

Waimāero
Fendalton-Waimairi-Harewood Community Board
MINUTES ATTACHMENTS

Date: Monday 12 February 2024
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

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Blakes & Belfast Intersection



March Place



Google Maps

<https://www.google.com/maps/@-43.446076,172.6354376,840m/dat...>

Speeding and burnout site in old Belfast

Google Maps



Imagery ©2024 Airbus, CNES / Airbus, Maxar Technologies, Planet.com, Map data ©2024 100 m

Attachment A Item 4.1

Tyrone and Third Intersection



Donegal & Balymena Intersection



7 Richill St - Google Maps

<https://www.google.com/maps/@-43.4450643,172.6332563,3a,75y,1...>



3 Factory Rd - Google Maps

<https://www.google.com/maps/@-43.4432937,172.633991,3a,75y,13...>



2 Donegal St - Google Maps

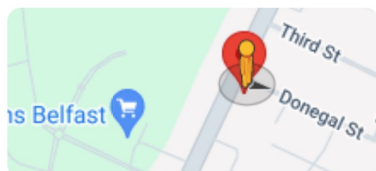
<https://www.google.com/maps/@-43.4468474,172.6315362,3a,75y,1...>

Google Maps 2 Donegal St



Christchurch, Canterbury
Google Street View
Oct 2019 See more dates

Image capture: Oct 2019 © 2024 Google



31 SH1J - Google Maps

<https://www.google.com/maps/@-43.4514062,172.6249276,3a,75y,2...>



Road Width



Waimaero-Fendalton-Waimairi-Harewood- Community-Board Presentation – 12 February 2024

Belfast Community: The Northern Gateway to Christchurch – Speeding and Spin Outs

Presenter: Charlotte Gavin.

Charlotte has been a resident of Belfast for over 25 years, a trustee of the Belfast Community Trust 2008 – 2019, owner of 2.4 h.a. of land in Belfast preparing for subdivision in the Belfast Village and an active advocate for the community. Her qualifications include a Bachelor of Commerce in Valuation & Property Management, Post Graduate Diploma in Marketing and a NZ Legal Executive Diploma. In addition to managing her property portfolio (both residential and commercial) she has worked the past 6 years for a barrister being fully immersed in the legal profession.

Two Issues at hand:

1. **Spin Outs in densely populated residential areas causing a safety hazard, considerable noise and disruption of the peace. Mostly occurring between 1-3 am on weekends.**

There are three areas of primary concern being:

- a) Belfast Road & Blakes Road (quick escape via the motorway) **(Exhibit 1).**
- b) March Place (Sheldon Park is at the end of this street) **(Exhibit 2).**
- c) The intersections off Tyrone Street (Donegal Street, Third Street & Richill St) as the three intersecting roads are extremely wide **(Exhibit 3, Red / Orange dots).**

What has changed in Belfast that has created the increased attention for spin outs?

Belfast is one of the fastest-growing residential communities in Christchurch and a gateway to the city from the North. Its population in 2006 being 7,806 with the population predicted to grow to 15,000 by 2041¹ of which we are well on our way to achieving. The development of the Belfast Village is likely to generate well over \$6 million in reserve contributions with growing pains showing in this area due to the changes in our roading environment.

What development contributions help fund

Christchurch City Council uses development contributions to help pay for infrastructure assets that provide growth capacity for the following activities.

Parks: Neighbourhood Parks

Network infrastructure

- Water supply
- Wastewater collection
- Wastewater treatment and disposal
- Stormwater and flood protection
- **Road network – includes roads and traffic management and safety assets.**

¹ Community Profile – November 2014 – Belfast – Christchurch City Council

- Active travel – includes footpaths and cycleways.
- Public transport infrastructure

This is also one of Christchurch's oldest suburbs originally primarily focused on the meat works established in the mid 1800's which closed in 2008. The residential and industrial sectors of this community are now well and truly intertwined. Many of the original streets were designed to provide access to a growing Industrial area which is now retracting, therefore its intended use and design is redundant being no longer fit for its existing purpose for the quiet enjoyment of residential activities.

With the introduction of New Northern Motorway and the former Highway on Johns Road abandonment by Transit, this provides a wider than normal roading infrastructure that is typical of a residential area thus providing increased opportunities for unmonitored speeding and spin outs causing disruption. The reduction in traffic overall has also seen a distinct reduction in the presence of traffic controllers and unmonitored speeding becoming a norm rather than something restrained by the presence of other traffic. There are also a number of quick road exits available to these individuals who are intent on disturbing the peace to evade capture not typical of any other residential area in Christchurch of this size.

The interactions between the "boy racers" and residents is becoming more frequent and hostile with the residents at their wits end from the intimidation and damage caused by this illegal activity on their doorstep.

Reactive Solutions:

- a) **Call the Police** - *Response:* With all respect to the Police spin outs are not a priority and they rarely arrive in time to make any arrests. The ultimate result of any call in is for the culprit to be notified of the call in via a police scanner if they know an officer is "enroute" they then escape via many of the motorways (or former motorways) available to them.

I understand there is a small **Police taskforce** dedicated to capture and conviction of "boy racers" is it possible to have a discussion with them, if that taskforce still exists?

Effect of the Land Transport (Road User) Amendment Rule 2023 – effective 1 March 2024.

This significantly increases the powers of the Police and penalties in the event of parties attempting to evade arrest. I also understand that the NZTA are taking over safety cameras from the Police and will be allowed to implement average speed calculations for fines that can be served electronically.

Question: If the Belfast Residents call in a disruption (noise of spinning in progress) to the Police, can we then have the NZTA monitor the Main North Road and Northern Motorway "exits" to capture their escape? Are there cameras on Blakes Road and Marshlands Road also? This would make any call outs significantly more productive if cameras could be effectively used to enforce the law without having to interact with the culprit directly.

If we can get photographs of the cars, and perhaps they were unidentifiable due to number plates being removed, is there an opportunity to post the image on community websites to obtain a sighting of the vehicle?

- b) **Photograph the activity** as it is happening to report it to the Police. *Response:* We have a number of residents open to putting up security cameras on their private property to capture

these images. They do however fear repercussions from the “boy racers” as a result as the intimidation projected upon the residents over the past 2 years has been significant with many of them feeling victimised. We require assurances any footage provided will result in a conviction.

- c) **Contact the North Canterbury Community Patrol** to provide a presence in the area.
Response: The North Canterbury Community Patrol operate 10 a.m – 1 p.m and 7 p.m to 10 p.m. These are outside of the hours when the spin outs are at their most disruptive to the resident’s sleep. The secondary idea is to organise a Belfast team, call them the “**Night Watchmen**” to monitor activity between 12:30 p.m – 4 a.m. on weekends and public holidays. The only problem being that their first response is to again call the police who are frequently unable to assist. We could however arm this team with a Drone that could take footage of any “spin out” activity so the footage could be used later by the Police for convictions. This is the only way I see this method being particularly effective.

Proactive Solutions:

- a) **Install Anti-Hoon Bars** (not a road hump) (Omnigrip Direct) – When local governments have known hoon sites, the quick and easy application of hoon bars will quickly discourage burnout behaviour once installed. OmniGrip Direct’s Anti-Hoon Bars don’t damage tyres when a vehicle is operated under normal operating conditions, i.e., when the road is used in accordance with the road rules. Anti-Hoon Bars are 500mm wide and spaced at 1200mm, reducing wheel spin when tyres hit the Anti-Hoon Bars.

In a newsletter to residents, Cr Cath Tonks, Councillor for Division 9 Moreton Bay Regional Council wrote; “Council will continue to monitor the effectiveness of the trial pavement treatment to reduce/deter hooning in this area, by all accounts it has seen a dramatic reduction.”²

An alternative product may be the **Spray on anti-skid surface** which the Hamilton City Council is currently trialling (reported 27 March 2023) this type of product which is applied like a paint, at a cost of \$20,000 for two “hot spots” being the Blake Road / Belfast Road intersection, and March Place (i.e. \$10,000 per site).³ A camera will also need to be placed down at the entrance to the Belfast Cemetery as the spin outs often end up there also.

- b) Installation of Security cameras on private property in strategic locations to report to the Police particularly in the densely populated residential areas. A protocol is required to submit video footage anonymously to the Police and disguise the location of the cameras.
- c) Provide the “boy racers” with an area away from the residential zone to do spin outs. It does not need to be a big area / concrete pad but needs to be away from residential homes as the noise is significant. We could classify this as a neighbourhood park for the reserve contribution purpose.

² <https://www.omnigripdirect.com.au/products/anti-hoon-bars/>

³ <https://www.stuff.co.nz/national/131569286/hamilton-city-council-trialling-sprayon-antiskid-surface-to-stop-burnouts>

2. Excessive Speeding

There are four roads of primary concern in order of the largest number of residents “flagging” their street as having issues with speeding cars:

- a) Richill Street (Exhibit 4)
- b) Factory Road (Exhibit 5)
- c) Donegal Street (Exhibit 6)
- d) Former Motorway - Johns Road (Exhibit 7)

Interestingly (with the exception of Johns Road) each of these streets are in the oldest part of Belfast which are directly parallel to each other leading from Main North Road to the Silver Fern Farms meat works (Exhibit 3, 3a & 3b).

The roads consist of a width of 19.54 metres (see Exhibit 8) to a dead end with residential houses either side. By comparison the Christchurch City Council urban planners support roads of 16 metres in width in the new Belfast Village.

A wide road increases the time it takes to cross the lane for pedestrians, and for vehicles turning right from the main carriageway, or from a side road onto the main carriageway, while simultaneously giving drivers the confidence to drive faster on that road.

