

Christchurch City Council

AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Thursday 6 December 2018
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor Jamie Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

30 November 2018

Principal Advisor

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

Watch Council meetings live on the web:
<http://councillive.ccc.govt.nz/live-stream>

Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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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. Public Participation

3.1 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.

3.2 Deputations by Appointment

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

There were no deputations by appointment at the time the agenda was prepared

4. Presentation of Petitions

There were no Presentation of Petitions at the time the agenda was prepared.

5. Waihoru/Spreydon-Cashmere Community Board Report to Council

Reference: 18/1222470

Karolin Potter, Community Board Chairperson

Presenter(s): Melanie Coker, Community Board Deputy Chairperson

Chris Turner-Bullock, Community Governance Manager, Spreydon-Cashmere

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

[That the Council:](#)

1. [Receive the Waihoru/Spreydon-Cashmere Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Spreydon-Cashmere Community Board held meetings on 7 and 23 November 2018. Decisions made under delegation at those meetings were:

- Approval of a grant of \$500 from its 2018/19 Youth Development Fund to Amelia Montague McLuskie towards undertaking a research project on Perceptions of Safety for Prospective Chinese Visitors to New Zealand at Peking University, Beijing, China.
- Approval of a grant of \$300 from its 2018/19 Discretionary Response Fund to St Martins Ōpāwa Club towards the Club's Bus Trip to Hanmer Springs.
- Approval of revocation of all existing parking and stopping restrictions on the northeast side of Barrington Street, from its intersection with Athelstan Street northwesterly for 192 metres.
- Approval of revocation all existing parking and stopping restrictions on the southwest side of Barrington Street, from its intersection with Kinver Place southeasterly to its intersection with Stourbridge Street.
- Approval of revocation of all existing parking and stopping restrictions on the southwest side of Barrington Street, from its intersection with Stourbridge Street southeasterly for 59 metres.
- Approval that the right turn for vehicles, that have entered Barrington Street from the Barrington Mall exit, be prohibited.
- Approval of lane marking changes, kerb alignment changes, pedestrian refuge island and road surface changes, on Barrington Street between Kinver Place and Athelstan Street.
- Approval of no stopping restrictions on the northeast side of Barrington Street from its intersection with Athelstan Street northwesterly for 39.5 metres.
- Approval of 15 minutes parking on the north east side of Barrington Street 39.5 metres northwest of its intersection with Athelstan Street northwesterly for 34 metres.
- Approval of no stopping restrictions on the northeast side of Barrington Street commencing at a point 73.5 metres northwest its intersection with Athelstan Street northwesterly for four metres.

- Approval of a Bus Stop on the northeast side of Barrington Street commencing at point 77.5 metres northwest of its intersection with Athelstan Street northwesterly direction for 14 metres.
- Approval of no stopping restrictions on the northeast side of Barrington Street 91.5 metres northwest its intersection with Athelstan Street northwesterly for a distance of 53.5 metres
- Approval of 120 minute parking and disabled person's parking on the northeast side of Barrington Street, 145 metres northwest of its intersection with Athelstan Street, northwesterly for a distance of seven metres.
- Approval of no stopping restrictions on the northeast side of Barrington Street 152 metres northwest its intersection with Athelstan Street northwesterly for six metres.
- Approval of 120 minutes parking and disabled person's parking permit on the northeast side of Barrington Street 158 metres northwest of its intersection with Athelstan Street northwesterly direction for seven metres.
- Approval of 30 minutes parking on the north east side of Barrington Street 165 metres northwest of its intersection with Athelstan Street northwesterly for a distance of 26 metres.
- Approval of no stopping restrictions on the southwest side of Barrington Street commencing at its intersection with Kinver Place southeasterly for a distance of six metres.
- Approval of a bus stop on the southwest side of Barrington Street commencing at point 6 metres southeast of its intersection with Kinver Place and extending southeasterly for a distance of 14 metres.
- Approval of no stopping restrictions on the southwest side of Barrington Street commencing at a point 20 metres southeast of its intersection with Kinver Place and extending southeasterly to its intersection with Stourbridge Street.
- Approval of no stopping restrictions on the southwest side of Barrington Street commencing at its intersection with Stourbridge Street and extending southeasterly for 59 metres.
- Approving an allocation of \$1,500 from its 2018/19 Discretionary Response Fund to the 2018/19 Off the Ground Fund.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

- 4.1 Barrington Mall access way improvements, Barrington Street.

5. Significant Council Projects in the Board Area

- 5.1 Barrington Mall access way improvements, Barrington Street

There have for some time been concerns about the safety of the Barrington Mall entrance/exit on to Barrington Street. The entrance/exit is an interface between motor vehicles turning both right and left into and out from the mall carpark and pedestrians accessing the mall, the adjacent Spreydon Library, bus stops and local shops. The local residents association, the Spreydon Neighbourhood Network in particular has advocated for changes to the configuration of the entrance. Staff have worked with the mall owners and management and residents to develop a proposal that will remove the right turn out of the carpark and incorporates a number of other safety improvements.

