

Halswell-Hornby-Riccarton Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Halswell-Hornby-Riccarton Community Board will be held on:

Date: Tuesday 30 January 2018
Time: 4.30pm
Venue: Board Room, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

23 January 2018

Gary Watson
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Halswell-Hornby-Riccarton Community Board – Community Board Plan 2017-2019

Community Outcomes and Priorities

1. Strong Communities

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 1.1 A range of social and recreational initiatives which build and develop community wellbeing.
- 1.2 Culturally inclusive and celebrates diversity.

Our Board Priorities are to:

Community

- 1.3 Support and encourage the involvement of children and young people in all aspects of community life including decision making.
- 1.4 Support and advocate for initiatives that address poverty issues and improve the well-being of families and individuals.
- 1.5 Support and advocate for activities for older adults in the ward to reduce social isolation.
- 1.6 Advocate for culturally inclusive practices, where diversity is supported.
- 1.7 Consider disability access across all projects.
- 1.8 Ensure partnerships are created and strengthened with community organisations, schools and the University of Canterbury.
- 1.9 Foster the development of leadership and celebrate this across the wards.

Community Board Engagement

- 1.10 Advocate for the promotion and accessibility of the Community Board and its members so as to enhance more active participation and transparency in the Board's decision-making.
- 1.11 Supporting and enabling consultation to gain clear views from the community.

Social Wellbeing

- 1.12 Advocate for safe, well-run and attractive social housing and strategies that reduce homelessness in the city.
- 1.13 Support the creation of safe, accessible and connected places for people to meet in the community.
- 1.14 Support local events and activities that bring communities together.
- 1.15 Support innovative projects that enhance social wellbeing.

2. Liveable City

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 2.1 Residents feel safe in their communities and neighbourhoods.
- 2.2 Residents have ready access to parks and greenspace for recreational facilities and activities.
- 2.3 The cultural, natural and built heritage is acknowledged, valued and enhanced.
- 2.4 Children are provided with fun and safe environments.
- 2.5 Community facilities are provided that meet the needs of communities.
- 2.6 A safe, efficient and sustainable transport and local roading network.

Our Board Priorities are to:

Roading and Transport

- 2.7 Work with schools and community groups to ensure safe crossings and road networks near schools and along key transit routes.
- 2.8 Support public transport and cycling initiatives that promote increased usage.

Planning

- 2.9 Advocate for improvements to parks, greenspace and recreational facilities.
- 2.10 Advocate for the protection of the quality of residential living.
- 2.11 Monitor the issues of green field subdivisions and increasing intensification across the ward.
- 2.12 Advocate for the community facing the challenges of growth.
- 2.13 Advocate and make decisions on effective traffic management measures that contribute to meeting the needs and connectivity of local communities.
- 2.14 Monitor planning issues and support community concerns through appropriate channels.

Community Facilities and Playgrounds

- 2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community.
- 2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities.
- 2.17 Ensure that usage of Council facilities is being optimised.
- 2.18 Advocate for the provision of quality playgrounds throughout the wards.

Heritage

- 2.19 Support and advocate for the enhancement and protection of local heritage assets.

3. Healthy Environment

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 3.1 A commitment to protect and improve the local environment.
- 3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.

Our Board Priorities are to:

- 3.3 Support and advocate to maintain clean drinking water and high standards of air quality.
- 3.4 Monitor pollution issues, quarrying effects and compliance of consents.
- 3.5 Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.
- 3.6 Monitor and respond on parks and tree issues raised by the community.
- 3.7 Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.
- 3.8 Support and advocate for initiatives aimed at addressing climate change.

4. Prosperous Economy

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 4.1 Strong local business communities.
- 4.2 An environment where innovative projects are trialled and supported.
- 4.3 Has a strong social enterprise sector.

Our Board Priorities are to:

- 4.4 Continue to liaise with local business networks.
- 4.5 Support initiatives that promote a wide range of innovative practices.
- 4.6 Foster social enterprise initiatives.
- 4.7 Advocate for Council rate increases to be kept as low as possible.
- 4.8 Support the provision of more affordable and social housing.

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

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1. Apologies

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

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 Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday 12 December 2017](#) be confirmed (refer page 6).

4. Public Forum

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

The public forum will be held at 4.30pm.

5. Deputations by Appointment

5.1 Halswell Junction Road Extension

Hamish Clarke, Development Manager, Waterloo Business Park, will address the Board regarding the Halswell Junction Road Extension - Proposed New Link project (refer Agenda Item 7).

6. Presentation of Petitions

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

Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 12 December 2017
Time: 4.31pm
Venue: Community Room, Upper Riccarton Library,
71 Main South Road, Christchurch

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

12 December 2017

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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

Community Board Resolved HHRB/2017/00257

That the apologies received for lateness and for early departure from Anne Galloway and from Natalie Bryden for early departure, be accepted.

Ross McFarlane/Natalie Bryden

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved HHRB/2017/00258

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 28 November 2017, be confirmed.

Vicki Buck/Helen Broughton

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

11. Rotherham Street - Proposed Bus Stop

Community Board Resolved HHRB/2017/00259 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve that all parking and stopping restrictions on the western side of Rotherham Street commencing at a point 47 metres north of its intersection with Dilworth Street and extending in a northerly direction for a distance of 51 metres, be revoked.
2. Approve that the parking of vehicles be restricted to a maximum time period of 60 minutes on the western side of Rotherham Street commencing at a point 47 metres north of its intersection with Dilworth Street and extending in a northerly direction for a distance of 25 metres.
3. Approve that a bus stop, for pick up and drop off only, be installed on the western side of Rotherham Street commencing at a point 72 metres north of its intersection with Dilworth Street and extending in a northerly direction for a distance of 26 metres; these restrictions are to apply 9am to 5pm, Monday to Sunday inclusive.
4. Approve that the parking of vehicles be restricted to a maximum time period of 60 minutes on the western side of Rotherham Street commencing at a point 72 metres north of its intersection with Dilworth Street and extending in a northerly direction for a distance of 26 metres; these restrictions are to apply 8am to 9am, and 5pm to 6pm, Monday to Sunday inclusive.
5. Note that the bus stop is being provided in this Rotherham Street location on the understanding that the tour operator is using the route *"from Riccarton Bush via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city"*.

Helen Broughton/Vicki Buck

Carried

Debbie Mora requested that her vote be recorded against the above decision.

8. Halswell-Hornby-Riccarton - Proposed Bus Passenger Shelter Installations and Bus Stop Line Marking Remediation

Community Board Resolved HHRB/2017/00260 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve the installation of a bus shelter at the following locations:
 - a. Corsair Drive, adjacent to 90 The Runway,
 - b. 59 Waimairi Road,

- c. 58 Patterson Terrace, adjacent to Patterson Reserve,
 - d. 78 Springs Road,
 - e. Caulfield Avenue (opposite Longhurst Health Centre, adjacent Greenway Park), north west of Hamill Road on the north side of the road,
 - f. New bus stop on Awatea Road (opposite Summerset Retirement Village and adjacent Carrs North Basin Drainage Reserve), south east of Carrs Road on the south side of the road,
 - g. 13 Springs Road, and
 - h. 51 Main South Road
2. Approve the following bus stop parking restrictions remediation at an existing bus stop at 78 Springs Road:
- a. Approve that all parking and stopping restrictions on the north side of Springs Road commencing at a point 50 metres east of its intersection with Neill Street and extending in an northerly direction for a distance of 29 metres, be revoked.
 - b. Approve that the stopping of vehicles be prohibited at all times on the north side of Springs Road commencing at a point 50 metres east of its intersection with Neil Street and extending in an northerly direction for a distance of 11 metres,
 - c. Approve that a marked bus stop be installed on the north side of Springs Road commencing at a point 61 metres south east of its intersection with Neill Street and extending in an northerly direction for a distance of 14 metres.
 - d. Approve that the stopping of vehicles be prohibited at all times on the north side of Springs Road commencing at a point 75 metres east of its intersection with Neill Street and extending in an northerly direction for a distance of four metres.

Vicki Buck/Helen Broughton

Carried

Anne Galloway arrived at 5.07pm.

9. Skyhawk Road,Wigram - Access to Public Transport - Provision of Bus Stops Community Board Resolved HHRB/2017/00261

The Halswell-Hornby-Riccarton Community Board resolved to defer the Skyhawk Road – Provision of Bus Stops proposal to enable a revised report based on Option 2 to be presented to the Board for consideration in the New Year.

Jimmy Chen/Debbie Mora

Carried

10. Central Wigram - Provision of Layover Bus Stop on Corsair Drive South of The Runway

Community Board Resolved HHRB/2017/00262 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve that all parking and stopping restrictions on the west side of Corsair Drive commencing at a point 30 metres south of its intersection with The Runway and extending in a southerly direction for a distance of 32 metres, be revoked.
2. Approve that the stopping of vehicles be prohibited at all times on the west side of Corsair Drive commencing at a point 30 metres south of its intersection with The Runway and extending in a southerly direction for a distance of 6.5 metres.
3. Approve that a marked bus stop be installed on the west side of Corsair Drive commencing at a point 36.5 metres south of its intersection with The Runway and extending in a southerly direction for a distance of 14 metres.
4. Approve that the stopping of vehicles be prohibited at all times on the west side of Corsair Drive commencing at a point 50.5 metres south of its intersection with The Runway and extending in a southerly direction for a distance of 11.5 metres.

Ross McFarlane/Anne Galloway

Carried

12. Halswell-Hornby-Riccarton Community Board Youth Development Fund 2017-18 - Applications - Christchurch Boys' High School and Quantelle Kira-Kapua Community Board Resolved HHRB/2017/00263 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve the making of a grant of \$500 from its 2017-18 Youth Development Fund to Christchurch Boys' High School towards the cost of Joshua Taula travelling to South Africa to compete in the World Rugby Festival from 2 to 7 April 2018.
2. Approve the making of a grant of \$200 from its 2017-18 Youth Development Fund to Quantelle Hira-Kapua towards the cost of the Abel Tasman Tramp from 13 to 17 December 2017.

Helen Broughton/Debbie Mora

Carried

**13. Halswell-Hornby-Riccarton Community Board – 2018 Meetings Schedule
Staff Recommendations**

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Adopt the following dates, time and venue for its ordinary meetings for 2018:

Tuesday 30 January 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 13 February 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 27 February 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads

- | | | |
|---------------------------|--------|---|
| Tuesday 13 March 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 27 March 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 10 April 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 24 April 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 15 May 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 29 May 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 19 June 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 10 July 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 24 July 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 14 August 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 28 August 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 11 September 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 25 September 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 16 October 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 30 October 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 13 November 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 27 November 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
| Tuesday 11 December 2018 | 4.30pm | Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads |
2. Approve that the ordinary meetings of the Halswell-Hornby-Riccarton Community Board will generally be followed by a Seminar and/or Workshop.
 3. Hold a Public Forum at its second ordinary meeting of the month.
 4. Informally connect as Board members on topical issues, and with the communities of Halswell-Hornby-Riccarton on matters of mutual interest, on the Tuesday of the Council's monthly 'community week' generally from 4pm to 6pm.

Community Board Resolved HHRB/2017/00264

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Adopt the following dates, time and venue for its ordinary meetings for 2018:

Tuesday 30 January 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 13 February 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 27 February 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 13 March 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 27 March 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 10 April 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 24 April 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 15 May 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 29 May 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 19 June 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 10 July 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 24 July 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 14 August 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 28 August 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 11 September 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 25 September 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 16 October 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads
Tuesday 30 October 2018	4.30pm	Board Room, Fendalton Service Centre, corner Jeffreys and Clyde Roads

Tuesday 13 November 2018 4.30pm Board Room, Fendalton Service Centre, corner
Jeffreys and Clyde Roads

Tuesday 27 November 2018 4.30pm Board Room, Fendalton Service Centre, corner
Jeffreys and Clyde Roads

Tuesday 11 December 2018 4.30pm Board Room, Fendalton Service Centre, corner
Jeffreys and Clyde Roads

2. Approve that the ordinary meetings of the Halswell-Hornby-Riccarton Community Board will generally be followed by a Seminar and/or Workshop.

Note: That comments from constituents about the meeting venue to be gathered over the first six months of 2018.

Mike Mora/Helen Broughton

Carried

Ross McFarlane and Debbie Mora requested that there votes be recorded against the decision made in 1. above.

Community Board Resolved HHRB/2017/00265

3. Hold a Public Forum at each ordinary meeting.

Vicki Buck/Debbie Mora

Carried

Community Board Resolved HHRB/2017/00266

4. Connect as Board members on topical issues as required, and with the communities of Halswell-Hornby-Riccarton on matters of mutual interest as required, on the Tuesday of the Council's monthly 'community week' generally from 4pm to 6pm.

Mike Mora/Ross McFarlane

Carried

14. Halswell-Hornby-Riccarton Community Board Recess Committee 2017-18

Community Board Resolved HHRB/2017/00267 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Appoint a Recess Committee comprising the Board Chairperson or Deputy Chairperson and any two Board members available, to be authorised to exercise the delegated powers of the Halswell-Hornby-Riccarton Community Board for the period following its ordinary meeting on 12 December 2017 up until the Board resumes normal business on 30 January 2018.
2. That the any such delegation exercised by the Board's Recess Committee be reported to the Board for record purposes.
3. Note that any meeting convened of the Recess Committee will be publically notified and details forwarded to all Board members.

Helen Broughton/Mike Mora

Carried

15. Halswell-Hornby-Riccarton Community Board Area Report - December 2017

Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board decide to:

1. Receive the Halswell-Hornby-Riccarton Area Report for December 2017.
2. Receive the information contained in the staff memorandum responding to the Public Forum made to the Board on 26 September 2017 from the Westside Community Trust regarding Sockburn Park.

Community Board Resolved HHRB/2017/00268

Part B

That the Halswell-Hornby-Riccarton Community Board decided to:

1. Receive the Halswell-Hornby-Riccarton Area Report for December 2017.
2. Receive the information contained in the staff memorandum responding to the Public Forum made to the Board on 26 September 2017 from the Westside Community Trust regarding Sockburn Park.

Ross McFarlane/Helen Broughton

Carried

Community Board Resolved HHRB/2017/00269

3. That the current Board Chairperson Mike Mora, and the Deputy Chairperson Helen Broughton, continue in these roles until the end of the current electoral term.

Ross McFarlane/Debbie Mora

Carried

A division was called and declared carried by 5 votes to 4 votes, the voting being as follows:

For: Mike Mora, Helen Broughton, Jimmy Chen, Ross McFarlane and Debbie Mora

Against: Natalie Bryden, Vicki Buck, Catherine Chu and Anne Galloway

Community Board Resolved HHRB/2017/00270

4. That the review of the Board appointed representative to the Riccarton Bush Trust, be held over until early in 2018.

Ross McFarlane/Helen Broughton

Carried

A division was called and declared carried by 5 votes to 4 votes, the voting being as follows:

For: Natalie Bryden, Vicki Buck, Jimmy Chen, Catherine Chu and Anne Galloway

Against: Mike Mora, Helen Broughton, Ross McFarlane and Debbie Mora

Natalie Bryden left the meeting at 6.08pm.

Anne Galloway left the meeting at 6.08pm.

16. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of current interest.

7. Staff Briefings

Community Board Decision under Delegation

Part B

As staff were not present for this item, the Board agreed to defer this Briefing to a Board meeting in 2018.

Meeting concluded at 6.47pm

CONFIRMED THIS 30TH DAY OF JANUARY 2018

MIKE MORA
CHAIRPERSON

7. Halswell Junction Road Extension - Proposed New Link

Reference: 17/1290794

Contact: Sandra Novais sandra.novais@ccc.govt.nz 941 8018

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to advise the Halswell-Hornby-Riccarton Community Board on the outcome of community consultation and to request the Board to approve the Halswell Junction Road Extension – Proposed New Link project to proceed to detailed design, tender and implementation subject to approval of extra funds, and also to recommend to the Council that it approve the traffic controls and cycle facilities to allow the installation of a traffic signal-controlled intersection where the new link and the old Waterloo Road meet by the new level crossing (refer **Attachment A**).

Origin of Report

- 1.2 This report is staff generated for the Halswell-Hornby-Riccarton Community Board following the completion of the consultation process. The Board was updated on this project at a Seminar held on 27 June 2017.

2. Significance

- 2.1 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the significance matrix and in particular factors including the positive impact of the proposed link on the local transport network and also risks relating to Council funding.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

Part A

That the Halswell-Hornby-Riccarton Community Board recommends to the Council that it:

1. Approve the scheme design for the Halswell Junction Road Extension (new link), as detailed in Attachment A of the agenda.
2. Approve that detailed design is progressed and progress with the physical works tender that is conditional on adequate funding being available in the next Long Term Plan.
3. Approve that the intersection of Halswell Junction Road and Waterloo Road be controlled by traffic signals in accordance with the Land Transport Act – Traffic Control Devices: 2004, as detailed in Attachment A of the agenda.
4. Approve that a special vehicle lane for the use of north bound cycles only, be established on the west side of Halswell Junction Road, commencing at its intersection with Main South Road and extending in a northerly direction for a distance of 266 metres. This special vehicle lane is to be located against the west side kerb line and west side mobility parking space, detailed in Attachment A of the agenda. This special vehicle lane is authorised under clause 13 of the

Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

5. Approve that a special vehicle lane for the use of south bound cycles only, be established on the east side of Halswell Junction Road, commencing 55 metres north of Main South Road and extending in a northerly direction for a distance of 173 metres. This special vehicle lane is to be located against the east side kerb line and east side parking lane, detailed in Attachment A of the agenda. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
6. Approve that a bi directional shared path be installed on the north west side of Halswell Junction Road for the use of north east and south west bound cyclists and pedestrians commencing at a distance of 18 metres from its intersection with Foremans Road (west) and extending in a north easterly direction to its intersection with Waterloo Road (west).
7. Approve that a bi directional shared path be installed on the south east side of Halswell Junction Road for the use of north east and south west bound cyclists and pedestrians commencing a distance of 20 metres from its intersection with Halswell Junction Road (east) and extending in a north easterly direction to its intersection with Waterloo Road.
8. Approve that a bi directional shared path be installed on the south east side of Halswell Junction Road for the use of north east and south west bound cyclists and pedestrians commencing at its intersection with Waterloo Road (east) and extending in a north easterly direction to its intersection with Waterloo Road (west).

Part C

That the Halswell-Hornby-Riccarton Community Board resolve to:

9. Approve the general layout of the Halswell Junction Road extension (new link) as detailed in Attachment A of the agenda, including new kerb alignments, landscaping, surface treatments and line markings.
10. Approve the road marking changes, kerb alignment changes and road surface changes on Halswell Junction Road, commencing at its intersection with the Main South Road, and extending in a northerly direction for a distance of 80 metres north of Waterloo Road (east), as detailed in Attachment A of the agenda.
11. Approve the road marking changes, kerb alignment changes and road surface changes on Foremans Road (west), commencing at its intersection with Halswell Junction Road, and extending in a westerly direction for a distance of 119 metres, as detailed in Attachment A of the agenda.
12. Approve the road marking changes, kerb alignment changes and road surface changes on Halswell Junction Road (east), commencing at its intersection with Halswell Junction Road, and extending in an easterly direction for a distance of 38 metres, as detailed in Attachment A of the agenda.
13. Approve the road marking changes, kerb alignment changes and road surface changes at the north eastern most end of Halswell Junction Road (east), as detailed in Attachment A of the agenda.
14. Approve the road marking changes, kerb alignment changes and road surface changes on Waterloo Road at the previous intersection with Halswell Junction Road, as detailed in Attachment A of the agenda.

15. Approve the road marking changes, kerb alignment changes and road surface changes on Waterloo Road at the intersection with Halswell Junction Road, as detailed in Attachment A of the agenda.
16. Approve that a pedestrian refuge island crossing facility be constructed on Halswell Junction Road, at a point 16 metres north of Foremans Road, in accordance with Attachment A of the agenda;
17. Approve that a pedestrian refuge island crossing facility be constructed on Halswell Junction Road, at a point 6 metres south of Foremans Road, in accordance with Attachment A of the agenda;
18. Approve that a pedestrian refuge island crossing facility be constructed on Foreman Road (west), at its intersection with Halswell Junction Road, in accordance with Attachment A of the agenda;
19. Approve that a pedestrian refuge island crossing facility be constructed on Halswell Junction (east), at its intersection with Halswell Junction Road, in accordance with Attachment A of the agenda;
20. Approve that a pedestrian refuge island crossing facility be constructed on Foremans Road (east), at its intersection with Halswell Junction Road (east), in accordance with Attachment A of the agenda;
21. Revoke the Stop control on Waterloo Road where it meets Halswell Junction Road.
22. Revoke the Stop control on Foremans Road (east) where it meets Halswell Junction Road.
23. Approve that a Give Way control be placed against Foremans Road east approaching Halswell Junction Road (east), as detailed in Attachment A of the agenda.
24. Revoke the Stop control on Foremans Road (west) where it meets Halswell Junction Road.
25. Approve that a Stop control be placed against Foremans Road (west) approaching Halswell Junction Road, as detailed in Attachment A of the agenda.
26. Approve that a Stop control be placed against Halswell Junction Road (east) approaching Halswell Junction Road, as detailed in Attachment A of the agenda.
27. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974. For the purposes of the Board's resolutions below, the following notations apply: 1. An intersection of roadways is defined by the prolongation of the kerbs on each intersecting roadway; and 2. The resolutions are to take effect from the commencement of the physical road works associated with the project, as detailed in the submitted report.
 - a. Revoke any existing parking and stopping restrictions on the west side of Halswell Junction Road, commencing at its intersection with Main South Road and, and extending in a northerly direction to its intersection of Foremans Road.
 - b. Revoke any existing parking and stopping restrictions on the east side of Halswell Junction Road, commencing at its intersection with Main South Road and, and extending in a northerly direction to its intersection of Foremans Road.
 - c. Revoke any existing parking and stopping restrictions on Waterloo Road, at its current intersection with Halswell Junction Road.
 - d. Revoke the marked bus stop on the north side of Halswell Junction Road (east) directly across from its intersection with Foremans Road (east) and extending in a south westerly direction for a distance of 15.5 metres.

- e. Revoke the marked bus stop on the south side of Halswell Junction Road (east) commencing at a point 12.5 metres northeast of its intersection with Foremans Road (east) and extending in a north easterly direction for a distance of 15 metres.
- f. Approve that the stopping of vehicles be prohibited at all times on the west side of Halswell Junction Road commencing at a point 70 metres northwest of its intersection with Main South Road and extending in a northbound direction for a distance of 93.5 metres.
- g. Approve that the stopping of vehicles be prohibited at all times on the west side of Halswell Junction Road commencing at the southwest corner of its intersection with Foremans Road (west) and extending in a southbound direction for a distance of 13 metres.
- h. Approve that the stopping of vehicles be prohibited at all times on the south side of Foremans Road (west) commencing at the south west corner of its intersection with Halswell Junction Road and extending in a west bound direction for a distance of 25 metres.
- i. Approve that the stopping of vehicles be prohibited at all times on the west side of Halswell Junction Road commencing at the northwest corner of its intersection with Foremans Road (west) and extending in a north bound direction for a distance of 30.5 metres.
- j. Approve that the stopping of vehicles be prohibited at all times on the west side of Halswell Junction Road commencing at a point 44 metres north of its intersection with Foremans Road (west) and extending in a north bound direction for a distance of 253 metres.
- k. Approve that the stopping of vehicles be prohibited at all times on the north side of Halswell Junction Road (east) commencing at the north east corner of its intersection with Halswell Junction Road and extending in an east bound direction for a distance of 39 metres.
- l. Approve that the stopping of vehicles be prohibited at all times on the east side of Halswell Junction Road commencing at the north east corner of its intersection with Halswell Junction Road (east) and extending in a north bound direction for a distance of 30 metres.
- m. Approve that the stopping of vehicles be prohibited at all times on the east side of Halswell Junction Road commencing at a point 43.5 metres north of its intersection with Halswell Junction Road (east) and extending in a north bound direction for a distance of 159 metres.
- n. Approve that the stopping of vehicles be prohibited at all times on the south side of Waterloo Road commencing at the south east corner of its intersection with Halswell Junction Road and extending in an east bound direction for a distance of 91 metres.
- o. Approve that the stopping of vehicles be prohibited at all times on the north side of Waterloo Road commencing at the north east corner of its intersection with Halswell Junction Road and extending in an east bound direction for a distance of 77 metres.
- p. Approve that the stopping of vehicles be prohibited at all times on the east side of Halswell Junction Road commencing at the north east corner of its intersection with Waterloo Road and extending in a north bound direction for a distance of 90 metres.
- q. Approve that the stopping of vehicles be prohibited at all times on the north side of Halswell Junction Road (east) commencing at a point 210.5 metres north east of its

intersection with Halswell Junction Road and extending in an north easterly direction for a distance of 25 metres including around the cul-de-sac head.

- r. Approve that the stopping of vehicles be prohibited at all times on the south side of Halswell Junction Road (east) commencing at a point 222 metres north east of its intersection with Halswell Junction Road and extending in an north easterly direction for a distance of 11 metres.
- s. Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport - Road User Rule 2004, on the west side of Halswell Junction Road, commencing at a point 13 metres south of its intersection with Foremans Road (west) and extending in a south bound direction for a distance of 16.5 metres.
- t. Approve that a marked bus stop be installed on the west side of Halswell Junction Road commencing at a point 30.5 metres north of its intersection with Foremans Road (west) and extending in a north bound direction for a distance of 13.5 metres.
- u. Approve that a marked bus stop be installed on the east side of Halswell Junction Road commencing at a point 30 metres north of its intersection with Halswell Junction Road (east) and extending in a north bound direction for a distance of 13.5 metres.

4. Key Points

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

4.1.1 Activity: Roads and Footpaths

- Level of Service: 16.0.3 Maintain resident satisfaction with roadway condition

- 4.2 The following feasible options have been considered:

- Option 1 – New Link (preferred option)
- Option 2 – Improvement of current road link
- Option 3 – Do nothing

- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Reflects the status as a local freight route providing a direct route to the Hornby Freight Hub.
- Provides a new connection to the northern section of Halswell Junction Road north of Waterloo Road that has been constructed by Waterloo Business Park.
- Waterloo Business Park are prepared to grant \$1M to the Christchurch City Council to see this option constructed.
- Enhances the residential amenity for residents in Halswell Junction Road between Foremans Road and Waterloo Road.
- Allows the removal of the existing level rail crossing at the existing Halswell Junction Road/Waterloo Road intersection and closure of this difficult intersection.
- Provides a mix of on-road and off-road cycle facilities.
- Provides opportunities for landscaping along the route.
- Achieves a positive benefit/cost assessment.
- Is compatible with the South Express Major Cycle Route in the future.

- Accommodates the current public transport route.

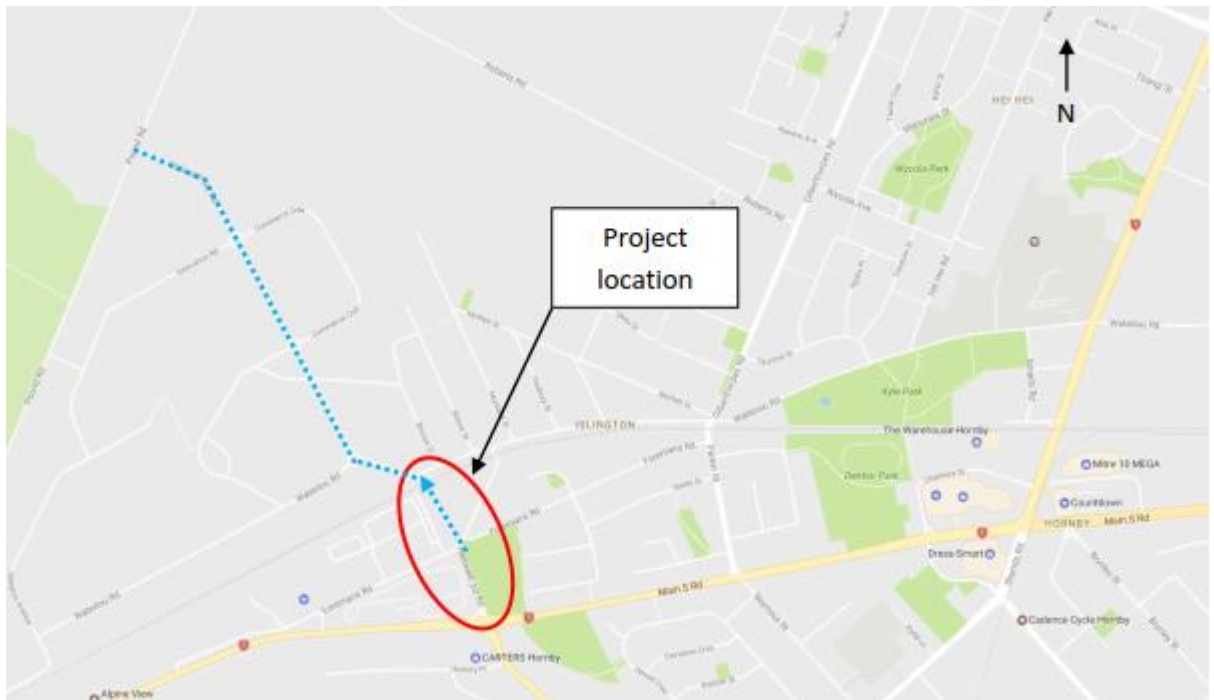
4.3.2 The disadvantages of this option include:

- The closure of Halswell Junction Road at Waterloo Road will restrict access for some residents.
- Present cost estimate exceeds the available budget however is within the current Long Term Plan funding.

