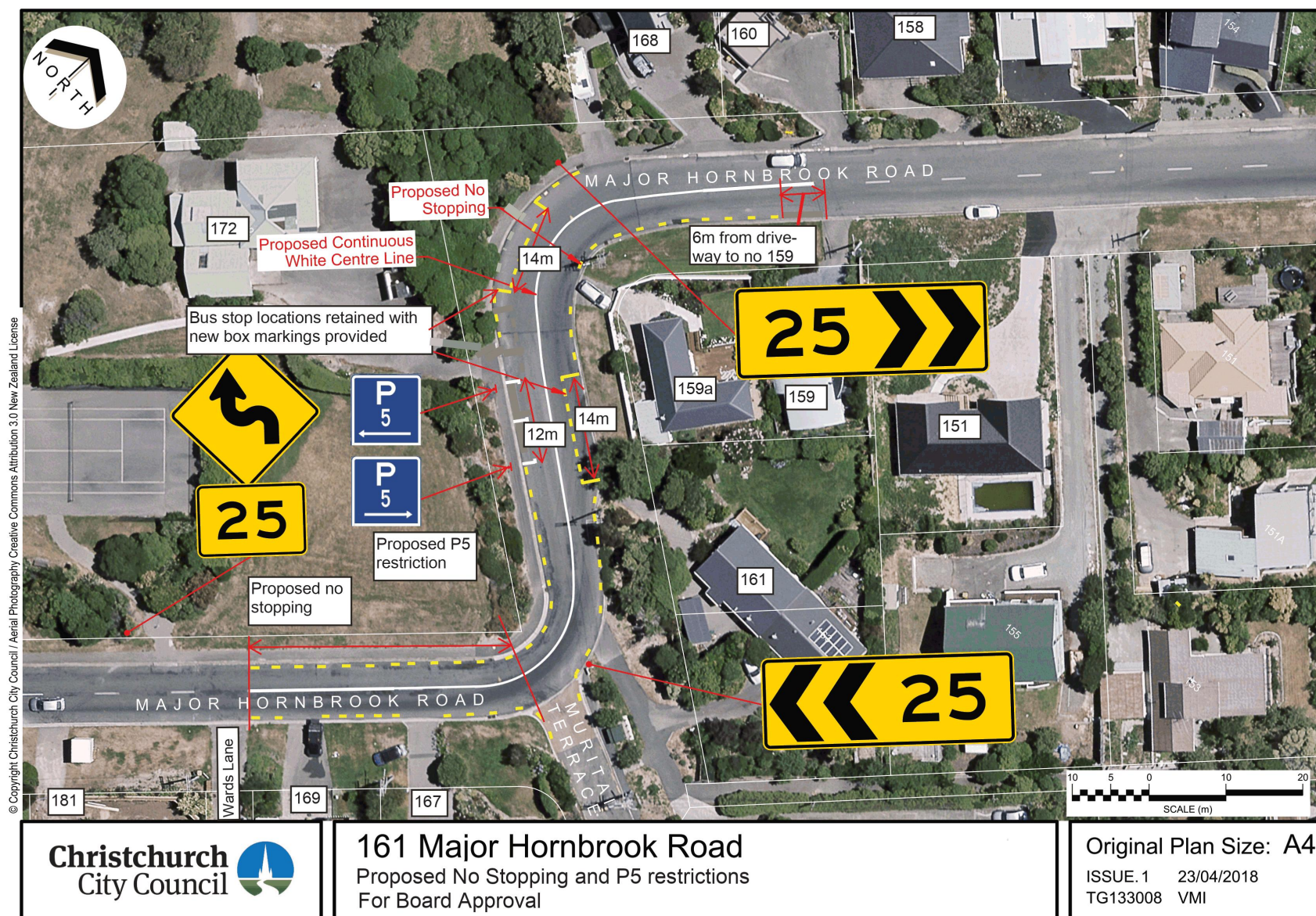
(a) This report contains:

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

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Barry Hayes - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



LOCATION PLAN



13. Hagley Park Electric Vehicle Charging Station Restriction

Reference: 18/438062

Contact: Steve Dejong steve.dejong@ccc.govt.nz 9416428

1. Secretarial Note

- 1.1 The Board previously considered this report at its 14 March 2018 meeting. Since that meeting further information has come to hand and staff have asked for the Community Board to reconsider its 14 March 2018 resolution.
- 1.2 The Board resolved at its 14 March 2008 meeting:

Community Board Resolved LCHB/2018/00001

Part C

That the Linwood-Central-Heathcote Community Board:

1. Approve that the existing parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street and currently restricted to a maximum period of 180 minutes be revoked.
2. Approve that parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park, Car Park at the western end of Armagh Street be restricted to a maximum period of 120 minutes at any time and reserved for the use of electric vehicles for the purposes of charging their batteries only.

Deon Swiggs/Sara Templeton

Carried

2. Purpose and Origin of Report

Purpose of Report

- 2.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to approve the installation of P60 parking restrictions to support the operation of electric vehicle (EV) chargers in The Botanic Gardens car park at the western end of Armagh Street as shown on Attachment A.

Origin of Report

- 2.2 This report is staff generated in response to the proposed installation of electric vehicle chargers by Orion New Zealand Limited, and in support of the Christchurch Energy Action Plan.

3. Significance

- 3.1.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.1.2 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.
- 3.1.3 The community engagement and consultation outlined in this report reflect the assessment.

4. Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Rescind the Board decision made on 14 March 2018 regarding the Hagley Park Electric Vehicle Charging Station Restrictions.
2. Approve that the existing parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park Car Park at the western end of Armagh Street and currently restricted to a maximum period of 120 minutes be revoked.
3. Approve that parking of vehicles within the two parking spaces identified in attachment 'A' located within the Hagley Park Car Park at the western end of Armagh Street be restricted to a maximum period of 60 minutes at any time and reserved for the use of electric vehicles for the purposes of charging their batteries only.

5. Key Points

5.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):

5.1.1 Activity: Parking

- Level of Service: 10.3.8 Optimise operational performance

5.2 The following feasible options have been considered:

- Option 1 - Install Electric Vehicle Charger P60 Parking Restrictions (preferred option)
- Option 2 – do nothing

5.3 Option Summary - Advantages and Disadvantages (Preferred Option)

5.3.1 The advantages of this option include:

- Supports Christchurch Energy Action Plan
- Provides access for electric vehicles to charge their batteries.

5.3.2 The disadvantages of this option include:

- There are no disadvantages identified with this option

6. Context/Background

Hagley Park Electric Vehicle Parking Station Restrictions

- 6.1 In October 2015 the Christchurch City Council (CCC) adopted the Christchurch Energy Action Plan. The action plan includes CCC programme areas of work relating to encouraging the uptake of electric vehicles. It is considered that when residents see publicly accessible electric vehicle charging infrastructure being available, that they may feel more comfortable about the purchase and use of an electric vehicle.
- 6.2 With the rapid improvement in electric vehicle technology, we are seeing an increase in the range and affordability of electric vehicles for use in corporate fleets and by private individuals. Developments are already underway to provide charging infrastructure for electric vehicles travelling out of Christchurch, which will further support the uptake of these vehicles.
- 6.3 In 2016 the Council owned off-street car park near the Botanical gardens at the western end of Armagh Street was identified as a location suitable for the installation of an electric vehicle charging station. In early 2017 an electric charging station was installed on the southern side of the car park, near the pedestrian bridge into the Botanical Gardens.

- 6.4 Due to time restraints at the time to have this Electric vehicle charger station installed and as the proposed location was not on legal road but Hagley Park council owned land a report was not put to the community Board.
- 6.5 This report originally went to the Board in February 2018 and was held over to the 14 March meeting of the board. At the meeting of the Board on the 14 March and the previous meeting the Board was provided with incorrect information on the power and charging capabilities of the Botanical Gardens charger station.

7. Option 1 - Hagley Park Electric Vehicle Parking Station P60 Restrictions (preferred)

Option Description

- 7.1 All electric vehicle charging stations installed by the council are restricted for the use of electric vehicles only for the purpose of charging their battery only and for a restricted maximum time period as stated on the signs at each site. The time limit restriction enables a turnover of electric vehicles within these spaces. The restrictions are proposed to operate at any time, to support around the clock access to the chargers.
- 7.2 To date no infringement notices have been issued in relation to inappropriate use of an electric vehicle charging stations however a number of complaints have been received. These complaints state that the Hagley Park charging station's two parking spaces are being used by petrol powered vehicles on the weekends.
- 7.3 Council has the ability to impose parking restrictions within council owned car parks and currently the Hagley Park public car park at the end of Armagh Street has a 180 minute time restriction imposed upon it. This proposal proposes restricting the two Electric Vehicle parking spaces to a maximum time period of 60 minutes.
- 7.4 Imposing the proposed 60 minute will enable the council's parking enforcement officers to enforce the time restriction and that the charging station is used for its intended purpose, which is for the charging of electric vehicles.
- 7.5 The reason for using P60 at the Botanical Gardens and as the standard restriction at council sites is that the 22kW electric vehicle charging sockets at the Botanic Gardens and at other sites are destination electric vehicle chargers. These are designed to provide a top up of a charge, if needed, while the electric vehicle owner is parked at a Council or business destination. The chargers are not there as a free charging service to guarantee a full charge of a vehicle.
- 7.6 The charging infrastructure for destination chargers in Christchurch are generally 22kW per Type two socket, as it is at the Botanic Gardens, which gives a good sufficient top up of electric vehicle battery charge over 60 minutes
- 7.7 There are other options to fully charge electric vehicles at the owner's home, where most of the charging should be happening or at the currently available commercially-provided 50kW fast chargers.
- 7.8 The electric vehicle destination chargers, and associated restrictive car parking, are there to service and maximise the number of electric vehicles that can access the chargers at a site, therefore a P60 has been chosen as the standard time restriction at the Botanic Gardens' site, as with other Christchurch sites. This is to allow the electric vehicle owner to have a good top up charge for their vehicle over the 60 minutes and then to free up the charging site for other electric vehicle users during the day.
- 7.9 If an electric vehicle owner is at the Botanic Gardens longer than 60 minutes then, like at other destination charger sites, the owner can shift their vehicle to another car parking site to free up the charging site for other users to top up their battery charge for their electric vehicle. The

objective is to encourage, and maximise, the number of electric vehicles that can have access to use the available charging infrastructure and not to limit access through greater than P60 time restrictions. If a greater than P60 restriction was put in place at the Botanic Gardens, it would give less reliability to electric vehicle owners that they would have access to one of the two charging sockets on-site.

- 7.10 A P120 restriction would significantly limit the number of owners of electric vehicles that would be able to access the electric vehicle charger over the time period of a day at the Botanic Gardens.

Significance

- 7.11 The level of significance of this option is low consistent with section 2 of this report.
- 7.12 Engagement requirements for this level of significance are consultation with effected property owners.

Impact on Mana Whenua

- 7.13 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.14 This proposal is supported by the Parks Manager, Botanical Gardens, the Council's Resource Efficiency Manager, as the council is the sole land owner there are no other immediately affected parties.