Other factors of the road design inconsistent with modern standards include:

- a. There is a significant curve in the road with the middle being the highest point which is difficult for cyclists to cycle on the side of the road,
- b. a rather deep stormwater drain on each side and
- c. no road markings down the middle of the road.
- d. Overhead power lines.

Children cross these roads to reach the Sheldon Park and Belfast School with no appropriate pedestrian crossing provided for them. This roading design is inconsistent with modern standards adopted by the Christchurch City Council urban planners and proving to be disruptive to the residents living within it.

Narrower roads cause drivers to drive more slowly and carefully⁴

Reactive Solutions:

- a) Call the Police when an accident occurs. *Response:* Traumatic for everyone and costly for the country.

Proactive Solutions:

- a) **Information Gathering:** Is there a roading solution (perhaps those road sensors that are laid in strips along the road) that can monitor average speed? Let’s fully identify the extent of the problem at hand in the most cost-effective way possible.
- b) **Community Speed Cameras:** One operational camera that can be positioned between three “dummy sites” one of each of the streets with signage of their presence. It is likely

⁴ <https://www.drivingtests.co.nz/resources/are-wider-roads-safer-and-how-are-road-widths-decided/>

the threat of getting caught will create a heightened sense of the speed limit and the drivers need to stay within it. The community can also monitor notifications of speeding incidences and report to the Council if there is a repeat offender who requires a police visit and change the location of the actual live camera as the need arises.

Below is a quote from Traffic Logix⁵

1. Guardian PRO – AC power@8200 USD.
2. Cloud software@850 USD per system(renewed every year)
3. Dummy Unit -AC powered@ 1150 USD (AC power supply is real)
 - Price quoted Ex-factory Montreal, formal offer will follow.
 - Duty/Freight Extra.
 - Delivery 4 weeks from PO.
 - Warranty 2 years.
 - Data SIM/Pole is in customer scope.
 - Remote support available from US/Canada/India.
 - Its LEDDAR based Camera Enforcement system with 3G/4G Data SIM/Wi-Fi/LAN connectivity, No need to Server, storage, network as we are using cloud services.

There is possibly a cheaper alternative however this was a good start.

- c) **Google Maps – notification of speed** (as if a speed camera was identified) particularly for Johns Road as some people are more likely to use navigation devices here and a beep will occur on their devices making them more aware of the speed limit.
- d) **Reduce the width of the road - Response:** Introducing cycle lanes, and a medium strip of landscaping to narrow the width of the roads (more for roads a to c). It will enhance and beautify the area whilst providing a safer road long term.

Where can I locate information about proposed work on these roads? Is there anything currently outstanding?

- e) **Speed Bumps - Response:** I am not convinced this will be effective and simply problematic for the residents who use the road within its legal speed limitations.

The Request / Course of Action – in summary

- i) **To address the spin outs issue:**
- a) Anti Hoon Bars or Spray on Anti-Skid Surface installed Belfast & Blakes Road and March Place. Proposed cost \$20,000.
 - b) Security Cameras installed on private property with a protocol for submitting footage to Police. Cameras to be provided by the Belfast Community Trust and protocol co-ordinated with the Police.
 - c) Does the Council have any appetite for providing an area for the “spin outs” to occur in a park type environment dedicated for this purpose?

⁵ <https://trafficlogix.in/sp-guardian-pro-speed-camera-system/>

d) Funding made available for a Canterbury North Community Patrol shift in Belfast between 12:30 p.m. to 4 a.m. on Friday & Saturday night plus public holidays called the “Night Watchmen”. Initial request for 4 months from the 20 March 2024 at \$850 p.w. (for 2 people) \$14,700. Not only will they monitor vehicle movements they can also assist in monitoring / deterring theft and burglaries in the area.

e) Are the cameras on Main North Road & the Northern Motorway able to assist in capturing the culprits who are fleeing from “spin out activities”? Are there any solutions here taking into account the powers provided by the new legislation effective 1 March?

ii) **To address the speeding issue:** Firstly, cost effective data gathering of the speeding issues on Richill Street, Factory Road, Donegal Street and Johns Road.

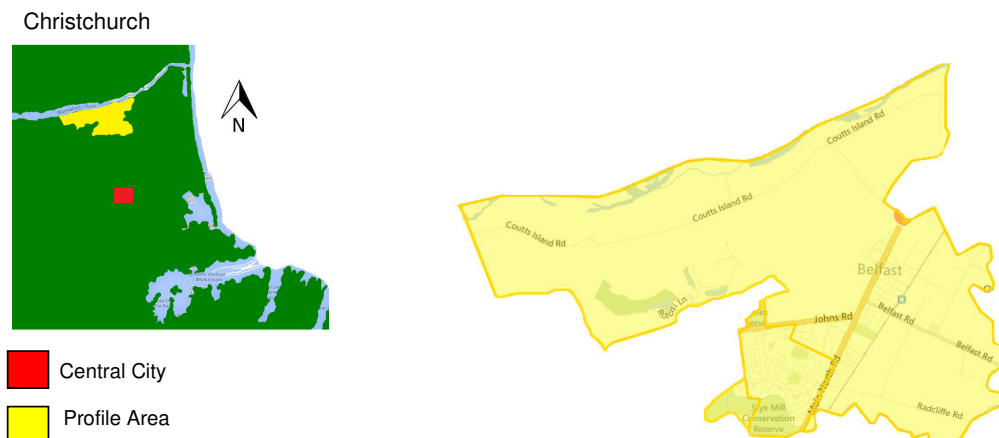
Charlotte to then represent the data findings to submit to the Council a further solution which will include either the installation of a community speed camera (three dummy units) including signage or the ultimate solution to narrow and beautify the oldest part of Belfast consistent with current town planning measures.

Any other suggestions welcome.

Community profile - November 2014

Belfast

(Census area units: Belfast, Belfast South)



Belfast (including Northwood) is a significant suburb of Christchurch as it serves as the gateway to the city from the north. Situated 11 kilometres from the city centre, Belfast is recognised in the Urban Development Strategy as forming 'the northern gateway into the city and a community services focal point'. One of Christchurch's oldest suburbs, the township derived its name from the meat works established by The Provision and Produce Company in the mid-1800s.

Many of its residents today have had a long family association with the meat works, which closed in 2008, and have continued living in the area. In 2000 Northwood (a larger subdivision) was developed in the south entrance of Belfast which saw the population in Belfast grow significantly and altered the demographics of the area. Northwood was 97 hectares of the apple orchard that was developed in 2000.

There are a large number of well-used reserves and river walkways with strong historical and cultural importance within the Belfast area. Major sporting activities and clubs are located at Sheldon Park next to the area's only school. Belfast Primary school caters for year one through to year seven and has a roll of 650 Students. There are five preschools; the closest high schools are St Bedes College, Papanui High and Kaiapoi High.

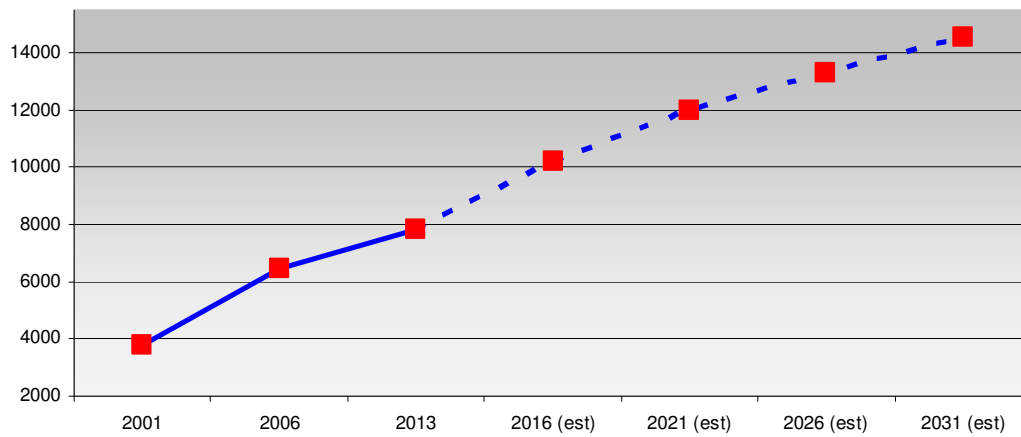
As Belfast has grown and developed so too have the businesses. The shopping complex (Supa Centa) was built in 2004; there are two major supermarkets and 33 retail stores at the Supa Centa. The Supa Centa is due to start redevelopment in the expansion of this mall in the near future. Land nearby has been purchased for this.

The area's total population in the 2013 Census data was 7,806 and in the 2006 Census the population was 6,366, displaying that in the past seven years the Belfast population has grown by 1,440 and is estimated to grow to 15,000 by 2041. 17.6 per cent of the population is aged over 65 years, which is slightly higher than the regional average. The median age for the Belfast area is 41 years which compares to the Median age across the city of 38.6 years.