5. Context/Background

Halswell Junction Road Extension Project

- 5.1 This report documents the scheme design investigations for a Network Management Improvements project to complete a local freight route that supports the Strategic Freight Network and the Roads of National Significance (RoNS) programme. The concept design developed in 2012 includes an extension of Halswell Junction Road from Foremans Road to Waterloo Road and a new level railway crossing. The existing level crossing on Halswell Junction Road would be closed.
- 5.2 Figure 1 shows the location of the project in the context of the surrounding area, the blue dashed line is the entire Halswell Junction Road extension between Foremans Road and Pound Road.
- 5.3 The extension of the Halswell Junction Road corridor is being jointly developed by the Christchurch City Council (CCC) and the adjacent Waterloo Business Park (WBP) as follows:
- Pound Road to Industry Avenue - has been constructed by Waterloo Business Park
 - Industry Avenue to Waterloo Road - to be constructed by Waterloo Business Park
 - Waterloo Road to Foremans Road – to be constructed by the Council.
- 5.4 A scheme investigation that focused on where the Halswell Junction Road extension would intersect with Waterloo Road was undertaken in 2015. This investigation was undertaken to determine the appropriate type of intersection given the proximity to a new level rail crossing and to gain 'Approval in Principle' (AIP) from KiwiRail for the crossing.
- 5.5 The scheme investigation concluded that the intersection should be traffic signal controlled and co-ordinated with the rail signals and subsequently, KiwiRail has granted its 'Approval in Principle' for the crossing.
- 5.6 The works to facilitate a level crossing at this location include relocation of a siding and associated land purchase. The costs are estimated by KiwiRail to be approximately \$3 million. This work was not allowed for in the original project budget. An alternative of improving the existing route and retaining the existing level crossing has also been investigated.



Item 7

Figure 1 – Location Map

Project Objectives

5.7 The high level objectives of the project are to:

- 1. Provide a direct route to the Hornby Freight Hub.
- 2. Provide a connection to the northern section of Halswell Junction Road north of Waterloo Road that has been constructed by Waterloo Business Park.

5.8 The design objectives to allow assessment of the options are:

- 1. Reflects the route's status as a local freight route.
- 2. Ensures railway level crossing design reflects best safety practice.
- 3. Does not significantly impact the overall efficiency of the adjacent network.
- 4. Does not significantly impact the overall safety of the adjacent network.
- 5. Ensures the cycle facilities reflect best practice.
- 6. Accommodate the South Express Major Cycle Route in the future.
- 7. Ensures the pedestrian facilities reflect best practices.
- 8. Accommodates the current public transport route.

Community Consultation

5.9 Consultation on the Halswell Junction Road Extension project was undertaken from 1 to 25 September 2017. The submission form asked submitters to indicate whether yes, they generally support the plan or no, they generally do not support the plan. There was also an opportunity to add any additional comments or concerns on the plans.

5.10 Approximately 1,100 consultation leaflets (refer **Attachments B and C**) were hand delivered to properties along the vicinity of the new road and Waterloo Business Park, or sent to City Council libraries and service centres, including 250 absentee land owners. The project was also posted on the Council's Have Your Say website.

- 5.11 At the close of the consultation, 81 submissions were received with 58 (72 per cent) generally supporting the plan.

6. Option 1 – New Link (preferred)

Option Description

- 6.1 Extend Halswell Junction Road north of the Foremans Road intersection to connect with the new roundabout north of the railway line. New level rail crossing and closure of the existing level crossing. **Attachment D** includes the scheme plans for this option.
- 6.2 This option involves the following works:
- 6.2.1 Upgrading the existing road between Main South Road and Foremans Road (west).
 - 6.2.2 Creating a new link between Foremans Road and Waterloo Road on a 16 metre wide road corridor that has been agreed with the land owners.
 - 6.2.3 Provision of a signalised intersection at Waterloo Road (east) and level crossing as agreed with KiwiRail.
 - 6.2.4 Closure of Halswell Junction Road near the current level crossing.
 - 6.2.5 Closure of the current level crossing.
 - 6.2.6 Realignment of Waterloo Road near the current level crossing.
 - 6.2.7 Property acquisition to meet the need of the design.

Significance

- 6.3 The level of significance of this option is medium, consistent with section 2 of this report.
- 6.4 Engagement requirements for this level of significance included a letter box drop to the local community, drop-in session on site, and meetings, as requested.

Impact on Mana Whenua

- 6.5 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

- 6.6 Businesses and residents in the Hornby/Islington area are specifically affected by this option due to the location of the proposed new link road and railway crossing on Halswell Junction Road.
- 6.7 Consultation on the proposed plans was undertaken from 1 to 25 September 2017. More than 850 leaflets were delivered to households and businesses in the vicinity of the new road and Waterloo Business Park, or sent to Council libraries and service centres. Project information was also posted or emailed to 250 absentee owners, as well as other key stakeholders.
- 6.8 Twelve people attended a drop-in session at the Hornby Rugby League Clubrooms on Tuesday 12 September 2017 from 4.30 to 6.30pm. Issues raised were mainly related to parking, access and vegetation. Strong support was expressed for the new link.
- 6.9 Of the 81 submissions received, 58 respondents generally supported the proposed plans, with 12 saying they wanted the plans implemented as soon as possible. Twenty three submitters expressed concerns about a range of issues including facilities for cyclists, access, parking availability and landscaping.
- 6.10 Those who supported the proposed plans said benefits included:
- 6.10.1 Replacement of the existing substandard railway crossing;

- 6.10.2 Improved road safety by providing a more direct route for road users, especially large trucks;
- 6.10.3 Capacity for future growth in Waterloo Business Park, without congestion;
- 6.10.4 The new link will take local traffic off the state highway by providing a major connection to the surrounding area and community.
- 6.10.5 The proposal will enable good access to Waterloo Business Park, a key part of the area's business district.
- 6.11 **Cyclists.** Six submitters expressed concern about facilities for cyclists from Waterloo Road to Foremans Road, and the road layout on the approach to Main South Road.
- 6.12 Feedback that south bound cyclists would need to cross the road from the shared path to access the south bound cycle lane was considered and the scheme revised so that crossing the road is not required. The revised scheme now includes shared paths on both sides of the new link road between Waterloo Road and Foremans Road. The paths will be 2.5 metres wide which is sufficient given the likely low volume of pedestrians and very few driveways in this section of new road.
- 6.13 Feedback that the type of cycle facilities in the two sections of Halswell Junction Road varies (shared path in new link and cycle lanes in existing southern section) was also considered. The two sections of road have different characteristics in terms of corridor width, adjacent activity and accesses, and the design reflects this. Providing a consistent facility would only be feasible if cycle lanes were added to the new link. However, the north bound cycle lane would need to go off road prior to the rail level crossing due to need for a right turn lane. Shared paths in the new link are therefore considered to offer cyclists an appropriate facility and provide good connections to the shared path north of Waterloo Road and the potential major cycleway on Waterloo Road east.
- 6.14 The proposed plan between Foremans Road and Main South Road includes the existing layout for cyclists. Additional cycle facilities in this section are outside the scope of this project and a revised road layout requires reserve land. This is currently being investigated by the Council's Asset Planning (Transport) section.
- 6.15 The transitions between on-road cycles and the shared paths will be clarified to cyclists. In particular, north bound cyclists have two options to join the shared path depending on whether a bus is at the bus stop. If there is no bus they use the cut down just north of the stop. When a bus is in the stop they have the option of using the widened cut down prior to the bus stop that allows them to use the shared path behind the bus shelter.
- 6.16 The south bound bus shelter has been moved slightly south to allow the new shared path to be located behind the shelter, removing any conflict with bus passengers.
- 6.17 **Parking.** Several submitters were concerned about the loss of parking near the intersection of Halswell Junction Road and Foremans Road. Currently motorists park informally on the road verge on the south side of Foremans Road accommodating approximately eight cars. The scheme by formalising this car parking, it will be able to accommodate 15 cars. The proposed plans for approval would result in the loss of 10 car parking spaces on Halswell Junction Road south of Foremans Road. This results in an overall loss of three spaces.
- 6.18 If all day car parking along the proposed cul-de-sac section of Halswell Junction Road becomes a problem for residents and businesses, the Council will introduce parking restrictions.
- 6.19 The Fulton Hogan weighbridge is to be removed. This has allowed the right angle customer parking outside the Fulton Hogan office on the corner of Halswell Junction Road and Foremans Road to be replaced with customer parking in the area that is currently accommodating the weighbridge. An indented mobility space will be located outside the office.

- 6.20 **Access.** The proposal to close the existing railway crossing to pedestrians, cyclists and vehicles concerned eight submitters. KiwiRail has advised that it opposes any crossing facility remaining at this location.
- 6.21 The kerb alignment in the corner of Waterloo Road and the new link road, has been amended to address concerns about property access.
- 6.22 **Vegetation.** Orion New Zealand Limited raised a number of issues about the location of trees in relation to existing cables and overhead power lines. The company has been advised that it will be consulted prior to the detailed design phase of the project. Any new plantings will need to be 2.5 metres clear of the 33kv cable and meet City Council guidelines. Exact locations will be adjusted during detailed design.
- 6.23 Changes to the consultation plans as a result of feedback and further technical advice, are:
- 6.23.1 The revised scheme now includes shared paths on both sides of the new link road between Waterloo Road and Foremans Road.
- 6.23.2 The south bound bus shelter has been moved slightly south to allow the new shared path to be located behind the shelter, removing any conflict with bus passengers.
- 6.23.3 The road has been widened slightly to the north of the new level crossing to allow a wider flush median that can be used by vehicles turning into the new driveway for 370 Waterloo Road.
- 6.23.4 An indented mobility space will be located on Halswell Junction Road outside the premises of Fulton Hogan.
- 6.24 Submitters were sent information about the comments received and project team responses, details of the Community Board meeting and how to apply for speaking rights if they wished to do so.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.26 Cost of Implementation – \$ 8.5 million
- 6.27 Maintenance/Ongoing Costs – there will be a small additional costs to maintain and operate the new assets. This can be funded within current operating budgets.
- 6.28 Funding source – The project is currently funded in the Council's Long Term Plan 2015-2025 (LTP). The total project budget is currently \$4.8 million leaving a shortfall of \$3.7 million which is included in the draft proposal for the 2018-28 LTP. Waterloo Business Park has offered a grant of \$1 million for this project subject to a completion date, which while challenging, can be achieved. The grant agreement is in the process of being confirmed and drawn up into a legal document.

Given the public interest in this project, it is proposed to continue with design and tender, subject to the approval of the additional funds in the next LTP. This will mean construction will start as soon as possible following final LTP approval. A construction contract will not be committed until budgets are confirmed as available.

Legal Implications

- 6.29 Community Boards have delegated authority for general aspects of this option. Council needs to approve aspects related to new traffic signals by new level crossing and new cycle facilities.
- 6.30 KiwiRail Deed of Grant for the construction of the level crossing and closure of existing level crossing by Halswell Junction Road. This will be obtained at the completion of the detailed design process.

- 6.31 Waterloo Business Park have offered a grant of \$1 million towards the project subject to completion early to mid 2019, this is currently being drawn up into a legal document.

Risks and Mitigations

- 6.32 The project is funded in the current 2015-2025 LTP but the budget does not match the scheme cost estimate. Additional funds are being requested in the new LTP.
- 6.33 Delayed completion could negate the grant from Waterloo Business Park. Works are currently on track to meet timeframes.
- 6.34 Opening of the new road will be subject to KiwiRail having completed their works prior. The Council is in regular contact with KiwiRail regarding its works.
- 6.35 KiwiRail decline the 'Deed of Grant'. This risk is considered low as the project team is working very closely with KiwiRail and there is an Approval in Principle document already in place.

Implementation

- 6.36 Implementation dependencies - the new link project is dependent upon the completion of signals and train infrastructures design. These works are expected to be completed by mid 2018.
- 6.37 Property purchase – this is expected to be completed in December 2017.
- 6.38 Implementation timeframe - the construction of the new link is planned to commence in the second half of 2018.

Option Summary - Advantages and Disadvantages

- 6.39 The advantages of this option include:
- Reflects the status as a local freight route providing a direct route to the Hornby Freight Hub.
 - Provides a new connection to the northern section of Halswell Junction Road north of Waterloo Road that has been constructed by Waterloo Business Park.
 - Waterloo Business Park are prepared to grant \$1 million to the Christchurch City Council to see this option constructed.
 - Enhances the residential amenity for residents in Halswell Junction Road between Foremans Road and Waterloo Road.
 - Allows removal of the existing level rail crossing at the existing Halswell Junction Road Waterloo Road intersection and closure of this difficult intersection.
 - Provides a mix of on road and off road cycle facilities.
 - Provides opportunities for landscaping along the route.
 - Improves pedestrian connectivity.
 - Is compatible with the South Express MCR in the future.
 - Accommodates the current public transport route.
- 6.40 The disadvantages of this option include:
- The closure of Halswell Junction Road at Waterloo Road will restrict access for some residents.
 - Current cost estimate exceeds current budget however is within the current LTP proposed funding.

7. Option 2 – Improvement of current road link

Option Description

- 7.1 Upgrade Halswell Junction Road and Waterloo Road on current alignments to best practice and signalise the existing level crossing.

Significance

- 7.2 The level of significance of this option is medium 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 Community views were not obtained on this option. They were only obtained for the preferred option. There is general support from the community on the preferred option.

Alignment with Council Plans and Policies

- 7.5 This option is inconsistent with the Council's 2015-2025 LTP.

Financial Implications

- 7.6 Cost of Implementation - \$4.1 million which is within the current project budget.
- 7.7 Maintenance/Ongoing Costs - there would be additional maintenance cost related to extra landscaping/assets incorporated in the street but, this would be balanced within existing operating budgets.
- 7.8 Funding source - funded within the existing project budget.

Legal Implications

- 7.9 Community Boards have delegated authority for general aspects of this option and Council needs to approve aspects related to new traffic signals by new level crossing and new cycle facilities.
- 7.10 KiwiRail approval of the controlled level crossing signals of existing level crossing by Halswell Junction Road.

Risks and Mitigations

- 7.11 Negative feedback from the community due to lack of improvements to the freight network.
- 7.12 Agreement with KiwiRail for signalised level crossing.
- 7.13 This option does not achieve a positive benefit cost ratio and is therefore unlikely to attract New Zealand Transport Agency subsidy.

Implementation

- 7.14 Implementation dependencies - approval of signals by level crossing by KiwiRail.
- 7.15 Implementation timeframe – construction completed by mid to late 2019.

Option Summary - Advantages and Disadvantages

- 7.16 The advantages of this option include:
- Provides a route that reduces impact on local connectivity and accessibility for some residents of Halswell Junction Road.
 - Meet current budget.
- 7.17 The disadvantages of this option include:

- Does not provide a new connection to the northern section of Halswell Junction Road north of Waterloo Road that has been constructed by Waterloo Business Park.
- Does not provide a direct route to the Hornby Freight Hub.
- Does not achieve positive 'economic analysis' results.

8. Option 3 – Do nothing

Option Description

- 8.1 The existing Halswell Junction Road section from Foremans Road to Waterloo Road to remain as it is and no new link constructed.

Significance

- 8.2 The level of significance of this option is medium consistent with section 2 of this report.

Impact on Mana Whenua

- 8.3 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

- 8.4 Community views were not obtained on this option because it does not meet the requirements of the Council's current Long Term Plan.

Alignment with Council Plans and Policies

- 8.5 This option is inconsistent with the Council's Plans and Policies, specifically the Long Term Plan 2015-2025, which includes the new link.

Financial Implications

- 8.6 Cost of Implementation – nil
- 8.7 Maintenance/Ongoing Costs – Due to the condition of the road and the increase in heavy vehicles using it, maintenance costs can be expected to increase.
- 8.8 Funding source – Not applicable

Legal Implications

- 8.9 Does not meet the requirements of the Council's current Long Term Plan.

Risks and Mitigations

- 8.10 The key risk for the 'do nothing' option is that the Council is not providing a new link in accordance with the LTP and Council strategies.
- 8.11 There is a risk to the Council's reputation, having consulted on the new link proposal with no budget available, to not complete these works given the current network situation.
- 8.12 There is an increasing crash risk as the volume of heavy vehicles continues to grow, using the intersection at Waterloo Road which has an undesirable alignment adjacent to the rail crossing.

Implementation

- 8.13 Implementation timeframe – Not applicable

Option Summary - Advantages and Disadvantages

- 8.14 The advantages of this option include:

- No change

- 8.15 The disadvantages of this option include:

- Option does not meet the requirements for the Council's network plan.
- This option is inconsistent with the Council's Plans and Policies, specifically the Long Term Plan 2015-2025, which includes this new link.
- Negative feedback from the community due to a lack of improvements to the freight network.

Attachments

No.	Title	Page
A ↓	Halswell Junction Road Extension - New Link - Plans for Approval	31
B ↓	Halswell Junction Road Extension - New Link - Public Information Leaflet	36
C ↓	Halswell Junction Road Extension - New Link - Feedback Form	40
D ↓	Consultation Plans - Preferred Option 1	42

Confirmation of Statutory Compliance

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

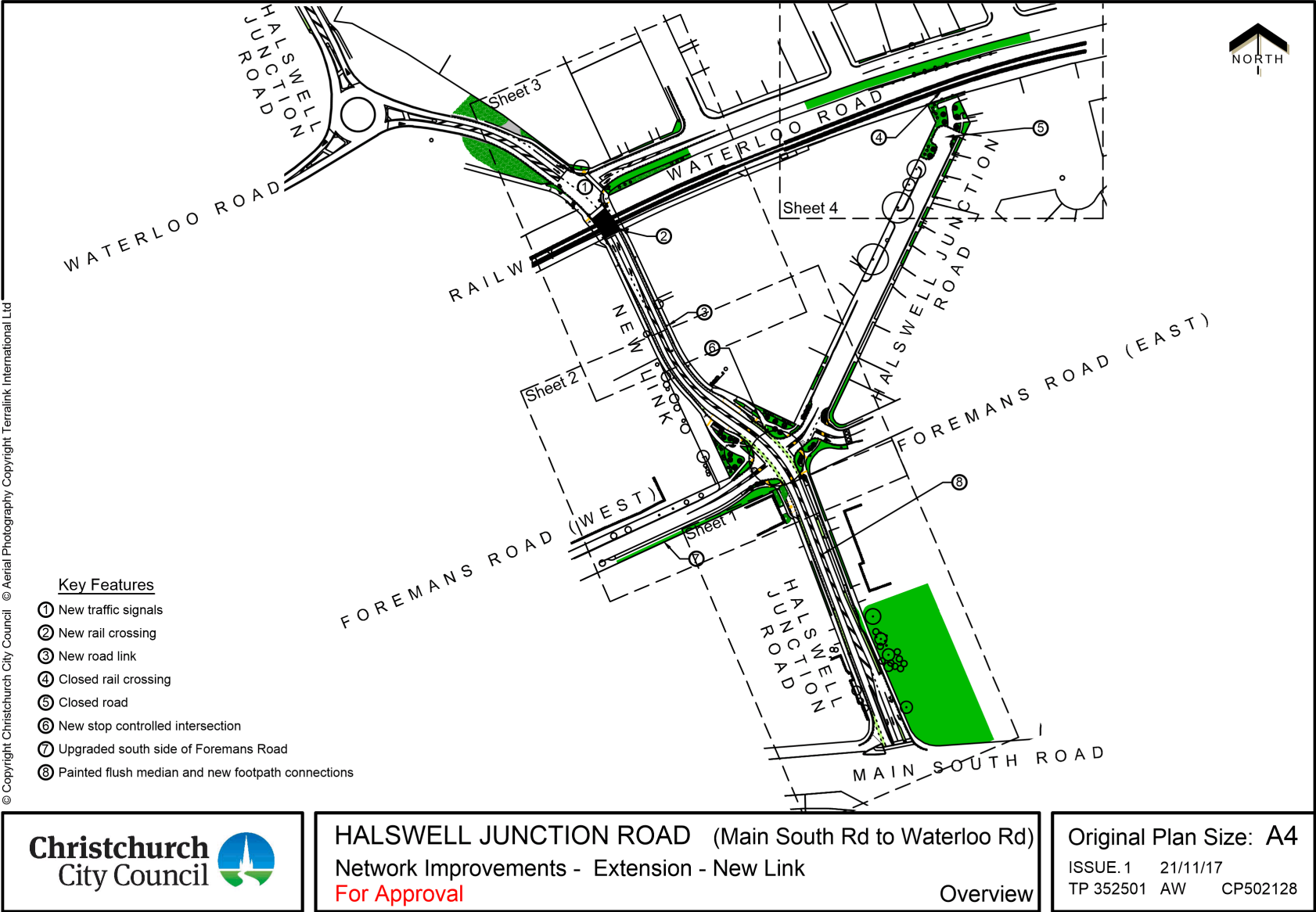
(a) This report contains:

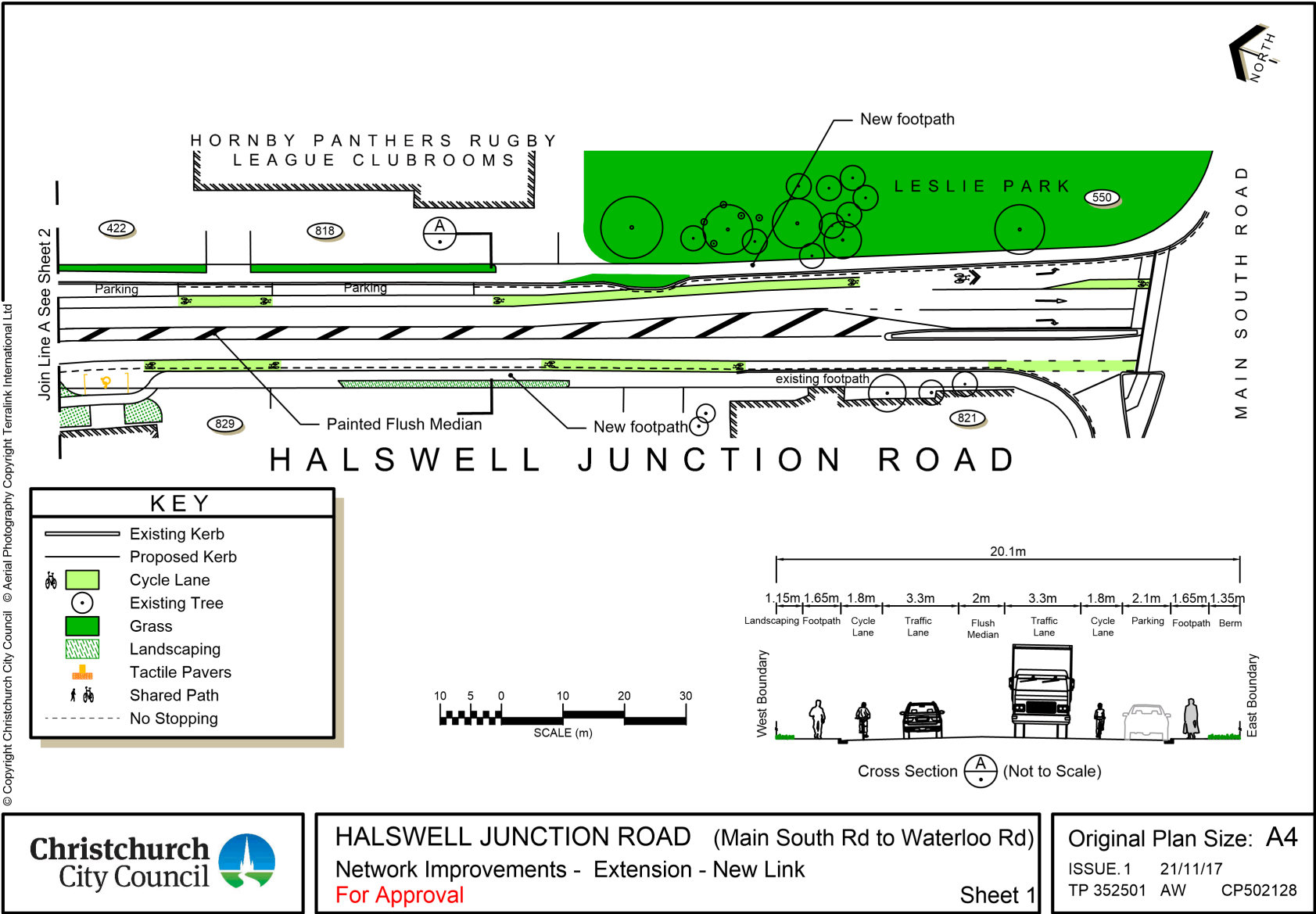
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

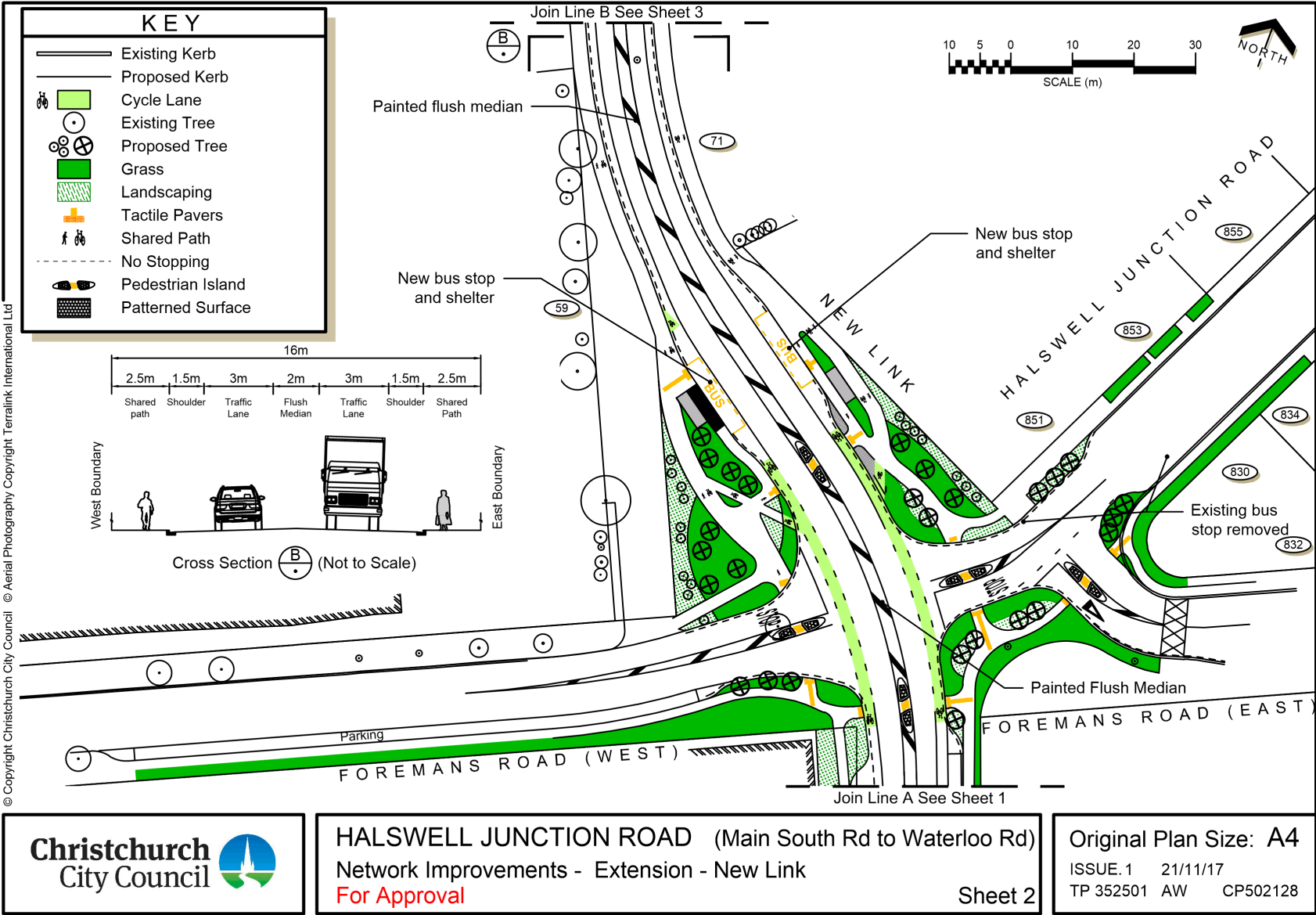
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