Alignment with Council Plans and Policies

- 7.15 This option is consistent with Council's Plans and Policies

Financial Implications

- 7.16 Cost of Implementation - \$200.00
- 7.17 Maintenance / Ongoing Costs – Are covered under the area maintenance contract.
- 7.18 Funding source – Traffic Operations budget

Legal Implications

- 7.19 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 7.20 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.
- 7.21 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 7.22 Not applicable

Implementation

- 7.23 Implementation dependencies - Community Board Approval
- 7.24 Implementation timeframe – N/A

Option Summary - Advantages and Disadvantages

- 7.25 The advantages of this option include:
- Provides access for electric vehicles to charge their batteries

- Supports Christchurch Energy Action Plan

7.26 The disadvantages of this option include:

- No Identified disadvantages

8. Option 2 – Do Nothing

Option Description

8.1 Do not impose time restrictions on the two parking spaces associated with the Hagley Park Electric Vehicle charging Station.

Significance

8.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

8.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

8.4 See 6.8 above.

Alignment with Council Plans and Policies

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

Financial Implications

8.6 Cost of Implementation – N/A

8.7 Maintenance / Ongoing Costs – N/A

8.8 Funding source – N/A

Legal Implications

8.9 See 6.13 to 6.15 above

Risks and Mitigations

8.10 N/A

Implementation

8.11 Implementation dependencies - N/A

8.12 Implementation timeframe – N/A

Option Summary - Advantages and Disadvantages

8.13 The advantages of this option include:

- There are no advantages with not time restricting the two EV spaces.

8.14 The disadvantages of this option include:

- Does not support the Christchurch Energy Action Plan

Attachments

No.	Title	Page
A ↓	Plan Botanic Gardens EV Charger Parks	71

Confirmation of Statutory Compliance

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

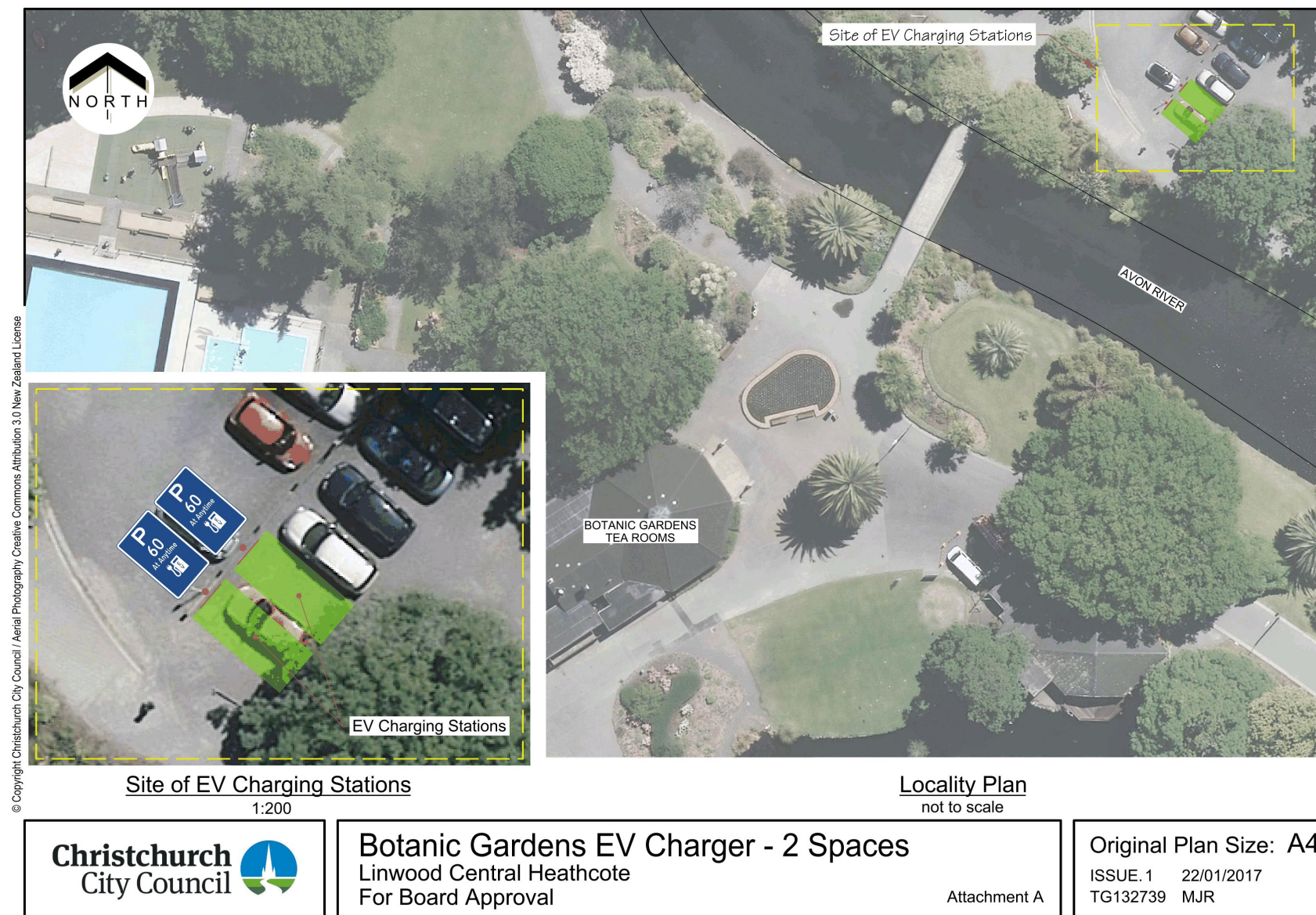
(a) This report contains:

- (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

Authors	Steve Dejong - Traffic Engineer Kevin Crutchley - Resource Efficiency Manager
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



14. Road Stopping Application - Jubilee Street

Reference: 18/503325

Presenter(s): Sarah Stuart, Property Consultant

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to consider options relating to ownership and/or access over the legal road and adjoining Council land, the traffic planning implications of allowing vehicular access onto Jubilee St, and to recommend that Council supports the retention of the link strip and landscape area.

Origin of Report

- 1.2 This report is being provided to fulfil the Linwood-Central-Heathcote Community Board resolution CNCL/2018/00027, that the Council:
 4. Request that staff explore options relating to ownership and/or access over the legal road and adjoining Council owned land (the link strip) and report back to the Linwood-Central-Heathcote Community Board. Noting that the Community Board requests advice regarding the traffic planning implications of the link strip in the context of future growth in the area.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy (SEP).
 - 2.1.1 The level of significance was determined by applying the Council's SEP, taking into consideration (amongst other things) the number of people affected and/or with an interest, the level of community interest already apparent for the issue, possible environmental, social and cultural impacts, possible costs/risks to the Council, ratepayers and wider community of carrying out the decision, and whether the impact of the decision can be reversed.
 - 2.1.2 The significance is low because only two adjoining owners have expressed an interest in the issue. There is no apparent or anticipated public interest in the decision. It has no impact on Maori, and the environmental social and cultural impacts are not significant. There is little risk or cost to Council and no impact on the Council's ability to carry out its functions. The decision can be reversed unless the land is disposed of and amalgamated into the title of an adjoining owner.
 - 2.1.3 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board supports the retention of the link strip and landscape area for the technical reasons set out by the Transport Unit, and recommends that Council:

Substantive Issue

1. Supports the retention of the link strip and landscape area (noting that as a consequence this does not provide the opportunity for future disposal);

Historic Issue

2. Noting that permission for access had been given as an exception to deal with extenuating transport safety, delegates to the Manager Property Consultancy the task of giving formal effect to the formed access-way from 85 and 87 Rutherford St over the link strip through an appropriate mechanism.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Strategic Planning and Policy
 - Level of Service: 17.0.10 Transport advice is provided to ensure plans, projects and activities reflect Council's strategic transport vision
- 4.2 The following feasible options have been considered:
 - Option 1 – Restrict vehicular access to Jubilee St by retaining the status quo i.e. remove the opportunity for future disposal (preferred option).
 - Option 2 - Allow vehicular access to Jubilee St by creating an opportunity for road stopping through removal of the link strip.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Status quo is maintained. (The benefit of retaining the status quo is expected to increase over time as the area develops further and the size and number of commercial vehicles increases).
 - Consistent with Council resolution dated 22 March 2018 not to sell the link strip.
 - Consistent with Transport advice and best practice transport guidelines.
 - Safety provisions remain as residential and heavy industrial traffic are separated.
 - Quality access continues to be provided to the industrial zone.
 - Physical separation of the two land use activities (residential and industrial) is retained.
 - Amenity value of the landscape area is preserved.
 - Residential area continues to be protected from noise, dust and safety issues.
 - Two Scarlett Oak trees are preserved.
 - Retain control of a Council asset.
 - 4.3.2 The disadvantages of this option include:
 - Landscape area and link strip are not available for sale.
 - Council will have ongoing maintenance costs.

Option Analysis

- 4.4 The Council is at a point it needs to make a principled decision before it can consider the historic issue. The principled decision has two options.
- 4.5 Option 1 is preferred because it recognises and protects the value inherent in the status quo. This value incorporates land use and transportation features by separating residential and industrial zones, and adhering to best practice transportation guidelines. The implication of this option is that the land cannot be disposed of i.e. there can be no road stopping nor sale of the landscape area or the link strip.

- 4.6 Option 2 is not recommended because it reduces the safety and amenity values that currently exist.
- 4.7 Whilst the principle decision of this report is whether to keep the link strip or not, the whole issue arises from a long standing request from an adjoining owner to acquire a portion of the road (the landscape area) and the link strip. This request has been under discussion since 2002.
- 4.8 Several alternatives have been considered within each option to deal with that request and are outlined below. These are not considered to be viable options and are inconsistent with the principle decision.

Alternatives Considered Under Each Option

4.9 Option 1

An alternative means of dealing with the link strip and the landscape area was considered within the context of restricting access to Jubilee St. This alternative effectively 'moves' the link strip to enable the landscape area and the existing link strip to be disposed of to an adjoining owner (without vehicular access to Jubilee St). To 'move' the link strip a new one would need to be created at the formed boundary of Jubilee St to replace the existing one.

The creation of a new link strip is not deemed to be a viable option for several reasons.

- It is not the best solution according to the Transport advice received.
- It is not cost effective without the certainty of a successful road stopping process. The creation of a new link strip would require: survey (\$5,000 - \$7,000), road stopping, an application to Crown Property Clearances (\$337.33), and gazette advertising (\$80) to legalise the link strip and create a new title for it (\$135). Staff costs for this process (around \$4,000) would be unrecoverable. These costs may not be able to be on-charged to a road stopping applicant if the road stopping process is unsuccessful.
- It does not provide a guaranteed solution because the road stopping process required to implement it would be subject to the LGA 1974 process which requires public notification, and the process may be stymied if objections were received and upheld.