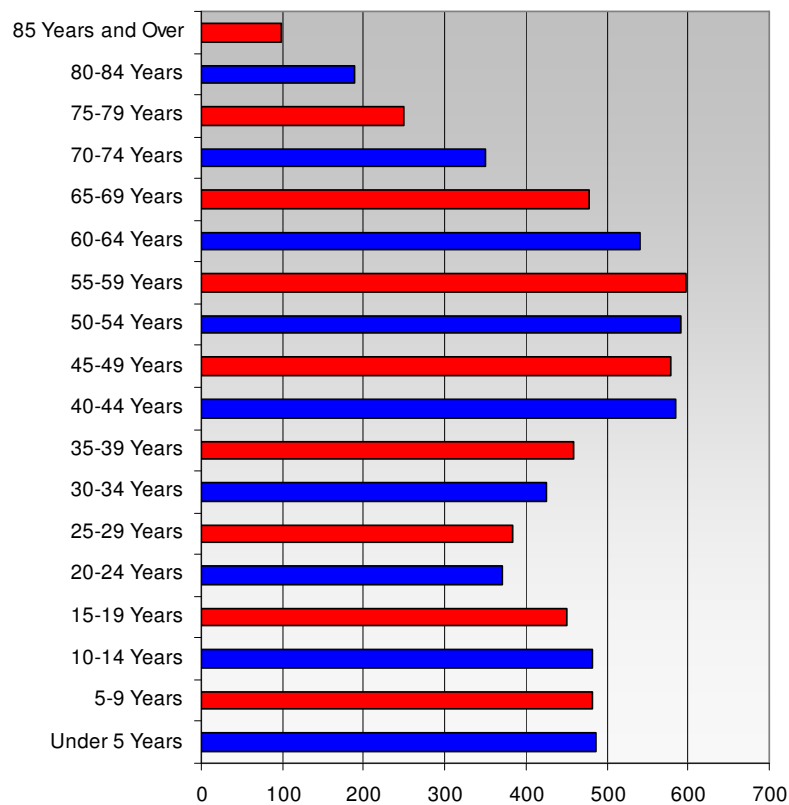
Belfast is identified as a significant area of Christchurch which will experience growth over the next eight years and the Christchurch City Council has acknowledged this in the establishment of the Belfast Area Plan.

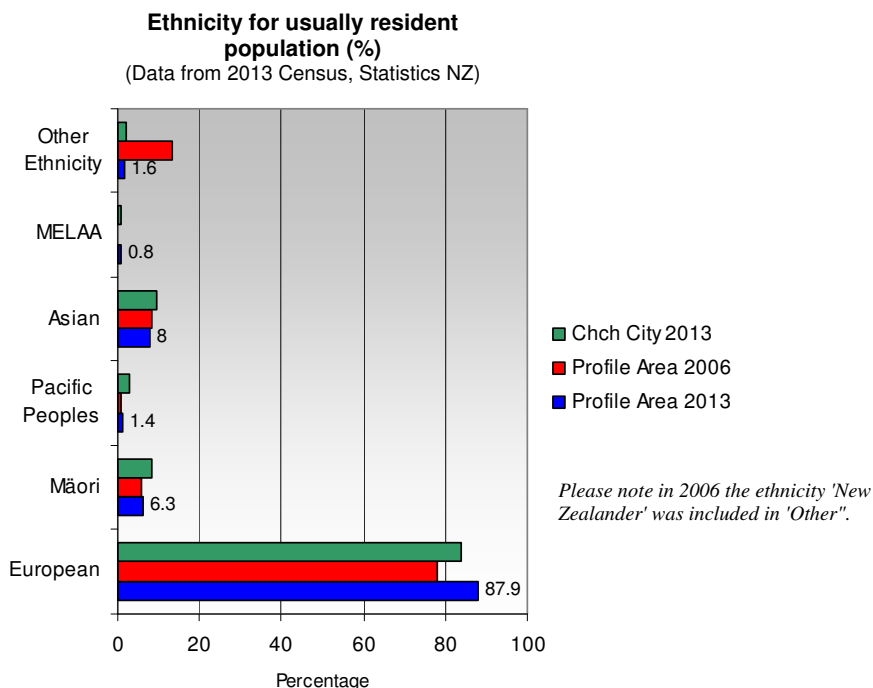
Key demographics

Usually resident population count
(Data from Statistics NZ)

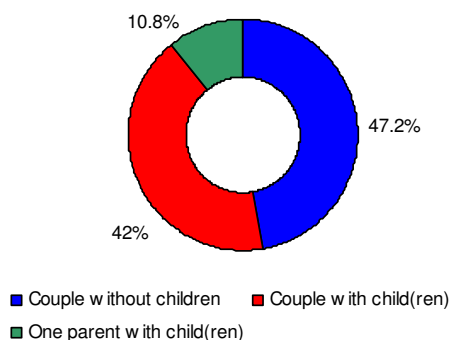


Age for usually resident population (number of people)
(Data from 2013 Census, Statistics NZ)
Profile Area

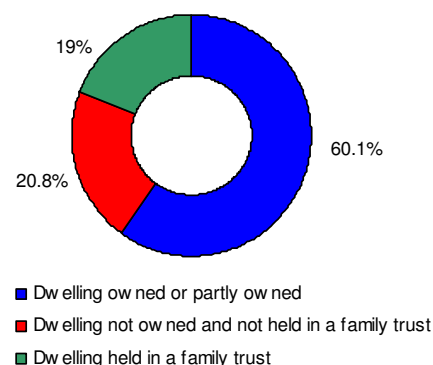




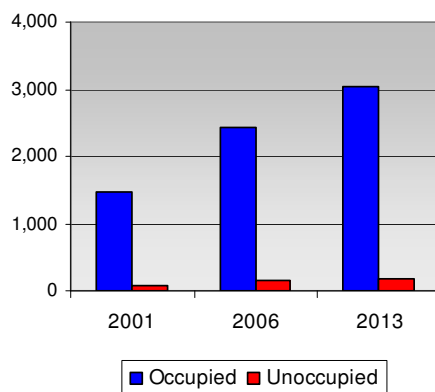
Family type (%)
(Data from 2013 Census, Statistics NZ)



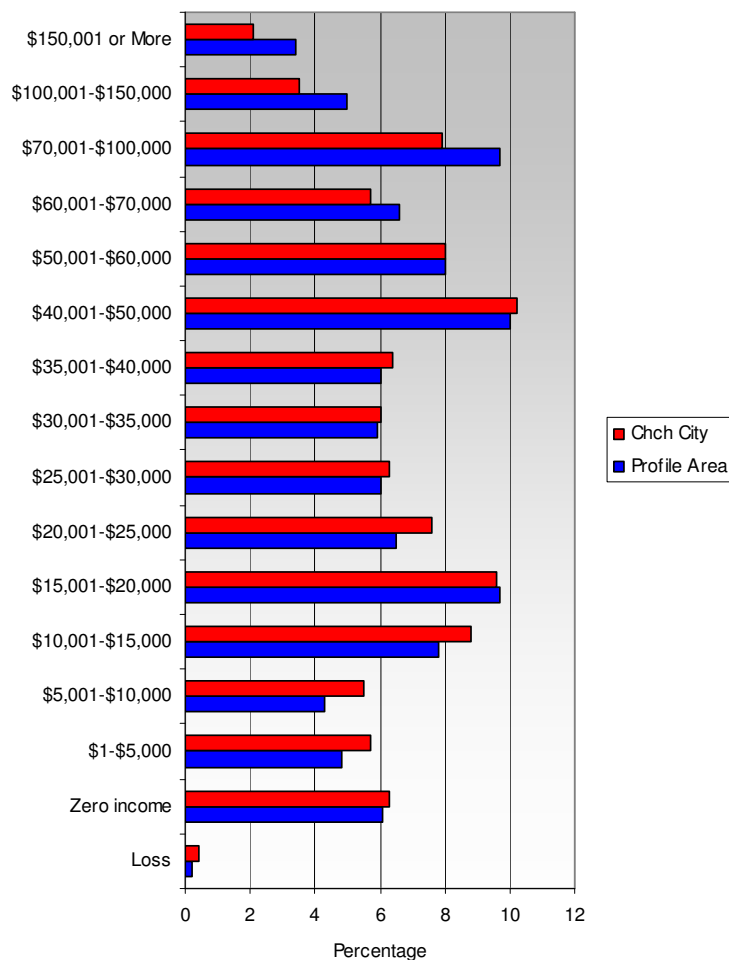
Home ownership (%)
(Data from 2013 Census, Statistics NZ)



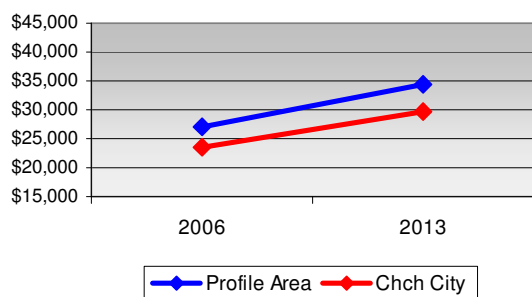
Occupied and unoccupied dwellings
(Data from Statistics NZ)



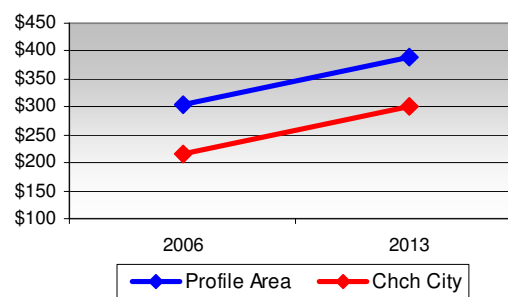
Personal income for Profile Area compared to Christchurch City
(Data from Statistics NZ)