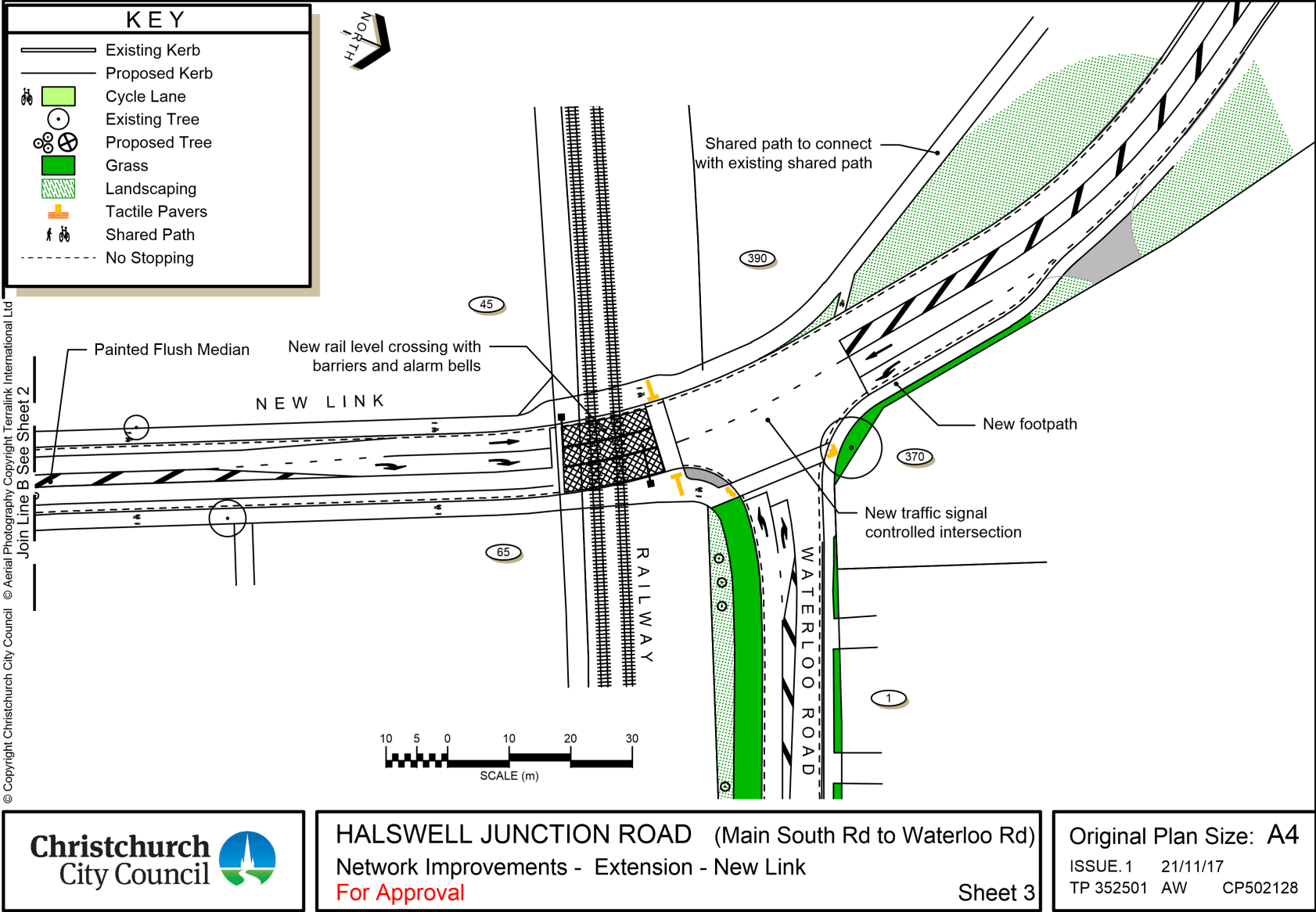
Signatories

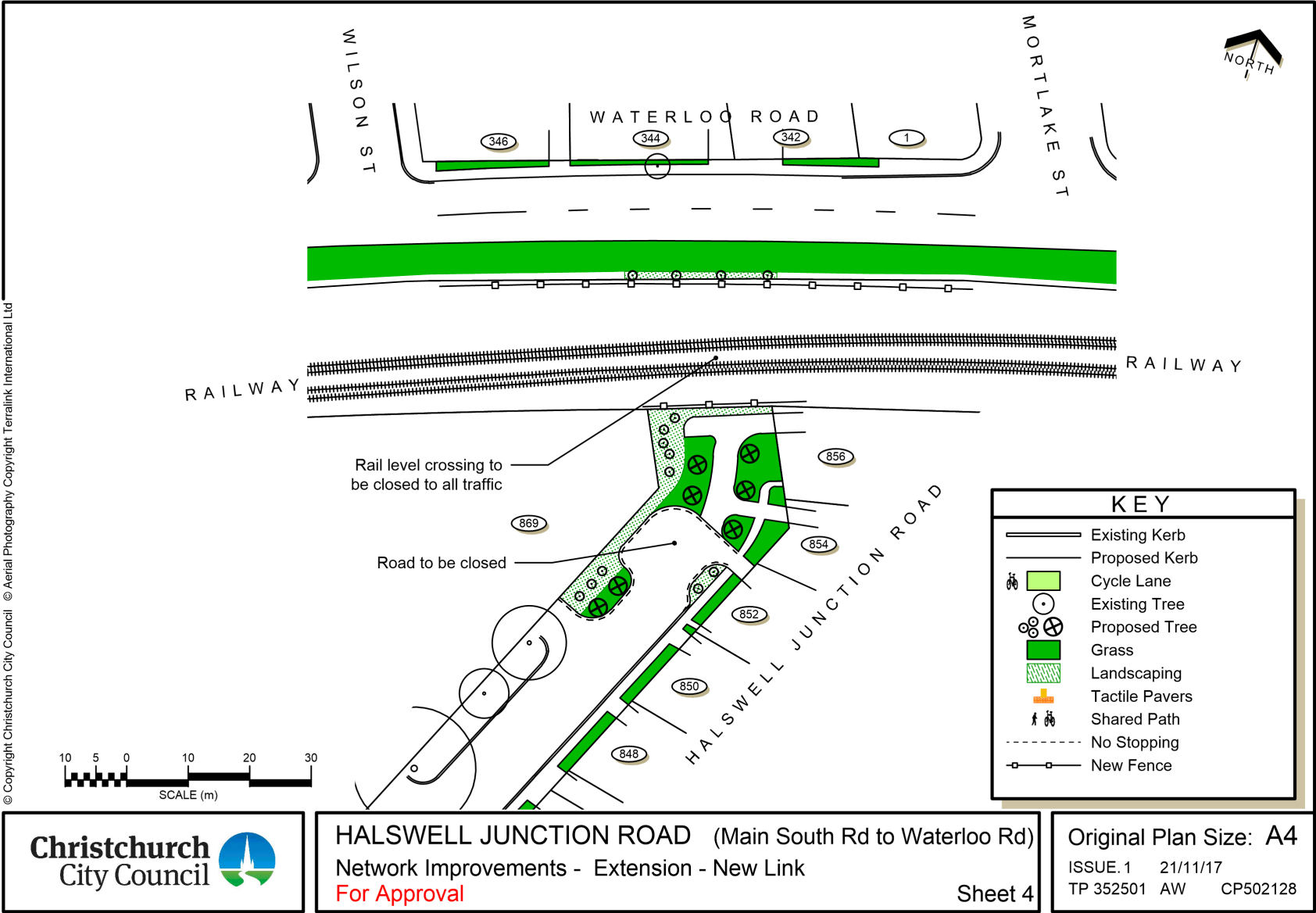
Authors	Sandra Novais - Project Manager Jennie Hamilton - Senior Engagement Advisor Sharon O'Neill - Team Leader Project Management Transport
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport Peter Langbein - Finance Business Partner David Adamson - General Manager City Services











Proposed Halswell Junction Road Extension—new link

Halswell Junction Road (east) to Waterloo Road (sheet 4)

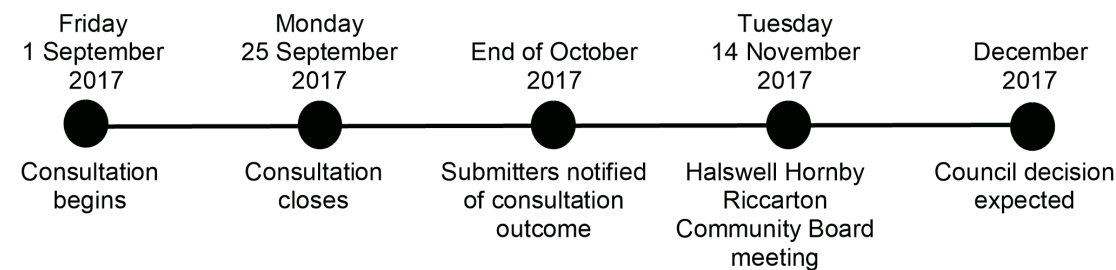
This section of Halswell Junction Road becomes a cul-de-sac in the proposed scheme. The rail crossing is closed to all traffic, including pedestrians. The nearby turning area for vehicles, including rubbish trucks, is flanked by new trees and landscaping.

The name of this section of the street that is proposed to close will be discussed with affected landowners as part of a separate process.



In the proposed scheme, this existing railway crossing will be closed to all traffic.

Timeline



Please note: Following a decision from Council, this project will be put forward for consideration in the Council's next Long Term Plan, 2018-2028. A construction timeline will be confirmed following Council approval and approved funding allocation.

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Any questions?
Jennie Hamilton
Senior Engagement Advisor
Christchurch City Council
PO Box 73013
Christchurch 8154
(03) 941 5207



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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, Monday 25 September 2017**.

Christchurch
City Council

September 2017

Proposed Halswell Junction Road Extension—new link

Plans include closure of existing railway level crossing

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Christchurch
City Council

New railway crossing planned

A new link redirecting Halswell Junction Road traffic from Foremans Road over a new railway crossing to Waterloo Business Park and Pound Road is proposed by Christchurch City Council.

We are inviting your feedback on this proposal which is designed to provide a safer, more direct route for road users, especially large trucks moving through this area. Plans for each section of the proposed link are included in this leaflet.

Key features of the project are:

- ☐ Creating a new link between Foremans Road and Waterloo Road on a 16 metre wide road corridor that has been agreed with the land owners;
- ☐ Construction of a new level crossing, as agreed with KiwiRail;
- ☐ Closure of the existing level crossing and Halswell Junction Road at that point; and
- ☐ Realignment of Waterloo Road near the current level crossing.

(Continued on inside back page)



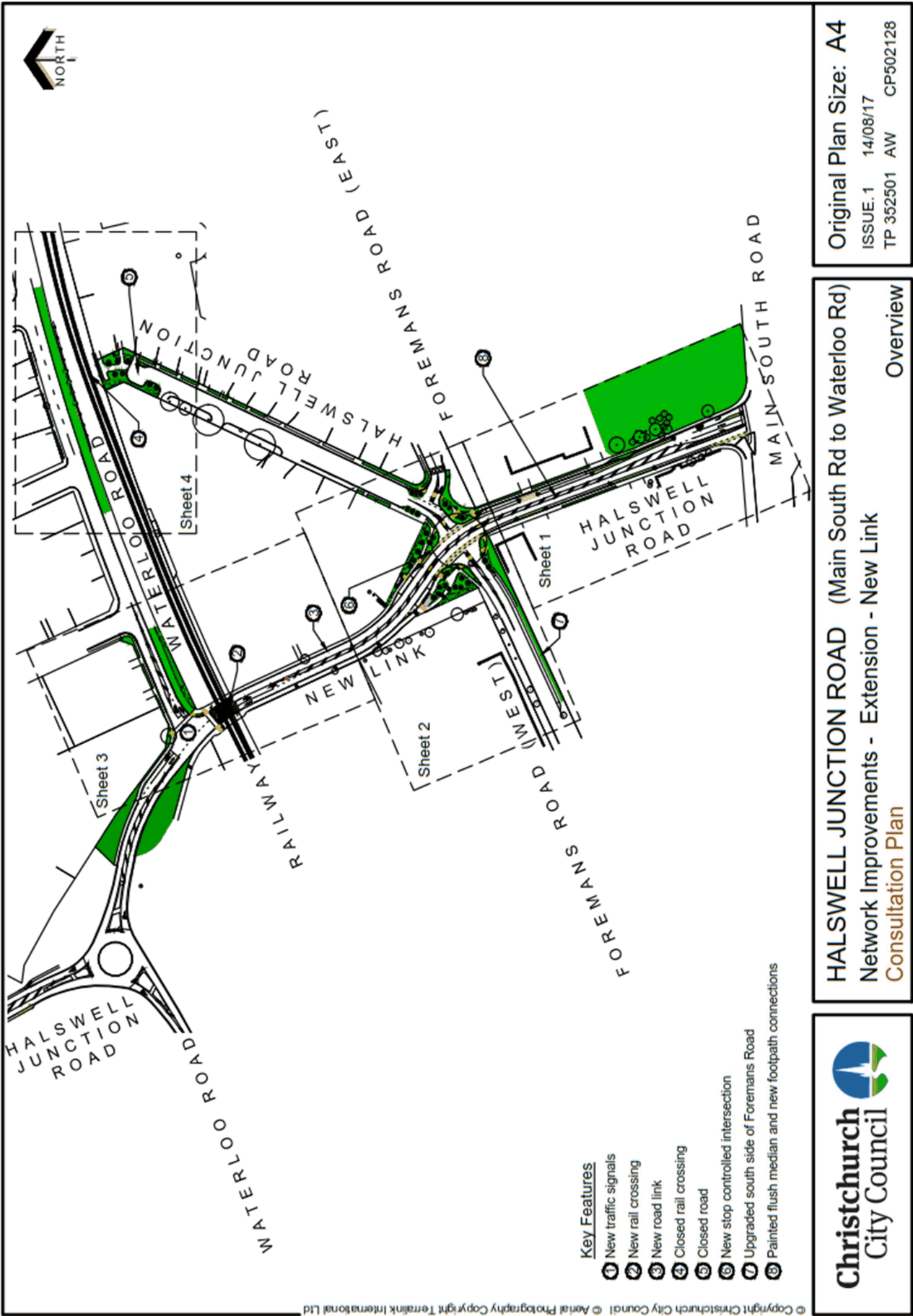
Location of the proposed railway crossing looking south from the intersection of Halswell Junction Road and old Waterloo Road (now closed).

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Drop-in session

If you would like to discuss any aspect of this scheme with members of the project team, we will be at the Hornby Panthers Rugby League Clubrooms, Leslie Park, corner of Halswell Junction Road and Main South Road, on Tuesday 12 September 2017, 4.30-6.30pm

Please ensure that your comments on this project reach us by **5pm, Monday 25 September 2017**



Proposed Halswell Junction Road Extension—new link *continued*

Halswell Junction Road—Main South Road to Foremans Road (sheet 1)

Most of this section of Halswell Junction Road is outside the main project area. However, the Council is taking the opportunity to replace a dirt track beside Leslie Park and build new footpath connections on both sides of the road.

A painted flush median will help direct traffic approaching Main South Road, and some landscaping is proposed.

The Council is also discussing the future of the weighbridge with Fulton Hogan, owner of the adjacent site.



View of Halswell Junction Road from Main South Road. Leslie Park is on the right.

Halswell Junction Road / Foremans Road / New Link (sheet 2)

A major realignment of the existing intersection is proposed. It leads into a new, more direct route to Waterloo Business Park and Pound Road.

The initial section includes extensive landscaping and stop controls on Halswell Junction Road and also Foremans Road west, which is upgraded on the south side.

New bus stops and shelters are proposed on both sides of the new link road which will also have a pedestrian refuge and sections of cycle lane leading to shared pedestrian and cycle paths.



Halswell Junction Road / Foremans Road intersection -major realignment proposed.

Halswell Junction Road: New link to Waterloo Road intersection (sheet 3)

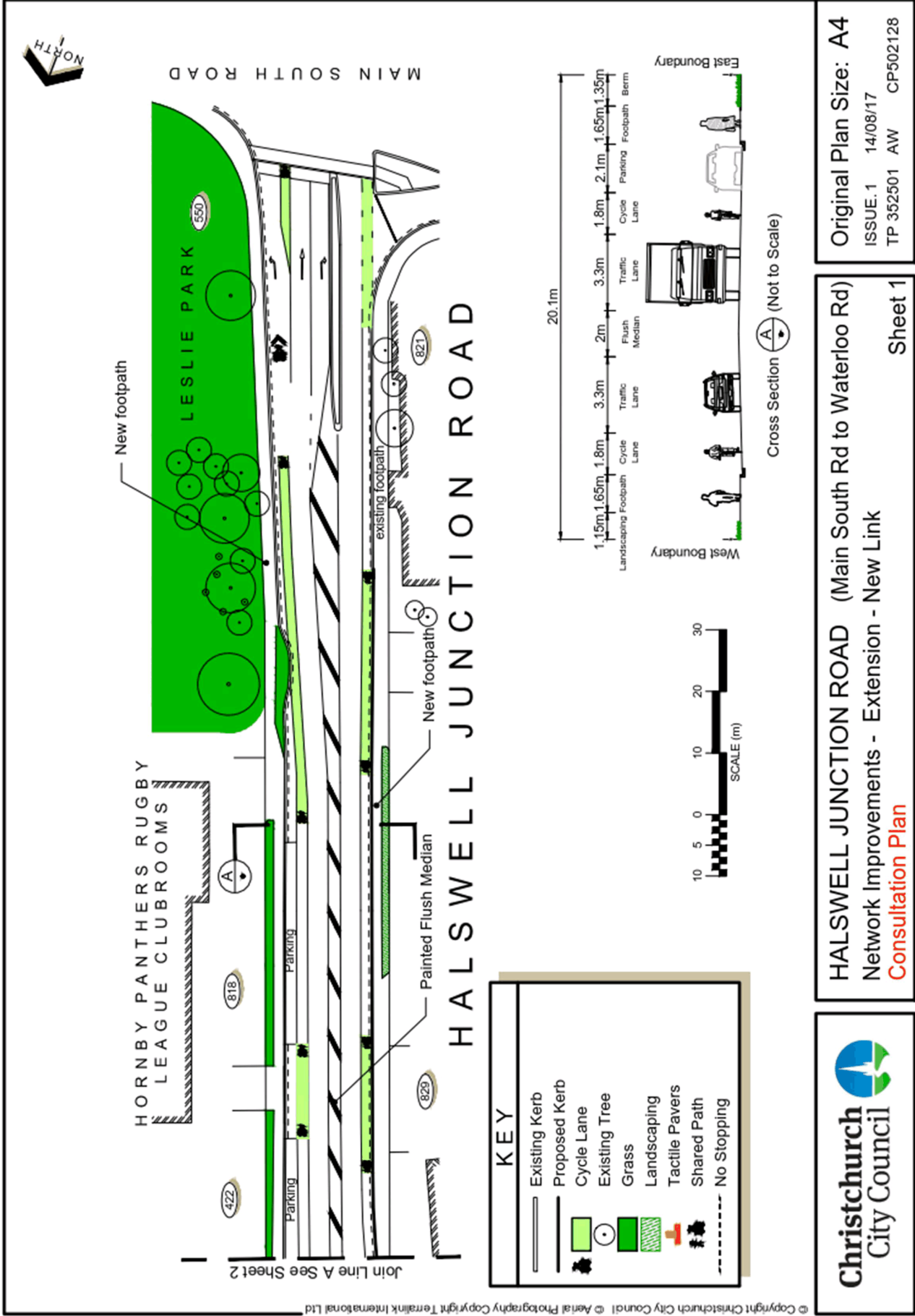
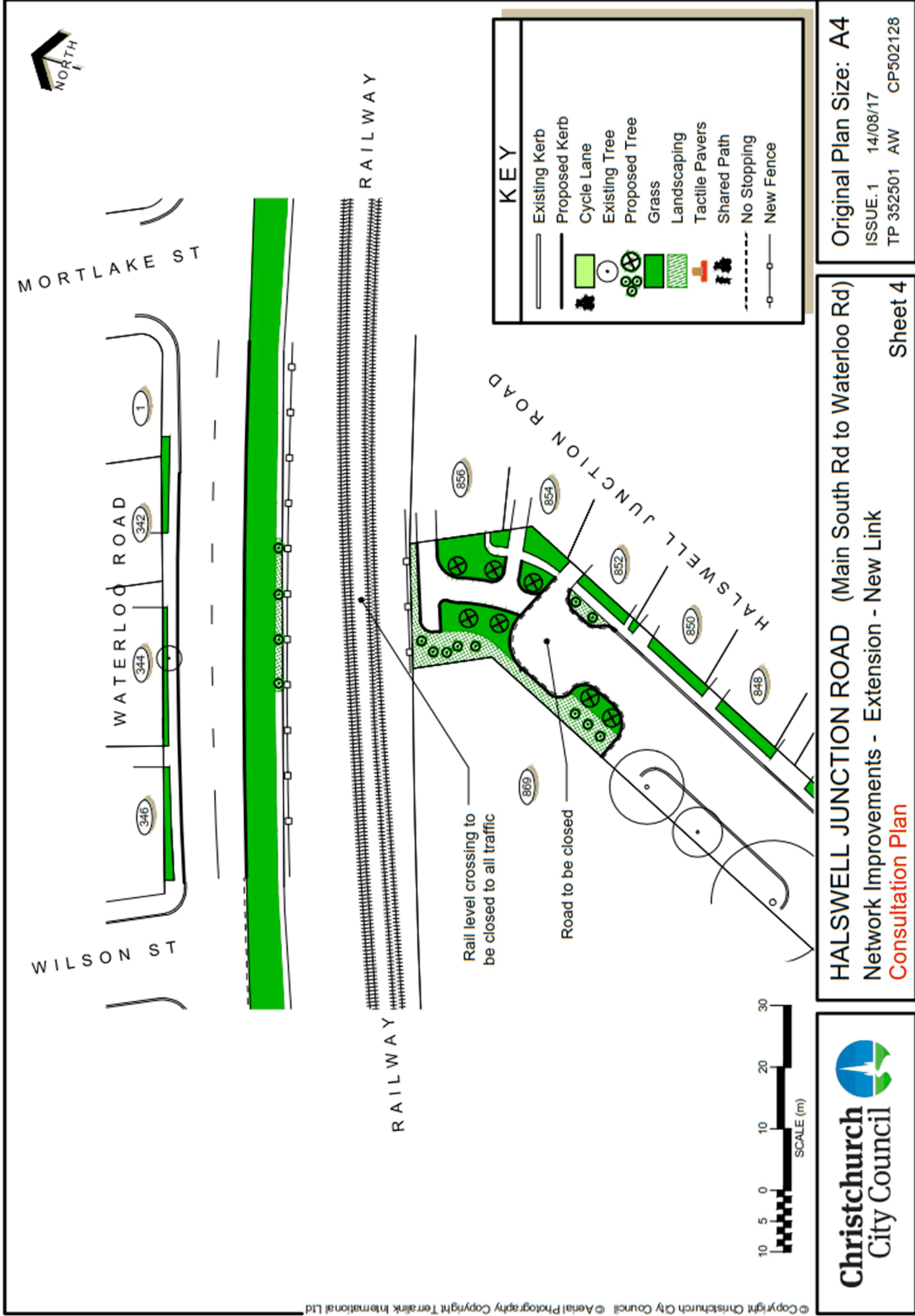
A new level rail crossing is a key feature of this project. Integrated rail and traffic signals at the Waterloo Road intersection will manage traffic along this potentially busy route.

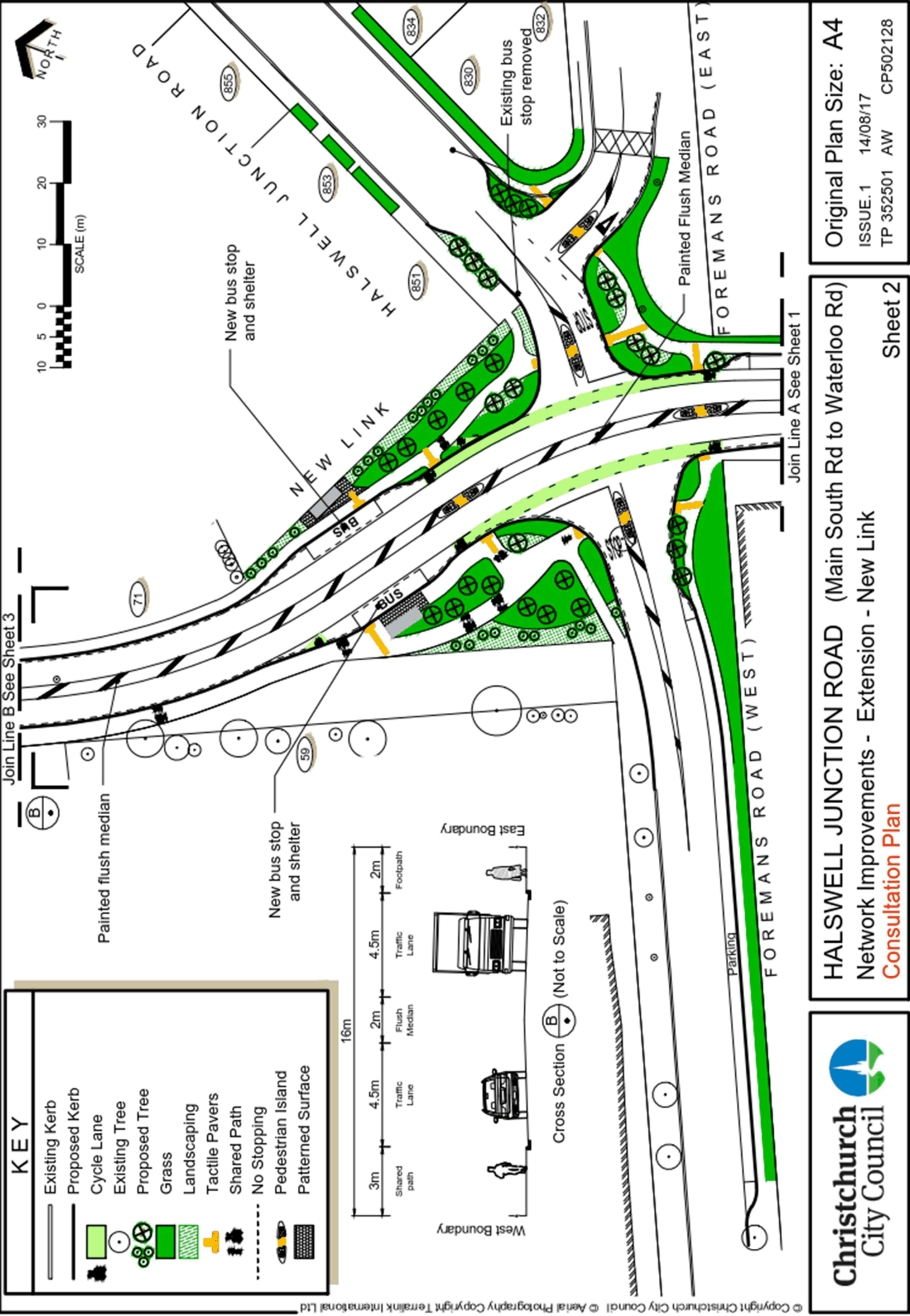
A new footpath is proposed while a new shared path will connect to an existing shared path. Painted medians will help define the road layout and additional landscaping is also proposed in the plans.



Southern approach to the proposed railway crossing.