The use of the LGA 1974 process was established in paragraph 5.26.6 of the Council report dated 22 March 2018. If objections are received that the Council does not uphold them the application must be referred to the Environment Court which is empowered to make a final decision. An unfavourable decision by the Environment Court would mean that the road stopping cannot proceed.

4.10 Option 2

The possibility of providing an adjoining owner (or owners) with a licence to cross the existing link strip and the landscape area to gain vehicular access onto Jubilee St was suggested in the Community Board meeting dated 26 February 2018.

This is not considered a viable solution because it is contrary to the Transport advice received and contrary to the very purpose of a link strip which is established to prevent vehicle access. In addition to allow some owners in the street to cross the link strip may set a precedent for others also wanting vehicular access to Jubilee St.

5. Context/Background

- 5.1 This report builds on the information provided in the report to Council dated 22 March 2018.

- 5.2 Council has been dealing with the long standing request from an adjoining owner to acquire “the land” outlined below. Discussions on this matter have been ongoing since 2002 and have only increased in complexity.
- 5.3 There have been numerous endeavours to reach a conclusion. The latest resulted in the Community Board considering the report dated 26 February 2018.
- 5.4 The Community Board resolved to:
 4. Request that staff explore options relating to ownership and/or access over the legal road and adjoining Council owned land (the link strip) and report back to the Linwood-Central-Heathcote Community Board. Noting that the Community Board requests advice regarding the traffic planning implications of the link strip in the context of future growth in the area.
- 5.5 The Transport Unit previously supported the road stopping application. In response to the Board’s resolution, Transport have reviewed the situation. Their current advice highlights the land use and transport effects of retaining the link strip and recommends that the existing environment (the status quo) be retained because it reflects best practice guidelines and separates the two zones.
- 5.6 A principled strategic decision firstly needs to be made on whether to restrict or allow vehicular access onto Jubilee St by retaining or removing the link strip.
- 5.7 Once that decision is made the Community Board can then consider the issue of disposal.

The Land

- 5.8 The subject land (“the land”) comprises circa 130m² and is shown on the plan below. It consists of two parts as follows:
 - 5.8.1 Approximately 6 m² of link strip (“the link strip”) shown as Section 2, being part Section 1 SO 343171; and
 - 5.8.2 Approximately 124 m² of unformed legal road (“the landscape area”) to be stopped shown as Section 1.



Delegations

- 5.9 As outlined in paragraph 5.25 of the report to Council dated 22 March 2018 the Community Board holds the delegation to approve (or not approve) a road stopping.

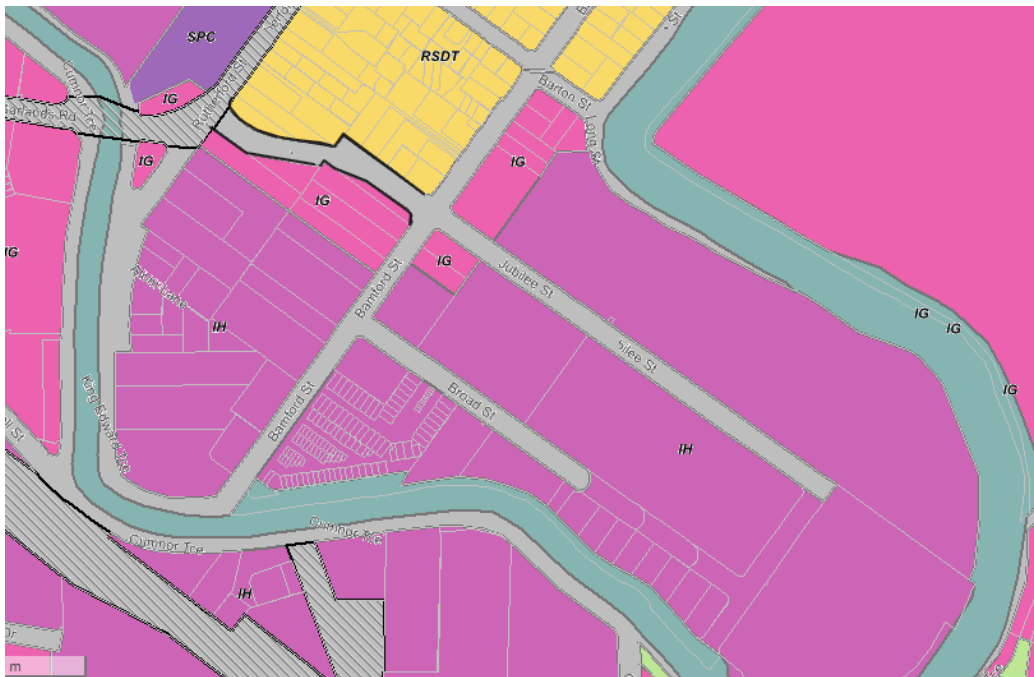
- 5.10 The Community Board does not hold the delegation to approve the sale of the link strip, and conversely cannot make the decision to retain the link strip.
- 5.11 The Council has the authority to decide what happens to the link strip i.e. whether it is retained or sold.

6. Substantive Issue

Advice from Planning

The following advice was provided by the Planning Team:

- 6.1 As shown on the planning map below, Jubilee Street intersects land zoned residential (RSDT shown in yellow) on one side and Industrial General (pink IG) on the other side. It services primarily industrial zoned land.



- 6.2 Woolston remains an important industrial area for the City, particularly as a location for Heavy Industry (IH Purple). Whilst manufacturing has been a declining sector over the past few decades, the Woolston industrial area remains important due to its proximity to the Lyttelton Port and Bromley Wastewater Treatment Plant. Industrial land in the north and south of the City is generally not very suitable for heavy (wet) industries, due to the presence of the unconfined aquifer and distance from the wastewater plant.
- 6.3 Woolston also contains land zoned Industrial General (IG) which provides for industrial and other compatible activities that can operate in close proximity to more sensitive zones such as residential. The IG Zone is often used as a buffer zone to separate heavy industry from housing, as occurs in this part of Jubilee Street.
- 6.4 Aerial photography indicates that the IG Zoned land directly opposite this portion of 6F Jubilee Street, is used for industrial purposes (trailer storage). There are no current or proposed plans to rezone this land for non-industrial purposes.
- 6.5 Council has recently completed a Business Land Capacity Assessment pursuant to the National Policy Statement on Urban Development Capacity that concludes that Christchurch has an oversupply of industrial land to meet needs to 2048. It is therefore possible that some of this surplus industrial land may be appropriate for rezoning for another purpose over time, however no planning investigations have been initiated to date.

- 6.6 Notwithstanding the closure of some Woolston industries in recent years, the area is still zoned for industrial activity and is available for reuse by alternative industries.
- 6.7 Whether the link strip at 6F Jubilee Street is still required for transport reasons, is a matter for others in Council to advise on, as per the transport advice below.

Advice from the Transport Unit

The following advice was provided by the Transport Unit:

- 6.8 Further to the previous report, and at the request of the Community Board, the Transport Unit has reviewed the traffic planning implications of the link strip in the context of future growth in the area.
- 6.9 The matter of the proposed land sale in Jubilee Street has both transportation and planning implementations. The existing environment represents a quality policy position where transport and land use interaction are both managed together. The transportation matters relate to Network Management and consideration of safety and efficiency, and the land use matters regard amenity.

Furthermore, the issue may result in RMA administrative issues, as the proposal (which constitutes a change to the environment) may counteract required mitigation associated with the establishment of Jubilee Street (through RMA 20011628), thereby possibly triggering need for a variation of the Consent under s127 of the RMA.

6.10 Land use

District Plan policy 16.2.3.2 (b) requires effects of reverse sensitivity from adjoining zones to be managed. In this case, the east side of Jubilee Street is a Residential Suburban Density Transition (RSDT) zone, and the west side is Industrial General.

Jubilee Street is the designated route servicing the Industrial Heavy zones, which includes activities such as United Fisheries.

To this extent, the existing environment includes a landscape strip and section of land which separates the residential properties from the Industrial zone and the industrial access road (Jubilee Street).

The existing environment also includes a 'nil frontage' approach to the residential zone, and fencing which protects the residential zone from noise, dust and general exposure to heavy-industrial related activities.

6.11 Transportation

Jubilee Street is managed by Council as an 'Over dimension vehicle route'; serving access by High Productivity Motor (Freight) vehicle (HPMV) to the Industrial Heavy zone. Truck and trailer units were observed whilst on site with one such vehicle including a combination of 9 axle groups (about 25m long).

Jubilee Street is currently designed as part of a network management strategy to support the specific movement functions of these vehicles – providing wide lanes and no stopping restrictions on both sides of the road.

Best practice transport guidance ('Austroads') is used to inform transport design across the city. It considers five underlying principles to Network Operating plans, including:

- Mobility
- Safety
- Access
- Information

- Amenity

The existing environment achieves these requirements, through provision of a quality design environment for HPMVs, and total separation of the residential zone.

6.12 Implication of selling whole of land area

The sale of the land parcel creates an opportunity for housing to 'front onto' and take vehicle access to and from Jubilee Street. This would be an outcome contrary to the objectives of policy 16.2.3.2(b), which identifies separation of residential zones and industrial zones, for purposes of ensuring suitable levels of available residential amenity. The implications of the residential developments 'fronting onto' Jubilee Street would create issues such as noise and dust, as well as introduce conflict points and safety concerns.

The land owner would possibly be entitled to develop a vehicle access, pending obtaining a vehicle crossing consent. The vehicle crossing consent is more concerned with construction aspects. Under the District Plan, the landowner may be able to develop a vehicle access by right (as a permitted activity), as at this stage the writer is unaware of any design matters which would render such an activity as non-compliant (i.e. needing resource consent).

Following this, there would possibly be pressure from neighbouring sites to be granted access as well. It should be noted that the residential zone in question is one specified for higher densities, and therefore, vehicle accesses would be more heavily used than for 'normal' residential accesses.

Creating 'frontage' to Jubilee Street also runs risk of inviting pressures in the future for provision of on street parking, which would reduce the geometry available to HPMVs, and create more conflict points between residential traffic (including pedestrians) and HPMVs (where there are currently none).

6.13 Conclusion

In response to the Community Board's request the Transport Unit has reviewed the traffic implications of the link strip in the context of future growth.

The route is designed and managed in accordance with both District plan and best practice road design standards.

The sale of the land would allow the two zones to interact, which over time will result in:

- Transport effects upon the safety and efficiency of the over dimensioned route (undermining quality of access to the industrial zone, and raising safety concerns by 'mixing' residential traffic with heavy industrial traffic).
- Land use effects, as the residential zone is exposed to noise, dust, safety issues and general lower levels of amenity.

Given the recent consent for development at 30 Jubilee Street (for additional refrigeration units and loading areas), and a general move by industry towards larger delivery vehicles (including more HPMVs), the value of the current policy on Jubilee Street (of separation and quality infrastructure provision) is likely to increase over time.

It is therefore recommended that whatever agreement is reached is one which retains a physical separation of the two land use activities, in line with best practice policy.

Furthermore (notwithstanding the above), if the Consent requirements of Jubilee Street are altered, a s127 variation (of RMA20011628) may be required.