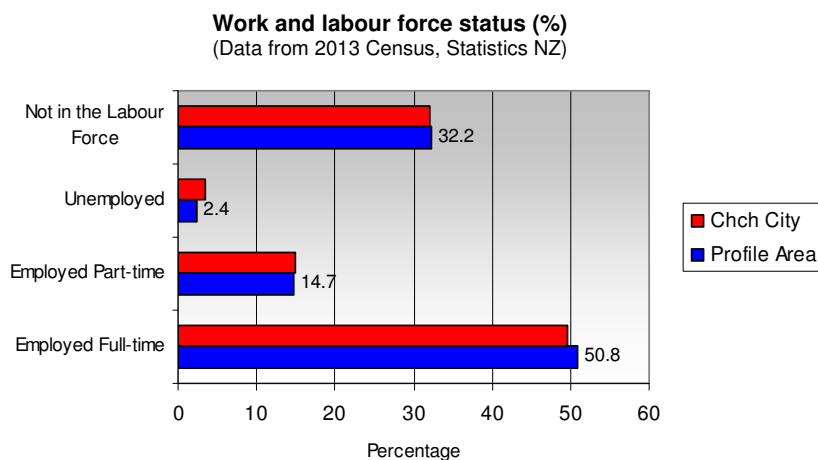


Median personal income for Profile Area compared to Christchurch City
(Data from Statistics NZ)

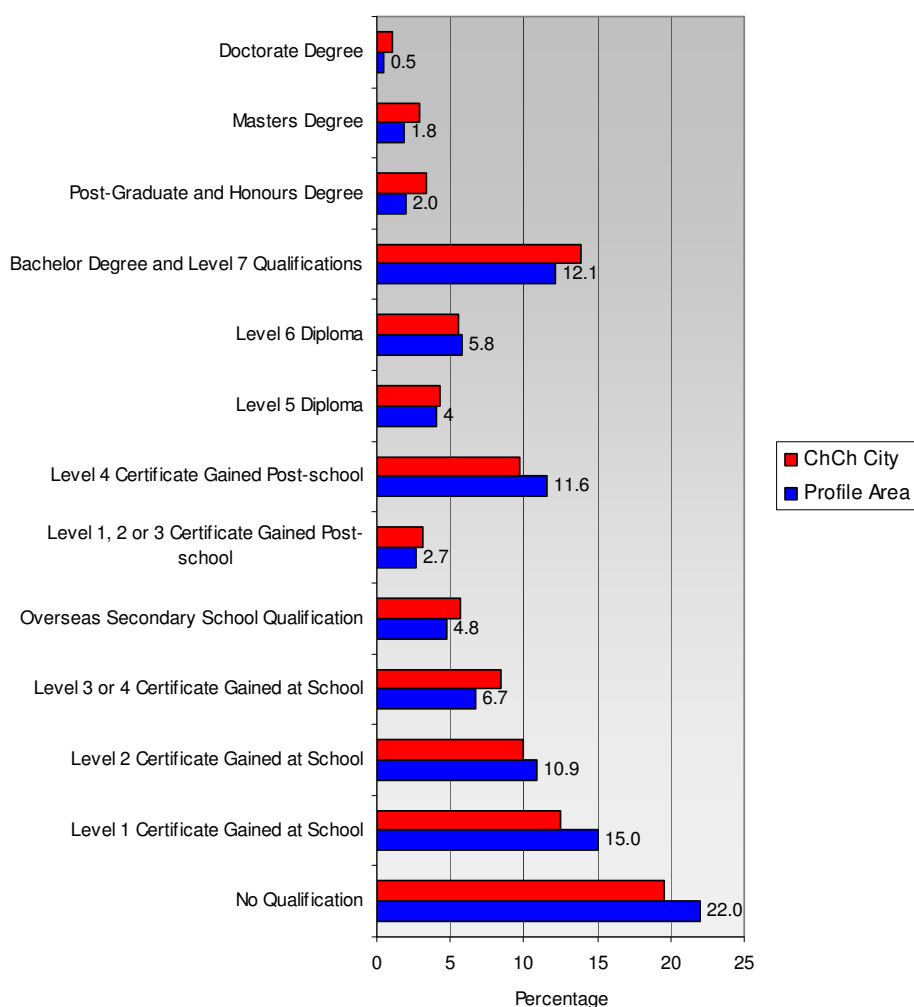


Median weekly rent for rented households, in private occupied dwellings
(Data from 2013 Census, Statistics NZ)

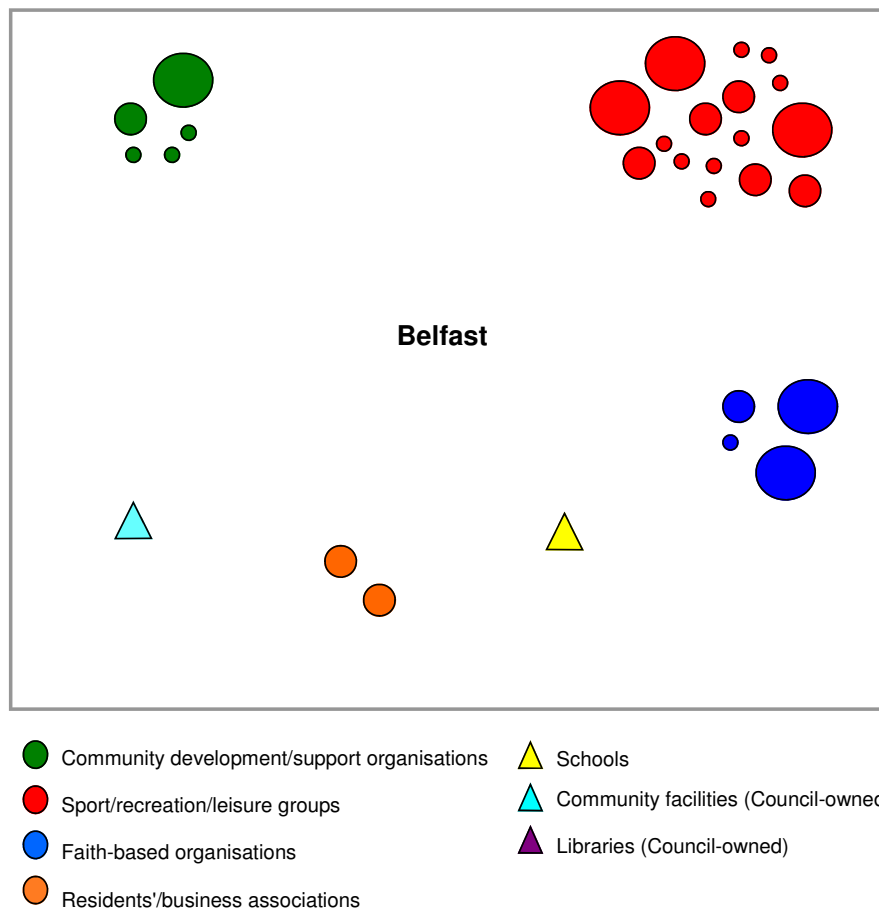




Highest educational qualification for the census usually resident population, aged 15 years and over
(Data from 2013 Census, Statistics NZ)



Community infrastructure mapping

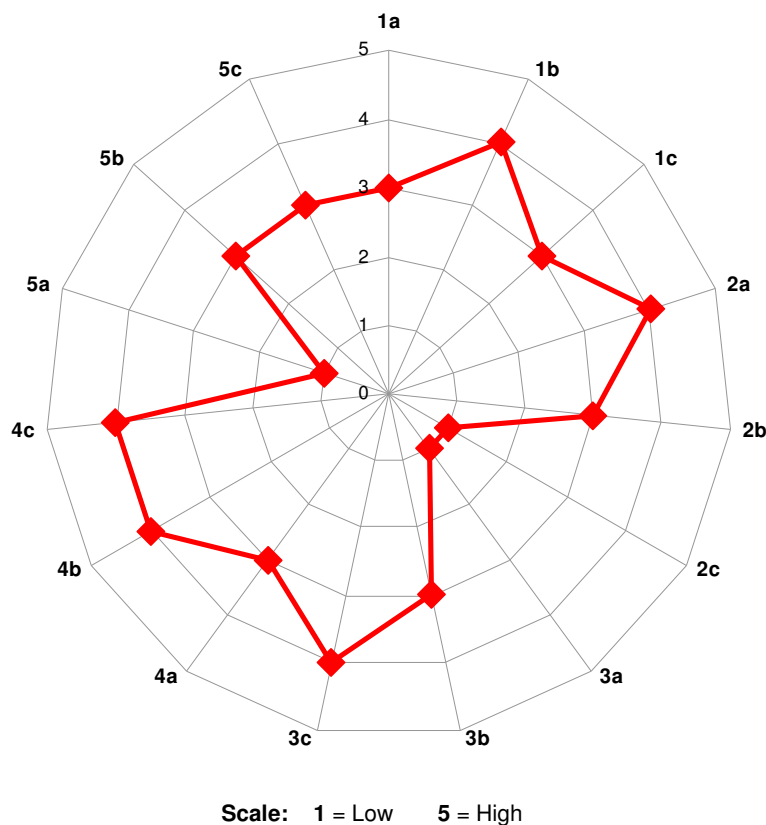


The above ratings have been based on reach, diversity and participation. For example, bigger circles tend to be groups that provide a wider range of services, or have large numbers of participants. They also tend to be groups that are well-networked within the community.

Belfast has 27 identified community organisations/groups across the zone. These are spread across five sectors: five community organisations, seven sports organisations, eight recreation/leisure groups, four faith-based organisations and two residents' group. There are no identified business associations or meeting venues in this zone.

There are two organisations which show high reach and impact across the zone. There is one group with strong community development principles working in the area. There are clearly a greater number of recreational groups and sports organisations which have increased participation from the zone.