(Continued overleaf)





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Saves **YOU** time,
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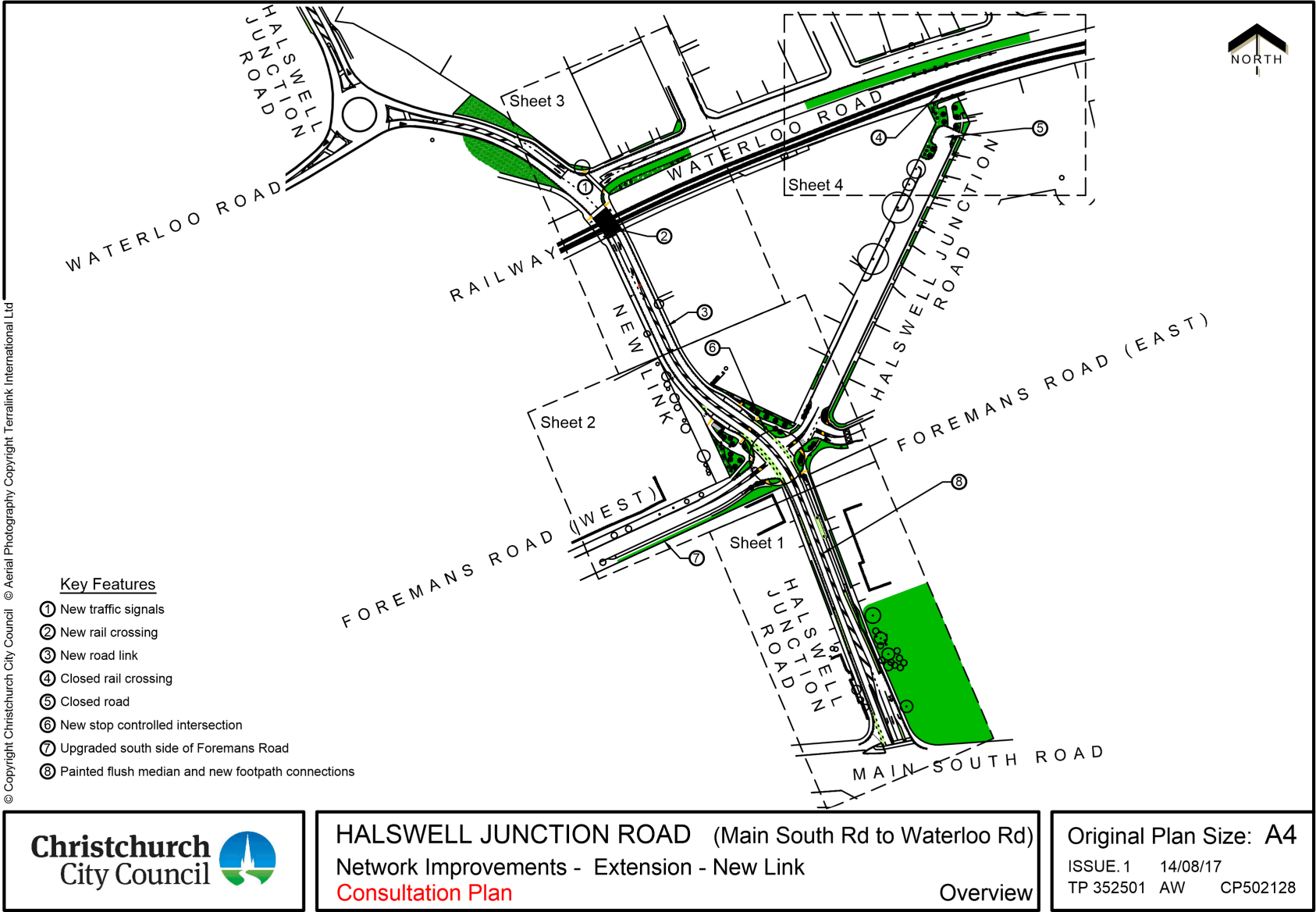
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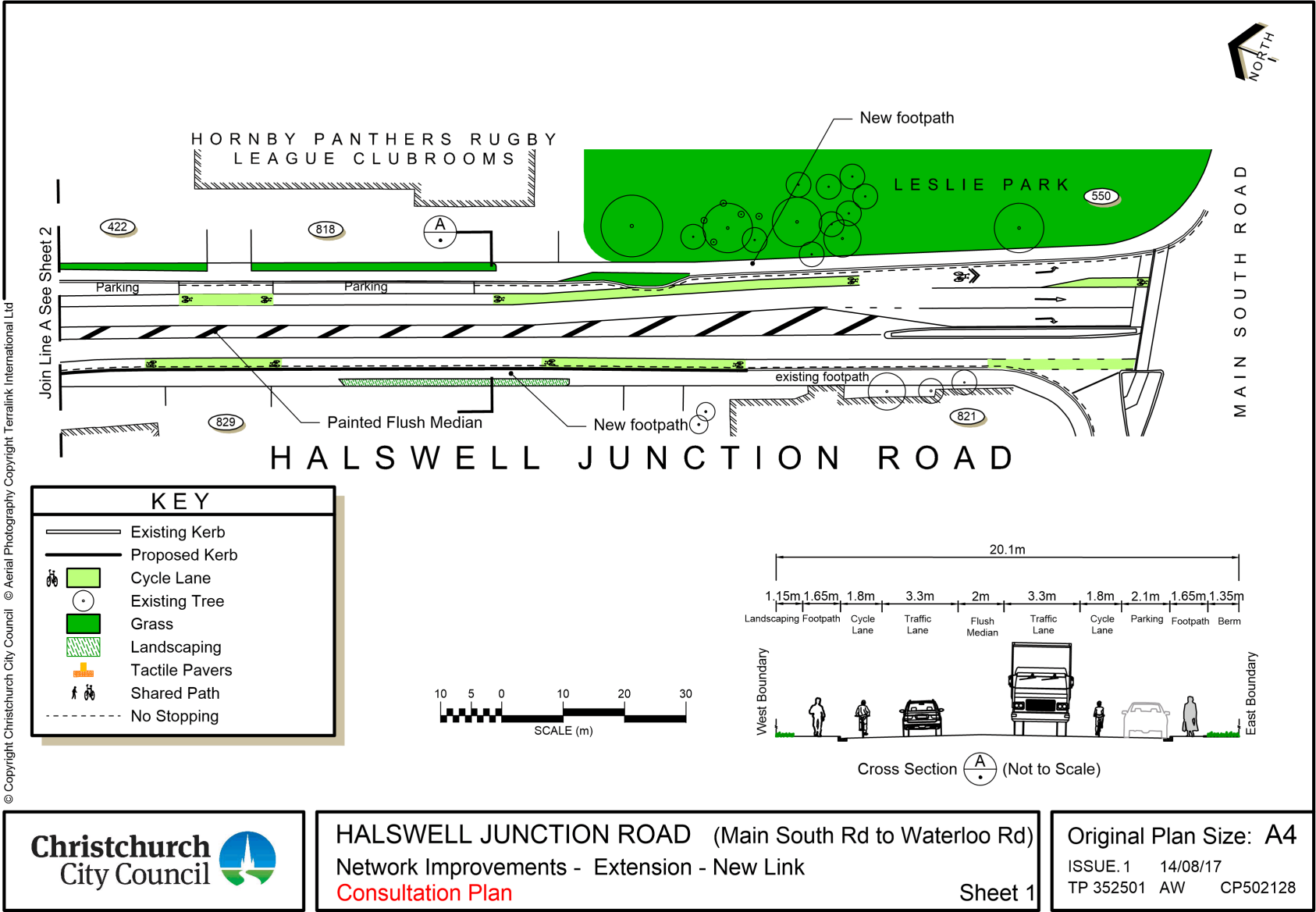
Christchurch
City Council

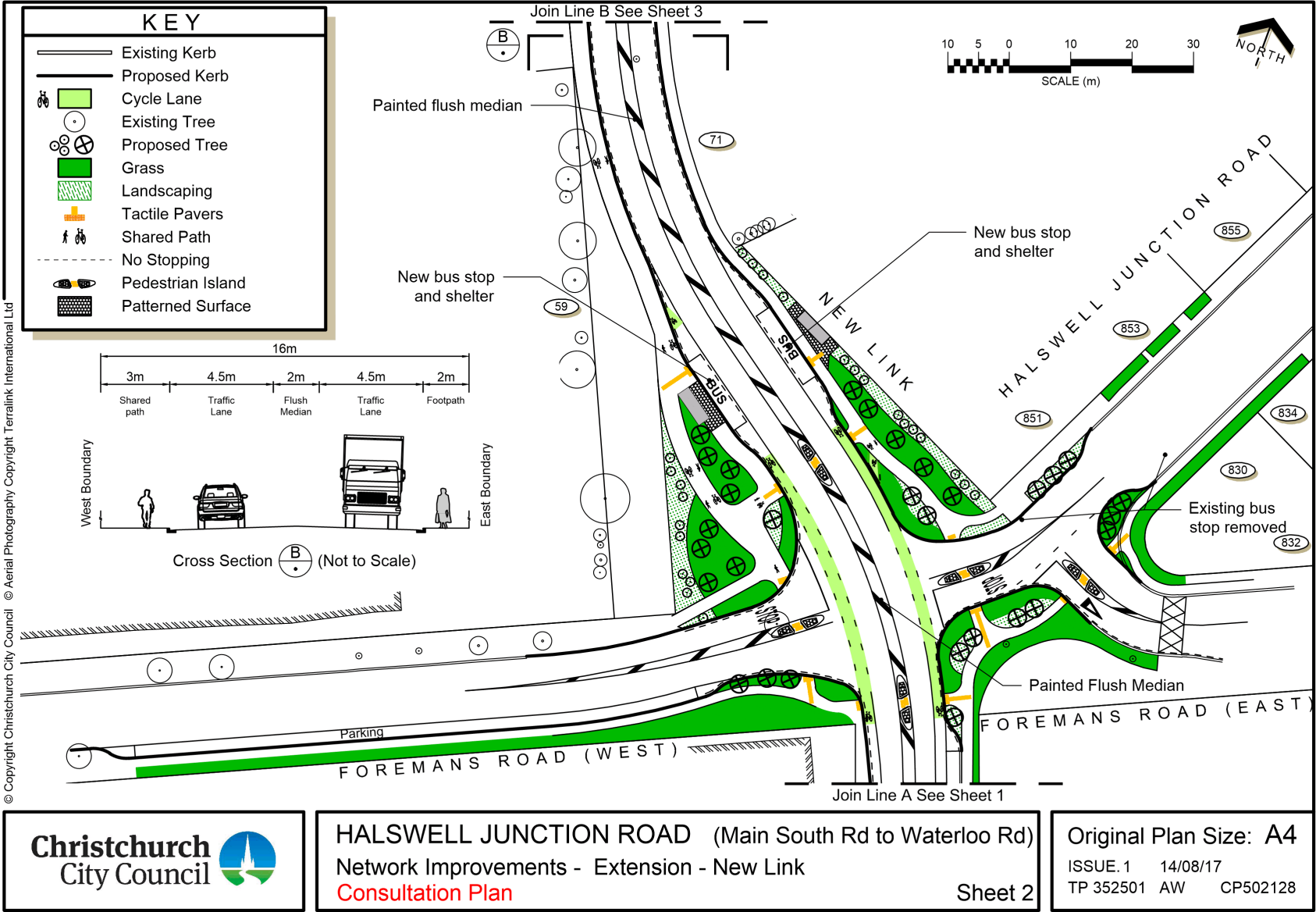
Attachment C

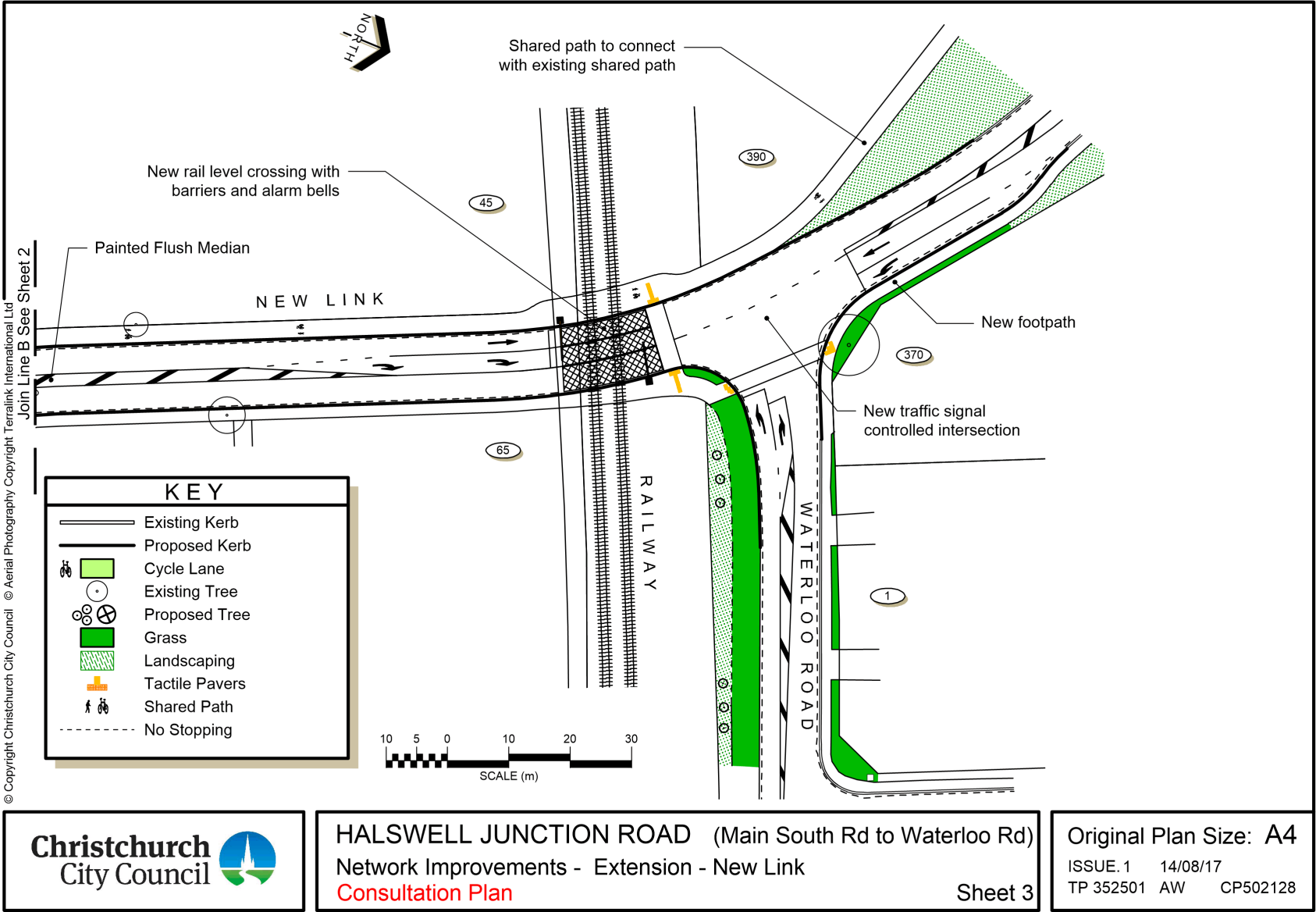
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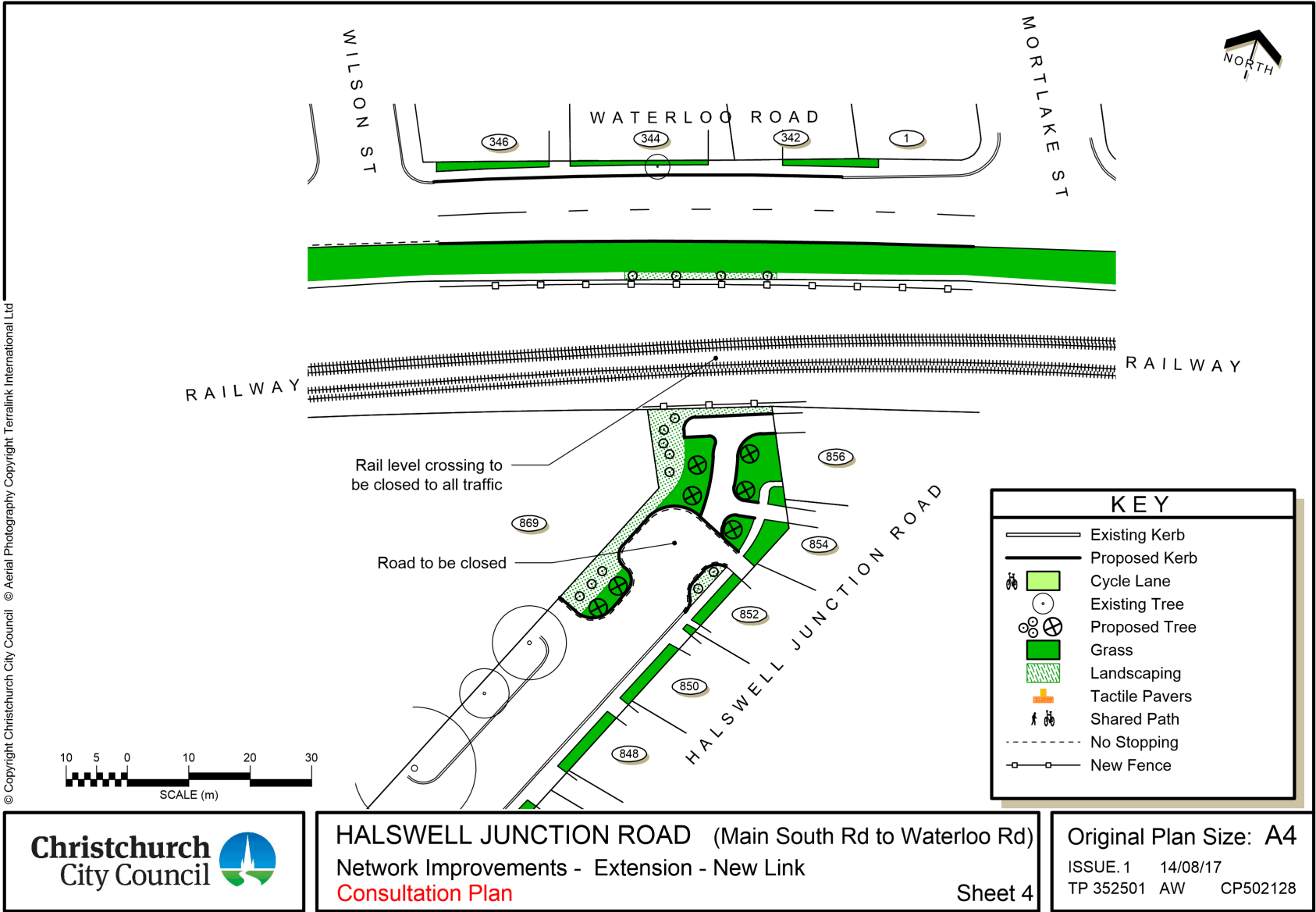
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8. 23R Brusio Drive - Orion Easement Over Local Purpose (Utility) Reserve

Reference: 17/1349221

Contact: Sarah Stuart sarah.stuart@ccc.govt.nz

941 8191

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to approve the granting of an electrical easement in favour of Orion New Zealand Limited (Orion) over the part of the un-named Council owned Reserve shown as 'AM', DP506312 (refer **Attachment A**).
- 1.2 The Board is also requested that should it approve the granting of the easement, to recommend to the Chief Executive that she exercise her authority as delegate of the Minister of Conservation to consent to the easement. The Minister has delegated her authority to the Council, who has subsequently sub-delegated the authority to the Chief Executive.

Origin of Report

- 1.3 This report is being submitted to the Halswell-Hornby-Riccarton Community Board in order to allow an easement so Orion can install electrical assets. These assets will provide network connectivity from Carrs Road through the site to connect to the existing network cables in the adjacent subdivision.
- 1.4 The area is a recently vested reserve subject to the Reserves Act 1977. The Board has the delegated authority as the administering body to make a decision on the granting of the proposed easement.
- 1.5 Under the Reserves Act, the administering body's consent is subject to the consent of the Minister of Conservation. The Minister has delegated this power to the Council. The delegation from the Minister raised an expectation that the roles of the administering body will be kept separate from the role as Minister's delegate. The Council has addressed this through making the Community Board's the administering body and the Chief Executive the Minister's delegate.

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 a significance and engagement assessment worksheet.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve pursuant to Section 48(1)(d) and Section 48(3)(a) and (b) of the Reserves Act 1977, the granting of an easement giving Orion New Zealand Limited the right to convey electricity over the area outlined yellow and marked AM on the plan DP 506312 shown in agenda Attachment A, subject to:
 - a. The consent of the Minister of Conservation or her delegate.

- b. All necessary statutory consents under but not limited to the Resource Management Act and Building Control Act, being obtained.
2. Recommend that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the granting of the easement to Orion New Zealand Limited for the right to convey electricity as outlined in the staff report.
3. Authorise the Property Consultancy Manager, should the easements be granted with the consent of the Minister of Conservation, to finalise documentation to implement the easements.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Neighbourhood Parks
 - Level of Service: 6.0.1 Neighbourhood Parks are maintained to specifications so parks are clean, tidy, safe and functional
- 4.2 The following feasible options have been considered:
 - Option 1 - Grant an easement (preferred option).
 - Option 2 - Do not grant an easement.
 - Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.2.2 The advantages of this option include:
 - The easement will protect the infrastructure in perpetuity.
 - The easement will identify the existence of the electrical assets on the title.
 - The easement is required to comply with the Reserves Act 1977.
 - Supports Health and Safety by identifying the location of the utilities on the title.
- 4.2.3 The disadvantages of this option include:
 - Minor earthworks and temporary restrictions on the use of the reserve.

5. Context/Background

Background

- 5.1 The un-named reserve is a local purpose (utility) reserve recently vested in the Council by subdivision. It is subject to the Reserves Act 1977 and held in title 768055, being Lot 58 DP 506312.
- 5.2 Enable Networks Ltd (Enable) have an easement registered over the same area (labelled AM). It was intended that the Orion easement vest in subdivision at the same time the Enable easement was created however this did not occur.
- 5.3 Enable have provided written confirmation that Orion may utilise the same easement area (AM). Construction in accordance with industry standards will ensure that regulatory requirements in terms of distance between the two utilities are met.
- 5.4 Compensation is payable and has been assessed by independent registered valuation.
- 5.5 The proposed easement does not impact on any other registered rights over the Council's title.

Easement

- 5.6 Section 48 of the Reserves Act 1977 (the Act) provides that the Council with the consent of the Minister of Conservation, may grant easements for rights-of-way and other services over reserve

land. In this case, Section 48(1) (d) covers “an electrical installation or work, as defined in section 2 of the Electricity Act 1992”.

- 5.7 Under Section 48(2) of the Act, it is necessary for the Council to publically notify its intention to grant an easement except where the reserve is unlikely to be materially altered or permanently damaged, and the rights of the public in respect of the reserve are unlikely to be permanently affected (section 48(3) of the Act). In this instance public notification is not required given that the electrical assets will be underground. They will have no material effect nor permanently affect the rights of the public in respect of the reserve.
- 5.8 **Attachment B**, Orion’s construction plan, shows the easement area outlined in blue. The reserve will be extended on deposit of the subdivision plan LT 516990. A further electrical easement (shown as Area T in **Attachment C**) will be created on subdivision.
- 5.9 The works will be undertaken by a suitably qualified contractor who will comply with all Health and Safety regulations in accordance with best practice. The contractor will be determined by a tender process.

Consent of the Minister of Conservation

- 5.10 In exercising the consent of the Minister of Conservation, the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters:
 - 5.10.1 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.
 - 5.10.2 The easement being applied for falls within the purposes specified in Section 48(1) of the Reserves Act.
 - 5.10.3 The provisions of Section 48(2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48(3).
 - 5.10.4 Section 4 of the Conservation Act 1987 (this Act shall be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977, consideration is to be given to the requirement or otherwise to consult with iwi.
- 5.11 It is confirmed that the subject land has reserve status, held in title 768055 for local purpose (utility) reserve. Section 48(1) of the Act allows the Council to grant rights-of-way and other easements over any part of the reserve for any electrical installation work (section 48(1) (d)). The public notification of the proposed easement is not required by virtue of Section 48(3) of the Act.
- 5.12 Specific consultation with iwi is not considered necessary as the site affected does not feature in the City Plan as having any significance to Tangata Whenua and the proposal is believed to be consistent with the framework of the Mahaanui Iwi Management Plan (MIMP) as the proposed earthworks activities will be minimal.

6. Option 1 – Grant the easement (preferred)

Option Description

- 6.1 Grant the easement on the conditions stipulated.

Significance

- 6.2 The level of significance of this option is low consistent with section 2 of this report.
- 6.3 Engagement requirements for this level of significance are appropriate.

Impact on Mana Whenua

- 6.4 This option does 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

- 6.5 No one is specifically affected by this option due to there being no adverse impacts on the reserve.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.7 Cost of Implementation – negligible, staff time.
- 6.8 Maintenance/Ongoing Costs – responsibility of Orion New Zealand Limited.
- 6.9 Funding source – not applicable. All costs to be on-charged to Orion.

Legal Implications

- 6.10 Section 48(1)(d) of the Reserves Act 1977 enables the Council, with the consent of the Minister of Conservation, to grant easements over public reserves, in this case for electrical installation work.

Risks and Mitigations

- 6.11 The proposal is a permitted activity under the City Plan rules, current and proposed.
- 6.12 No risks identified.
- 6.12.1 Residual risk rating - the rating of the risk is low.

Implementation

- 6.13 Implementation dependencies - no known dependencies
- 6.14 Implementation timeframe – The works should be completed within two to three months.

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- The easement will protect the infrastructure in perpetuity.
 - The easement will identify the existence of the electrical assets on the title.
 - An easement is required to comply with the Reserves Act 1977.
 - Supports Health and Safety by identifying the location of the utilities on the title.
- 6.16 The disadvantages of this option include:
- Minor earthworks and temporary restrictions on the use of the reserve.

7. Option 2 – Do not grant the easement

Option Description

- 7.1 Do not approve the grant of the electrical easement

Significance

- 7.2 The level of significance of this option is low consistent with section 2 of this report.
- 7.3 Engagement requirements for this level of significance are appropriate.

Impact on Mana Whenua

- 7.4 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

- 7.5 No one is specifically affected by this option due to the status quo being maintained.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.7 Cost of Implementation - not applicable
- 7.8 Maintenance/Ongoing Costs - Maintenance costs for the Reserve are unchanged.
- 7.9 Funding source – not applicable. No change to existing operational budgets.

Legal Implications

- 7.10 Not applicable

Risks and Mitigations

- 7.11 There are no risks to users of the reserve if the easement itself is not approved. There may be a risk to Orion's network connectivity if the utilities cannot run where planned.

7.11.1 Residual risk rating - the rating of the risk is low.

Implementation

- 7.12 Implementation dependencies - Not applicable
- 7.13 Implementation timeframe - Not applicable

Option Summary - Advantages and Disadvantages

- 7.14 The advantages of this option include:
- There will not be minor earthworks and temporary restrictions to the reserve.
 - The titles will not be further encumbered.
- 7.15 The disadvantages of this option include:
- Orion will need to secure an alternative solution.

Attachments

No.	Title	Page
A ↓	Brusio Drive - Part Subdivision Title Plan - DP 506312	53
B ↓	Orion New Zealand Limited - Plan	54
C ↓	Draft Subdivision Title Plan - LT 516990	55
D ↓	23R Brusio Drive - Location Plan	56

Confirmation of Statutory Compliance

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

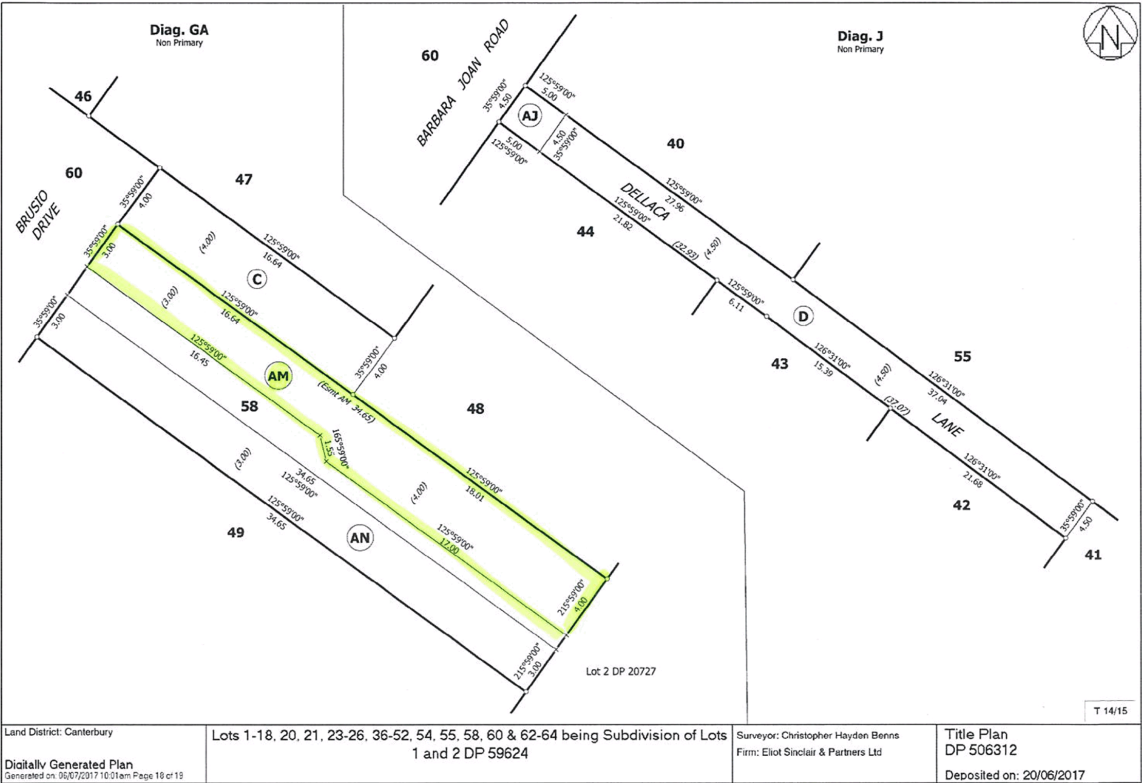
(a) This report contains:

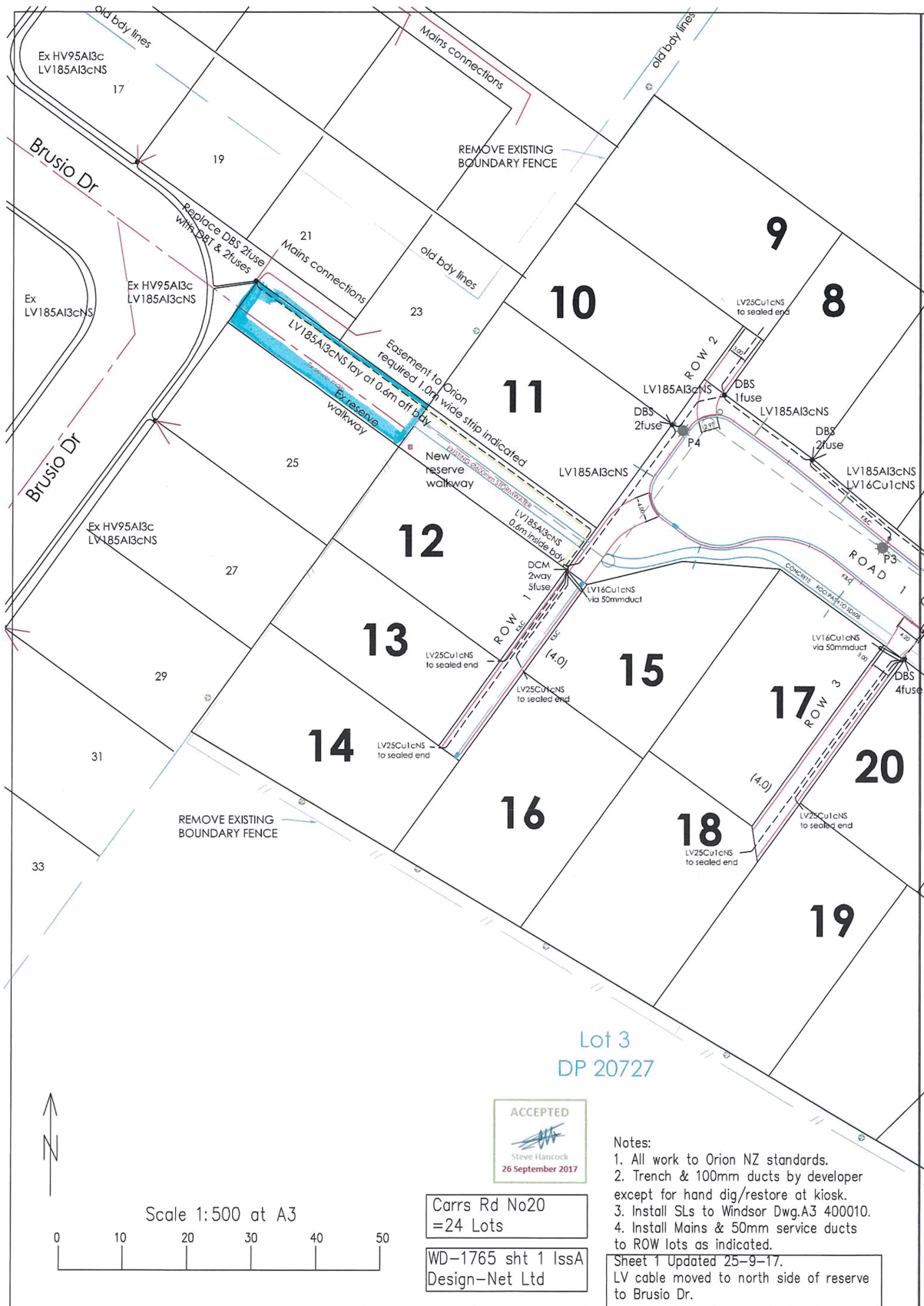
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

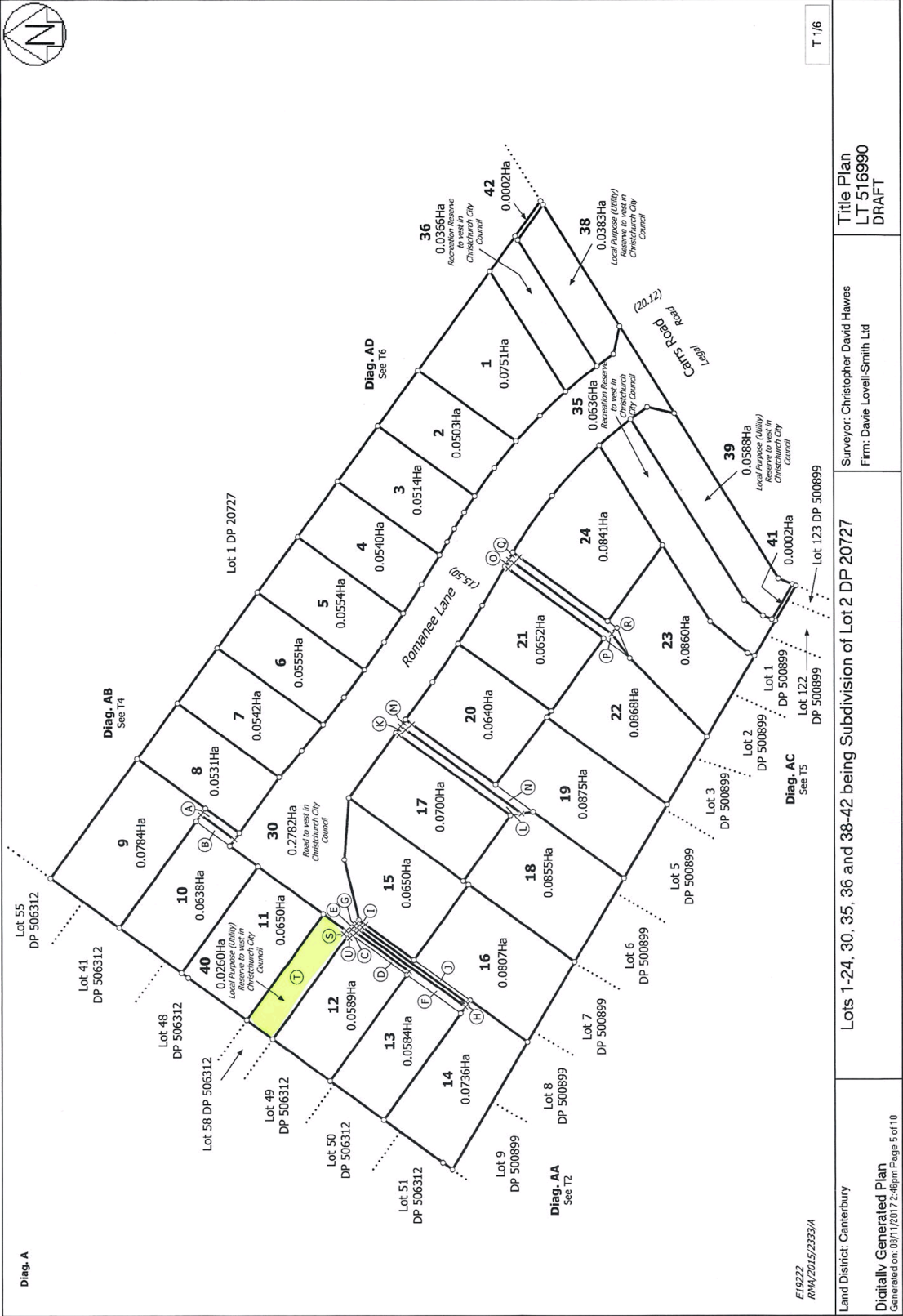
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Sarah Stuart - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Bruce Rendall - Head of Facilities, Property & Planning Brent Smith - Head of Parks Mary Richardson - General Manager Citizen and Community

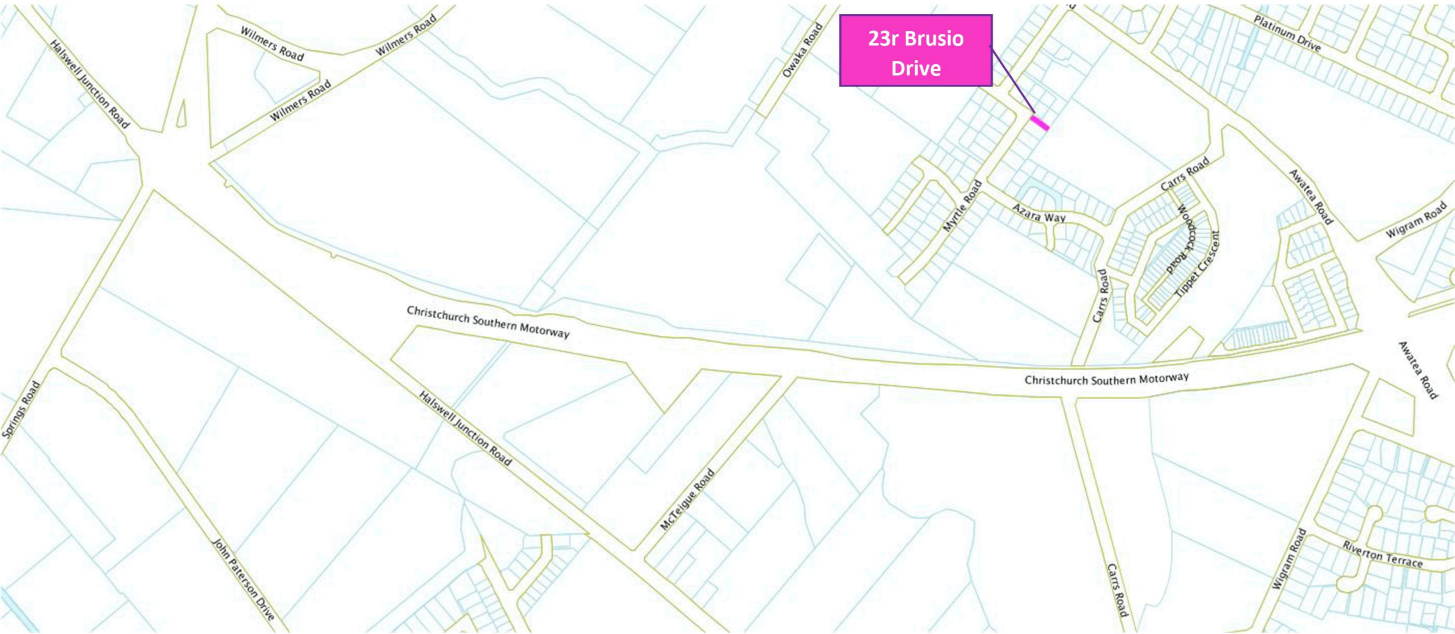








LOCATION OVERVIEW



9. Lodestar Avenue/Stark Drive Intersection - Bus Stop and Intersection Improvements

Reference: 17/1517867

Contact: Brenda O'Donoghue brenda.odonoghue@ccc.govt.nz 941 8583

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to approve a bus stop and 'No Stopping' parking restrictions, located at the intersection of Lodestar Avenue and Stark Drive in Wigram.

Origin of Report

- 1.2 This report is staff generated for the following reasons:
- An interim bus stop was installed adjacent to 21 Lodestar Avenue (Kilmarnock Enterprises) in May 2017. The bus stop facilitates a twice daily bus service, provided by Environment Canterbury, for staff at Kilmarnock Enterprises who are dependent on public transport to travel to and from work.
 - Customer Service Requests have been received by staff concerning restricted sightlines at the intersection of Lodestar Avenue with Stark Drive. Customers have indicated that sightlines are restricted by vehicles parking in close proximity to the intersection, which restricts the sightlines for pedestrians crossing Lodestar Avenue and Stark Drive, as well as restricting the sightlines for drivers turning from Stark Drive on to Lodestar Avenue.

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 assessing the impact of the project against the criteria set out in the Significance and Engagement assessment.
- 2.1.2 The community engagement and consultation outlined in this report reflects the assessment.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to approve the following parking restrictions (refer to Figure 2 or Agenda Attachment A):

1. Approve that the stopping of vehicles be prohibited at all times on the south side of Lodestar Avenue commencing at its intersection with Stark Drive and extending in an easterly direction for a distance of 17.5 metres.
2. Approve that the stopping of vehicles be prohibited at all times on the south side of Lodestar Avenue commencing at its intersection with Stark Drive and extending in a westerly direction for a distance of 12 metres.
3. Approve that the stopping of vehicles be prohibited at all times on the west side of Stark Drive commencing at its intersection with Lodestar Avenue and extending in a southerly direction for a distance of 17 metres.

4. Approve that the stopping of vehicles be prohibited at all times on the east side of Stark Drive commencing at its intersection with Lodestar Avenue and extending in a southerly direction for a distance of 17 metres.
5. Revoke all parking and stopping restrictions on the north side of Lodestar Avenue commencing at a point 10.5 metres west of the prolongation of the western kerb line of Stark Drive and extending in an easterly direction for a distance of 32 metres.
6. Approve that the stopping of vehicles be prohibited at all times on the north side of Lodestar Avenue commencing at a point 2.5 metres west of the prolongation of the western kerb line of Stark Drive and extending in a westerly direction for a distance of eight metres.
7. Approve that a marked bus stop be installed on the north side of Lodestar Avenue commencing at a point 2.5 metres west of the prolongation of the western kerb line of Stark Drive and extending in an easterly direction for a distance of 14 metres.
8. Approve that the stopping of vehicles be prohibited at all time on the north side of Lodestar Avenue commencing at a point 11.5 metres east of the prolongation of the western kerb line of Stark Drive and extending in an easterly direction for a distance of 10 metres.

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: 10.0.31 Protect vulnerable users - minimise the number of fatal crashes involving pedestrians and cyclists.
 - 4.1.2 Activity: Public Transport Infrastructure
 - Level of Service: 10.4.1 Contribute to increasing the number of trips made by public transport.
- 4.2 The following feasible options have been considered:
 - Option 1 – Bus stop and sightline improvements at the intersection of Lodestar Avenue with Stark Drive.
 - Option 2 – Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - The bus stop allows for convenient access to public transport for the employees of Kilmarnock Enterprises, for whom there is a dependency on public transport.
 - The bus stop parking restrictions has made it easier for pedestrians to cross Lodestar Avenue from the north-side, due to sightlines not being restricted by parked cars.
 - The bus stop on Lodestar Avenue is for the majority of the day unoccupied. As the bus stop is positioned at the top of the 'T' intersection with Stark Drive, the space provides room for through traffic to pass a vehicle turning right into Stark Drive. Whereas prior to the bus stop, parked vehicles at the top of 'T' intersection would have prevented through traffic passing a vehicle turning right into Stark Drive.
 - Inclusion of the additional 'No Stopping' parking restrictions will improve sightlines at the remaining pedestrian crossing points, as well as improving the sightlines for drivers turning out of Stark Drive on to Lodestar Avenue.
 - 4.3.2 The disadvantages of this option include:

- A total net loss of five on-street parking spaces. The reduction of on-street parking spaces will mean some drivers will have to park further away from their destination, or make use of the off-street car parks provided by the surrounding businesses. Two of the five on-street parking spaces have not been available for general vehicle use since the interim bus stop was installed at the end of May 2017. No complaints have been received by staff concerning the loss of these spaces.

5. Context/Background

Location

- 5.1 Wigram is in the Halswell ward, in the south west of Christchurch. The area of interest of this report is the intersection of Lodestar Avenue with Stark Drive.
- 5.2 As indicated in Figure 1, the number 100 bus service extends twice daily (weekdays only) from Corsair Drive to Lodestar Avenue to provide public transport access to the employees of Kilmarnock Enterprises.

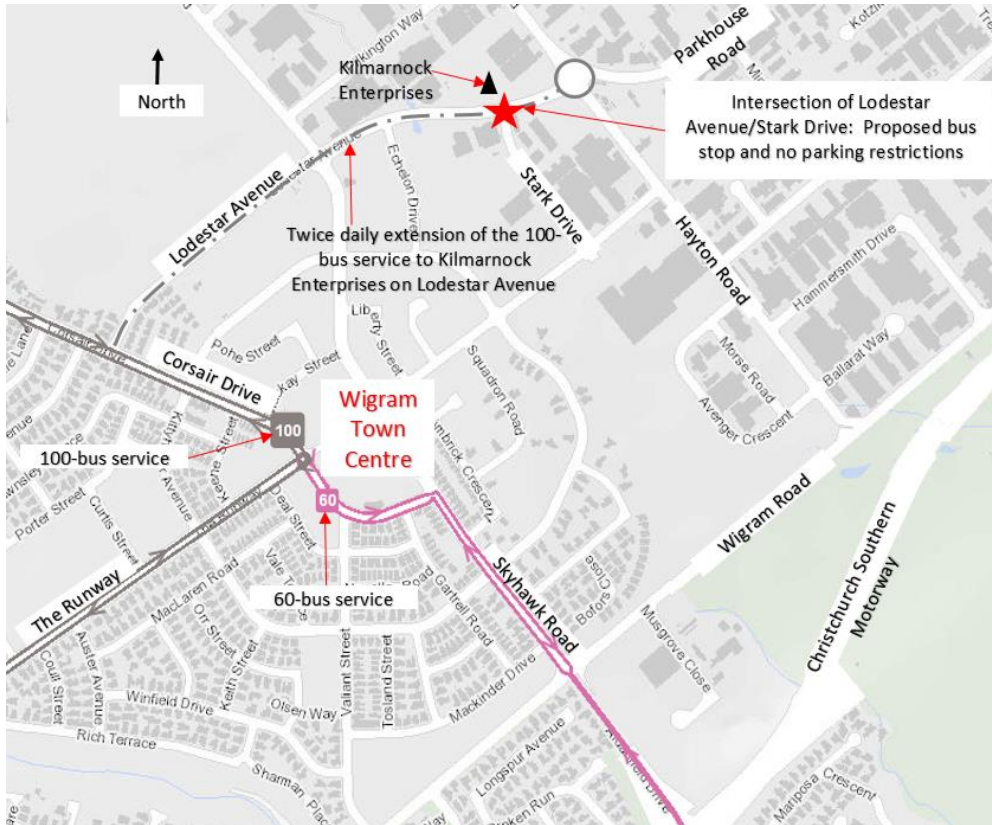


Figure 1: Location of Lodestar Avenue/Stark Drive, relative to Wigram Town Centre

- 5.3 The proposed bus stop and 'No Stopping' parking restrictions located at the intersection of Lodestar Avenue with Stark Drive are shown in Figure 2.

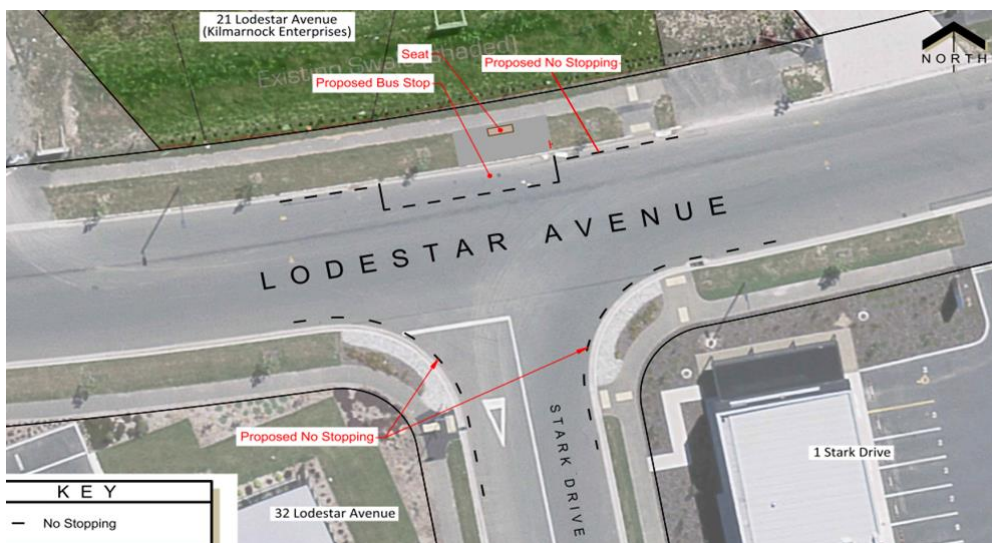


Figure 2: Proposed Bus Stop and No Parking Restrictions

Public Transport

- 5.4 Staff were requested by the Public Transport team at Environment Canterbury in May 2017 to install a bus stop on Lodestar Avenue, in close proximity to Kilmarnock Enterprises. Since the start of June 2017, Environment Canterbury provide a twice daily (weekdays only), extension of the 100 bus service, for staff traveling to and from Kilmarnock Enterprises.
- 5.5 Kilmarnock Enterprises employ and train people with special needs, who have a dependency on public and active modes of transport. The bus service extension allows a good number of the staff to be able to travel to and from work using public transport.
- 5.6 On 25 May 2017, staff provided an update by way of email to inform the Community Board, that due to the immediacy of the bus service start date, staff would need to install an interim bus stop for the service to become operational. In this update to the Board, staff highlighted the pedestrian sightline concerns that have been raised by the staff of Kilmarnock Enterprises. Staff noted that the required consultation and approval process would follow in due course, and that the scope of the project would likely be extended to include additional 'No Stopping' parking restrictions to address the restricted pedestrian sightlines.
- 5.7 Motorists have not been observed parking in the interim bus stop, indicating good adherence to the parking restrictions. No complaints have been received by staff concerning the loss of the on-street parking spaces that were removed to allow for the installation of the interim bus stop.

Restricted sightlines

- 5.8 Staff at Kilmarnock Enterprises have prior to the interim bus stop being installed contacted the Council to request improvements be made to the pedestrian crossing points at the intersection of Lodestar Avenue with Stark Drive. At this intersection vehicles park up to the pedestrian crossing points, restricting pedestrian sightlines. To prevent vehicles from parking adjacent to the pedestrian crossing points, additional parking restrictions at the intersection are included in this project, as indicated in Figure 2. Such measures have proven to work as it was reported by Kilmarnock Enterprises staff, many of whom have physical impairments, that they find it easier to cross Lodestar Avenue from the north-side due to the introduction of the interim bus stop markings and its associated parking restrictions.
- 5.9 The difference to pedestrian sightlines can be seen in the following photographs. Both photographs were taken from the pedestrian crossing point located on the north-side of Lodestar Avenue. Photo 1 shows vehicles parked up to the pedestrian crossing point before the interim bus stop was installed, restricting sightlines for pedestrians. Photo 2 shows the interim bus stop, with improved sightlines for pedestrians.



Photo 1: Restricted sightlines for pedestrians, parked cars on the north side of Lodestar Avenue



Photo 2: Improved sightlines for pedestrians, with the interim bus stop

- 5.10 Kilmarnock Enterprises is a social enterprise specialising in the employment and vocational training for adults with a range of disabilities. This sets the business apart from the majority of neighbouring businesses, who do not employ as many disabled staff. There is a significant need to ensure the surrounding environment takes into account the needs of those whose walking speed is affected by characteristics, such as physical condition. A fit, healthy adult will generally walk at a mean speed of 1.5 metres per second. Older pedestrians, or pedestrians with mobility impairments travel more slowly, at around 1.2 metres per second. It is important that there are good sightlines available at the pedestrian crossing points by Kilmarnock Enterprises, so that those who walk at a slower speed have a greater opportunity to see from the footpath if there is a safe gap in traffic to cross the road.
- 5.11 Staff have also been contacted by drivers who have requested 'No Stopping' lines be installed at the intersection of Lodestar Avenue with Stark Drive. Such requests indicate the difficulty to turn out of Stark Drive on to Lodestar Avenue, as cars park in close proximity to the intersection.

Consultation

- 5.12 In total, four submissions were received during the consultation period. Two of the respondents supported the proposal, one respondent did not support the proposal, and one respondent did not indicate support for the proposal or not. The consultation covered the period from Wednesday 1 November 2017 to Monday 20 November 2017. The bus stop consultation process is described Section 6.5 to 6.11 of this report.

6. Option 1 - Bus stop and sightline improvements at the intersection of Lodestar Avenue with Stark Drive (preferred)

Option Description

- 6.1 Staff recommend that the Board approve the bus stop and additional 'No Stopping' parking restrictions, located at the intersection of Lodestar Avenue with Stark Drive, as indicated in Figure 2 and Attachment A.
- 6.2 The reasons why the bus stop and additional 'No Stopping' parking restrictions are proposed, is described in Section 5.4 to 5.11.

Significance

- 6.3 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance include consultation with the adjacent property owners and occupiers.

Impact on Mana Whenua

- 6.4 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

- 6.5 A consultation notice and feedback form was hand delivered to the business properties listed below, as they are specifically affected by this option due to the proximity of the property to the proposal.
 - 1 (units 1 to 24) Stark Drive,
 - 19, 21, 32 and 33 Lodestar Avenue
- 6.6 Some properties listed are as yet undeveloped (for example number 19 and 33 Lodestar Avenue), and a limited number of units at 1 Stark Drive were not occupied on the day the consultation notices were hand delivered. In total about 30 consultation letters were hand delivered. The consultation information was posted by mail to absentee owners. Those who received the hand delivered consultation documents from staff were pleased to have received the update, and did not indicate any obvious opposition to the proposal. Most of the people that staff spoke to, indicated they would most likely not return any feedback, as the proposal has little impact on them. In total about 19 consultation letters were posted to absentee owners.
- 6.7 The consultation occurred from Wednesday 1 November 2017 to Monday 20 November 2017.
- 6.8 In total, four submissions were received during the consultation period. Two of the respondents supported the proposal, one respondent did not support the proposal, and one respondent did not indicate support for the proposal or not. The individual comments provided as feedback by the respondents, and staff responses is provided in Attachment B.
- 6.9 Of those who responded in support of the project, one respondent did not provide any commentary, and the second respondent indicated that they were very happy with the proposed 'No Stopping' lines on Lodestar Avenue and Stark Drive.
- 6.10 The respondent who objected to the proposal did not agree that the on-street parking spaces should be removed. The respondent also indicated that '15 minute' time restricted parking should be installed on the lead into and out of the south-east corner of Lodestar Avenue with Stark Drive, for patrons of the nearby café and dairy. To-date, staff have not received any other requests for time restricted parking in this area. Staff have indicated to the respondent that she should contact the Council's Call Centre to lodge a Customer Service Request concerning the time restricted parking. At that point the Traffic Engineer for the Halswell area would assess the request further.

- 6.11 The respondent who did not indicate support for the proposal or not, recommended the bus stop be located closer to the driveway of 19 Lodestar Avenue, and that the 'No Stopping' parking restrictions on the east side of Stark Drive be removed. Staff have indicated to the respondent that the bus stop has been positioned closest to the Kilmarnock Enterprises driveway (21 Lodestar Avenue). The bus stop position proposed by staff is closest to Kilmarnock Enterprises, and has been in operation since the end of May 2017. During this time no complaints have been received about the location of the bus stop. Furthermore it has been reported to staff, by Kilmarnock Enterprises staff that they find it easier to cross Lodestar Avenue from the north-side due to the introduction of the interim bus stop markings and its associated parking restrictions. This is another important road safety consideration, as many of the staff who work at Kilmarnock Enterprises will walk at a speed slower than that of a fit, and healthy adult.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.13 Staff professional services costs - \$4,000, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.
- 6.14 Cost of Implementation – The estimated cost of this proposal is about \$2,100.
- 6.15 Maintenance/Ongoing Costs - Transport and City Streets, Operations Expenditure budget.
- 6.16 Funding source - Traffic Operations, Capital Expenditure budget for bus stop installation.

Legal Implications

- 6.17 There is not a legal context, issue or implication relevant to this decision.
- 6.18 This report has not been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

- 6.19 There is a risk that road users park in the marked bus stop box and on the 'No Stopping' lines. The risk is mitigated by vehicle users obeying the road rules, or by parking enforcement, if deemed necessary. To date, motorists have not been observed parking in the interim bus stop, indicating good adherence to the parking restrictions.

Implementation

- 6.20 Implementation dependencies - The implementation is dependent on the Halswell-Hornby-Riccarton Community Board approving the recommendations as described in Section 3.
- 6.21 Implementation timeframe - The timeframe for implementation is dependent on the contractor's workload, but should occur within three months of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

- 6.22 The advantages of this option include:
- The bus stop allows for convenient access to public transport for the employees of Kilmarnock Enterprises, for whom there is a dependency on public transport.
 - The bus stop parking restrictions has made it easier for pedestrians to cross Lodestar Avenue from the north side, due to sightlines not being restricted by parked cars.
 - The bus stop on Lodestar Avenue is for the majority of the day unoccupied. As the bus stop is positioned at the top of the 'T' intersection with Stark Drive, the space provides room for through traffic to pass a vehicle turning right into Stark Drive. Whereas prior to the bus stop, parked vehicles at the top of 'T' intersection would have prevented through traffic passing a vehicle turning right into Stark Drive.

- Inclusion of the additional 'No Stopping' parking restrictions will improve sightlines at the remaining pedestrian crossing points, as well as improving the sightlines for drivers turning out of Stark Drive on to Lodestar Avenue.

6.23 The disadvantages of this option include:

- A total net loss of five on-street parking spaces. The reduction of on-street parking spaces will mean some drivers will have to park further away from their destination, or make use of the off-street carparks provided for the surrounding businesses. Two of the five on-street parking spaces have not been available for general vehicle use since the interim bus-stop was installed at the end of May 2017. No complaints have been received by staff concerning the loss of these spaces.

7. Option 2 – Do Nothing

Option Description

- 7.1 Do nothing, the interim bus stop is not authorised and 'No Stopping' parking restrictions are not installed.

Significance

- 7.2 The level of significance of this option is low, and does not involve any consultation.

Impact on Mana Whenua

- 7.3 Refer to Section 6.4.

Community Views and Preferences

- 7.4 Not applicable

Alignment with Council Plans and Policies

- 7.5 This option is inconsistent with the Council's Plans and Policies

- 7.5.1 This option is inconsistent with the Long Term Plan as it has the potential to not protect vulnerable road users where they need to cross the road safely.

Financial Implications

- 7.6 Staff professional services costs - \$4,000, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.
- 7.7 Cost of Implementation - not applicable
- 7.8 Maintenance / Ongoing Costs - not applicable
- 7.9 Funding source - not applicable

Legal Implications

- 7.10 There is not a legal context, issue or implication relevant to this decision.
- 7.11 This report has not been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

- 7.12 This option has the potential to negatively impact people who depend on public transport to engage with society. This option also has the potential to not improve pedestrian and driver sightlines at the intersection of Lodestar Avenue with Stark Drive, which may have a negative impact on vulnerable road users. Mitigation to these risks is by means of Option 1.