7. Historic Issue

Existing Vehicular Access to Jubilee St

This is a legacy issue that needs tidying up.

- 7.1 A link strip runs along both sides of Jubilee St between State Highway 74 (Rutherford St) and Bamber St. The extent of this is shown in red on the plan below:



- 7.2 In 2013 Council staff approved a vehicle crossing over the link strip to serve both 85 and 87 Rutherford St, also owned by Mr Reid. This is the only approved crossing of the link strip which separates the residential and industrial zones. The crossing is shown below:



- 7.3 Whilst inconsistent with Transport strategy, the vehicle crossing above was provided as an exception to deal with transport safety in extenuating circumstances. The crossing represented the safest option for the property at 87 Rutherford St and provided the only practical access option for the house at the rear of the 85 Rutherford St property due to the orientation of the garage.
- 7.4 The location of the crossing provided the best (longest and clearest) line of sight to the Rutherford St intersection whilst the no parking lines ensured that visibility was not limited.
- 7.5 The resolution relating to the historic issue will provide for the formalisation of this anomaly.

8. Option 1 – Restrict vehicular access to Jubilee St by retaining the status quo (preferred option)

Option Description

- 8.1 In maintaining the status quo, the existing link strip is retained to prevent vehicular access onto Jubilee St and the landscape area acts as a buffer between residential and industrial zones in line with advice from the Transport Unit.
- 8.2 The implication of this option is that it removes the opportunity to dispose of the link strip and the landscape area.

Significance

- 8.3 The level of significance of this option is low consistent with section 2 of this report.
- 8.4 Engagement requirements for this level of significance are consistent with this level of significance.

Impact on Mana Whenua

- 8.5 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 8.6 As the two adjoining owners have expressed an interest in acquiring the land it is likely that they would not support this option. The views of the wider community are not known at this stage.

Alignment with Council Plans and Policies

- 8.7 This option is consistent with Council's Plans and Policies
- 8.7.1 Inconsistency – N/A
- 8.7.2 Reason for inconsistency – N/A
- 8.7.3 Amendment necessary – N/A

Financial Implications

- 8.8 Cost of Implementation – No cost.
- 8.9 Maintenance / Ongoing Costs - Continued Council maintenance of the land.
- 8.10 Funding source – Transport operational budget.

Legal Implications

- 8.11 There is no legal context, issue or implication relevant to this decision

Risks and Mitigations

- 8.12 No risks have been identified in retaining the status quo.

Implementation

- 8.13 Implementation dependencies - none – status quo.
- 8.14 Implementation timeframe – matter of days after Community Board decision.

Option Summary - Advantages and Disadvantages

- 8.15 The advantages of this option include:
- Status quo is maintained. (The benefit of retaining the status quo is expected to increase over time as the area develops further and the size and number of commercial vehicles increases).

- Consistent with Council resolution dated 22 March 2018 not to sell the link strip.
- Consistent with Transport advice and best practice transport guidelines.
- Safety provisions remain as residential and heavy industrial traffic are separated.
- Quality access continues to be provided to the industrial zone.
- Physical separation of the two land use activities (residential and industrial) is retained.
- Amenity value of the landscape area is preserved.
- Residential area continues to be protected from noise, dust and safety issues.
- Two Scarlett Oak trees are preserved.
- Retain control of a Council asset.

8.16 The disadvantages of this option include:

- Landscape area and link strip are not available for sale.
- Council will have ongoing maintenance costs.

9. Option 2 – Allow vehicular access to Jubilee St by supporting a road stopping proposal

Option Description

- 9.1 Allow vehicular access to Jubilee St by creating an opportunity for road stopping that will require the sale of the link strip and landscape area to an adjoining owner by a closed tender process.

Significance

- 9.2 The level of significance of this option is low consistent with section 2 of this report.
- 9.3 Engagement requirements for this level of significance are consistent with this level of significance.

Impact on Mana Whenua

- 9.4 This option 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 Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 9.5 The two adjoining owners would likely support this option because it would provide them with the opportunity to enter into a competitive tender process to purchase the link strip and landscape area from the Council. The views of the wider community are not known.

Alignment with Council Plans and Policies

- 9.6 This option is inconsistent with Council's Plans and Policies
- 9.6.1 Inconsistency – contrary to Council's strategic vision for transport; and contrary to the Council resolution dated 23 March 2018 (see paragraph 1.2) not to sell the link strip. The passing of this resolution provided the opportunity to take a step back and reconsider the whole process with the benefit of updated Transport and Planning advice.
- 9.6.2 Reason for inconsistency – the sale of the link strip would allow vehicular access onto Jubilee St whereas both the Council's strategic vision for transport and the Council resolution supported the restriction of vehicular access.
- 9.6.3 Amendment necessary – No amendment is necessary as it is a one off exception but the decision to sell the link strip would need to go to the Council for approval.

Financial Implications

- 9.7 Cost of Implementation – road stopping costs will be recovered from the successful tenderer.
- 9.8 Maintenance / Ongoing Costs – none.
- 9.9 Funding source – N/A.

Legal Implications

- 9.10 There is no legal context, issue or implication relevant to this decision

Risks and Mitigations

- 9.11 There is a risk that the road stopping may not proceed if objections are received. This risk will be borne by the successful tenderer who will be responsible for all costs associated with the road stopping in line with the Council's Road Stopping Policy 2009. The costs to the point objections are received will not be insignificant because they will include the cost of preparing the survey plan required under Schedule 10 of the LGA 1974.

Implementation

- 9.12 Implementation dependencies – The road stopping process required to legalise the link strip would be undertaken under the LGA 1974 process. Because this requires public notification this option is dependent on there being no objections received and upheld by the Council. In the event that the decision is referred to the Environment Court, because the Council does not uphold an objection, it is dependent on a favourable decision from the Environment Court.
- 9.13 Implementation timeframe – 3-12 months.

Option Summary - Advantages and Disadvantages

- 9.14 The advantages of this option include:
- It provides the adjoining owners with the opportunity to enter into a competitive tender process to purchase the link strip and landscape area from the Council.
 - Maintenance costs are reduced if a sale eventuates.
- 9.15 The disadvantages of this option include:
- Rejects Transport advice and is not consistent with best practice transport guidelines.
 - Contrary to the Council resolution dated 22 March 2018 not to sell the link strip.
 - Raises safety concerns by mixing residential traffic with heavy industrial traffic.
 - Undermines quality access to the industrial zone.
 - Removes the physical separation of two land use activities (residential and industrial).
 - Lowers amenity value if the landscape area is sold and exposes residential zone to noise, dust and safety issues.
 - The value of the status quo has no potential to increase in the future as expected.
 - Trees are not protected if they are sold (unless an encumbrance is placed on the title).
 - Lose control of a Council asset.
 - May trigger the need to vary the resource consent which established Jubilee St.

Attachments

There are no attachments for this report.

Confirmation of Statutory Compliance

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

Authors	Sarah Stuart - Property Consultant Adele Radburnd - Senior Policy Planner Mark Gregory - Transport Network Planner
Approved By	Angus Smith - Manager Property Consultancy Anne Columbus - General Manager Corporate Services David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation Richard Holland - Team Leader Asset Planning Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services

15. Application to Linwood-Central-Heathcote 2017/18 Discretionary Response Fund - Various Organisations

Reference: 18/486952

Diana Saxton, Community Recreation Advisor

Presenter(s): Amy Hart, Community Development Advisor

Gail Payne, Community Development Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to consider an application for funding from its 2017/18 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested
00057797	Cashmere Technical Football Club Incorporated	Whittington and Garrick Parks Maintenance	\$43,087
00057715	Mt Pleasant Memorial Community Centre and Residents' Association Incorporated	Mt Pleasant Memorial Community Centre – Balustrade for Deck	\$18,000
00058238	Sumner Community Centre Incorporated	Theatre Fit Out in New Sumner Centre	\$26,000

Origin of Report

- 1.2 This report is staff generated as a result of an application being received.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
- 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

- Declines making a grant of \$43,087 from its 2017/18 Discretionary Response Fund to Cashmere Technical Football Club Incorporated towards the costs of maintaining Whittington and Garrick park playing fields.
- Declines making a grant of \$18,000 from its 2017/18 Discretionary Response Fund to Mt Pleasant Memorial Community Centre and Residents' Association Incorporated towards a balustrade for a deck.
- Approves making a grant of \$10,000 from its 2017/18 Discretionary Response Fund to Sumner Community Centre Incorporated towards the Theatre Fit Out in New Sumner Centre.

4. Key Points

- 4.1 At the time of writing, the balance of the Discretionary Response Fund is as detailed below.

Total Budget 2017/18	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$209,824	\$85,973	\$123,851	\$70,764

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

Attachments

No.	Title	Page
A ↓	Assessment Matrix - Cashmere Technical Football Club Incorporated	87
B ↓	Assessment Matrix - Mt Pleasant Memorial Community Centre and Residents' Association Incorporated	88
C ↓	Assessment Matrix - Sumner Community Centre Incorporated	89

Confirmation of Statutory Compliance

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

Authors	Amy Hart - Community Development Advisor Gail Payne - Community Development Advisor Diana Saxton - Community Recreation Advisor
Approved By	Shupayi Mpunga - Manager Community Governance, Linwood-Central-Heathcote

2017/18 DRF LINWOOD-CENTRAL-HEATHCOTE 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.

00057797	Organisation Name	Name and Description	Funding History	Request Budget	Staff Recommendation	Priority
	Cashmere Technical Football Club Incorporated	Whittington and Garrick Parks Maintenance Contribution towards the seasonal cost of maintaining football pitches at Whittington Park, ARA Institute of Canterbury and Garrick Park, Woolston Club. Providing these facilities enables the club to offer services to their members and other teams from other clubs improving community participation, engagement and enabling community based programmes.	2017/18 - \$8,000 (Wages) SCF Other Sources of Funding Funds on hand	Total Cost \$43,087 Requested Amount \$43,087 100% percentage requested Contribution Sought Towards: Garrick Park field maintenance costs - \$23,852 Whittington Ave field maintenance costs - \$19,235	\$ That the Linwood-Central-Heathcote Community Board declines the application from the Cashmere Technical Football Club Incorporated towards the costs of maintaining Whittington and Garrick Parks playing fields.	3

Organisation Details:

Service Base:	43 Hargood Street, Woolston
Legal Status:	Incorporated Society
Established:	14/02/2012
Staff – Paid:	2
Volunteers:	250
Annual Volunteer Hours:	5000
Participants:	1,400
Target Groups:	Sport and Recreation
Networks:	Mainland Football, New Zealand Football

Organisation Description/Objectives:

To promote, encourage, foster and improve amateur sport in particular association football and to provide sporting opportunities for club members and the wider community

Alignment with Council Strategies and Board Objectives

- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Children and Youth Strategies
- Community Board Plan 2017-19

Alignment with Council Funding Outcomes

- Community participation and awareness
- Provide community based programmes
- Reduce or overcome barriers
- Foster collaborative responses

How Much Will The Project Do?

Maintenance of Whittington Ave and Garrick Park to required standards.