Community resilience mapping



15 measures of resilience

Community Support Organisations		(rating)
1a	# of organisations	(3)
1b	strength of organisations	(4)
1c	community development principles	(3)

Volunteering		(rating)
2a	investment in volunteers	(4)
2b	# of volunteer hours from Fundforce	(3)
2c	# of volunteer hours from Census	(1)

Connectedness		(rating)
3a	# of Neighbourhood Support groups	(1)
3b	# of residents' associations	(3)
3c	access to networking groups/forums	(4)

Participation		(rating)
4a	community events	(3)
4b	Fundforce participation rates	(4)
4c	club membership #s	(4)

Preparedness		(rating)
5a	# of Neighbourhood Support groups	(1)
5b	# households in Neighbourhood Support	(3)
5c	capability of groups to lead local response	(3)

Note: 2b, 4b - These ratings only take into account figures from community projects funded by Council.
2c - These figures are based on 2006 Census data as this information is not yet available for 2013.
3a, 5a, 5b - These ratings are based on groups and households registered with Christchurch Gets Ready as at November 2013.

Community environment

Social environment

Belfast has undergone considerable growth in the past decade; this has changed the face of the community, the services provided and general infrastructure.

Belfast Community Network (BCN) is the area's largest community development agency; BCN was forced to move from its facility on Main North Road due to earthquake damage. Staff and services over the past two years have been temporarily located at Belfast Primary School, Belfast Pool and more recently at the Belfast Rugby Club as they await the construction of a temporary facility. This has now been placed on Sheldon Park, adjacent to the Belfast Bowling Club. It is hoped that the BCN community facility will open in March 2014.

Sheldon Park is the largest recreational park in the heart of Belfast and is fast becoming a major community hub in Belfast. Sheldon Park currently houses the local outdoor summer pool, the Rugby Club, the Bowling Club, play ground, Belfast Community Network facility and play centre and in 2014 a new skate park will be built on the front of the park. Belfast is currently well-served by Belfast Community Network; faith-based services, and varied sports organisations.

Sheldon Park is seen as a critical community resource with its 100-year history and its open recreational space as Belfast evolves into the future. It is forecast that 2900 households will be developed in Belfast with the majority built before 2021. Community workers acknowledge the changes this will bring with new community dynamics as people from other parts of the city relocate to this zone. Local agencies are preparing to respond to the imminent changes as new housing and industrial growth occurs, by working collaboratively where possible to meet these needs.

The rapid growth within the Belfast area over the last decade has resulted in some 'growing pains' where community and physical infrastructure have not quite kept pace. As a result of the earthquakes, plans for expansion and subdivision of land for residential and industrial development have been fast-tracked. The community has raised concerns about improved intersections, pedestrian access, cycle links, and main road speeds. These concerns are raised constructively through the two proactive residents' associations within the Belfast and Northwood areas that are involved with local decision-makers.

Built environment

Over the next eight years a significant amount of land is earmarked for residential and commercial subdivision, and it is anticipated 6579 sections will become available; this land is for both residential and commercial use. Belfast has seen residential land developments with The Groynes Park that will have a total of 402 residential house sites; The Groynes Park is currently selling stage one of the subdivision. The Belfast Village is another residential subdivision that will open up for residential sale in the near future but land work is still being completed. Both of these subdivisions sit on the northern side of Belfast. The Christchurch City Council has made a commitment through the Belfast Area Plan (BAP) which states that "as the area continues to develop, it is important to retain and enhance the environmental assets valued by the community. The BAP provides a mechanism for ensuring that the community's vision for the area is achieved while protecting the local environment and character."

The Northern Arterial Motorway and the Western Bypass Routes are currently under construction and it is forecast that on completion traffic volumes should decrease on Main North Road and Johns Road. This will have a major effect on the character of Belfast, enhancing the area's identity as a semi-rural village and improving liveability. With these motorways a significant amount of traffic will divert away from Belfast. This will be a relief for those residents who have been expressing issues for years around speeds, conditions of roads, and effects that these factors are having on their properties. The Belfast residents are awaiting the completion of the motorway bypass with much relief.

In late 2013 it was announced also that the Council would be extending the Northern Rail Route cycle way. The cycle way was extended to Redwood in 2012 and will now extend to Belfast. This will mean that cyclists have a cycle way direct to South Hagley Park and the Central City. The new cycle way is forecast for the near future, but no specific dates have been given. The extension of this route will provide a connection from Factory Road in Belfast to South Hagley Park in the Central City. It will provide a facility for those living in the north, connecting with schools and local centres. There are connections to the Grassmere, Airport and University routes.

There are two Christchurch City Council housing complexes, 33 Housing New Zealand properties and one Salvation Army complex that provide social housing for people in the Belfast area.

Research continues to be completed by the Council surrounding Council-owned facilities in Belfast as the population grows and what the needs will become for this community. It is forecast that a new library will go into Belfast but the location is yet to be decided and further consultation should take place in 2014.

Economic environment

According to the Real Estate Institute of New Zealand 53 dwellings were sold in the REINZ Northern Inner area (this also includes Belfast, Papanui, Redwood and Bishopdale). The median price rose from \$289,000 for the year ending September 2012 to \$420,000 for 2013. This is greater than the 13 per cent increase reported by Quotable Value for house values in 2013.

The latest figures released on the real estate market for August to October 2013 showed that 11 properties were sold in the Belfast area and had a median sale price of \$295,000. Three Properties were sold in Belfast west with a median sale price of \$374,000

The shopping complex (Supa Centa) was built in 2004; the centre houses two major supermarkets and major brand shops. It is planned that as Belfast grows so will the Supa Centa. Surrounding properties have been purchased for the expansion of the Supa Centa in the future.

Physically the area of Belfast suffered little damage from the earthquakes; however, the impact of the earthquakes has been felt socially and financially as many residents were employed in parts of the city that were severely damaged.

The access to local services has improved as Belfast has expanded with two medical centres, two supermarkets, one petrol station, and one pharmacy but there is still no dentist in Belfast. In 2006 there were 500 businesses operating supporting 2,410 jobs, now in 2013 it is reported that there are 711 businesses within Belfast supporting 2,820 jobs.

Natural environment

Belfast residents enjoy an environmental setting in natural and cultural assets that provide a sense of both local pride and identity for many residents.

There are 15 parks and reserves within the Belfast profile area. One of these parks is the Belfast Cemetery which is set for future expansion within surrounding property. In the heart of Belfast there is Sheldon Park which celebrated its 100 year history in 2013 and on the north entrance to Belfast there is also the large Department of Conservation land Ōtukaikino.

Ōtukaikino is a 13 hectare freshwater wetland reserve at the entrance to north Belfast that has been gradually restored since 1992. It is one of the few remaining original wetlands that were once common around Christchurch for local Māori. The Department of Conservation land is managed as a "Living Memorial". Ōtukaikino is significant for Te Rūnanga o Ngāi Tahu and is especially appropriate for a Living Memorial. This wetland was once used for burial preparation and is designated a 'Wāi Tapu' site.

The Styx Mill Conservation Reserve is approximately 57 hectares extending along the Styx River for nearly 1.6 kilometres. It provides walkways, picnic spots and general recreational activity.

As housing and industrial developments are completed, it is deemed more important than ever to ensure that Belfast's natural values and local ecosystems are considered through the protection, enhancement and restoration of local geology and soils, water and wetlands and flora and fauna. This includes accessible, interconnected networks of open spaces which offer diversity in function, type, and size of parks and reserves to meet local and regional needs. As a result of fast-paced change it will also be important to promote and protect Belfast's heritage features and conserve places of historical and cultural importance.

Land condition

Prior to the land announcements on 28 October 2011 there was a small amount of land zoned 'orange' in the area around Northwood Boulevard. This area has subsequently been reclassified as 'green', with the new Department of Building and Housing (DBH) technical classifications of 'blue' and 'yellow'.

Technical Category 3 (TC3) – Moderate to significant land damage from liquefaction is possible in future significant earthquakes. Repair/rebuild process can begin on buildings that do not require foundation repair or rebuild. Site-specific investigation is required for those that do.

Technical Category 2 (TC2) – Minor to moderate land damage from liquefaction is possible in future significant earthquakes. Repair/rebuild process can begin.

Areas around Northwood Boulevard, Mounter Avenue, Englefield Road and Tisch Place are zoned as TC3. The rest of the Belfast residential area is zoned TC2. The rest of the zone is classified as unzoned – Rural and Unmapped. These classifications, released in late-October 2011, provide some further clarity around approaches to repair and rebuild options for homeowners.

Key issues identified

Issue	Progress to date / outcomes
<ul style="list-style-type: none"> The emotional impact on people, particularly those who live alone, the elderly or those who have a disability. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> Belfast Community Network and local churches continue to provide opportunities for older people to gather and socialise and have raised this as a priority. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Belfast Community Network has employed an older adult's worker for 20 hours a week who is working with the older Belfast population. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Belfast Community Network continues to look at ways to engage with the Belfast elderly population through the 20 hours a week paid worker at Belfast Community Network Belfast Friendly Club continue to meet once a month and are looking at different activities that engage with users on all different levels and would expand on their current numbers. Handi-scope in Redwood do work with those with disabilities from Belfast on a weekly basis. This service will be moving back to Papanui in 2016 but this should not be an issue to users as taxis support this project also.
<ul style="list-style-type: none"> Pressure on existing services and schools will increase over time as residential subdivision developments are completed. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> The Ministry of Education's announcement on the possible closure of Ouruhia School will impact on Belfast Primary School. Community consultations continue as they work to the timeframe given by the Ministry. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Ouruhia School is not closing in the near future. <p><u>November 2014</u></p> <ul style="list-style-type: none"> No major change as residential subdivisions are still in development stage. The Belfast community will be surveyed in 2015 so comparisons can be made as the Belfast community develops into the future.
<ul style="list-style-type: none"> A library and community facility is planned for this area. It is unclear where the library will be located; however, once potential sites are identified the project will go out to public consultation. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> It is expected that this body of work will commence in 2014. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Public consultation to start in 2014.