Implementation

- 7.13 Implementation dependencies - not applicable
- 7.14 Implementation timeframe - not applicable

Option Summary - Advantages and Disadvantages

7.15 The advantages of this option include:

- The loss of on-street parking is reduced to two spaces, that is the space already occupied by the interim bus stop.

7.16 The disadvantages of this option include:

- Interim bus stop remains, however it remains unauthorised which give the stop limited permanency. This could come at a cost, as some of the features of the interim bus stop make use of temporary products, for example 'stick-on' yellow line marking tape. This product does not have the same lifespan as line marking paint, as such there would be a high renewal cost for the up-keep of the temporary line marking.
- Sightline for pedestrians and drivers on the southern side of Lodestar Avenue would remain unchanged. This does not help in protecting vulnerable road users to cross the road, or drivers to have a good sightline when turning right from Stark Drive on to Lodestar Avenue.

Attachments

No.	Title	Page
A ↓	Lodestar Avenue/Stark Drive Intersection Improvements - Plan for Community Board Approval	67
B ↓	Lodestar Avenue/Stark Drive Improvements - Consultation Feedback	68

Confirmation of Statutory Compliance

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

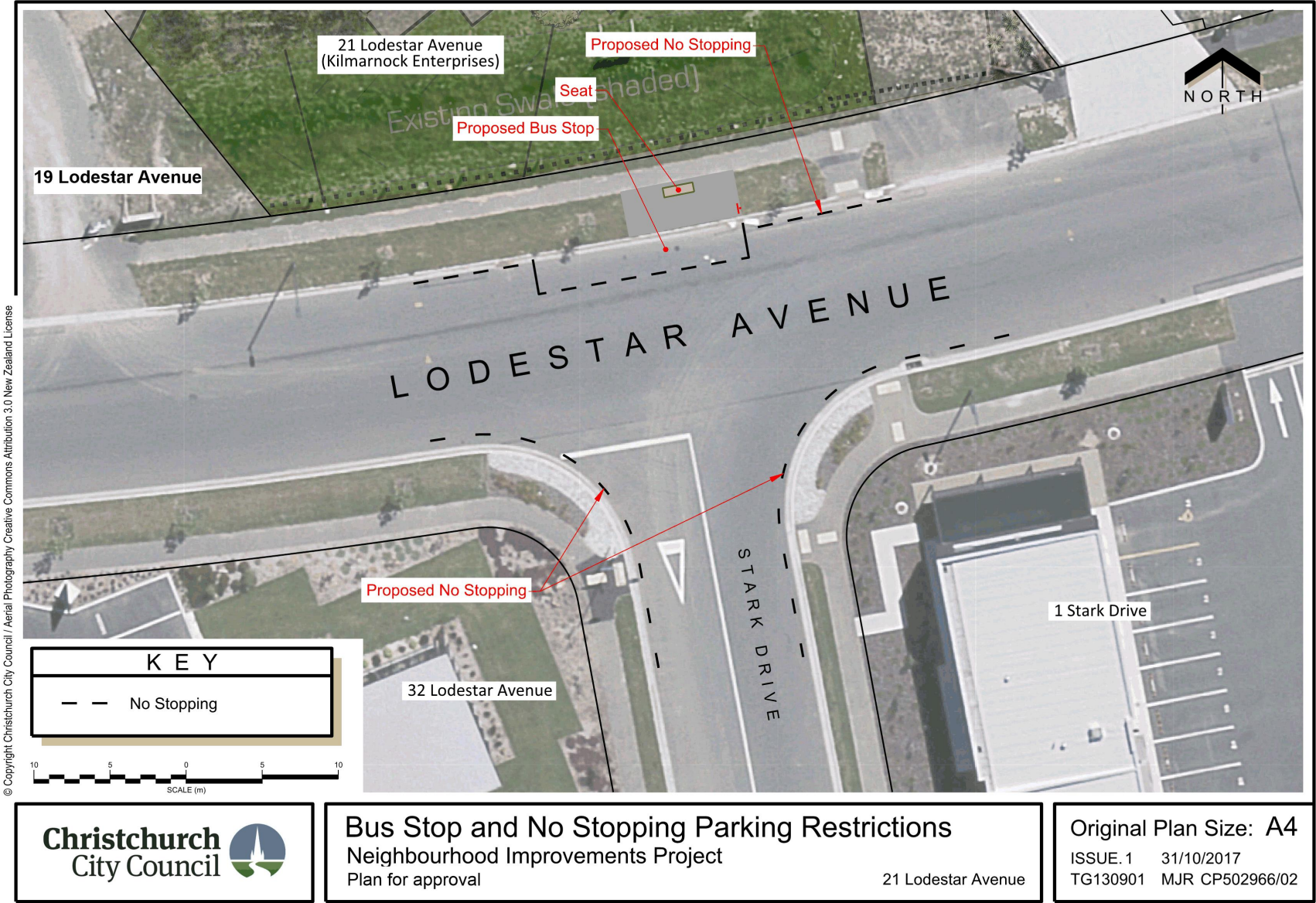
(a) This report contains:

- 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	Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)



Proposed Bus Stop and 'No Stopping' Parking Restrictions: Lodestar Avenue/Stark Drive

Consultation: Comments and Responses

Submitter ID#	Submitters name	Location of proposal that the comment is relevant to	Support the plan	Do not support the plan	Did not indicate	Submitters comments	Staff response
1	Joshua Wong	Lodestar/Stark	✓			No comments provided	Thank you for your submission. Your support for the project is noted.
2	Gabrielle Topp	Lodestar/Stark		✓		There is already limited parking at present with all the workers in the area. If we could have normal yellow lines from the curb, not as long as proposed with a 15 minute park on each side as shown on the picture it would help our business plus the dairy which helps in turn paying rates, etc.	<p>Limited parking: At the intersection of Lodestar Avenue with Stark Drive, the sightlines for pedestrians and drivers are restricted by vehicles parking in close proximity to the intersection. Due to the greater number of vulnerable road users crossing the road at the intersection of Lodestar Avenue with Stark Drive it is not appropriate to allow vehicles to park up to the pedestrian crossing points. The reduction of on-street parking spaces will mean some drivers will have to park further away from their destination, or make use of the off-street carpark provided by the surrounding businesses. Some of the on-street parking spaces have not been available for general vehicle use since the interim bus-stop was installed at the end of May 2017. No complaints have been received by staff concerning the loss of these spaces.</p> <p>15 minute time restricted parking: Requests for time restricted parking need to be made via the Council's customer call centre (03 941 8999) or online (www.ccc.govt.nz/contact-us/contact-us-form). The request will be assessed by the Traffic Engineer for the Halswell area as to whether or not time restricted parking is warranted.</p>
3	Marionette Chaney	Lodestar/Stark	✓			Very happy with the proposed no stopping lines on Lodestar Avenue and Stark Drive. It is very dangerous for pedestrians to cross the road if they aren't visible to drivers.	Thank you for your submission. Your support for the project is noted.
4	The trustees for the Tyrol Trust, Principal Paul Goodman	Lodestar/Stark			✓	Staff notes from submitters feedback sketch: <ul style="list-style-type: none">• Relocate the bus stop that is located by the driveway to Kilmarnock Enterprises (21 Lodestar Avenue) closer to the driveway of 19 Lodestar Avenue.• Remove the 'No Parking' parking restrictions from the east side of Stark Drive.	<p>Location of the bus stop: The bus stop proposed is located at a position closest to Kilmarnock Enterprises driveway. The bus stop indicated in the sketch you have provided as part of your submission would result in the bus stop being located closer to the driveway of Number 19 Lodestar Avenue, which is a site awaiting development, and is not linked to Kilmarnock Enterprises. The bus stop indicated in the consultation plan has been in operation since the end of May 2017. During this time no complaints have been received about the location of the bus stop. It has also been reported by Kilmarnock Enterprises staff that they find it easier to cross Lodestar Avenue from the north-side due to the introduction of the interim bus stop markings and its associated parking restrictions. The location of the bus stop proposed by staff also provides room for through traffic to pass a vehicle turning right into Stark Drive. Whereas prior to the bus stop, parked vehicles would have prevented through traffic passing a vehicle turning right into Stark Drive.</p> <p>'No Stopping' parking restrictions – Stark Drive, east side of the road: The proposed 'No Stopping' parking restriction on the east side of Stark Drive will result in the loss of one on-street parking space. Due to the greater number of vulnerable road users crossing the road at this location it is not appropriate to allow vehicles to park up to the pedestrian crossing point.</p>

10. Skyhawk Road - Public Transport - Bus Stops

Reference: 17/1493627

Contact: Brenda O'Donoghue brenda.odonoghue@ccc.govt.nz 941 8583

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to approve two new bus stops on Skyhawk Road in Wigram, located along the number 60 bus line.

Origin of Report

- 1.2 This report is staff generated for the following reasons:
- There is a gap in access to public transport in the south east corner of the Wigram Skies subdivision;
 - Partially utilises the planned and identified bus stop locations in the Wigram Skies subdivision blueprint, which indicated to prospective property buyers where bus stops are planned to be installed, and;
 - Requests by the public to have bus stops installed in the south east area of the Wigram Skies subdivision.
- 1.3 At the Halswell-Hornby-Riccarton Community Board (the Board) meeting on 12 December 2017, staff presented two bus stop options to the Board. The Board considered the options presented, and recommended that staff revise the report to allow 'Option 2' to be presented as 'Option 1' of the revised report. The following is the extract from the Board's meeting minutes:
- 1.3.1 Community Board Resolved HHRB/2017/00261: *The Halswell-Hornby-Riccarton Community Board resolved to defer the Skyhawk Road – Provision of Bus Stops proposal to enable a revised report based on Option 2 to be presented to the Board for consideration in the New Year.*
- 1.4 The bus stops associated with 'Option 2' of the report presented at the Board meeting on 12 December 2017 has one bus stop located in the layby adjacent to 16 Skyhawk Road, and one bus stop in the layby adjacent to 23 Skyhawk Road. Staff have revised the report so that these bus stops are now presented as the preferred option (Option 1) of this report. The location of the preferred bus stops locations are indicated in Figure 1.



Figure 1: Location of proposed bus stops (preferred, option 1): 23 and 16 Skyhawk Road

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 assessing the impact of the project against the criteria set out in the Significance and Engagement assessment.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to approve the following parking restrictions:

Bus stop 1 - Adjacent to 23 Skyhawk Road (Agenda Attachment A)

1. Approve that all parking and stopping restrictions on the south side of Skyhawk Road commencing at a point 19.5 metres north west of its intersection with Kittyhawk Avenue and extending in a northerly direction for a distance of 30.5 metres, be revoked.
2. Approve that the stopping of vehicles be prohibited at all times on the south side of Skyhawk Road commencing at a point 19.5 metres north west of its intersection with Kittyhawk Avenue and extending in a northerly direction for a distance of 5.5 metres.
3. Approve that a marked bus stop be installed on the south side of Skyhawk Road commencing at a point 25 metres north west of its intersection with Kittyhawk Avenue and extending in a northerly direction for a distance of 18.5 metres.
4. Approve that the stopping of vehicles be prohibited at all times on the south side of Skyhawk Road commencing at a point 43.5 metres north west of its intersection with Kittyhawk Avenue and extending in a northerly direction for a distance of 6.5 metres.

Bus Stop 2 - Adjacent to 16 Skyhawk Road (Agenda Attachment A)

5. Approve that all parking and stopping restrictions on the north side of Skyhawk Road commencing at a point 14 metres south east of its intersection with Kittyhawk Avenue and extending in a southerly direction for a distance of 36 metres, be revoked.
6. Approve that the stopping of vehicles be prohibited at all times on the north side of Skyhawk Road commencing at a point 14 metres south east of its intersection with Kittyhawk Avenue and extending in a southerly direction for a distance of 5.5 metres.
7. Approve that a marked bus stop be installed on the north side of Skyhawk Road commencing at a point 19.5 metres south east of its intersection with Kittyhawk Avenue and extending in a southerly direction for a distance of 18 metres.
8. Approve that the stopping of vehicles be prohibited at all times on the north side of Skyhawk Road commencing at a point 37.5 metres south east of its intersection with Kittyhawk Avenue and extending in a southerly direction for a distance of 12.5 metres.

4. Key Points

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

4.1.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.1 Contribute to increase number of trips made by public transport

- 4.2 The following feasible options have been considered:

- Option 1 – Preferred bus stop locations, 16 and 23 Skyhawk Road (refer to Figure 1 or Attachment A).
- Option 2 – Second preference bus stop locations, 15 and 16 Skyhawk Road (refer to Figure 5 or Attachment B).
- Option 3 – Do nothing

- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option, Option 1)

4.3.1 The advantages of this option include:

- The location of the bus stops have been chosen to maximise the passenger catchment to the surrounding residential areas.
- Partially utilises the planned and identified bus stop locations in the Wigram subdivision blueprint, which indicated to prospective property buyers where bus stops are planned to be installed.
- There are no driveways crossing the existing lay-by adjacent to 23 Skyhawk Road. Vehicle access to the properties located adjacent to the bus stop comes from a residential access laneway, off Gartrell Road. The absence of driveways removes the real or perceived inconveniences that are commonly raised by residents where such driveways exist.
- The properties located adjacent to the bus stop are separated from the footpath by a full height garden wall, with pedestrian access gates to the properties.
- The bus stop remains in close proximity to its paired bus stop, which is proposed to be located adjacent to 16 Skyhawk Road.
- Provides some operational efficiencies for the bus service, as buses pass the roundabout before stopping at the bus stop.

- The bus stop is positioned after a pedestrian crossing point on Skyhawk Road, removing the possibility of a stopped bus restricting the sightlines between drivers and pedestrians.
- A seat will be installed at the bus stop adjacent to 16 Skyhawk Road. This bus stop is likely to attract passengers who will need to wait for a bus, as the service connects Wigram to the city centre. Whereas the bus stop adjacent to 23 Skyhawk Road, is likely to be used by people returning home, with little attraction to wait for a bus as it would be the second last stop in the Wigram end of the service.
- The cost of implementation of Option 1 is less than Option 2. The majority of the cost is associated with altering the length of the lay-by adjacent to 16 Skyhawk Road to ensure general adherence to the recommended provisions concerning bus stop length. No lengthening work is needed for the lay-by adjacent to 23 Skyhawk Road. Whereas in Option 2, lengthening work to the lay-by adjacent to 15 Skyhawk Road would also be needed.

4.3.2 The disadvantages of this option include:

- A total net loss of five on-street parking spaces. The on-street parking loss can be absorbed by the remaining provision of on-street parking in the area.

5. Context/Background

Access to public transport

5.1 Wigram is in the Halswell ward, in the south west of Christchurch, as indicated in Figure 2.

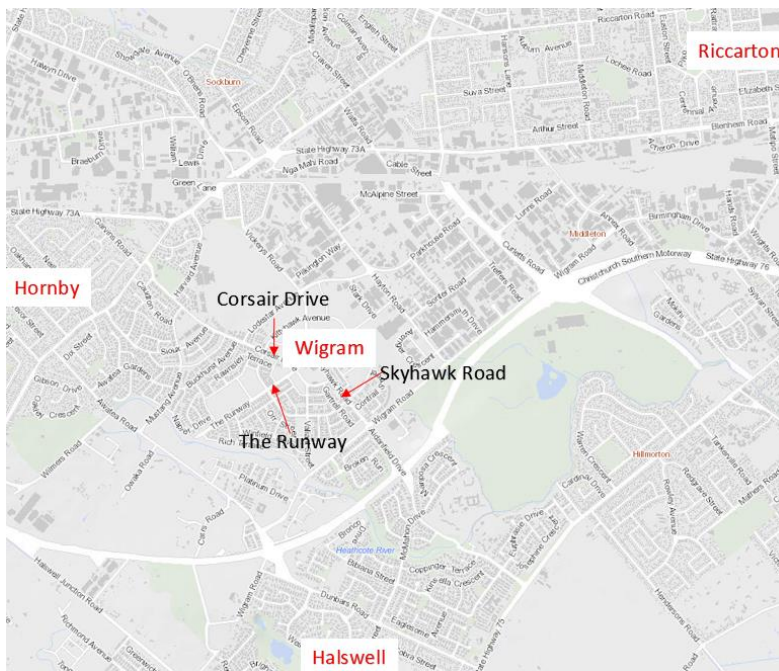


Figure 2: Location of Wigram

5.2 As indicated in Figure 3, Wigram is serviced by two public transport lines, the number 100 bus service and the number 60 bus service.

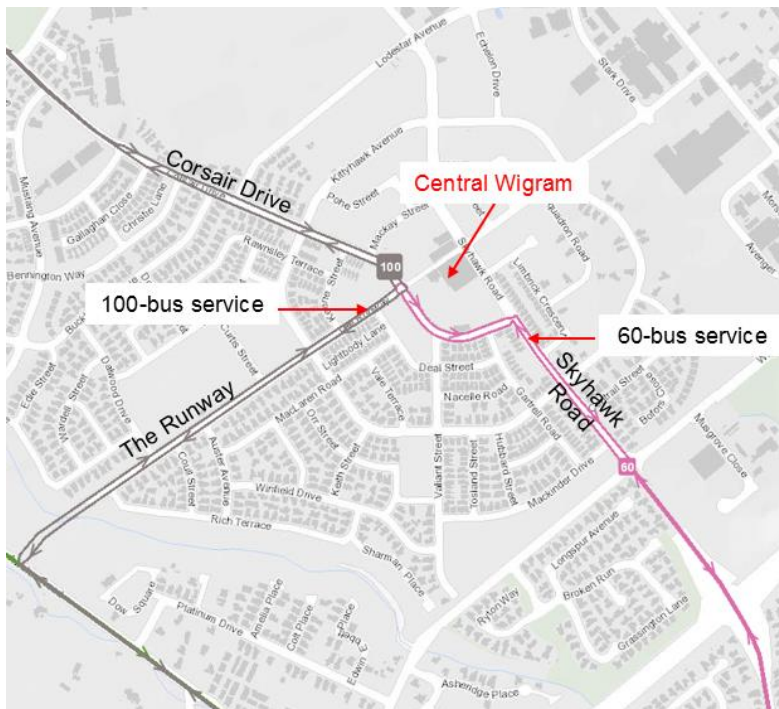


Figure 3: Wigram – existing bus services

5.3 The number 60 bus service operates between Southshore and Wigram via the city centre. The service operates from around 6am to around midnight, Monday to Friday, and over similar hours during the weekend. On a weekday, the bus service predominantly runs every 30 minutes.



- 5.4 The number 100 bus service does not operate from the bus stops on Skyhawk Road, for the purpose of this report, the service description has not been provided.

Bus stop location planning

- 5.5 Bus stops provide key access connection points to allow personal mobility by means of public transport. It can be a challenge in an urban-residential environment to achieve a balance in bus stop planning criteria, because of the need to work with the space available on street, and to be considerate to those who live near the bus stop.
- 5.6 There are multiple considerations in the location planning of bus stops, however the key topics to consider include:
- Catchment areas and proximity to surrounding services and amenities,
 - Operational suitability,
 - Accessibility,
 - Capacity, and
 - Information gathered from site visits and feedback from residents and key stakeholders.
- 5.7 Complementary to the bus stop location planning process, is the utilisation of bus stop locations identified in the Wigram subdivision blueprint, which indicated to prospective property buyers where bus stops have been planned to be installed. Figure 4 indicates the location of the Skyhawk Road bus stops as advertised in the Wigram Skies 'Putangitangi neighbourhood' sales brochure, relative to a 2016 aerial image.
- 5.8 The proposed bus stop located adjacent to 23 Skyhawk Road is also indicated in Figure 4. This location was not identified as a bus stop location in the subdivision blueprint. However, for the advantages listed in Section 4.3.1, the proposed bus stop adjacent to 23 Skyhawk Road is one of the preferred bus stop locations. Its paired bus stop utilises one of the identified bus stop locations in the Wigram subdivision blueprint, which is the bus stop located adjacent to 16 Skyhawk Road.

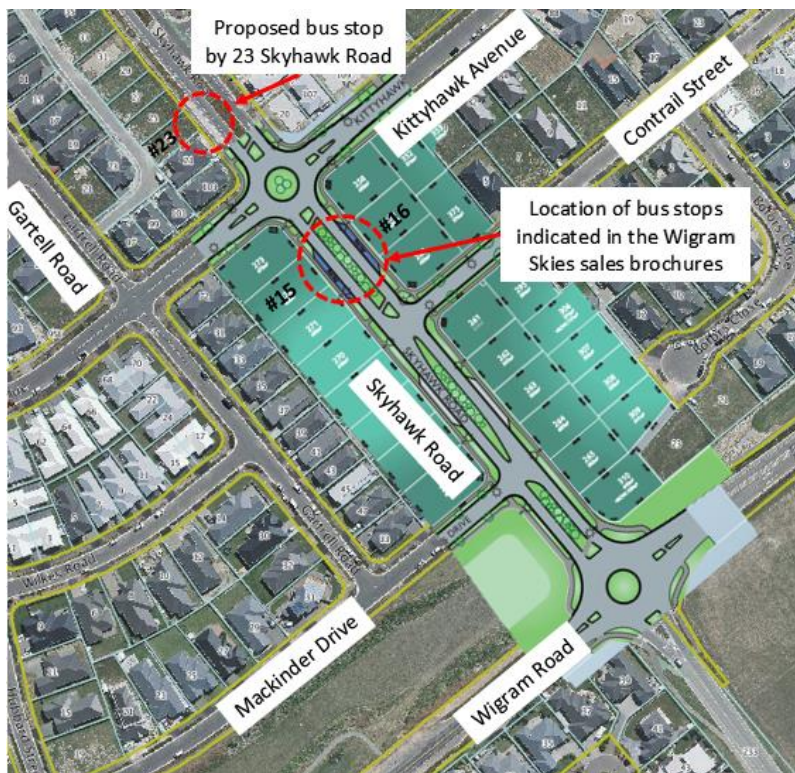


Figure 4: Skyhawk Road bus stop location planning

Bus Stop Consultation

- 5.9 In total, six submissions were received over two consecutive consultation periods. The second round of consultation was undertaken to find alternatives to resolve the issues raised by some of the submitters during the first round of consultation, whilst still meeting the objectives of providing the south east corner of Wigram with suitable access to public transport. One respondent was in general support, and five respondents did not generally support the proposal. Staff note that of the five responses not in support of the proposal, two were from the same property owner, who objected to the bus stop closest to their property, in addition to the bus stop on the opposite side of the road.
- 5.10 The two consecutive rounds of consultation occurred because of objections received to the first set of bus stops consulted on. The bus stop locations were re-evaluated, and a second round of consultation followed with the residents impacted by the new bus stop proposed. The first round of consultation covered the period from Thursday 21 September 2017 to Friday 6 October 2017. The second round of consultation covered the period from Wednesday 4 October 2017 to Thursday 19 October 2017.
- 5.11 The bus stop plan associated with the first round of consultation has the two bus stops on Skyhawk Road located as per the bus stop locations indicated in the Wigram subdivision blueprint, which is two bus stops on Skyhawk Road, between Kittyhawk Avenue and Contrail Street. The location of the bus stops proposed during the first round of consultation is shown in Figure 5 and in Attachment B.



Figure 5: Location of proposed bus stops, consultation round 1: 15 and 16 Skyhawk Road

- 5.12 The bus stop plan associated with the second round of consultation moves the proposed northbound bus stop only (travel towards Wigram shopping centre) to a lay-by adjacent to 23 Skyhawk Road, just to the north of Kittyhawk Avenue. There is no change to the proposed southbound bus stop (travel towards the city centre), that is it remains adjacent to 16 Skyhawk Road. The location of the bus stops proposed during the second round of consultation is shown in Figure 6 and in Attachment A.



Figure 6: Location of proposed bus stops, consultation round 2: 23 and 16 Skyhawk Road

5.13 The bus stop consultation process, feedback and outcome is described in Section 6.9 to Section 6.20.

6. Option 1 – Preferred bus stop locations, 16 and 23 Skyhawk Road

Option Description

6.1 The bus stops recommended for approval as part of Option 1 of this report, are as follows:

- Adjacent 16 Skyhawk Road, and
- Adjacent 23 Skyhawk Road.

6.2 Recent photographs of where the bus stops are proposed are shown in Photo 1 and Photo 2.



Photo 1: Proposed bus stop adjacent 16 Skyhawk Road (photo looking south towards Contrail Street)



Photo 2: Proposed bus stop adjacent 23 Skyhawk Road (photo looking south towards Kittyhawk Avenue)

- 6.3 The planning of bus stop locations has been based on the bus stop planning process, as indicated in Sections 5.5 to 5.8.
- 6.4 The proposed bus stop adjacent to 16 Skyhawk Road will need alteration to ensure general adherence to the recommended provisions concerning the length of a bus stop, as set out in the Christchurch Bus Stop Guidelines (2009). No lengthening work is needed for the lay-by adjacent to 23 Skyhawk Road.
- 6.5 The preferred bus stop locations are shown in Figure 1, Figure 6, and Attachment A.

Significance

- 6.6 The level of significance of this option is low, consistent with Section 2 of this report. Engagement requirements for this level of significance include consultation with adjacent property owners and occupiers, and engagement with Environment Canterbury as the relevant bus operator.

Impact on Mana Whenua

- 6.7 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 Ngai Tahu, their culture and traditions.
- 6.8 Whilst this option does not impact the culture and traditions of Ngai Tahu, they are the developers of the Wigram subdivision and have a vested interest in the provision of public transport, and associated bus stops within the development. Ngai Tahu Property Limited, are one of the few developers who have planned for bus stops in a subdivision development in Christchurch.

Community Views and Preferences – First Round of Consultation

- 6.9 The properties listed in Table 1 are those specifically affected by this option due to the proximity of the property to the proposed bus stops. A consultation notice and feedback form was hand delivered to each property listed in the table (where it is built and has a post box), and the consultation information was posted by mail to absentee owners. The consultation occurred from Thursday 21 September 2017 to Friday 6 October 2017. Also indicated in Table 1 is if Council staff received a submission in objection to the proposed bus stop during the consultation period. The locations of the bus stops referred to in Table 1 are shown in Figure 5 and Attachment B.

Bus stop location	Consultation notice and feedback		Submitter objection (yes/no)
	Property adjacent to the bus stop	Property opposite the bus stop	
Adjacent to 15 Skyhawk Road	11, 15 & 17 Skyhawk Road	14, 16 & 18 Skyhawk Road	Yes
Adjacent to 16 Skyhawk Road	14, 16 & 18 Skyhawk Road	11, 15 & 17 Skyhawk Road	Yes

Table 1: Bus stop locations and properties impacted – consultation round 1

- 6.10 In total, four submissions were received during the first round of consultation, of which three were received during the consultation period, plus one late submission. All four submissions were in objection to the proposed bus stops. Two of the four objections received by staff, were from the same property owner, who objected to the bus stop closest to their property, in addition to the bus stop on the opposite side of the road.
- 6.11 There are common reasons why the bus stops have been objected to. The general reasons for the objections, along with a staff response, are indicated in Table 2. The individual comments provided as feedback by all submitters, and staff responses are provided in Attachment C.

Objection Category	Response
The bus stop will cause traffic problems	<p>The proposal is no different to any bus stop in the city. The provision of road space along Skyhawk Road is sufficiently wide for a bus stop to be provided and not block traffic travelling along Skyhawk Road.</p> <p>The public transport bus fleet is driven by professionally trained drivers. The bus drivers are trained to operate the bus safely, which includes safely pulling out of, and back into traffic lanes from a bus stop.</p>
The bus stop will make it hazardous to motorists when pulling in or out of their or a nearby driveway	<p>When pulling in or out of driveways, drivers must give way to all traffic on the road, including buses.</p> <p>Certain sight lines for movements to and from the driveway will be restricted while the bus is stopped. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.</p>
The bus stop will take away parking	<p>On-street parking spaces are a public space, and the CCC parking strategy prioritises bus stops over all other types of parking.</p> <p>While there is some parking loss in the immediate vicinity of the bus stop, there is sufficient on-street</p>

	parking capacity in the general area to mitigate the introduction of the bus stops.
The bus stop and people who use the bus stop will intrude on the adjacent residents privacy	A bus will only stop at the bus stop if the passenger demand exists. The frequency of which buses stop at suburban bus stops mitigates the impact of privacy intrusion. Irrespective, bus stops are located within a public space, and are there to improve the transport choices for the community.

Table 2: Bus stop consultation round 1 – common reasons for objection

- 6.12 Where an objection was received to a bus stop in the 'Round 1' of consultation, Council staff reviewed the resident's reason(s) for objection. Where possible, staff have sought an alternative location, whilst still meeting the objectives of providing the community with suitable access to public transport in the south east corner of Wigram.
- 6.13 The alternative bus stop location for 15 Skyhawk Road, has been identified as 23 Skyhawk Road. The advantages of placing the bus stop at 23 Skyhawk Road includes:
- There are no driveways located at this location. Vehicle access to the properties located adjacent to the bus stop is from a residential access laneway, accessed off Gartrell Road.
 - The properties located adjacent to the bus stop are separated from the road reserve by a full height garden wall, with pedestrian access gates to the properties.
 - The bus stop remains in close proximity to its paired bus stop, which is proposed to be located adjacent to 16 Skyhawk Road.
 - Provides some operational efficiencies for the bus service, as buses pass the roundabout before stopping at the bus stop, as opposed to the other way round, which would be the case at 15 Skyhawk Road.
 - The bus stop is positioned after a pedestrian crossing point on Skyhawk Road.
- 6.14 However the disadvantage to 23 Skyhawk Road is it does not match the identified bus stop locations in the Wigram subdivision blueprint.
- 6.15 An alternative site was sought for 16 Skyhawk Road, however after re-evaluation, the preferred bus stop location remains at 16 Skyhawk Road. The advantages of placing the bus stop at 16 Skyhawk Road includes:
- Maximises passenger catchment to the surrounding residential areas.
 - Consistent with the identified bus stop locations in the Wigram subdivision blueprint.