How Will Participants Be Better Off?

Local players have access to local football facilities for training, Mainland Football competitions, player development academy programme, holiday programmes and skill centres.

Staff Assessment

Cashmere Technical Football Club Incorporated (CTFC) is the largest football club in the South Island with over 1,400 members. The club operates out of the Woolston Club with two full sized sand pitches, training area, sports pavilion and lighting on Garrick Park plus one full sized pitch with changing sheds, storage and lighting at Whittington Park, ARA Institute of Canterbury (ARA).

CTFC competes in the Mainland Football Winter Competition and the senior men's and women's teams also compete in the National Chatham Cup and Women's Knockout Cup competitions. CTFC runs a successful player development Academy providing a high level of coaching and skill development, and a range of other player development programmes through skill centres and holiday programmes. They also provide coaching support for the Football in Schools programme in South Christchurch. The club's player development academy is the only one of its kind in this sector of Christchurch and likewise their popular holiday and skill centre programmes offer football programmes to their members and the wider community.

Both fields are available for casual recreational use and Garrick Park is used by local schools and the Connetics Mainland Football Competition. In association with Mainland Football, CFTC are also allocated over 23 fields by Christchurch City Council annually, including Edmonds Park.

Council invested in building the pitches at Garrick Park for the FIFA U-20 World Cup in 2015. This agreement included a payment of \$30,000 per annum for five years for Woolston Club to maintain Garrick Park. However, this is not enough for the pitches to be maintained to the standard required by CFTC.

Whittington Park was badly damaged by the earthquakes. ARA has since developed much of the site for education purposes leaving one pitch that has been redeveloped by CFTC for senior grade games and winter training.

These two grounds provide the club with the standard required for senior and youth football at the top level and they are the only grounds with training lights in the Linwood/Woolston area for the club to use.

Council operational funding is not available to maintain Whittington as it is a non-Council owned sports ground.

2017/18 DRF LINWOOD-CENTRAL-HEATHCOTE 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.

00057715	Organisation Name Mt Pleasant Memorial Community Centre and Residents' Association Incorporated (MPMCCRA)	Name and Description Mt Pleasant Memorial Community Centre – Balustrade for Deck Funding is sought towards materials for and installation of a glass balustrade for the Centre's deck. A balustrade will reduce the risk of the Centre's users, particularly children, older adults and people with disabilities, accidentally falling off the deck and injuring themselves.	Funding History 2017/18 - \$8,500 (Administrator's salary) SCF 2016/17 - \$841,556 (Landscaping) Mt Pleasant - Landscaping 2016/17 - \$1,500 (Estuary Fest) DRF 2016/17 - \$1,500 (Memorial Plaque) DRF 2016/17 - \$7,000 (Administrator Wage/Estuary Fest) SCF 2015/16 - \$19,444 (Landscaping) Mt Pleasant Landscaping 2015/16 - \$2,572 (Portaloo Hire) DRF 2015/16 - \$600 (Portaloo Hire) DRF 2015/16 - \$5,000 (Salary for Earthquake Recovery Coordinator) SCF 2014/15 - \$500,000 (Rebuild of Community Centre) Community Loans Scheme Other Sources of Funding No other funding sources at this time. If partial funding were granted, MPMCCRA would first install a glass balustrade along the higher risk areas and seek funding from other sources to complete the balustrade.	Request Budget Total Cost \$18,942 Requested Amount \$18,000 95% percentage requested Contribution Sought Towards: Deck balustrade - \$18,000	Staff Recommendation \$ That the Linwood-Central-Heathcote Community Board decline the application from the Mt Pleasant Memorial Community Centre and Residents' Association Incorporated towards a deck balustrade.	Priority 4
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Organisation Details: Service Base: 3 McCormacks Bay Road, Mt Pleasant Legal Status: Incorporated Society Established: 5/06/1953 Staff – Paid: 3 Volunteers: 43 Annual Volunteer Hours: 1210 Participants: 4,000 Target Groups: Community Development Networks: Nil Organisation Description/Objectives: To provide a physical community centre for the community. To keep the community connected and well informed. To represent community views to others as relevant	Alignment with Council Strategies and Board Objectives <ul style="list-style-type: none">• Safer Communities Alignment with Council Funding Outcomes <ul style="list-style-type: none">• Support, develop and promote capacity <u>0</u>• Community participation and awareness <u>0</u>• Increase community engagement <u>0</u>• Enhance community and neighbourhood safety <u>1</u>• Provide community based programmes <u>0</u>• Reduce or overcome barriers <u>0</u>• Foster collaborative responses <u>0</u> How Much Will The Project Do? (Measures) The project will install a glass balustrade around the entire perimeter of the Centre's deck. How Will Participants Be Better Off? The project will reduce the risk of the Centre's users, particularly children, older adults and people with disabilities, accidentally falling off the deck and injuring themselves.	Staff Assessment The Mt Pleasant Memorial Community Centre (the Centre) was established more than 50 years ago as a space for the community to connect through recreational, social and educational activities. Following the earthquakes the Centre was rebuilt and re-opened in late-2016. The Centre currently hosts a variety of well-attended classes for all age groups, meetings of community groups and a café. The Centre includes a deck along the back wall, with a height of approximately .75 metre. While the deck's height complies with the Building Code under the Building Act 2004, the Mt Pleasant Memorial Community Centre and Resident's Association Incorporated (MPMCCRA) undertook an informal risk assessment and agreed that four areas pose a Health and Safety risk (i.e. two areas above clusters of rocks and two areas above concrete steps). There is a risk that users of the Centre, particularly children, older adults and people with disabilities, could accidentally fall off the deck and injure themselves on the rocks or concrete. MPMCCRA plans to install plywood barriers along these four areas shortly to temporarily mitigate this risk. The rest of the deck is above grass, which poses a lesser risk. MPMCCRA would like to install a permanent glass balustrade around the entire perimeter of the deck to significantly reduce any Health and Safety risk. If partial funding were granted, MPMCCRA would first install a glass balustrade along the higher risk areas and seek funding from other sources to complete the balustrade. The total cost of a balustrade around the entire deck is \$18,942, and MPMCCRA seeks \$18,000 towards this cost. The cost of a balustrade along the four higher risk areas is \$6,850.
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2017/18 DRF LINWOOD-CENTRAL-HEATHCOTE 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.

00058238	Organisation Name Sumner Community Centre Incorporated	Name and Description Theatre fit out of hall in new Sumner Centre The Sumner Community Centre's purpose is to provide facilities for use by groups engaged in recreational, sporting, and community activities. This includes cultural and theatrical activities. The Sumner Theatre Group operate as a sub-group of the Sumner Community Centre. Funding is sought to contribute to theatre fit-out costs for the Sumner Theatre Group's events; specifically for stage curtains.	Funding History None Other Sources of Funding Applications are being submitted to philanthropic funds including Rata Foundation and pub charities NZ Lotteries - \$100,000 (conditions apply) Fundraising - \$10,000 Reserves - \$14,000	Request Budget Total Cost \$174,000 Requested Amount \$26,000 15% percentage requested Contribution Sought Towards: House curtains, wing curtains, mid-stage curtains, support pipes and tracking systems, storage bags, installation - \$26,000	Staff Recommendation \$10,000 That the Linwood-Central-Heathcote Community Board makes a grant of \$10,000 from its 2017/18 Discretionary Response Fund to Sumner Community Centre Inc. towards the purchase and installation of stage curtains.	Priority 2
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Organisation Details: Service Base: 16 Wakefield Avenue, Sumner Legal Status: Incorporated Society Established: 1/01/1962 Staff – Paid: 0 Volunteers: 50 Annual Volunteer Hours: 9000 Participants: 1,400 Target Groups: Community Development Networks: Organisation Description/Objectives: To provide facilities for use by groups engaged in recreational, sporting, and community activities.	Alignment with Council Strategies and Board Objectives <ul style="list-style-type: none">Strengthening Communities StrategyArts Policy and Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Community participation and awarenessIncrease community engagementProvide community based programmesReduce or overcome barriersFoster collaborative responses How Much Will The Project Do? (Measures) Plan and perform eight to ten Cabaret Shows each year. Provide fundraising opportunities to local not-for-profit organisations, by enabling them to host a cabaret performance. Provide entertainment and cultural performances for local (and other) citizens to participate in and/or attend and enjoy. Increase the usage of the Sumner Centre Matuku Takotako by having a community theatre based there. How Will Participants Be Better Off? The work of the Sumner Theatre Group will increase arts and cultural capital and opportunities in Sumner. Audiences are able to participate in community entertainment performed by amateurs; there are no payments made to cast and crew. Schools and other organisations who use the room, will be able to benefit from the installation of stage curtains. The funds raised by not-for-profit groups, from hosting a cabaret session, will help those clubs and community service organisations to meet their own objectives.	Staff Assessment The Sumner Theatre Group is a sub-group of the Sumner Community Centre. The aims of the Sumner Community Centre are to facilitate and promote community participation in a range of community activities, including cultural and theatrical activities. Their previous community centre hall was demolished after the Canterbury earthquakes. The Sumner Community Centre has recently signed a Licence to Occupy Agreement with the Christchurch City Council, to use a room at the new Sumner Centre Matuku Takotako, for the Theatre Group performances. In the former community centre hall the Theatre Group performed between eight to ten Cabaret Shows annually. These Cabarets have operated in Sumner for over 50 years. The Sumner Theatre Group plan to continue to deliver eight to ten Cabaret Shows each year. In order to do this they need to fit-out their Sumner Centre Matuku Takotako space with the necessary theatre equipment. The group is in the process of fund-raising for this theatre equipment. They note that the building construction has made structural provision for theatre equipment to be installed, but the theatre fit-out was not included in the project cost. They estimate that the total theatre fit-out cost will be \$174,000. The organisation has received a \$100,000 allocation for the fit-out, from NZ Lotteries. This grant has been made on the condition that the balance of the funds (\$74,000) is raised from other sources. The group has established a GiveALittle campaign and, in addition to other direct donations, approximately \$10,000 has been raised to date. Funding is sought for the purchase and installation of stage curtains and the track system, including the house curtain, wing curtains, and mid-stage curtains. The Theatre Group notes that the curtains will enhance the usability of the stage by schools and other organisations. Necessary approval will need to be sought from the Council's facilities team prior to any installation. It should be noted that the annual Cabarets can be hosted by other not-for-profit groups in order to raise funds for their organisations of between \$2000 and \$5000 per show. Previous Cabaret hosts have included: Sumner Lifeboat, Sumner Tennis and Squash Club, Mt Pleasant Squash Club, Ferrymead Harriers, Zonta, Sumner Bays Union Trust, various Lions and Rotary groups, Ferrymead Bays Football Club, and Sumner Rugby Club. In addition to the fundraising opportunity that the cabarets provide, they also enhance community entertainment and connection opportunities. The Sumner Theatre Group states that having a community theatre based in the Sumner Centre will significantly increase usage of the Centre.
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16. Waikura/Linwood-Central-Heathcote Community Board Area Report - May 2018

Reference: 18/503330

Presenter(s): Shupayi Mpunga, Community Governance Manager

1. Purpose of Report

This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

2. Staff Recommendations

That the Linwood-Central-Heathcote Community Board:

1. Receive the Linwood-Central-Heathcote Community Board Area Report for May 2018.
2. Consider whether it would like to provide funding of \$3,000 from its Discretionary Response Fund towards a CPTED report for Waltham Park.
3. Consider whether it would like to provide funding of \$37,700 towards shade options for Scarborough Playground.
4. Consider whether it would like to provide funding of \$23,477.25 towards supply and installation of a CCTV camera on the corner of Aberdeen and Manchester streets.
5. Consider whether it would like to request the Police to do a formal assessment of installing security/anti-crime cameras in Linwood Village.
6. Provide staff with direction pertaining to water fountains in the community board area.
7. Consider items for inclusion on Newslines, Board Newsletter and the Board Report to the Council's 7 June 2018 meeting.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

- 3.1.1 **Waltham Park** - At the Board's 30 April 2018 meeting Ms Kirstin Dingle and two children, local residents, addressed the Board proposing that Waltham Park (the Park) be revitalised as a community hub where people can enjoy outdoor activities and events.