Issue	Progress to date / outcomes
continued...	<p><u>November 2014</u></p> <ul style="list-style-type: none"> Library is planned for Belfast but the community consultation process still needs to be undertaken.
<ul style="list-style-type: none"> The red-zoning of Brooklands and the possible closure of Ouruhia School presents Belfast with opportunities to absorb students and pre-schoolers from that area. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> At the time of writing the Belfast Primary School has a roll of 480 with capacity for 700–900 over time. The Belfast Kidsfirst Playcentre is nearly at capacity with a roll of 37 and capacity of 40. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Belfast Primary School is still sitting around a similar roll, but the roll is expected to grow and preparations for this are being made. <p><u>November 2014</u></p> <ul style="list-style-type: none"> No Change
<ul style="list-style-type: none"> There are many opportunities to create strong communities as people move into the area and populate new housing subdivisions. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> Ongoing work with residents' associations and the establishment of new neighbourhood support groups. <p><u>November 2013</u></p> <ul style="list-style-type: none"> The Council continues to work alongside both residents' associations and support neighbourhood support groups. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Council continue to work with local community groups on how to build and maintain the strong sense of community that Belfast holds. The 2015 Survey will help guide local groups on how to support the wider community as the Belfast community grows into the future.
<ul style="list-style-type: none"> The Northern Arterial Motorway will draw traffic flows away from Main North Road. It is expected to provide: <ul style="list-style-type: none"> Safer streets: Moving heavy traffic off suburban roads will make them more pleasant for walking, cycling and public transport. Improved access: Freight will move more efficiently in and out of Lyttelton Port. Improved travel times: The extra lanes will make travel times shorter and more reliable. Economic growth: Urban, commercial and industrial development in the Belfast Area Plan will be supported by the construction of the new motorway. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> The February 2011 earthquake has altered the project's progress. However, the planning process for the project will continue, although there will be a need to maintain flexibility. <p><u>November 2013</u></p> <ul style="list-style-type: none"> The work was started north of Kaiapoi for the entrance of the motorway in 2013 and property is being prepared. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Residents are looking forward to the motorways as the congestion on the main north road during peak hours is taking a toll on both the residents and the infrastructure.

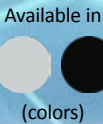
Issue	Progress to date / outcomes
<ul style="list-style-type: none"> The capacity of local community organisations to meet the demands of the growing population. The community also lacks youth workers. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> Council staff to work with local groups to ensure strong strategic planning is carried out. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Belfast Community Network has a youth worker working 20 hours a week supporting local youth. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Belfast Community Network has a community worker which encompasses youth working elements. The worker has developed successful youth programmes and activities to meet a growing need and has also been instrument in networking across the Shirley Papanui area with other youth agencies. It is hoped in 2015 the Shirley Papanui Youth Cluster will strengthen the youth community across the area and support each other.
<ul style="list-style-type: none"> An opportunity exists for the local community to develop a strong strategic plan, taking into consideration the growth expected over the next 5–10 years. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> Belfast Community Network and member organisations to work on this. A recent needs analysis has been completed. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Local community organisations continue to plan and work collaboratively for the future needs of Belfast to ensure there is no duplication of services. Belfast Community Network is focused on what new programmes can be offered within the new facility. The Network is determined to be innovative in the planning for the future. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Local Community groups continue to be open and innovative in what they are involved in the community. Belfast Community Network are excited at the prospect of a Survey in 2015 to make sure that their long term planning is on track to what the communities wants and needs are. Northwood Residents Association continues to be interested in opportunities that exist within the community and be an advocate for those within the community that need advice and support. The Belfast area is near completion around a Civil Defence plan that has seen all major players in the area have input into this localised plan for the future of Belfast.

Issue	Progress to date / outcomes
<ul style="list-style-type: none"> Plunket has reported an increase in babies as people move into the area. 	<p><u>November 2012</u></p> <ul style="list-style-type: none"> Belfast Community Network to collaborate with local agencies to ensure a co-ordinated response to services. <p><u>November 2013</u></p> <ul style="list-style-type: none"> Community organisations are still looking at creative ways to work with Plunket as the population grows. Real Steps Trust runs programmes that incorporate the younger generations during the week. <p><u>November 2014</u></p> <ul style="list-style-type: none"> Plunket continue to run a weekly programme from their facility off main north road but Plunket are looking at ways they can better engage with the Belfast Community around the local whanau.

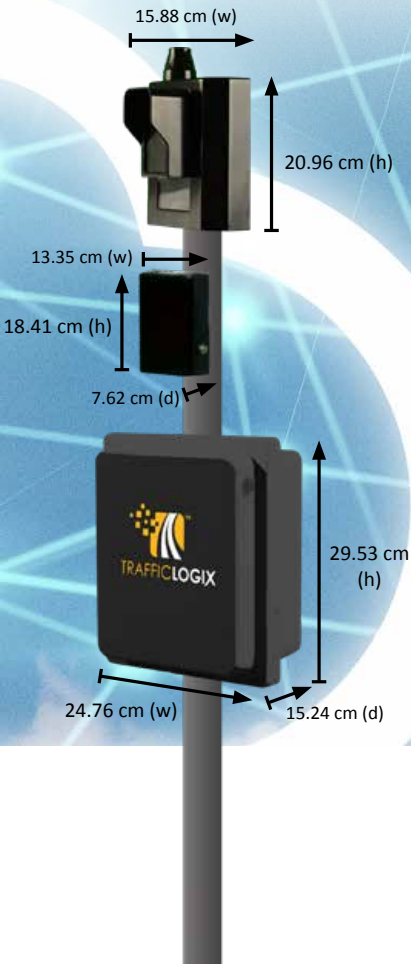


The Guardian Pro speed camera system offers discreet image capture from multiple lanes with pinpoint accuracy.

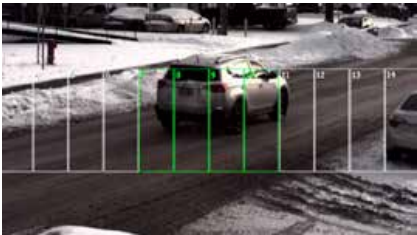
The Guardian Pro speed camera system is a fully integrated multi-beam infrared speed enforcement camera. The system tracks vehicles in multiple lanes with highly accurate LEDDAR technology and is invisible to radar detectors.



Features
Focal length camera for use in both day and night time image capture
Violators are photographed from multiple lanes simultaneously , making this an ideal solution for multi-lane roadways
On-camera interface allows you to set local speed limit, violation speed limit , and how many images to capture per violator
Technology fully operational in all weather conditions including fog, rain, snow, or intense heat or cold
Powered by AC power supply with option to use solar power when connected to trailer
Zero software footprint with no required software installation
Warnings can be customized and automated to warn violators
Data is accessible from anywhere with an internet connection
Two year warranty on camera, one year warranty on batteries



Sample Image Capture



Feature	Specifications
Camera/Imaging	
Resolution (H × V)	Full HD, 1920 × 1080 pixels
Camera Lens	CS mount; focal length; suitable for day/night time operation
Mechanical Specifications	
Operating temperature	-20° C to 65° C
IP rating	IP65
Camera Housing	Aluminum, light gray or black
Weight	1.66 Kg / 3.65 lb
Dimension of camera	20.96 cm (H) × 15.88 cm (W) × 6.99 cm (D)
LEDDAR Sensor	
Range of speed sensor	up to 35 meters
Number of traffic lanes	up to 2
LED wavelength	940 nm
Sensor Beam Angle	Guardian Pro: 18° horizontal × 7.5° vertical Guardian Pro Mobile: 24° horizontal × 7.5° vertical
OCR/Back plate/Front plate	Server-based. Front/Rear plate
Speed measurement range	0 to 170 km/h (110 mph)
Mounting height	2 meters to 3.8 meters
Processor/Storage/OS	
CPU	800 MHz Quad-core ARM A9
Memory	2 GB of RAM
Storage	8 GB of flash (non-volatile) storage
Buffer	approximately 400 incidents (with typical settings)
Operating System	Custom-built Linux

Feature	Specifications
Illuminator (required for night time operations; available on request)	
Internal/External	External
Model	AXTON Smart AT-32S-A 30° Infrared Illuminator (850nm)
Wavelength	850nm
Power supply voltage	24 V DC
Instant Current	1.04 Amps
Power consumption	approximately 25 Watts
Dimensions	18.41 cm (H) × 13.35 cm (W) × 7.62 cm (D)
IP rating	IP67
Electrical Specifications	
Power supply voltage	12 V DC
Current consumption	3 Amps
Power consumption	12-51 Watts
Current for external load	9 Amps
Communication	
Wi-Fi	Wi-Fi 802.11 b/g/n (client and hotspot modes)
GSM	3G/4G (2G compatible)
SIM card size	Standard
Ethernet	Standard wired Ethernet 100 BASE-TX
Warranty	
Camera	2 years
Batteries	1 year

WATER AND WILDLIFE HABITAT TRUST with WGA

Ōtūkaikino Catchment

Preservation and resilience of groundwater
dependent wetlands, waterways and lakes for
recreational use and enjoyment