Community Views and Preferences – Second Round of Consultation

- 6.16 The properties listed in Table 3 are those specifically affected by this option due to the proximity of the property to the proposed bus stop. A consultation notice and feedback form was hand delivered to each property listed in the table (where it is built and has a post box), and the consultation information was posted by mail to absentee owners. The consultation occurred from Wednesday 4 October 2017 to Thursday 19 October 2017. Also indicated in Table 3 is if Council staff received a submission in objection to the proposed bus stop during the consultation period. The locations of the bus stops referred to in Table 3 are shown in Figure 6 and Attachment A.

Bus stop location	Consultation notice and feedback		Submitter objection (yes/no)
	Property adjacent to the bus stop	Property opposite the bus stop	
Adjacent to 23 Skyhawk Road	21, 23 & 25 Skyhawk Road	20 & 22 Skyhawk Road	Yes

Table 3: Bus stop locations and properties impacted – consultation round 2

- 6.17 In total, two submissions were received during the second round of consultation. One submission was in support, and the second submission was an objection to the proposed bus stop.
- 6.18 The reasons for the objection were generally consistent with the first round of consultation. The individual comments provided as feedback by the submitters, and staff responses is provided in Attachment C.

Consultation feedback – Environment Canterbury

- 6.19 Christchurch City Council provides bus stops to support the public transport services provided by Environment Canterbury. Consequently, Environment Canterbury have also been consulted on for all bus stop options proposed.
- 6.20 Environment Canterbury has provided feedback to confirm their full support to all bus stop options proposed for Skyhawk Road.

Consultation feedback – Ngai Tahu

- 6.21 A copy of all bus stop consultation plans have been provided by email to the Ngai Tahu, Residential Sales Manager for Wigram Skies. Staff have discussed with the Residential Sales Manager, the modification to the identified bus stops, which is the proposed bus stop adjacent to 23 Skyhawk Road. Verbal feedback from the Residential Sales Manager indicated agreement for the proposed modification. This is due to the benefits associated with the absence of any driveways at the layby of interest.

Recommended bus stop locations

- 6.22 The bus stops recommended for approval as part of Option 1 of this report, are as follows (and indicated in Figure 1, Figure 6 or Attachment A):
- Adjacent 16 Skyhawk Road, and
 - Adjacent 23 Skyhawk Road.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.24 Staff professional services costs - \$3,700, which covers planning, consultation and approval.
- 6.25 Cost of Implementation - The estimated cost of this proposal is about \$21,500. The majority of the cost allows for the lay-by adjacent to 16 Skyhawk Road to be lengthened to ensure general

adherence to the recommended provisions concerning bus stop length, as set out in the Christchurch Bus Stop Guidelines (2009)

- 6.26 Maintenance/Ongoing Costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.
- 6.27 Funding source for cost of implementation - Traffic Operations, Capital Expenditure budget for bus stop installation.

Legal Implications

- 6.28 The Christchurch City Council's Traffic and Parking Bylaw 2008, provides the Council with the authority to install stopping and parking restrictions by resolution. The Council has delegated this authority for this part of the city, to the relevant community board.
- 6.29 The installation of any traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004. These markings will comply.
- 6.30 The proposed bus stop adjacent to 23 Skyhawk Road will need alteration to ensure general adherence to the recommended provisions associated with the length of a bus stop, as set out in the Christchurch Bus Stop Guidelines (2009).

Risks and Mitigations

- 6.31 Road users park in the marked bus stop box and on the No Stopping lines. The risk is mitigated by vehicle users obeying the road rules, or by parking enforcement, if deemed necessary.

Implementation

- 6.32 Implementation dependencies - The implementation is dependent on the Halswell-Hornby-Riccarton Community Board approving the recommendations as described in Section 3.
- 6.33 Implementation timeframe - The timeframe for implementation is dependent on the contractor's workload, but should occur within three months of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

- 6.34 The advantages of this option include:
- The location of the bus stops have been chosen to maximise the passenger catchment to the surrounding residential areas.
 - Partially utilises the planned and identified bus stop locations in the Wigram subdivision blueprint, which indicated to prospective property buyers where bus stops are planned to be installed.
 - There are no driveways crossing the existing lay-by adjacent to 23 Skyhawk Road. Vehicle access to the properties located adjacent to the bus stop comes from a residential access laneway, off Gartrell Road. The absence of driveways removes the real or perceived inconveniences that are commonly raised by residents where such driveways exist.
 - The properties located adjacent to the bus stop are separated from the footpath by a full height garden wall, with pedestrian access gates to the properties.
 - The bus stop remains in close proximity to its paired bus stop, which is proposed to be located adjacent to 16 Skyhawk Road.
 - Provides some operational efficiencies for the bus service, as buses pass the roundabout before stopping at the bus stop.
 - The bus stop is positioned after a pedestrian crossing point on Skyhawk Road, removing the possibility of a stopped bus restricting the sightlines between drivers and pedestrians.

- A seat will be installed at the bus stop adjacent to 16 Skyhawk Road. This bus stop is likely to attract passengers who will need to wait for a bus, as the service connects Wigram to the city centre. Whereas the bus stop adjacent to 23 Skyhawk Road, is likely to be used by people returning home, with little attraction to wait for a bus as it would be the second last stop in the Wigram end of the service.
- The cost of implementation of Option 1 is less than Option 2. The majority of the cost is associated with altering the length of the lay-by adjacent to 16 Skyhawk Road to ensure general adherence to the recommended provisions concerning bus stop length. No lengthening work is needed for the lay-by adjacent to 23 Skyhawk Road. Whereas in Option 2, lengthening work to the lay-by adjacent to 15 Skyhawk Road would also be needed.

6.35 The disadvantages of this option include:

- A total net loss of five on-street parking spaces. The on-street parking loss can be absorbed by the remaining provision of on-street parking in the area.

7. Option 2 – Second preference bus stop locations, 15 and 16 Skyhawk Road

7.1 The bus stops recommended for approval as part of Option 2 of this report, are as follows:

- Adjacent 15 Skyhawk Road, and
- Adjacent 16 Skyhawk Road.

7.2 The proposed bus stop adjacent to 16 Skyhawk Road is common to Option 1 and Option 2. A recent photograph of the location of the proposed bus stop adjacent to 15 Skyhawk Road is shown in Photo 3.

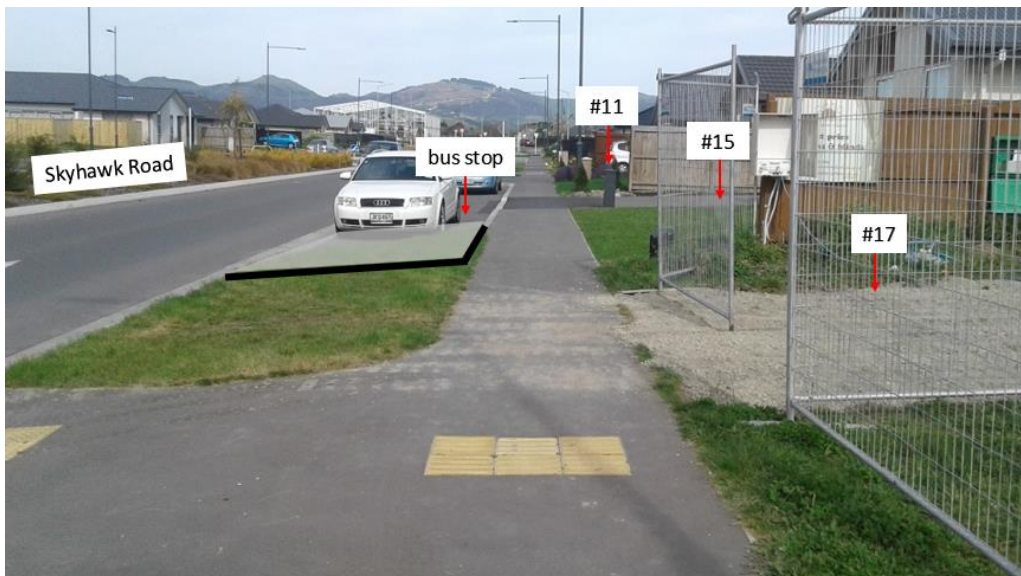


Photo 3: Proposed bus stop adjacent 15 Skyhawk Road (photo looking south towards Contrail Street)

- 7.3 The planning of bus stop locations has been based on the bus stop planning process, as indicated in Sections 5.5 to 5.8. The bus stops presented in Option 2, fully utilise the bus stop locations identified in the Wigram subdivision blueprint, which indicated to prospective property buyers where bus stops have been planned to be installed.
- 7.4 Lengthening of the lay-bys adjacent to 15 and 16 Skyhawk Road is needed to ensure general adherence to the recommended provisions as set out in the Christchurch Bus Stop Guidelines (2009), and are operationally efficient.
- 7.5 The bus stop locations associated with Option 2 are shown in Figure 5, and Attachment B.

Significance

- 7.6 Refer to Section 6.6

Impact on Mana Whenua

- 7.7 Refer to Sections 6.7 and 6.8

Community Views and Preferences

- 7.8 Refer to Section 6.9 to Section 6.21

Alignment with Council Plans and Policies

- 7.9 Refer to Section 6.23

Financial Implications

- 7.10 Staff professional services costs - \$3,700, which covers planning, consultation and approval.
- 7.11 Cost of Implementation - The estimated cost of this proposal is about \$40,000. The majority of the cost allows for the lay-by adjacent to 16 Skyhawk Road to be lengthened to ensure general adherence to the recommended provisions concerning bus stop length, as set out in the Christchurch Bus Stop Guidelines (2009).
- 7.12 Maintenance/Ongoing Costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.
- 7.13 Funding source for cost of implementation - Traffic Operations, Capital Expenditure budget for bus stop installation.

Legal Implications

- 7.14 The Christchurch City Council's Traffic and Parking Bylaw 2008, provides the Council with the authority to install stopping and parking restrictions by resolution. The Council has delegated this authority for this part of the city, to the relevant community board.
- 7.15 The installation of any traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004. These markings will comply.
- 7.16 The proposed bus stops adjacent to 15 and 16 Skyhawk Road will need alteration to ensure general adherence to the recommended provisions associated with the length of a bus stop, as set out in the Christchurch Bus Stop Guidelines (2009).

Risks and Mitigations

- 7.17 Refer to Section 6.31

Implementation

- 7.18 Implementation dependencies - The implementation is dependent on the Halswell-Hornby-Riccarton Community Board. If the preference by the Board is Option 2, this means another report will be presented to the Board to resolve the parking restrictions associated with Option 2, that are not consistent with Option 1.
- 7.19 Implementation timeframe - The timeframe for implementation is dependent on the contractor's workload, but should occur within three months of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

- 7.20 The advantages of this option include:
- The location of the bus stops have been chosen to maximise passenger catchment to the surrounding residential areas.
 - Utilises the planned and identified bus stop locations in the Wigram subdivision blueprint, which indicated to prospective property buyers where bus stops are planned to be installed.

- A seat will be installed at the bus stop adjacent to 16 Skyhawk Road. This bus stop is likely to attract passengers who will need to wait for a bus, as the service connects Wigram to the city centre. Whereas the bus stop adjacent to 15 Skyhawk Road, is likely to be used by people returning home, with little attraction to wait for a bus as it would be the second last stop in the Wigram end of the service.

7.21 The disadvantages of this option include:

- A total net loss of four on-street parking spaces. The on-street parking loss can be absorbed by the remaining provision of on-street parking in the area.
- The bus stop by 15 Skyhawk Road is located in close proximity to three residential driveways. The bus stop is likely to have a minor impact on the operation of these driveways, and buses are legally permitted to stop over driveways. However the close proximity of the bus stop to the driveways might lead to real or perceived conflicts with the adjacent residents.
- Neither property at 15 and 16 Skyhawk Road have a fence or wall separating the property to the footpath. Such partitions can lessen the real or perceived intrusion of privacy. Option 1 minimises this impact as the adjacent properties separated from the footpath by a full height garden wall, with pedestrian access gates.
- As part of Option 2, staff have considered an alternative location for this bus stop, which that would result in no driveways being located at the bus stop, in addition to the adjacent properties having a full height garden wall to minimise privacy intrusion.
- The bus stop by 15 Skyhawk Road is positioned prior to a pedestrian crossing point on Skyhawk Road. The impact is mitigated by the 2.5 metre wide lay-by that can be used as a bus stop.
- The cost of implementation of Option 2 is more than Option 1, as lengthening work to the lay-bys adjacent to 15 and 16 Skyhawk Road is needed to ensure general adherence to the recommended provisions concerning the length of a bus stop. In Option 1, lengthening work is limited to the lay-by adjacent to 16 Skyhawk Road.

8. Option 3 – Do Nothing

Option Description

8.1 Do nothing - no bus stops are installed.

Significance

8.2 The level of significance of this option has the potential to be considered Medium, which differs from section 2 of this report due to the potential negative impact it could have on the Council to carry out its roles and functions.

Impact on Mana Whenua

8.3 Refer to Sections 6.7 and 6.8

Community Views and Preferences

8.4 Not applicable

Alignment with Council Plans and Policies

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

8.5.1 This option is inconsistent with the Long Term Plan as it has the potential to not contribute to increase number of trips made by public transport.

Financial Implications

8.6 Staff professional services costs - \$3,700, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.

- 8.7 Cost of Implementation – not applicable
- 8.8 Maintenance/Ongoing Costs – not applicable
- 8.9 Funding source for the cost of implementation – not applicable

Legal Implications

- 8.10 Staff are unaware of any legal implications the 'Do Nothing' option would pose to the Council.

Risks and Mitigations

- 8.11 This option has the potential to not contribute to increase number of trips made by public transport, mitigation is by means of Option 1 or Option 2.

Implementation

- 8.12 Implementation dependencies - not applicable
- 8.13 Implementation timeframe – not applicable

Option Summary - Advantages and Disadvantages

- 8.14 The advantages of this option include:

- No loss of on-street parking

- 8.15 The disadvantages of this option include:

- Restricts the increase in the number of trips made by public transport.
- The potential negative impact it could have on the Council to carry out its role and functions.

Attachments

No.	Title	Page
A ↓	Bus Stops - 16 and 23 Skyhawk Road - Option 1 Plan - For Board Approval	87
B ↓	Bus Stops - 15 and 16 Skyhawk Road - Option 2 Plan (Information Only)	88
C ↓	Skyhawk Road - Proposed Bus Stops - Summary of Submissions Received and Staff Responses	89

Confirmation of Statutory Compliance

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

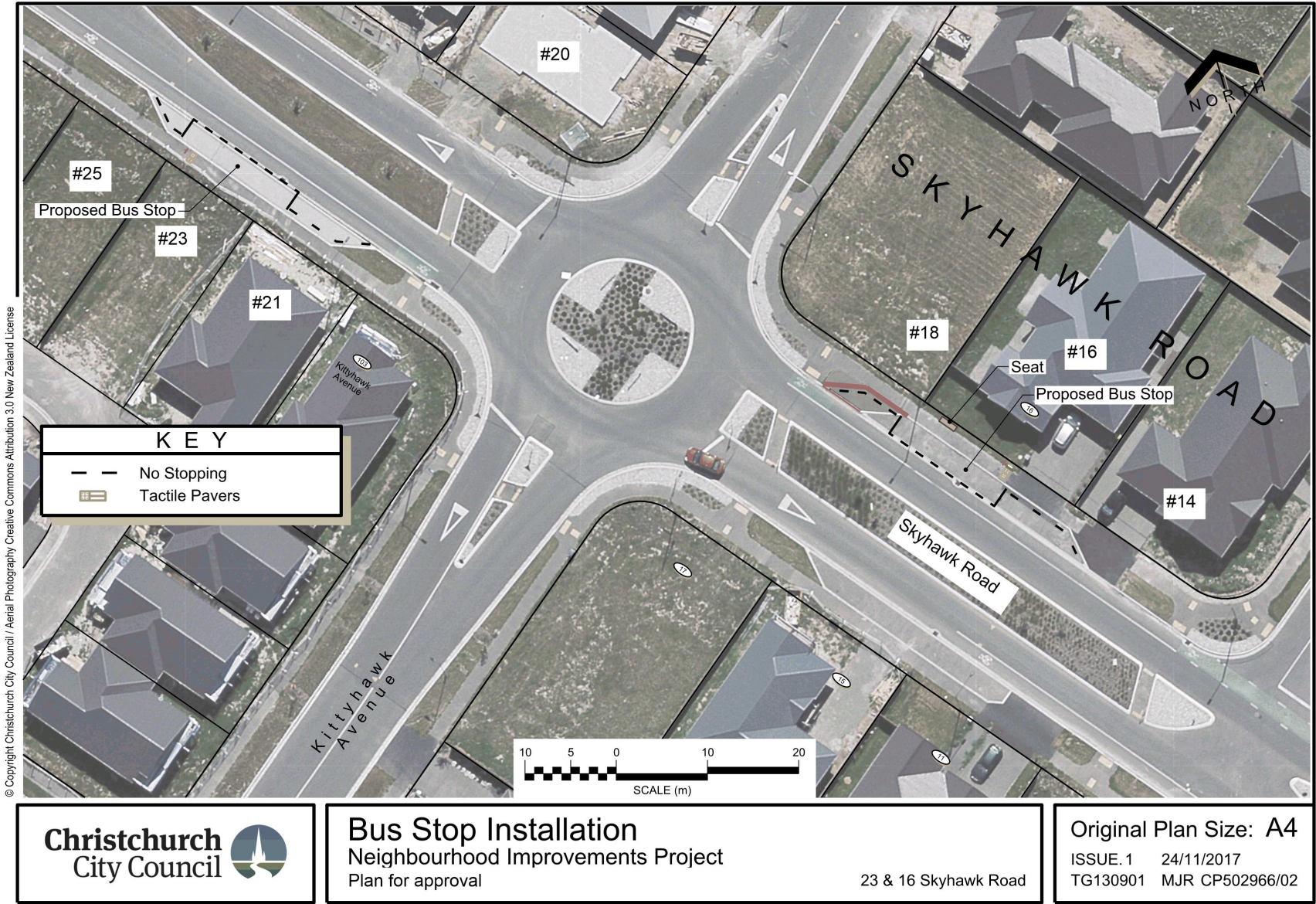
(a) This report contains:

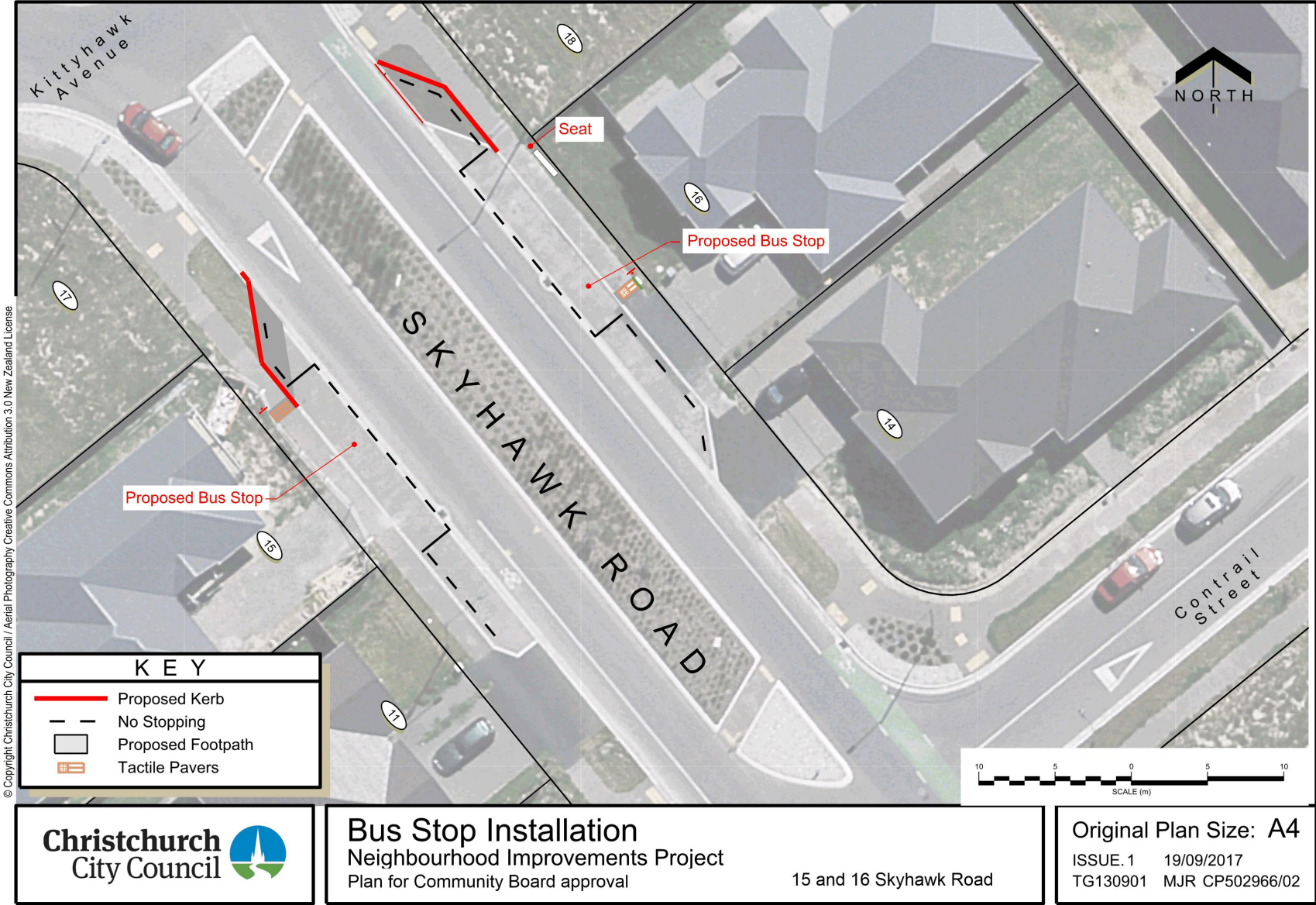
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

Author	Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)





Skyhawk Road, Wigram - Provision of Bus Stops

Consultation: Comments and Responses

Submitter ID#	Submitter name	Location of proposed bus stop that comment is relevant to	Consultation round (1st/2nd)	Support the plan	Do not support the plan	Did not indicate	Comment / Response ID	Submitter comments	Staff response
1	Ren (Jacob) Zha	16 Skyhawk Road	1		✓		1a	From the resident's perspective, it really impacts our daily and work life if there is a bus stop outside of my house. There are 5 people (3 students and 2 office works) living in this house and everyone has their own car. The bus stop will result in the lack of parking places.	The location of the proposed bus stop is consistent with the bus stop location indicated on the Wigram Skies 'Putangitangi neighbourhood' sales brochure, which was publicly available to those considering the purchase of a property section within this neighbourhood. The website address for the brochure is: http://wigramskies.co.nz/images/documents/neighbourhood/putangitangi-neighbourhood/putangitangi_brochure.pdf A new set of bus stops are proposed to be installed on The Runway, immediately to the west of the Corsair Drive. This bus stop will be used by the number 100-bus service. The 100-bus service connects Wigram to the University of Canterbury. Once the new bus stops on The Runway have been installed, the number 100-bus service will be within a 600 metre walk of your house. For those who study at ARA Institute of Canterbury, the number 60-bus service will connect passengers to the Central City Bus Interchange, which is in close walking distance to the Ara campus. To find out more about public transport in Christchurch go to www.metroinfo.co.nz .
							1b	The bus stop will influence getting a car in and out of the garage. If there was an accident, who will bear the responsibility?	When pulling in or out of a driveway, drivers must proceed with caution and give way to pedestrians and to all traffic on the road, including buses. While sightlines could be restricted when the bus is stopped, this is a temporary obstruction, lasting a matter of seconds, which is why such configurations are common practice locally and internationally.
							1c	We suffered a theft last year, because of the language gap that we didn't call the police. At the same time, we do need to spend Spring Festival, and we have to go back to China at the end of every year. It will increase the rate of suffering by other thieves, if there are no people in the house and there is a bus stop outside.	If some occupants of the property have difficulty communicating with police because of language, there are options available to help. To find out more refer to www.police.govt.nz/advice/personal-community/new-arrivals/chinese . It is important to take every precautionary measure to help deter burglaries when you are on holiday. Refer to https://neighbourhoodsupport.co.nz/resources/holiday-security-tips/ for some simple precautions to help deter burglaries.
							1d	From the public's side, there is an island beside our house. If the bus drives out and stops suddenly, it will cause traffic problems especially on weekdays.	The proposal is no different to any bus stop in the city. The public transport bus fleet is driven by professionally trained drivers. The bus drivers are trained to operate the bus safely, which includes safely pulling out of, and back into traffic lanes from a bus stop.
2	Xue Tao Wu and De Quan Zhao	15 Skyhawk Road	1		✓		2a	There is a high risk of an accident with the planned location of the bus stop. Local residents are more than likely to miss any passengers or vehicles that pass by.	Refer to response ref 1b
							2b	The road is too narrow to have bus stops	The lay-bys on Skyhawk Road are sufficiently wide for a bus stop to be provided and not block traffic travelling along Skyhawk Road.
							2c	Local residence may cause vehicle accidents when reversing their vehicles. This is a huge risk for passengers and local residents.	Refer to response ref 1b
							2d	Location of the bus stops need to be reconsidered.	Staff have considered the location of the bus stops. The proposed bus stops maximise passenger catchment to the surrounding residential areas. The bus stops by 15 and 16 Skyhawk Road were planned for and identified in the Wigram Skies blueprint, which indicated to prospective property buyers where future bus stops would be installed.
3	Xue Tao Wu and De Quan Zhao	16 Skyhawk Road	1		✓		3	Submitter's response is the same as per the submitter's response to the proposed bus stop at 17 Skyhawk Road.	Refer to response ref 2a to 2d.

Skyhawk Roasd, Wigram - Provision of Bus Stops

Consultation: Comments and Responses

Submitter ID#	Submitter name	Location of proposed bus stop that comment is relevant to	Consultation round (1st/2nd)	Support the plan	Do not support the plan	Did not indicate	Comment / Response ID	Submitter comments	Staff response
4	Donna-Marie Bell, Property Manager representing the owner as well as the tenant of 23 Skyhawk Road	23 Skyhawk Road	2	✓			4a	The bus stop will be in the parking bay in front of the house, even with that bay, we are having trouble parking in the area due to the design of the houses and insufficient spaces for neighbours and visitors.	On-street parking spaces are a public space, and the CCC parking strategy prioritises bus stops over all other types of parking. Residential properties adjacent to the bus stop have an attached garage, and a driveway to park vehicles. Otherwise there is sufficient on-street parking capacity in the general area to mitigate the introduction of the bus stops.
							4b	Bus noise and passengers, sometimes buses stop in this bay to rest, so we have already experienced that.	Noise from buses can be an issue, and can be difficult to address. A bus will only stop at the bus stop if the demand exists. The frequency of which buses stop at suburban bus stops mitigates the impact of noise and privacy intrusion. The inclusion of double glazed windows and the garden wall that separates the property from the road also helps mitigate noise and privacy concerns.
							4c	The privacy of the house, the bus sees inside the house and even passengers waiting at the stop will be seeing inside the house where there is a bedroom at that spot. So, this forces us to close the curtains all the time.	Where the bus comes to a stop is predominantly located by the full height garden wall, which minimises impact of the bus on privacy. As mentioned in the staff response '4b', a bus will only stop at the bus stop if the demand exists. The frequency of which buses stop at suburban bus stops mitigates the impact of privacy intrusion.
							4d	Many times, we ordered gas bottles, and they were not delivered for a week, because every time the driver found the parking bay full and couldn't deliver the gas bottle due to the limitation of parking, if this becomes a bus stop, no one will be allowed to park at all.	If you are having difficulty with how your gas bottles are being delivered, this should be forwarded to the supplier. Staff note from the approved building plans that access to the gas bottle can be accessed from the laneway, which leads to the property.
5	John Ross	23 Skyhawk Road	2	✓			5	No comment supplied.	
6	William Li and Helen Nie	15 Skyhawk Road	Late submission to the first round of consultation	✓			6a	The proposed bus stop adjacent to 15 Skyhawk Road, completely blocks out our drive way. When the bus is stopped to pick up and drop off passenger, we have no way to access or exist of our house. This will not only cause traffic congestion and potentially car accidents when I need to wait for the bus to pull back into the traffic lane from the bus stop, it will also cause big inconvenience to us in an even of the bus broken down cross our driveway.	The location of the proposed bus stop is consistent with the bus stop location indicated on the Wigram Skies 'Putangitangi neighbourhood' sales brochure, which was publicly available to those considering the purchase of a property section within this neighbourhood. The website address for the brochure is: http://wigramskies.co.nz/images/documents/neighbourhood/putangitangi-neighbourhood/putangitangi_brochure.pdf . Buses are legally permitted to stop over driveways for the purpose of picking up and dropping off passengers at a bus stop. Many bus stops in Christchurch, and other bus stop locations around New Zealand are located across driveways. At these stops, buses will only be stopping long enough to pick-up and drop-off passengers.
							6b	The proposed bus stop is directly outside our house and is only 3 meters from the front of our property, so anyone waiting for the bus at the bus stop/passengers on the bus can see straight into our house and also the front bedroom. Under the covenant of the subdivision, we are unable to put up a fence in the front of our house to protect our privacy and to minimise the noise from the buses. We feel that we won't be allowed to enjoy the freedom of our own home and our privacy is being invaded.	Information that a bus stop would be planned adjacent to lot number 272 (15 Skyhawk Road) of the Putangitangi neighbourhood was publicly available at the time of purchase. However, a review has been undertaken for this bus stop, which has resulted in an alternative location also being proposed by number 21-23 Skyhawk Road. The proposed bus stop by 15 Skyhawk Road will most likely be used by people returning home, with little attraction to wait for a bus as it would be the second last stop along the Wigram end of the number 60 bus service.
							6c	We have a young toddler at home and a baby is on the way, the noise from buses and people waiting at bus stop throughout the day and evening will cause significant distraction to our daily life. More importantly we concern about the safety threat present to our young children.	Noise and vehicle emissions can be an issue, and can be difficult to address. The proposed bus stop by 15 Skyhawk Road, will be the second last stop along the Wigram end of the number 60 bus service. Given that the bus stop will be used by people returning home, and that the frequency of which buses stop at suburban bus stops, will help mitigate the impact of privacy intrusion.
							6d	17 Skyhawk Road is currently under construction and the drive way is also on Skyhawk road, which is only a meter away from the proposed bus stop. It is a hazard to install a bus stop so close to a drive way and the roundabout and this present high safety risks to the local residents, pedestrians and motorists. I cannot see the layout of 17 Skyhawk road on your plans and I hope you have taken this into account while finding alternative location.	The proposal is no different to any bus stop in the city. When pulling in or out of driveway, drivers must proceed with caution and give way to pedestrians and to all traffic on the road, including buses. While sightlines could be restricted when the bus is stopped, this is a temporary obstruction, lasting a matter of seconds, which is why such configurations are common practice locally and internationally. However, a review has been undertaken for this bus stop, which has resulted in an alternative location also being proposed by number 21-23 Skyhawk Road.