They noted that the Park is in a diverse and changing community that is predominantly a low income area with the highest proportion of single parents in Christchurch. For many families the Park is the only space they have for outdoor activities, and many do not have the transport or money to go to a park outside Waltham.

Ms Dingle and the two children reported safety issues, including inadequate barriers between the Park and a busy road, poor lighting and restricted visibility due to overgrown vegetation and buildings. They also reported that playground equipment is unsuitable for older children, but is not proposed to be renewed in the draft Long Term Plan until 2023/24.

They requested that the playground equipment be renewed within the next two to three years, and that a Crime Prevention through Environmental Design (CPTED) report be completed for the Park.

The Board requested staff advice on a CPTED report, which is provided below.

The community has identified a number of concerns, some of which impact on the safety of park users. A CPTED report would help to identify these concerns more specifically, as well as suggest actions to resolve them.

In order to make a full assessment of the safety concerns, a daytime and night time site visit would need to be undertaken. Staff would also seek the advice of the New Zealand Police and any other relevant stakeholders.

The cost a CPTED report for Waltham Park is \$3,000.

The Board also requested staff advice on the possibility of bringing forward the playground renewal in the Long Term Plan and whether the local property developer made any Development Contributions towards the Park. This advice will be provided when available.

- 3.1.2 **Street-Based Sex Work: Security/anti-crime Camera** - At its 3 April 2018 meeting the Board received the Community Development Approach to Street-Based Sex Work – Quarterly Progress Report. The Board requested staff advice by 30 April 2018 on the cost of installing a CCTV camera in the vicinity of Aberdeen Street to assist with street security. The Street-based Sex Work Collaborative Working Group, that includes the New Zealand Police, is supportive of a camera being installed on this site for safety reasons raised by residents, the New Zealand Prostitutes Collective and local businesses. The cost of supply and installation of a CCTV camera on the corner of Aberdeen and Manchester streets is \$23,477.25 (including GST). The Police would cover ongoing operational costs and store information collected from the camera.

3.1.3 **Linwood Village: Security/anti-crime Camera –**

At the Linwood-Central-Heathcote Community Board meeting of 6 November 2017 the Linwood-Central-Heathcote Community Board requested the Council:

8. *Request staff urgently meet with the Police to discuss the installation and monitoring of close circuit cameras in the affected areas (in the vicinity of Linwood Village), and authorise their installation should that be agreed.*

The Council at its 7 December 2017 meeting resolved:

Council Resolved CNCL/2017/00343

That the Council:

1. *Request staff urgently meet with the Police to discuss the installation and monitoring of close circuit cameras in the affected areas (in the vicinity of Linwood Village), and authorise their installation should that be agreed.*
2. *Request staff to investigate a permanent alcohol ban in public places in the Linwood Village area including Doris Lusk Reserve.*
3. *Request staff to urgently investigate a temporary alcohol ban in public places in the immediate area of the Linwood Village including Doris Lusk Reserve to take effect for the 2017/18 summer onwards.*

After the earthquakes the Council provided the Police with a budget to install security cameras around the city and maintain them once installed. This budget has now been cut so there is only budget for maintaining the existing cameras. The current draft LTP has no provision for any new security cameras.

In 2015 the Police did an assessment of where in Christchurch cameras would be useful and it was determined then that Linwood Village was a priority as it was close to the top of the list.

Staff and the Police visited the Linwood Village area in May 2018. There is a traffic management camera on the corner of Worcester St and Stanmore Road. Both the Police and Council traffic engineers are adamant that the two systems need to be kept separate. The current suggestion, based on the site visit, is that cameras to be effective in the Linwood Village area two cameras would need to be installed on the corners of Stanmore Road and Gloucester Street, and Stanmore Road and Worcester Street intersections. If the Board would like this to be further explored a formal request would need to be made to the Police to make a formal assessment that includes cost of cameras and installation.

3.1.4 Installation of flag poles in Sumner: Request from the Returned Services Association –

At the Board meeting held on 30 April 2018 the Board was informed during elected members' information exchange that an ANZAC Service had been held at Matuku Takotako: Sumner Centre. Temporary flag poles were installed for the service. The Board requested staff to provide an update on the installation of flagpoles at Matuku Takotako Sumner Centre.

Prior to the 2001 earthquakes, a wooden flagpole was attached to the old Sumner Community Centre building. A request had been received from the Sumner/Redcliffs Returned Services Association (RSA) for installation of permanent flagpoles or pulleys to maintain tradition and have the ability to fly a flag at half-mast when required. Current staff advice is that with the current design and build of the external fabric of the facility flag poles would detract from the aesthetics of the building. Installing one flag pole at the facility is currently estimated to cost up to \$13,000. There is currently no funding for this internally. Staff are looking at other options in Sumner in case it is decided that there should be no flagpole(s) on the facility.

Water Fountains – Possible locations in the Community Board Area

The Board requested that staff provide advice on installation of water fountains, apart from three in the central city, in the community board area.

Firstly there are a few different types of water fountains that can be installed in parks. These are Mountain Fresh Drinking Fountains and all have bottle fillers:

- Vandal resistant fountain (F3B) \$1,500 + GST + installation;
- Stainless Steel (F6H – same as what has been put into Linwood Park) \$1,750 + GST + installation;
- Wheelchair accessible (F7F) \$2,900 + GST + installation;

Secondly installation costs vary depending on the location of the fountain and how close it is to water supply. Service location checks will be required at a cost of approximately \$250 per site. Costs vary between \$2,500 and \$10,000 depending on the distance and other things like trees (roots etc.), power cables, over service pipes, heritage values of the site, whether a backflow preventer is required). E.g. cost to supply and install ranges from \$4,250 - \$13,150.

Thirdly staff have identified three parks that drinking fountains can be installed in the community board area:

- Bromley Park – either beside the toilet or near the playground depending on cost
- Waltham Park – Near the toilets and playground
- Cuthberts Green – near the playground dependent on cost.

The Parks Unit are willing to take on the maintenance of these three drinking fountains should funding be made available to fund these.

In addition staff have also looked at the possibility of installing water fountains along the Christchurch Coastal Pathway. Staff will table information on the different types of water fountains that vary in cost from about \$2,000 to \$6,500 depending on the model and function. Suggested locations of water fountains are:

- Beachville (near Orion box at Beachville Reserve);
- Clifton Hill car park (near Sumner Surf Lifesaving Club);
- Scott Park (near Scout Den); and
- Moncks Bay (near Mulgans Track car park/pump station).

Staff would need to check the location of water supplies in close proximity and get information on installation costs.

Staff would like to hear from the Board, as per the Board request which other sites they would like staff to look into.

Location of three water fountains in the Central City

Further to the Board resolution for three water fountains to be installed in the central city, staff are investigating the following sites:

- Cathedral Square (near library);
- Cashel Street (hack circle);
- Cashel Street/Plymouth Lane;
- Cathedral Square (Chalice); and/or
- Manchester/Lichfield Triangle.

Once investigations are complete, staff will come back to the Board for a decision.

3.1.5 Scarborough Park Shade Options – At the Board's 18 April 2018 meeting the Board requested additional information relating to the shade options for Scarborough Park. Staff have provided additional information by way of a memorandum attached to this report. **(Attachment A).**

3.1.6 Board Priorities Action Updates – at the Board's 2 October 2017 meeting the Board requested staff to list on each Area Report progress on specific Board Projects and Action Requests. **(Attachment B).**

3.2 Board area Consultations/Engagement/Submission opportunities

3.2.1 Community Events Implementation Plan

The Community Events Implementation Plan is currently in the initial stages of development and staff are seeking feedback on how the Board would like to see this plan developed and implemented.

The Community Events Implementation Plan will describe the goals and actions needed to steer the Council's role in the development and production of community events in Christchurch.

The Council's Community Events Team have reviewed current Council practice relating to the development and production of community events and considered the areas that should be emphasised in the review process. Three areas have emerged:

- Events produced by Council's Events Production and Community Recreation Teams.
- Sponsorship and support provided to third party events that support a well-rounded events calendar.

- Creating a more events-friendly city, focusing on enabling events and streamlining the permitting process for event organisers.

Officers will develop proposed goals and actions to be implemented after engaging with Community Boards, event organisers, event attendees, the wider community and Council units. The Papanui-Innes will be asked to review and provide elected member feedback on proposed actions.

The draft timeline of key actions that will contribute to the development of the Community Events Implementation Plan is:

Date	Action
4 April 2018	Present draft Community Events Implementation Plan timelines and scope in a report to the SCD&H Committee
April 2018	Present draft Community Events Implementation Plan timeline and scope to Community boards
April – August 2018	Identify all of the Council resources currently available to the production and development of community events. Survey stakeholder groups in relation to the three primary goals. Engage with Community Recreation Advisors and Community Boards. Analyse Residents Survey and other Council surveys to further understand what types of events the community would like to attend and participate in. Identify and collate any further information deemed necessary. Analyse information and prepare a draft Plan including proposed goals and actions.
5 September 2018	Present report to SCD&H Committee with an update on research findings and presentation of a draft Events Community Implementation Plan.
Early October 2018 TBC	Incorporate any changes requested by SCD&H Committee and present Draft Community Events Implementation Plan to Council
October 2018	Formal consultation on 'Have Your Say' website
November/ December 2018	Present Final Community Events Implementation Plan to Council for adoption

Officers will provide an update on progress to the Council's Social, Community Development and Housing Committee in September 2018. This will include draft findings of the review and proposed goals and actions.

- 3.2.2 The following consultations are open to the community within the Community Board Area:

Proposed Changes to Cranford Street and the Surrounding Area	26 April 2018 - 4 June 2018
Survey for Heritage Building Owners	4 May 2018 – 25 May 2018

3.3 Annual Plan and Long Term Plan matters

- 3.3.1 The Board gave its oral submission and presentation to the Council on Monday 30 April 2018.