WATER & WILDLIFE
HABITAT TRUST

WGA



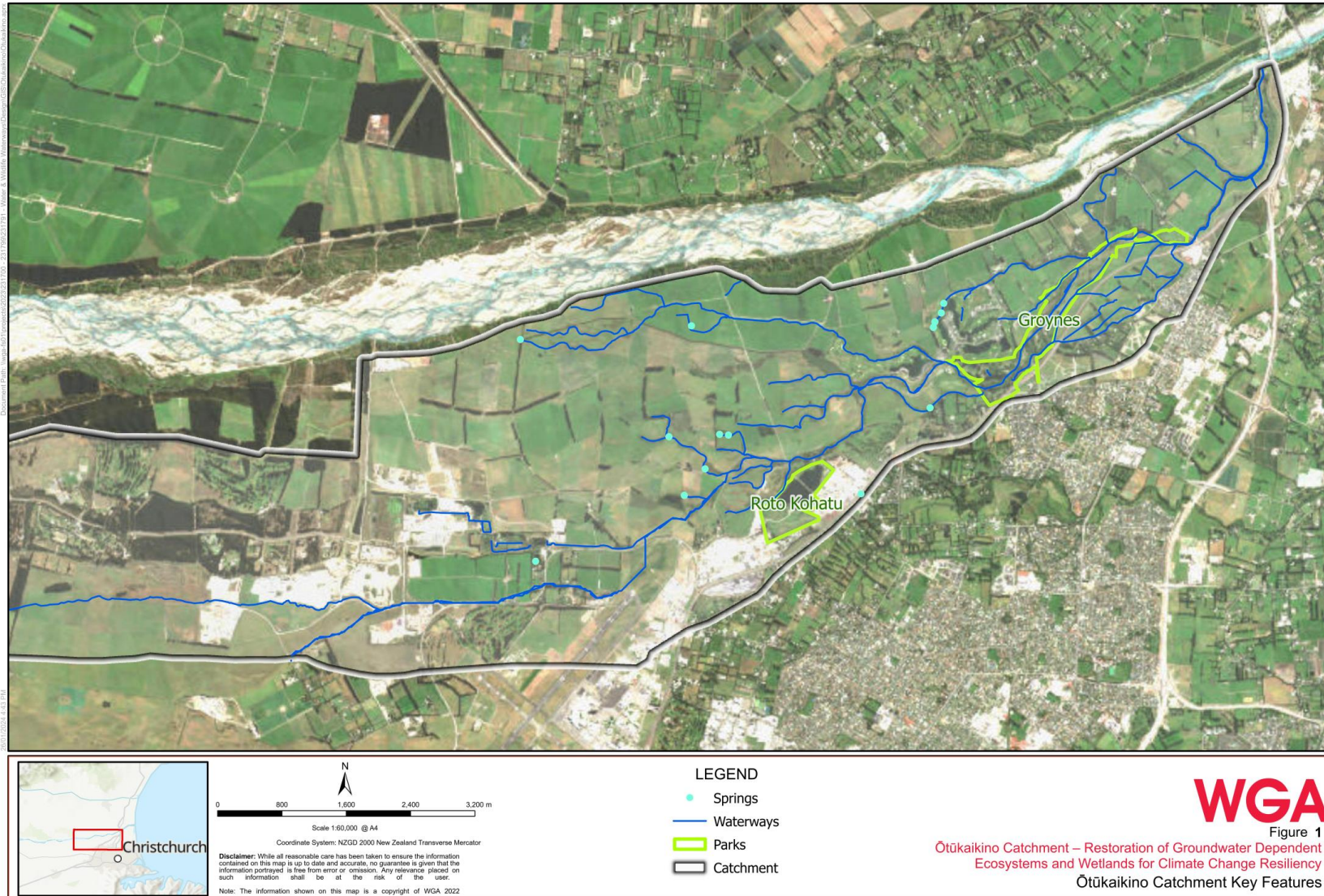
Objective

Roto Kohatu Recreational Reserve

Te Mana o Te Wai – Ōtūkaikino -

Healthy waterways, wildlife and landscapes for recreational use and enjoyment

- By adopting an integrated water management approach to maintain healthy ground and surface waterbodies using Natural based Solutions with a changing climate
- Providing for social, environmental and cultural well-being of our community
- Conserving rare and threatened flora and fauna





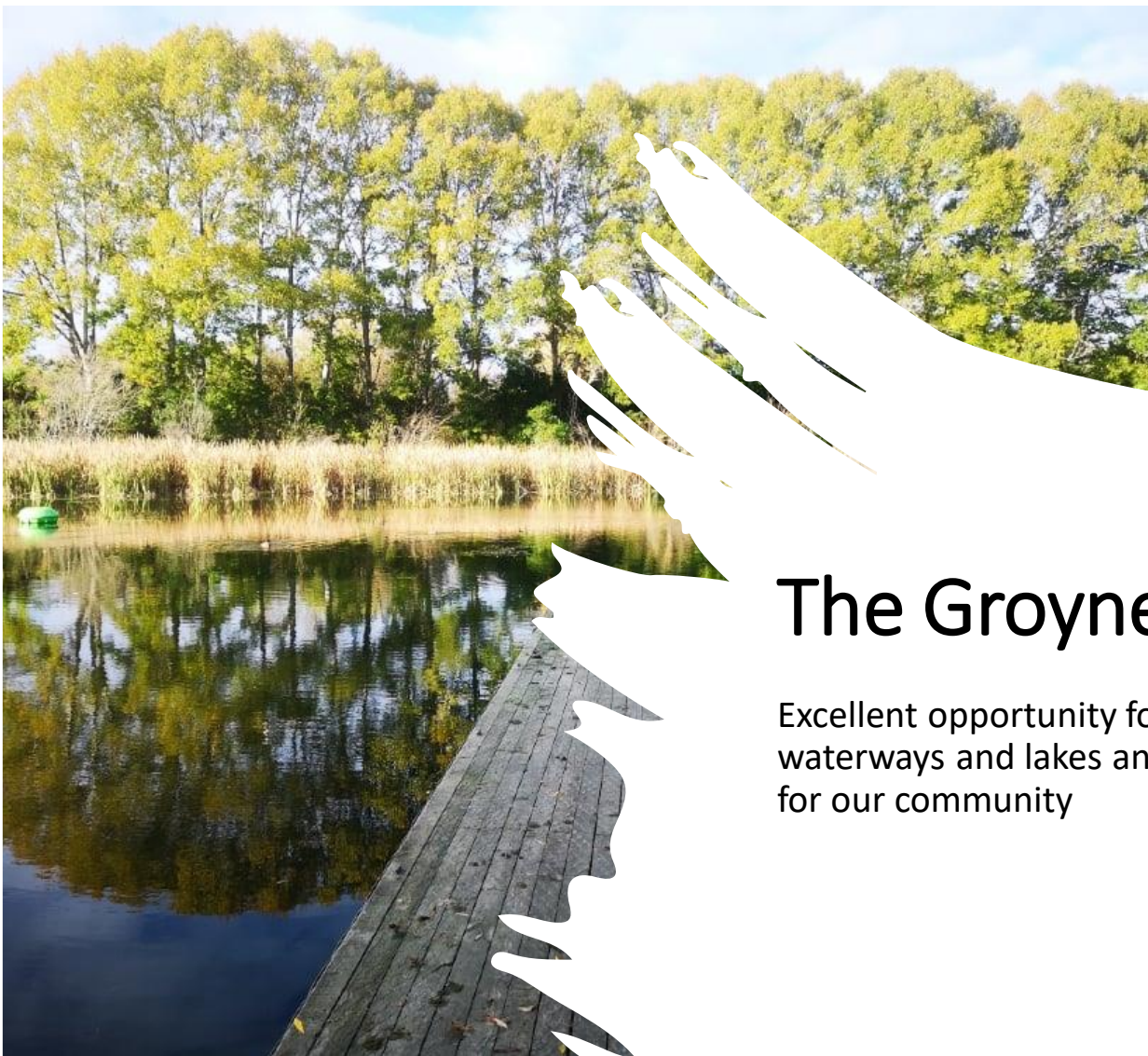
The Groynes Regional Park

Ōtūkaikino Catchment High Environmental, Social and Cultural Values

- Good to fair ecological health, water quality good to best in Christchurch
- Connected Springheads, wetlands, streams and lakes
- Significant ecological values with rare & threatened wildlife
- Productive land uses - grazing, cropping, urban, industrial
- Mahinga kai and wai tapu values for tangata whenua
- Facilities and amenity for open space recreational use and enjoyment

Threats:

- Declining groundwater level, climate change, weed and pest infestation, pollution loads
- Damaging land uses, pathogens and toxic algal blooms



The Groynes Regional Park

Excellent opportunity for healthy and diverse wetlands, waterways and lakes and wonderful open space recreation for our community