11. Halswell-Hornby-Riccarton Community Board 2017-18 Youth Development Fund - Application - Naia Toaolamai-Holden

Reference: 17/1491836

Contact: Emily Toase

emily.toase@ccc.govt.nz

941 5216

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider an application received for funding from its 2017-18 Youth Development Fund.
- 1.2 There is currently a balance of \$7,500 remaining in this fund.

Origin of Report

- 1.3 This report is to assist the Board to consider an application for funding received from Naia Toaolamai-Holden.

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 Recommendation

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the making of a grant of \$300 from its 2017-18 Youth Development Fund to Naia Toaolamai-Holden towards representing Canterbury at the National Touch Tournament to be held from 9 to 11 February 2018 in Auckland.

4. Applicant 1 – Naia Toaolamai-Holden

- 4.1 Naia Toaolamai-Holden is a 15 year old from Hornby. She is a year 10 student at Christchurch Girls' High School and studies German, Māori and Art as her option classes.
- 4.2 Naia has been selected to represent Canterbury in the National Touch finals to be held in Auckland from 9 to 11 February 2018.
- 4.3 Having played touch for a number of years Naia first made the representative team for Canterbury in 2015, competing in the National Tournament held in Christchurch in 2016. Continuing to excel in the sport, Naia went on to be selected for the Under 16s select team and also attended the National Secondary Schools Athletics Championships in 2017.
- 4.4 By attending the National Tournament, Naia will be competing against the best players in New Zealand of her age and playing at that higher level will help her further develop her skills and work towards her goal of representing New Zealand as an athlete.

- 4.5 To prepare for the tournament the team is training twice a week, Wednesdays and Sundays. Naia also attends training for basketball, rugby sevens and athletics as well as balancing these commitments with her school work.
- 4.6 To fundraise for the trip, Naia has participated in Couplands Bakeries fundraisers, Bunnings Warehouse Sausage Sizzles and sold chocolates. She has raised \$200 to date.
- 4.7 The following table provides a breakdown of the costs for competing in the National Touch Tournament:

EXPENSES	Cost (\$)
Entry Fee	\$105
Accommodation	\$240
Physio	\$50
Tent Hire	\$30
Uniform (Playing strip, T-shirt, socks, hat)	\$155
Transport (Van hire and flights)	\$390
Food	\$130
Inter Provincial Tournament	\$60
Total	\$1,160

- 4.8 This is the first time the applicant has applied for funding assistance.

Attachments

There are no attachments to 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	Emily Toase - Community Recreation Advisor Karla Gunby - Community Development Advisor Marie Byrne - Community Development Advisor
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

12. Halswell-Hornby-Riccarton Community Board 2017-18 Discretionary Response Fund - Applications - Hornby Community Care Trust and Riccarton Community Care Trust

Reference: 17/1502721

Contact: Karla Gunby

karla.gunby@ccc.govt.nz

941 6705

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider the applications received for funding from its 2017-18 Discretionary Response Fund from the organisations below:

Funding Request Number	Organisation	Project Name	Amount Requested
00057410	Hornby Community Care Trust	Hello Hornby – Our Community Party In The Park	\$2,000
00057420	Riccarton Community Church Trust	Our Amazing Place	\$8,600

Origin of Report

- 1.2 This report is to assist the Board to consider applications received for funding from the Hornby Community Care Trust and the Riccarton Community Church Trust.

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 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 Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the making of a grant of \$2,000 from its 2017-18 Discretionary Response Fund to the Hornby Community Care Trust towards the funding of expenses for the Hello Hornby – Our Community Party in the Park event on 24 March 2018.
2. Approve the making of a grant of \$2,500 from its 2017-18 Discretionary Response Fund to the Riccarton Community Church Trust towards the funding of expenses for the Our Amazing Place event on 3 March 2018.

4. Key Points

- 4.1 At the time of writing, the balance in the 2017-18 Discretionary Response Fund, is as detailed below.

Total Budget 2017/18	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$156,644	\$111,578	\$45,066	\$43,066

- 4.2 Based on the current Discretionary Response Fund criteria, the applications received are eligible for funding.
- 4.3 A Decision Matrix (refer **Attachment A**) provides details on the applications including organisational, project and financial information, and a staff assessment.

Attachments

No.	Title	Page
A ↓	Halswell-Hornby-Riccarton Community Board Discretionary Response Fund 2017-18 Hornby Community Care Trust - Decision Matrix	95
B ↓	Halswell-Hornby-Riccarton Community Board Discretionary Response Fund 2017-18 Riccarton Community Church Trust - Decision Matrix	96

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	Karla Gunby - Community Development Advisor Marie Byrne - Community Development Advisor Emily Toase - Community Recreation Advisor
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

2017/18 DRF HALSWELL-HORNBY-RICCARTON 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.

00057410	Organisation Name Hornby Community Care Trust	Project Name and Description Hello Hornby - Our Community Party in the Park Hello Hornby - Our Community Party in the Park is a community organised event, to be held in Wycla Park and Hei Hei Hall on 24 March 12 - 3pm as part of a Greater Hornby community building initiative.	Total Cost \$ 5,000 \$ Requested \$ 2,000 (40% requested)	Contribution sought towards Event costs - \$2000	Staff Recommendation \$ 2,000 That the Halswell-Hornby-Riccarton Community Board makes a grant of \$2000 towards event costs for the Hello Hornby event on the 24 March 2018.	Priority 2
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<p>Organisation Details</p> <p>Service Base: 8 Goulding Ave Legal Status: Charitable Trust Established: 1/06/1979 Target groups: All of Hornby Annual Volunteer hours: 2880</p> <p>Number of project participants: 2,000</p> <p>Alignment with Council Strategies</p> <p><input type="checkbox"/> Strengthening Communities Strategy <input type="checkbox"/> HHR Community Board Outcome 1.6, 1.14</p> <p>CCC Funding History</p> <p>2017/18 - \$450 (Community Workers Network Luncheon Meeting) SCF 2015/16 - \$3789 (Defibrillator) DRF 2014/15 - \$350 (Community Workers Network Luncheon Meeting) DRF</p>	<p>Other Sources of Funding (this project only)</p> <p>Hope Presbyterian and Hornby Rotary have indicated that they will give a donation towards the event. The committee have also written to local businesses asking for their support by way of a donation either monetary, prizes or the loan of suitable equipment for the event.</p> <p>Staff Assessment</p> <p>The desire to have a local Hornby event to replace past ones has come about from numerous community conversations and has developed into the 'Hello Hornby' event. This will be held on 24 March 2018 at Wycla Park and Hei Hei Hall from 12-3pm. The aim of the event is to bring together the communities of Hei Hei, Islington, Broomfield and Greater Hornby.</p> <p>It is also an opportunity to showcase the organisations in the area and the work they are doing, create an avenue for fundraising and be a free event for all ages that celebrates the Hornby area.</p> <p>The committee is community-based and has come from community meetings and a call-out for people specifically interested in organising the event. Two council staff sit on the committee as partners in the event alongside the other members. There is representation from the churches, community organisations, business network and local clubs on the committee.</p> <p>The Hornby Community Care Trust is the agreed holder of the funds. They have set up a separate account and will be responsible for paying for invoices associated with the event with sign off from the Hello Hornby Chair and Treasurer.</p> <p>An email has gone out to the over 100 schools, community groups, churches and clubs for expressions of interest to take part in the day. Once the community has expressed their wish to take part in the event, the committee will fill the rest of the activities with other parties.</p> <p>A brand has been chosen and there will be a facebook presence as well as signs around the community nearer the time.</p>
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2017/18 DRF HALSWELL-HORNBY-RICCARTON 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.

00057420	Organisation Name Riccarton Community Church	Name and Description Our Amazing Place Riccarton Community Church is seeking funding assistance towards Our Amazing Place, a free event which will showcase the local services, organizations, businesses and community spaces Riccarton has to offer.	Funding History 2017/18 - \$2,000 (Street party) SCF 2016/17 - \$2,000 (Street party) SGF 2015/16 - \$2,000 (Street party) DRF 2014/15 - \$2,000 (Street party) SGF Other Sources of Funding Rotary, Red Cross, Local Business Sponsorship	Request Budget Total Cost \$ 8,600 Requested Amount \$ 8,600 100% percentage requested Contribution Sought Towards: Salaries and wages - \$2,500 Administration costs - \$300 Volunteer expenses - \$2,000 Event Equipment - \$300 Marketing and Promotion - \$3,000 Prizes - \$500	Staff Recommendation \$ 2,500 That the Halswell-Hornby-Riccarton Community Board approves a grant of \$2,500 to Riccarton Community Church towards the Our Amazing Place event.	Priority 2
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Organisation Details: Service Base: Riccarton Legal Status: None / Informal Group Established: 1/10/1948 Staff – Paid: 10 Volunteers: 150 Annual Volunteer Hours: 2000 Participants: 750 Target Groups: Local community Networks: Local businesses, organizations and recreation groups Organisation Description/Objectives: Our key objectives including bringing hope and change to our city and community through encouragement, community building, positive programmes and relationships. We are a Christian organisation, but include anyone from our community who wants to join in.	Alignment with Council Strategies and Board Objectives <input type="checkbox"/> Strengthening Communities Strategy <input type="checkbox"/> Events Strategy <input type="checkbox"/> Safer Christchurch Strategy <input type="checkbox"/> Physical Recreation and Sport Strategy <input type="checkbox"/> Multicultural Strategy <input type="checkbox"/> Social Well-being Policy <input type="checkbox"/> Youth & Childrens Policy <input type="checkbox"/> Halswell-Hornby-Riccarton Community Board Plan Priorities 1.1, 1.2, 1.3, 1.5, 1.6, 1.8, 1.9, 1.13, 1.14 & 1.15. Alignment with Council Funding Outcomes <input type="checkbox"/> Support, develop and promote capacity 1 <input type="checkbox"/> Community participation and awareness 1 <input type="checkbox"/> Increase community engagement 1 <input type="checkbox"/> Enhance community and neighbourhood safety 1 <input type="checkbox"/> Provide community based programmes 0 <input type="checkbox"/> Reduce or overcome barriers 1 <input type="checkbox"/> Foster collaborative responses 1 How Much Will The Project Do? (Measures) The project will deliver a free community event for around 750 participants who are local to Riccarton. The event will include a series of fun activities, challenges and tasks based at over eight different locations in Riccarton providing opportunity to explore and learn about the local businesses, organizations and community spaces that Riccarton has to offer. How Will Participants Be Better Off? Participants will have opportunity to find out more about local business, groups and community spaces, meet new people, connect and engage in a range of fun activities.	Staff Assessment This project is to help fund a free community event to be held on Saturday 3 March, 12pm-4pm, aimed at providing an opportunity for people to explore and learn about their local community, connect with local residents, business and organisations and foster a sense of pride and belonging. Our Amazing place is a community Treasure hunt, which through a map and series of clues, leads participants to a variety of stations which each have a challenge, activity or task to complete and eventually leads to a final destination for a celebratory event and prize giving. This is the first time the concept has been implemented in Christchurch and has been run successfully in other communities for the last six years. The idea was initially developed from identification of a need for more community connectives and awareness of what is available within Riccarton. The stations will be local businesses and organisations who are supporting the event and community spaces which the project will showcase as an asset to the Riccarton area. These include, but are not limited to, Riccarton Community Church, Oak Development Trust, Riccarton Scouts and Girl Guides, Riccarton High School, Riccarton Rotary Club, Lions Club, Bunnings Warehouse, Homebase, ANZ, Yolin Church, Toastmasters, Wharenui Leisure Centre, and the Community Garden. It is envisioned that by highlighting these it will lead to increased awareness and participation in all that Riccarton has to offer. The event will be concluded with a celebratory event, bbq and prize giving, in collaboration with Connect 2018 at Harrington Park, a long standing event which connects students with local residents. Connect 2018 will serve as the finale to Our Amazing Place and will benefit from having more people attend the event and therefore extent its reach and influence. Our Amazing Place will connect a wide range of local businesses, organisations and groups through working together to deliver this project and so will create significant positive outcomes for the Riccarton area.
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13. Halswell-Hornby-Riccarton Community Board Area Report - January 2018

Reference: 17/1502825

Contact: Gary Watson gary.watson@ccc.govt.nz

941 8256

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 Recommendation

That the Halswell-Hornby-Riccarton Community Board decide to:

1. Receive the Halswell-Hornby-Riccarton Community Board Area Report for January 2018.
2. Nominate two Board representatives to attend one of the Canterbury Water Management Strategy Zone Committee's Community Waterway Workshops being held in February and March 2018.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

3.1.1 Provision of strategic, technical and procedural advice to the Board

The Board continues to receive strategic, technical and procedural advice mainly through an ongoing programme of Board seminars and/or workshops generally held at the conclusion of the Board's twice monthly ordinary meetings.

3.2 Community Waterway Workshops

The Canterbury Water Management Strategy Zone Committee is hosting community waterway workshops in February and early March 2018.

The Board is invited to nominate two representatives to attend one of the workshops. Residents (who left contact details arising from a community water survey) and a representative(s) from the Youth Council are also being invited.

The workshops are from 5.30pm to 7.30pm on the following dates:

- Monday 19 February 2018, Board Room, Fendalton Service Centre
- Wednesday 21 February 2018, Hao Room, Te Hapua: Halswell Centre
- Monday 26 February 2018, Board Room, Papanui Service Centre
- Thursday 1 March 2018, Board Room, Beckenham Service Centre

3.3 Board Area Consultations/Engagement/Submission Opportunities

- 3.3.1 Consultation on the proposed partial changes in reserve classification and to the Management Plan for Denton Park commenced on 20 January 2018 and concludes on 26 March 2018.

It is expected that the hearing of submissions received on the proposals will be undertaken by a Council Hearings Panel in April 2018 and a recommendation thereafter will come to the Community Board for a decision.

3.4 Annual Plan and Long Term Plan Matters

3.4.1 The timeline on the next steps for the Council's Draft Long Term Plan 2018-28 (LTP) are:

- 20 January to 7 February 2018 - Audit New Zealand processes
- 22 February 2018 Council Meeting - formal adoption of Draft LTP
- 9 March to 13 April 2018 - community engagement/consultation on Draft LTP
- April/June 2018 - analysis/hearings of submissions
- 28 June 2018 - Council Meeting - adoption of Long Term Plan 2018 -2028

3.5 Requests for information from Board meeting on Newslane

3.5.1 Board members are invited through the issued weekly meeting schedule, to forward any items they would like highlighted.

3.6 Significant Board matters of interest to raise at Council

3.6.1 Board members are invited through the issued weekly meeting schedule, to forward any items they would like highlighted.

4. Community Board Plan – Update against Outcomes

4.1 Updates are to be presented to the Board quarterly throughout 2018 on the Board's Community Plan (March, June, September and December) so progress can be monitored against the Board's agreed outcomes and priorities.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Funded Projects

5.1.1 Off the Ground Fund – the Board granted \$400 from its Off the Ground Fund to the Christchurch Iranian Community for its Yalda night celebrations in December 2017. Yalda is a Persian celebration held at the time of northern hemisphere winter solstice. 85 people attended the event held at the University of Canterbury, reflecting the Iranian community who reside in the Board's area.



- 5.1.2 Off the Ground Fund – the Board granted \$400 from its Off the Ground Fund to Riccarton High School towards a Community festival celebrating cultural diversity in Upper Riccarton. The event will be delivered in partnership with Upper Riccarton Library and is to be held outside the facility in March 2018.
- 5.1.3. Gilberthorpe School Basketball Hoop – the Board granted \$2,700 from its Discretionary Response Fund 2017-18 to Gilberthorpe School as a strengthening community project to install a basketball hoop in the school playground. This has had a direct impact, increasing the number of young people playing basketball both at school and within the community who are using it frequently at weekends. The school held a 3v3 basketball tournament, using the new hoop, in November 2107 in collaboration with Hornby High School and now have more students than before playing the sport.



5.2 Community Facilities (updates and future plans)

- 5.2.1 The Project Manager for the Riccarton Community Centre rebuild will brief the Board in February 2018 on progress regarding this project.
- 5.2.2 A 'learn to ride' facility has recently been completed as part of the sports park development at the Knights Stream subdivision in Halswell. This is a facility similar to the 'learn to ride' track at the Westburn Reserve in Burnside and includes small roads, with stop and give way controls, roundabouts and a pedestrian crossing. It is an area where children can ride their bikes and scooters to help learn basic road safety skills.

The park area also includes a new sports pavilion with toilets, car parking, a half basketball court, shelters, and is the site for one of the two new skate parks being built in Halswell in the first half of this year.

- 5.2.3 A new playground is now in popular use at Neil Graham Park in Longhurst.





5.3 Infrastructure projects

5.3.1 The Aurora Street accessway in Hornby was previously a location of concern for some local residents due to noise and vandalism. The upgrade of the lighting along the accessway has been brought forward for completion in February 2018.

5.4 Events Report back

5.4.1 Hornby Hoops

The Community Development Network Trust in partnership with the Christchurch City Council delivered the inaugural Hornby Hoops 3v3 Youth Basketball Tournament on Saturday 9 December 2017. Twelve teams of young people aged between 12 and 18 registered and competed on the day with the winning team playing a 3v3 final against three of the Canterbury Rams players.



5.4.2 Riccarton West Community Garden 2017 Christmas Dinner

The Riccarton West Community Garden hosted their annual Christmas dinner in December 2017, honouring older adults in the Riccarton area. Produce from the community-run garden formed a key part of the meal.



5.4.3 Christmas 2017 Carol Events

A number of Christmas Carol events were successfully held across our wards as shown by the following photographs.



Carols @ Westlake



Carols in Halswell Quarry



Carols by Treelight (St John of God)



Carols in Harrington Park

Other Christmas carol events were also held in Hei Hei and at Riccarton Bush.

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

6.1 Upper Riccarton War Memorial Library - Update

Following a meeting of interested stakeholders in December 2017, which included Committee members and volunteers, the Upper Riccarton War Memorial Library Trust is continuing its discussions on future options. As the Board is aware, the building, which is owned by the Library and situated on Council land, has been deemed unsafe for occupation. Key aspects under consideration include the future of the building itself, and how the library as an organisation, can continue its operations now and for the longer term. The Board will continue to be kept updated.

6.2 Templeton and Environs - Quarrying Issues

More than 200 people attended a recent public meeting at the St Saviours Church in Templeton to discuss Fulton Hogan's proposals to operate a quarry on land situated in the vicinity of Dawsons Road, Curraghs Road and Jones Road in the Selwyn District adjoining the boundary with Christchurch City. The proposal is still the subject of resource consent approvals from Environment Canterbury and the Selwyn District Council.

6.3 Yaldhurst Memorial Hall - Update

A meeting was held in December 2017 with Yaldhurst residents regarding the future of the Yaldhurst Memorial Hall.

The Yaldhurst community is now considering its future aspirations for the Yaldhurst Memorial Hall. The Board will continue to be kept informed. This process is to be completed by the end of June 2018.

6.4 Upcoming Local Events

The following community events are taking place during February and March 2018:

- Tenzing Hillary Cup – Nepalese Football Tournament on Saturday 3 and Sunday 4 February 2018 from 10am to 4pm at Christchurch Football Centre, 466 Yaldhurst Road.
- Global Football Festival - Junior Football Festival which brings together the many ethnicities in Christchurch to celebrate cultural diversity on Saturday 17 February 2018 from 12pm to 3pm at Linfield Park.
- Our Amazing Places – showcasing local organisations, businesses and community places being held throughout Riccarton venues on Saturday 3 March 2018 from 9am and culminating at Harrington Park from 12 noon.
- Connect 2018 – The final destination for Our Amazing Places with prize giving and fun activities aimed at connecting students and local residents, Saturday 3 March 2018 from 4pm to 6pm at Harrington Park.
- Seven Oaks Primary School - new Halswell site official opening ceremony on Sunday 18 February 2018 at 1.30pm.

6.5 Launch of Pakour Sessions

Olympia Gymnastic Sports have been working with Sport Canterbury to launch a series of Saturday night Pakour sessions at the gymnasium. Olympia Gymnastics Sports identified the need for more activities for young people and saw Pakour, an activity where participants race to navigate an obstacle course by running, jumping and climbing, as an opportunity to engage more young people in physical activity.

The Pakour sessions start on Saturday 3 March 2018 from 7pm to 10pm at Olympia Gymnastics Sports i6 Corsair Drive.

7. Community Board Funding 2017-18 – Update – January 2018

- 7.1 Information is provided (refer **Attachment A**) on the status of the Board's 2017-18 funding as at January 2018.

Attachments

No.	Title	Page
A ↓	Halswell-Hornby-Riccarton Community Board 2017-18 Funding Update - January 2018	104

Signatories

Authors	Cindy Sheppard - Governance Support Officer Peter Dow - Community Board Advisor Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton Karla Gunby - Community Development Advisor Emily Toase - Community Recreation Advisor Marie Byrne - Community Development Advisor Noela Letufuga - Community Support Officer
Approved By	Lester Wolfreys - Head of Community Support, Governance and Partnerships

Halswell-Hornby-Riccarton Community Board Funding 2017-18			
2017-18	Discretionary Response Fund	Allocated	Funds Remaining
	Discretionary Response Fund Carryover	\$17,810	
	2017/18 Allocation	\$138,378	
	Return of unspent fund - Yaldhurst Rural Residents' Association	\$456	
	Total Amount	\$156,644	
13-Jun	Anglican Parish of Upper Riccarton-Yaldhurst as a contribution to the compliance costs for the renovation of St Peter's Church	\$15,000	
8-Aug	Allocation to Youth Development Fund	\$3,000	
22-Aug	Link Community Trust towards venue hire and programme costs	\$1,500	
12-Sep	Board Bid - 2018 Community Service and Youth Service Awards and 2018 Community Pride Garden Awards	\$9,000	
12-Sep	Board Bid - Allocation to Youth Development Fund	\$15,000	
12-Sep	Board Bid - Summer with Your Neighbours/Neighbourhood Week Events	\$4,500	
12-Sep	Board Bid - Ward Enhancement Projects	\$5,000	
12-Sep	Board Bid - Culture Galore 2018 Event	\$15,000	
12-Sep	Board Bid - Anzac Day 2018 local event expenses	\$1,500	
12-Sep	Board Bid - Leadership, Upskilling and Networking Day	\$3,000	
12-Sep	Board Bid - Board promotional material	\$6,000	
12-Sep	Scouts New Zealand Torlesse Zone - Rimu Scout Park towards the purchase and installation of a hot water system	\$4,000	
26-Sep	Oak Development Trust - Men2Cook Programme	\$2,500	
24-Oct	Chinese Joyful Club - Chinese Seniors Group	\$1,000	
14-Nov	Give Gear Get Great Project	\$1,578	
14-Nov	Hei Hei Broomfield Community Development Trust towards Taekwondo equipment	\$4,000	
28-Nov	Halswell United Football Club towards the upgrading of its floodlights at Halswell Domain	\$10,000	
28-Nov	Seventh Day Adventist Church towards the Be Active Pasifika project	\$2,500	
28-Nov	Deans Avenue Precinct Society towards the costs of upgrading and updating the Brockworth Walkway murals	\$2,000	
28-Nov	Division Street/Riccarton Road - Crime Prevention Through Environmental Design Report	\$5,500	
		\$111,578	\$45,066
2017-18	Youth Development Fund	Allocated	Funds Remaining
8-Aug	Discretionary Response Fund Allocation	\$3,000	
12-Sep	Discretionary Response Fund Allocation	\$15,000	
	Total Amount	\$18,000	
8-Aug	Amielle Abela towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Alexis Cassin towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	

8-Aug	Alice Clapp towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Alice Feasey towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Bianca Hudson towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Patricia Ingle towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Kate O'Neill towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Angelin Perumbally towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Georgia Singleton towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Joan Claire Teves towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Truc (Lisa) Than Tran towards her attendance as part of Villa Maria's Con Brio Choir at the National Big Sing Finale in Auckland	\$100	
8-Aug	Josh Ting towards attendance of the Outward Bound Mind Body Soul Course in Marlborough	\$300	
12-Sep	St Thomas of Canterbury College - Jayden Hamilton, Michael White, Treye Butler, Finn Claude, Anton Smail, Tom Downes and Jake Tacon competing in the New Zealand Secondary Schools Football Premier Tournament in Napier	\$700	
12-Sep	St Thomas of Canterbury College - Alex Balard, Nial Bunn, Angus Dempster, Jack Robinson and Harry Tulett towards competing in the Anchor Aims Games Football Tournament in Tauranga	\$500	
12-Sep	Hornby High School towards 19 students competing in the New Zealand Secondary Schools South Island Basketball Boys Tournament in Blenheim	\$1,900	
12-Sep	Ashley Kate Stuart towards the costs of her internship at the Asia Europe Foundation	\$500	
26-Sep	Harrison Brindley towards competing in the Jack McKnight Bowater Football Festival in Nelson	\$300	
26-Sep	Emma Dobson, James Cloake, Jarred Bowden and Lauren Hampton towards undertaking a cultural educational visit to Spain	\$1,200	
26-Sep	Elle-Roze Ilkiw towards attendance at the New Zealand Rhythmic Gymnastics Championships in Auckland	\$300	
10-Oct	Nekholas Thompson towards competing in the Hip Hop Unite World Championships in Holland	\$500	
10-Oct	Lance Calderon, Brad Cross, Jovin Fabic, Ihaia Kendrew, Rhys Kershaw and Jacob Milne towards competing in the New Zealand Secondary School's Basketball 'A' National Championships in New Plymouth	\$600	
10-Oct	Hollie Carlisle-Reeve, Mesepa Fui, Rikiana Howden-Winter, Finlay Martin, Portia Smith and Kennedy Balance towards competing in the New Zealand Secondary School's Girls Basketball National Championships in New Plymouth	\$600	
10-Oct	Jake Tacon towards competing in the Craig Foster Futsal International Cup in Queensland, Australia	\$500	

14-Nov	Yaldhurst Rangers Unit towards attendance of Rachel Anderson at the 2018 National Ranger event in Masterton	\$300	
14-Nov	Thomas Chao towards attending the British Junior Elite Gymnastics training camp in Essex, England	\$500	
12-Dec	Christchurch Boys High School - Joshua Taula towards travelling to South Africa to compete in the World Rugby Festival	\$500	
12-Dec	Quantelle Hira-Kapua towards the costs of the Abel Tasman Tramp	\$200	
		\$10,500	\$7,500
2017-18	Off the Ground Fund	Allocated	Funds Remaining
	Off the Ground Fund Carryover	\$1,600	
	Total Amount	\$1,600	
27/11/2017	Christchurch Iranian Society Incorporated towards the celebration of the Iranian festival, Shab-e Yalda at the University of Canterbury.	\$400	
19/12/2017	Riccarton High School towards a community festival celebrating cultural diversity in Upper Riccarton to be held outside the Upper Riccarton Library.	\$400	
		\$800	\$800

14. 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.