3.4 **Board Reporting**

- 3.4.1 Members are invited to suggest items for inclusion in Newsline, Newsletter and the Board Report to the Council.

4. Community Board Plan – Update against Outcomes

- 4.1 At time of writing this report there is no update.

5. Significant Council Projects in the Board Area

5.1 **Other partnerships with the community and organisations**

- 5.1.1 **Inner City East Revitalisation Project** - The Board has requested monthly updates on progress. The last update was on 18 April 2018.

Since the last update, the temporary working group has engaged an independent facilitator, Jane Higgins, to help guide the Revitalisation Plan process. With Regenerate Christchurch stepping away from the project for the time being to focus on other commitments, the temporary group felt it was important to have someone from outside the partner organisations facilitating the process.

Jane and Te Whare Roimata have begun to create a timeline for the coming months, moving from the establishment of the project's working group, to focusing on key issues, through to preparing for and holding public workshops on the issues identified by the community over the early stages of the process. The temporary working group will meet with Jane in early May, in order to bring all members up to date on the next stages of the work and to explore their ongoing input to the project.

Following the distribution of the most recent community update newsletter, approximately a dozen community members have been nominated (by themselves or others) to be part of the project working group. Jane will meet with these people in early May, to discuss the role and determine which applicants are the best fit for it. It is hoped that the working group will begin meeting by mid-May. Once the community-led working group has been established, a reference group will be created with members drawn from key central and local government agencies, and/or businesses. As well, caucusing will be used to ensure the voices of Maori, ethnic groups and other groups less likely to participate will be able to have their input. The temporary working group also recognises the special relationship the Community Board has with the project and thought has gone into to how direct input can be maintained with the Board.

Te Whare Roimata continues to speak with community members about what identified issues they see as priorities for the process. As well as sending out a visual survey for people to participate in, workers have set up a mobile information table at strategically placed street corners to converse with people less easily reached by the more traditional means of doing so. Workers also continue to speak with community members at events such as the Linwood Village market, and at the City Mission, as well as with local businesses. Plans are in progress to continue meeting with groups of residents, as well as families that are part of Christchurch East School. Drop in hours continue to be offered weekly at Stanmore Book and Post, and Kua Hua Ake Te Ao Café.

5.1.2 Ōpāwa Volunteer Library Rebuild

The Ōpāwa Volunteer Library Rebuild Working Group has continued to meet to develop the Design Brief for the Library Rebuild. At the most recent meeting the Working Group provided feedback on the first draft of the Design Brief. The Working Group will then agree on the final Design Brief, which will be included in the Request for Proposal for a Design/Build contract.

5.2 Infrastructure projects underway

5.2.1 **Linwood/Woolston Pool** – A report on the site location for the proposed Linwood/Woolston Pool is to be presented to the Board's 16 May 2018 meeting. A total of 478 submissions were received for the recent pool site location. Of the submissions received:

- 141 Smith Street – 427 (89%) support.
- Other locations – 36 (8%).
- Not indicated – 15 (3%).

6. Significant Community Issues, Events and Projects in the Board Area

- 6.1 **Winter Blast** - Supported by the Community Board, is an afternoon of interactive entertainment and afternoon tea for local older adults. It will be held on 4 July at the Woolston Club.
- 6.2 **The Big Chill** - Supported by the Community Board, for children aged four to 12 years old will be at Linwood Park on 7 July 2018. This event provides a range of activities and will also be the official opening for KidsFest. KidsFest runs for two weeks over the school holidays.

7. Parks, Sports and Recreation Update (bi-monthly)

- 7.1 The next update will be in June 2018.

8. Community Board Funding Update

- 8.1 Total of unallocated funding for 2017/18 is \$140,632. Funding table is **Attachment C**.
- 8.2 Discretionary Response Fund unallocated funding for 2017/18 is \$138,504.
- 8.3 Youth Development Fund unallocated funding for 2016/17 is \$1,250.
- 8.4 Light Bulb Moments Fund unallocated funding for 2016/17 is \$878.

Attachments

No.	Title	Page
A ↓	Scarborough Park Shade - Additional Information	99
B ↓	Linwood-Central-Heathcote Community Board Priorities Actions Updates - 16 May 2018	103
C ↓	Linwood-Central-Heathcote Community Board Discretionary Response Fund 2017-18	107

Signatories

Authors	Liz Beaven - Community Board Advisor Bruce Coleman - Community Development Advisor Amy Hart - Community Development Advisor Meg Logan - Governance Support Officer Louise McLean - Community Support Officer Gail Payne - Community Development Advisor Diana Saxton - Community Recreation Advisor
Approved By	Shupayi Mpunga - Manager Community Governance, Linwood-Central-Heathcote

Christchurch City Council MEMORANDUM

Date: 30 April 2018

From: Marcy McCallum (Project Manager, Parks Project Management Team)
Megan Carpenter (Recreation Planner)

To: Linwood – Central – Heathcote Community Board

CC: Shupayi Mpunga (Manager Comm. Governance)
Diana Saxton (Community Recreation Advisor)
Liz Beaven (Community Board Advisor)

Re: Scarborough Park Shade

Following the Community Board meeting on 18 April 2018, please see the responses to the additional questions below:

1. Maintenance costs

The Parks Operations Team has agreed to cover any maintenance costs for the shade in Scarborough Park. Their preference is for the umbrella option as the ongoing maintenance costs are less than the shade sail option.

2. Quotes

At the time of preparing the information for the 18 April Community Board meeting, we had only asked one company to provide a quote (Weather Wise Shade Systems) as we were just collecting information.

We have now undertaken further research into other local suppliers. Johnson and Couzins have a shade umbrella option (Summit Parasol), they have provided technical and pricing details (see below). We are continuing to look into other local suppliers, many we have come across do not have the right specifications for use in a public park (they are designed for use in a supervised area like a café, outdoor area for a business, or residential).

Comparison – Shade Umbrellas	Weather Wise Shade Systems	Johnson and Couzins (Summit Parasol)
Size	6.8m diameter (octagonal)	4x5m rectangular or 5x5m square
Material	Monotech 370 (UV Shade textile), can also do in PVC if required (not priced)	PVC
Weather rating	75mm snow and 150kph wind	100% waterproof 125kph wind
Warranty	Hardware 10 years, fabric 10 years	Frame 3 years, fabric 10 years
Price	\$6,700 + GST per umbrella including installation	\$5,255 + \$1,000 to connect the two side by side umbrellas – excludes installation. We have allowed for \$1,000 installation per umbrella due to the size of the required foundations.
	3 umbrellas installed = \$20,100 + GST	3 umbrellas installed = \$19,765 + GST
Advantages of option	<ul style="list-style-type: none"> Longer warranty period Higher wind and snow loadings 	<ul style="list-style-type: none"> Cheaper per item (although item is smaller dimensions) Completely waterproof

	<ul style="list-style-type: none"> Option for either UV shade textile or PVC – recommend UV shade textile Joiner not required More colour options available Larger in size (6.8m diameter) 	
Disadvantages of option	<ul style="list-style-type: none"> Higher cost (although bigger item) 	<ul style="list-style-type: none"> Fewer colour options Smaller dimensions (5m diameter max) Warranty period is shorter on hardware

3. Other parks in Linwood – Central – Heathcote Ward that require shade

It is not practical to shade entire play spaces, however it is important to provide opportunity for shade at each site. The Parks Unit aims to provide built shade structures at destination play spaces such as Scarborough Park and Botanic Gardens.

The design of new or renewal of existing play spaces should be located near existing trees or new trees should be planted to provide shade over time. Shade structures are often a target for graffiti and vandalism and the maintenance costs to repair and replace these assets is very high as specialist equipment is required to access them.

Washington Way Skate Park – Staff do not recommend that shade sails and/or shade umbrellas are installed into the skate park due to the risk of graffiti and vandalism.

Radley Park – The playground is for local use, and playground visits are likely to be of a short duration. Often users spend more time using the surrounding park space, with adequate tree shade provided.

4. Staff Recommendation

Staff recommend that if funding is allocated to putting shade into Scarborough Park that we proceed with the Weather Wise Shade Systems Umbrella due to the additional warranty period, higher wind and snow loadings, and because the dimensions are larger so they provide better value for money.

3 x Umbrellas = \$20,100 + GST.

Allowance of \$2,000 for ground testing and service location = \$22,100 + GST.

Staff also recommend that an allowance is made to include picnic tables underneath two of the umbrellas to create a picnic area (in the area where the old swing/slide/rocking horse are currently located). The tables would be wheelchair friendly and would sit on concrete pads (for ease of mowing and maintenance). The cost per picnic table (installed) is estimated to be \$3,900 + GST.

3 x picnic tables (supply and installation) = \$11,700 + GST **or**

4 x picnic tables (supply and installation) = \$15,600 + GST

Total cost of umbrellas and picnic tables

3 umbrellas and 3 tables = \$33,800

3 umbrellas and 4 tables = \$37,700

Timing – Construction of the playground is due to start at the end of May 2018, if shade is going to be put in to the nature play area, this needs to be confirmed prior to the start of construction so the foundations can be put in at the same time as the play equipment and the safety surfacing. Retrospectively putting this into the playspace will be difficult and will cost more as the surrounding surface would need to be re-laid.

Examples:

Weather Wise Shade Systems 6.8m diameter shade umbrella



Refer to previous memo for additional photos of Weather Wise Shade Systems umbrella.

Johnson and Couzins Summit Parasol Umbrella



LINWOOD-CENTRAL-HEATHCOTE COMMUNITY BOARD - BOARD PROJECT UPDATES – as at 16 May 2018

Note: *Wording in Grey have been reported to the Board in the past, wording in black is the current status*

PROJECT/ACTION	BOARD COMMENT	UPDATE
Former Tamaki Village Site	The Board request advice on the progress of making the area into a dog park	Staff have submitted a request for service to initiate the process of community engagement to identify community preferences for future development of the site.
Woolston Air Quality • Gelita	The Board request information on the collaboration of Environment Canterbury and the Council to monitor air quality in Bromley and Woolston.	The Regional Council have advised Council they are mapping data collected for reference as part of their ongoing compliance monitoring.
Bromley Air Quality • Organics Processing Plan	The Board request information on the collaboration of Environment Canterbury and the Council to monitor air quality in Bromley and Woolston.	The Regional Council have advised Council they are mapping data collected for reference as part of their ongoing compliance monitoring.
Linwood Village Master Plan	The Board requested staff advice on when the Board will be approving the revised Linwood Village Masterplan.	Staff advised in the last Area Report to the Board that the Linwood Master Plan will not be revised at this time because: <ul style="list-style-type: none"> the Board confirmed its support for and commitment to the master plans (including to the Linwood Village Master Plan), noting the development of the master plans followed a robust process and recognising the plans' anticipated longevity; and The Council resolution regarding a community-led planning approach is considered complementary to the agreed actions of the approved Linwood Village Master Plan. <p>The 'Suburban Centre Master Plan biannual progress report' was sent to the Board in March and the Board's feedback was addressed in the staff report to the Innovation and Sustainable Development (I&SD) Committee meeting on 2 May.</p>