Roto Kohatu Recreational Reserve

Project proposal

- **Stage 1 Momentum Building and Conceptualisation**

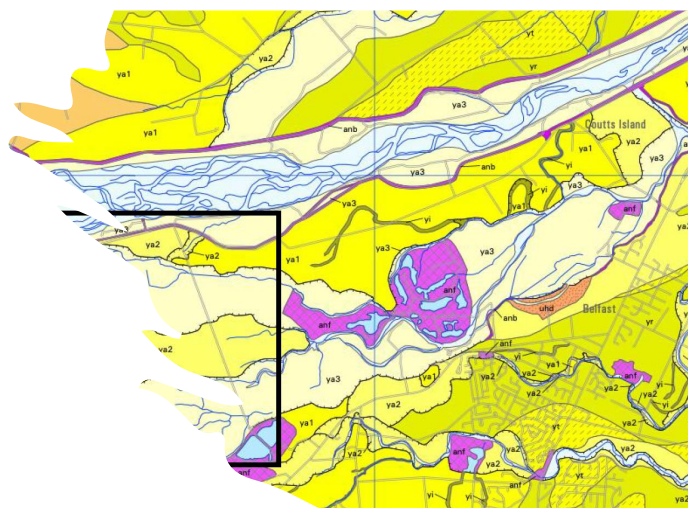
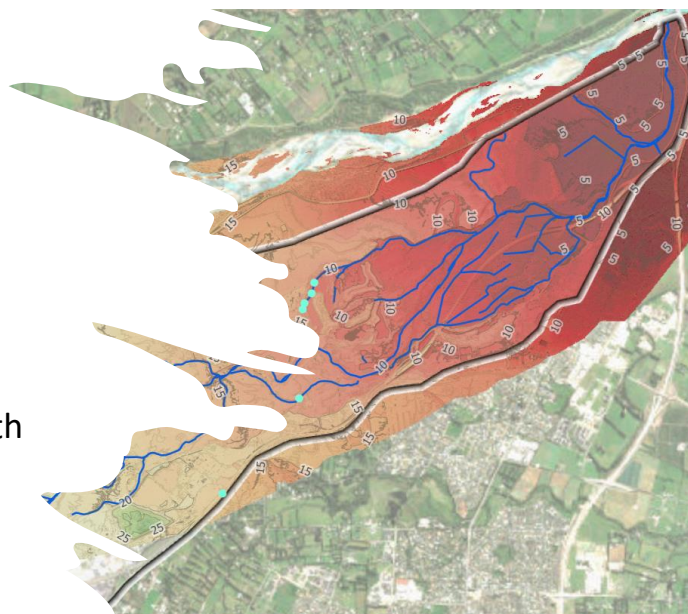
Scope the project concepts, gather external advice, and form a collaborative partnership with WWHT, WGA, CIAL, ECan, CCC, Runanga, QEII and Isaacs CWT

- **Stage 2 Feasibility Study Report**

Identify and assess the feasibility of options for management of surface water and groundwater supporting the Ōtūkaikino

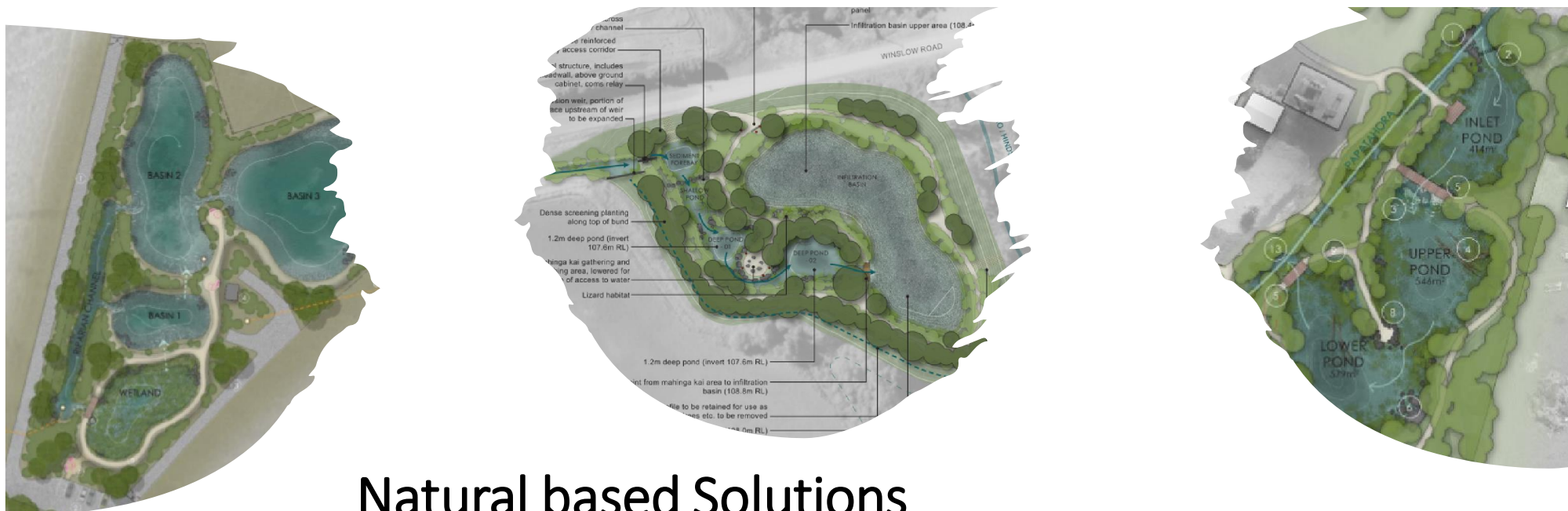
- **Stage 3 Funding and Implementation**

Design, consenting, implementation, and monitoring to manage the enhancement and resiliency of the Ōtūkaikino



Natural based Solutions as Project Guiding Principle





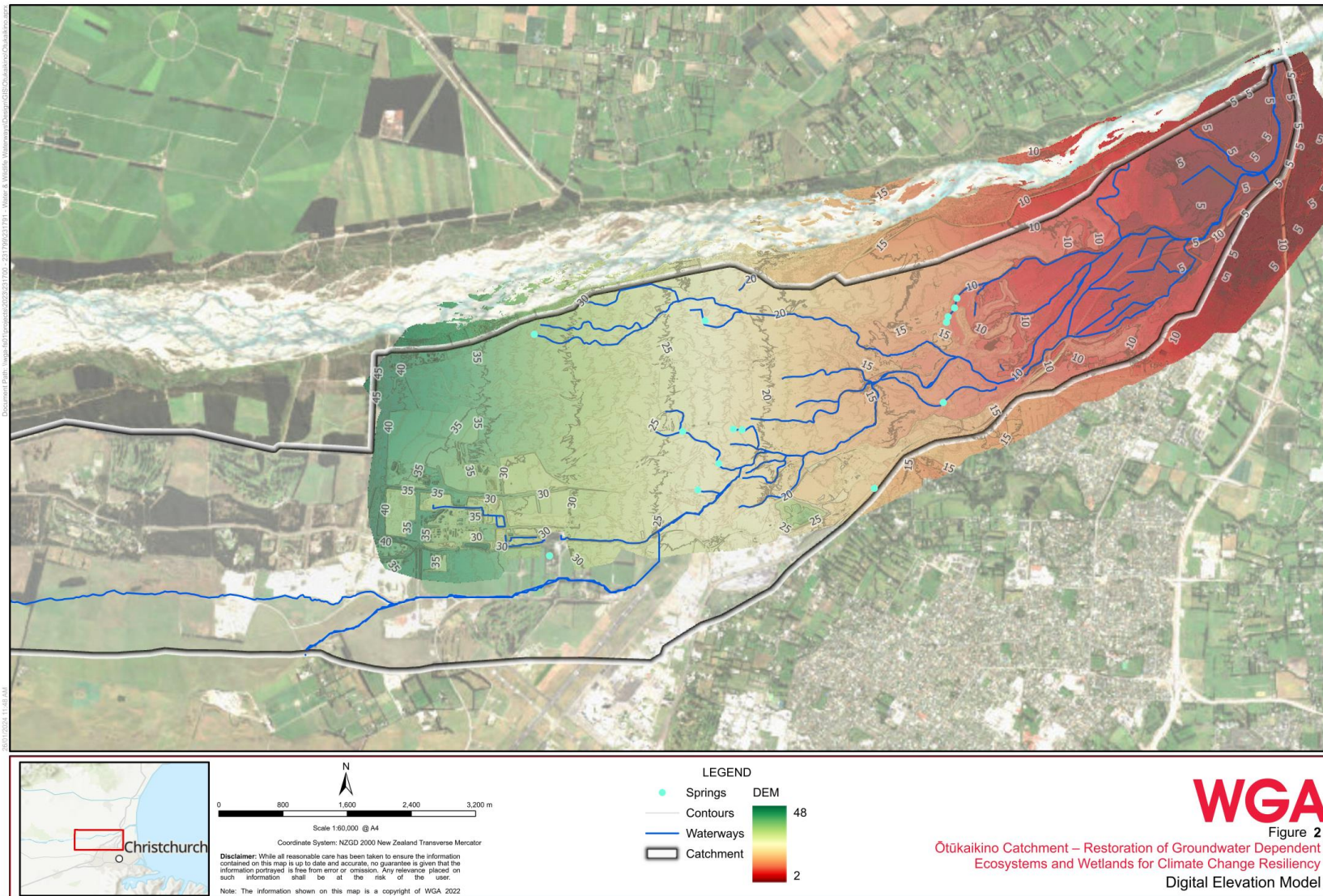
Natural based Solutions

- **Slow Water Down**

Infiltration ponds recharge groundwater for storage and release to downstream springs. Water treatment is provided by sedimentation ponds, riparian channels, wetlands, and natural attenuation in soil and aquifers.

- **Provide Ecological, Amenity, and Cultural Value**

Managing a more consistent water source contributes to the resiliency and future-proofing of existing streams and wetlands. Creation of new habitat with constructed wetlands adds amenity, mahinga kai, and wai tapu values.



Stage 1 – Conceptualisation

- Ōtūkaikino Catchment Project
Conceptualisation Mapping
- Restoration Wetland Options Development
- Sustainable Groundwater Management
Options Development
- Stage 1 Reporting
- Community and Stakeholder Presentations

Stage 2: prepare Feasibility Report on favored
management options



WATER & WILDLIFE
HABITAT TRUST

WGA

CCC Interests and Opportunities

- Adapting to a changing climate to maintain lake levels and stream flows in the Ōtūkaikino
- Healthy waterways, lakes and wetlands for the Ōtūkaikino
- Support Community open-space recreation – Roto Kohatu Recreational Reserve and the Groynes Regional Park

Join a collaborative partnership with WWHT, WGA, CIAL and hopefully ECan and Isaacs C&W Trust to implement the project proposal.



WATER & WILDLIFE
HABITAT TRUST

WGA