Linwood-Central-Heathcote Community Board
Community Board Priorities Actions
16 May 2018
Page 1 of 4

PROJECT/ACTION	BOARD COMMENT	UPDATE
Ferry Road (Woolston) Masterplan	6 November: The Board requested the timeline for the staff report on the masterplan to be presented to the Board (as per Council Resolution CAPL/2017/00011, 7b). The report is required so that the Board is able to recommend to the Council the bringing forward of relevant budgets as soon as possible, to enable implementation of the next consultation phase of the Ferry Road Masterplan Project (WL1), including the integration of other projects along the corridor (including school zones).	As advised previously, the capital programme for the Ferry Road Master Plan was included in the Draft 2018-28 LTP. The capital programme will be confirmed by the Council in June. The projects are also referenced in the 'Suburban Centre Master Plan biannual progress report' sent to the Board in March. Regarding the delivery of WL1, the project manager presented a revised streetscape plan to the Board on 13 March and a staff memo was sent to the Board about revised consultation timings on 19 April.
Sumner Master Plan	The Board requests that staff provide an update on this.	The projects are referenced in the 'Suburban Centre Master Plan biannual progress report' sent to the Board in March. As advised previously, the capital programme for the Sumner Village Centre Master Plan was included in the Draft 2018-28 LTP. The capital programme will be confirmed by the Council in June.
Radley Park Landscape Plan	The Board request staff advice on when the Board will receive the landscape plan that incorporates green space, Roimata Food Commons, the cycleways and the dog exercising area.	<p>The Radley Park consultation has now closed. 64 submissions were received and the project team are currently working on the analysis and planning for when a report will be presented to the Community Board for the landscape plan. Staff also need to confirm whether the lease and licence application requires a hearing. Once this process has been confirmed we will update the Community Board members and advise all submitters and make all the submissions available online.</p> <p>The staff report relating to the Land Drainage Recovery programme dredging portion of this work has already been presented to the Community Board.</p>

PROJECT/ACTION	BOARD COMMENT	UPDATE
Dog Park in Central City	6 November: The Board noted the letter of reply from Ōtākaro Limited in relation to the Board's suggestion for a Central City dog park. The Board requested that arrangements be made for a walk through the areas under the responsibility of Ōtākaro with Ōtākaro Limited to identify possible sites that could be developed into a central city dog park.	The Board received a letter from Ōtākaro Limited at its 14 February 2018 meeting advising that Ōtākaro Limited had met with Fletcher Living and Gap Filler. Ōtākaro had also discussed with the Council of a possible dog park in the East Frame area. The Council indicated that it is currently investigating options for dog parks city wide, and any request for a dog park should be directed to the Council.
Greening the East	6 November: The Board noted that the Acting Parks Manager will be meeting with the Board in preparation for the Draft Annual Plan. The Board wish to also discuss with him the Greening the East Project and Radley Park Landscape Plan.	27 November: The Board discussed the matter with the Acting Head of Parks at the Board Seminar. No further update has received as at time of writing this report.
Heathcote River Flooding	6 November: The Board noted that a report on flood mitigation measures is planned to be presented to the Council's 23 November 2017 meeting.	The Flood Intervention Policy has been implemented with a number of houses purchased as a result. Negotiations are ongoing with a number of property owners. Stage 1 of the dredging from Woolston Cut through to Radley Street is in detailed design, with construction scheduled to begin in July. However, due to the fast-track nature of the project it is possible that there will be delays in delivery if any risks inherent in fast-tracking are realised. Detailed design of Stages 2 and 3 are being tendered currently. Preparation of the consultation materials Stage 2 of the Bank Stabilisation works is underway, with consultation planned to begin middle of the year following a Board briefing. All four flood storage basins upstream are now in various stages of construction.
North Avon Road from North Parade to River Road		Staff Advice has been provided to the Board through 29 January 2018 Board Area Report.

PROJECT/ACTION	BOARD COMMENT	UPDATE
Proposal for investigation of an Alcohol in public places ban in Linwood Village	6 November: The Board requested that this matter be added to the Board Priorities List for staff to update each Board meeting through the Area Report.	The Council at its 26 April 2018 meeting resolved that a new alcohol ban be imposed for six months from 20 June 2019. The alcohol ban will have the same scope and conditions as the current ban. The temporary alcohol ban in Linwood Village area can be made permanent in conjunction with a possible replacement of the Alcohol Restrictions in Public Places Bylaw 2009 in December 2018.
Linwood Village Social Issues	6 November: The Board requested that this matter be added to the Board Priorities List for staff to update each Board meeting through the Area Report.	A progress report is included in the Board's 15 March 2018 Area Report.

Project/Service/Description/Group	Allocation 2017/18	
Linwood-Central-Heathcote Discretionary Response Fund		Board Approval
Discretionary Response Fund - Carry Over from 2016/17	\$ 45,705.00	
Allocation - Board 20 September 2017 Meeting	\$ 209,824.00	
Redcliffs Residents' Association - Adminstration and Newletter Boxes	\$ 587.00	03/07/17
Redcliffs Residents' Association - Summer Silver Band instruments	\$ 1,500.00	03/07/17
Jake Koeckemoer - Attendance for 2017/18 Canoe Sprint Junior & U23 World Championships	\$ 500.00	03/07/17
Arts Voice Christchurch Charitable Trust - First Thursdays	\$ 6,000.00	03/07/17
Woolston Friendship Club - Bus hire cost contribution	\$ 598.00	31/07/17
Linwood Kids First Kindergarten - Trips and cultural experiences contribution	\$ 1,000.00	31/07/17
New Beginnings Preschool Incorporated - Installation of soft fall playground grass	\$ 3,000.00	31/07/17
Pioneer Basketball Club - Basketball coaching in low decile schools	\$ 1,200.00	16/08/17
Summer-Redcliffs Historical Society - Summer Museum Joinery	\$ 1,000.00	16/08/17
Funds Allocated to Youth Development Fund	\$8,000.00	04/09/17
Funds Allocated to Light Bulb Moments Fund	\$4,000.00	04/09/17
Linwood College Community Partnership Group - Administrative & Volunteer Expenses	\$ 2,000.00	20/09/17
Te Mapua Child and Youth Trust - Health and Safety	\$ 1,500.00	20/09/17
Redcliffs Tennis Club - Equipment and Low-Cost Coaching	\$ 1,500.00	20/09/17
Ferryhead Bays U10s Torpedoes - Nelson Football Festival	\$ 900.00	20/09/17
Returned grant funding	-\$ 430.00	01/10/17
Summer Community Pool - Fixing leaks in the pool	\$ 4,000.00	02/10/17
Summer Community Residents' Association - Summer Neighbourhood Night	\$ 500.00	02/10/17
Aranui Eagles Rugby League - Pacific Series	\$ 3,000.00	18/10/17
Heathcote Valley School - Shade sails for pool	\$ 2,000.00	06/11/17
Avebury House - Spring Gala	\$ 1,000.00	06/11/17
Addington Neighbourhood Association - The History of Addington Book	\$ 2,000.00	06/11/17
Waltham School - Recycling Project	\$ 933.00	22/11/17
Friends of Edmonds Factory Garden Incorporated - Sunrise Seats	\$ 7,990.00	22/11/17
Waltham Community Cottage - Wages to March 2018	\$ 9,717.00	14/02/18
Avebury Community Trust - Wages to March 2018	\$ 11,500.00	14/02/18
Sydenham Quarter - Project to Promote Sydenham	\$ 13,000.00	14/03/18
Woolston Park Playground - Accessible Playground Equipment installation	\$ 19,064.00	14/03/18
Summer Community Residents' Association - Summer Temporary Skate Ramp	\$ 7,000.00	18/04/2018
Linwood Resource Centre - purchase & set up of tunnel house	\$ 2,466.00	30/04/2018
Discretionary Response Fund Balance - 2017/18	\$ 138,504.00	
Youth Development Fund - Board Allocation from Carry Over - 4 September 2017	\$8,000.00	
Lucia Rapley - Australian National Championships & World 420 Sailing Championships	\$500.00	04/09/17
Thomas Pirker - Munchange High School visit, South Korea	\$500.00	04/09/17
Mika Rabuka, St Thomas of Canterbury College - NZSS Premier Football Tournament, Napier	\$300.00	04/09/17
Apia Rabuka, St Thomas of Canterbury College - Anchor Aims Games, Tauranga	\$300.00	04/09/17
Toby Chapman - Sister City exchange programme in Japan 2017	\$500.00	04/09/17
Mieka Taylor - Spirit of Adventure voyage 2017	\$300.00	04/09/17
Syvaana Amai-Hansen - Travel to International Youth Leadership Conference, Prague	\$500.00	06/11/17
Boris Pierrevan Bruchem - U19 Korfbal World Cup, the Netherlands	\$500.00	14/02/18
Christchurch Boys High School - World School Rugby Festival in South Africa 2 - 7 April 2018	\$1,500.00	14/02/18
Jaze Ruiha Jones - Netball Nationals, Auckland March 2018	\$250.00	26/02/18
Korfbal New Zealand - Korfbal U17 World Cup Netherlands June 2018	\$1,600.00	30/04/18
Youth Development Fund Balance - Available for allocation	\$1,250.00	
Light Bulb Moments Fund - Board 20 September 2017 Meeting - 2017/18	\$4,000.00	
Avebury House Community Trust - Boxing Exercise	\$250.00	03/10/17
Awatea Christensen - Christchurch Breakdance Community	\$250.00	03/10/17
Jos Galavazi - Acorn Close 'Spud in a Bucket' competition	\$208.00	03/10/17
Hagley Community College Preschool Trust - Māori and te reo resources	\$249.00	03/10/17
Steven Muir - Chesterfields Community Garden building a raised border	\$250.00	03/10/17
The Collaborative for Research and Training in Youth Health and Development Trust	\$105.00	18/10/17
Faith Dodgshun - Gould Crescent Street Barbeque	\$65.00	25/10/17
Woolston Community Association - Craft supplies for craft group	\$250.00	25/10/17
Woolston Community Association - Free barbeque for healthy Mini Gala	\$250.00	25/10/17
Linwood Community Arts Centre - Te Whare Roimata, Zumba in the Park	\$245.00	
Roimata Commons Trust - Roimata Outdoor Movie Evening	\$250.00	12/02/18
Emma Woods - Pop-up nature playspace in Thistledown Reserve	\$250.00	28/02/18
Summer Community Residents Association - Great Summer Beach Cleanup	\$250.00	07/03/18
Dementia Canterbury - Walk for Dementia	\$250.00	13/03/18
Light Bulb Moments Fund Balance - Available for allocation	\$878.00	
TOTAL: Linwood-Central-Heathcote Unallocated Funding (including YDF)	\$ 140,632.00	

17. Elected Members' Information Exchange

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.

18. Resolution to Exclude the Public

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

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

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

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

Note

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

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
19	PUBLIC EXCLUDED LINWOOD-CENTRAL-HEATHCOTE COMMUNITY BOARD MINUTES - 16 MAY 2018			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	