A report on the proposal has been consulted and came to the Board for consideration at its meeting on 23 November 2018. The Board's recommendation to the Council on this are included in this agenda see item 4.1.

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

6.1 Hoon Hay Flooding Issues

Residents in the vicinity of Copenhagen Place/ Marion Street and Weir Place, Hoon Hay have expressed concerned about localised flooding in their streets. Although there has been flooding in Copenhagen/Marion for 40 years or more Weir Place residents advise that there have been more flooding events since the 2011 earthquakes.

A residents meeting was held on 9th December 2017 to discuss the issues with land drainage staff and Board members in attendance. It was agreed at the meeting that staff would investigate the matters raised and provide feedback.

A memorandum explaining the investigations undertaken and commenting on measures already underway or which may be taken to alleviate the flooding has now been prepared by the Land Drainage Unit for distribution to residents. The Board has invited residents to a follow up meeting on 6 December to discuss the information provided.

6.2 Hoon Hay Fiesta / South West School Cluster Cultural Festival

The annual Hoon Hay Fiesta is an event run as a collaboration between the local Hoon Hay Community and the Board. This year's fiesta was held in Hoon Hay Park on 15 November 2018 from 4pm to 7pm. This Fiesta included a partnership with the South West School Cluster Cultural Festival that saw six local schools performing at the Fiesta, and with the Pacific Series rugby league competition that celebrates Christchurch Pacific, Maori and Ethnic communities.

The Fiesta was extremely well attended (with approximately 3,000 people joining in) and enjoyed as usual. The cultural festival component was amazing. The Pacific Series was held in Hoon Hay Park over the weekend of 16-17 November 2018.



Hoon Hay Fiesta



Hoon Hay Fiesta

6.3 Predator Free Ernle Clark

A local community group, “Predator Free Ernle Clark” has been set up to work for the protection of Ernle Clark Reserve from predators. The group recently received an “Off the Ground” fund grant to hold an event in the reserve to raise awareness of its objectives and offer an opportunity for people to build their own rat traps. The event was held on 10th November from 11am to 1pm. The trap building was followed by a Barbecue. The event was well attended with 70-90 people taking part.



Predator Free



Predator Free

6.4 West Spreydon School Pool opening

West Spreydon School Pool was rebuilt before and after the earthquakes thanks to the drive and Fundraising ability of the local community. The Board supported the rebuild with a grant from its Discretionary Response Fund and sponsored a programme to provide season's access to families who might not otherwise be able to afford it. The pool initially opened last season and opened for this season on Saturday 17 November 2018.

6.5 Addington Fair

The annual Addington Fun Fair was successfully held on Saturday 24 November in Church Square, despite the wet weather, although the usual music concert was unable to go ahead. Stalls and entertainments included preschool carollers and the Faerie Circle. The Spreydon-Cashmere Community Board Chairperson, and Community Development Worker donned their traditional Tweedle-Dum and Tweedle-Dee costumes to gather views about intensified housing, bus lane proposals for Lincoln Road and Moorhouse Avenue, and the pending Manuka Cottage replacement build. In addition, participants were able to judge and comment on the progress of the Voice of Addington Plan that expresses local aspirations collected over several years at the Fair and other events. Most respondents identified some or good progress.



Addington Fair



Addington Fair

7. Progress Report Against the Community Board Plan

7.1 Age Friendly Cashmere

The Spreydon-Cashmere Community Board Plan 2017-19's focus on building strong communities includes the creation of an "Age-Friendly" Action Plan. The initiative was launched in July 2018 and the Age-friendly Spreydon-Cashmere Steering Group comprising elected members, community representatives and staff was formed on 21 August with the aim of developing and delivering the action plan.

The following four starter priorities and collaborative groups were agreed: Social Isolation - Participation/connection; Transport; Inclusiveness and Health and Wellbeing. These subgroups undertook to meet and identify goals/actions in their respective areas. Most of the subgroups met and prepared goal/s and actions in their areas which were reported back to the wider committee meeting on 16 October. That meeting resulted in a further subgroup Planning and Communications being set up to work on operating policies for the committee to consider to take matters forward. At its meeting on Tuesday 13 November 2018 the steering Committee meeting considered draft operating policies, the need to report to the Board and the form that reporting might take. The committee will next meet in February 2019.

8. Community Board Matters of Interest

8.1 Cross Over Trust

The Cross Over Trust operates as a Council funded Key Local Project implementing the Primary Project that provides liaison workers with the Rowley, West Spreydon, and Addington school communities to strengthen family and children's participation and achievement in education, recreation and community. The Trust has also created the Origin Sport strategy that delivers innovative approaches that include children of the Sacred Heart, Cashmere Primary, and Hoon Hay schools in sports participation.

It is five years since the Primary Project was established and Origin Sport began seven years ago. At its meeting on 7 November 2018 the Board approved a grant of \$3,000 from its 2017/18 Discretionary Response Fund to the Cross Over Trust towards the costs of the an evaluation of its projects.

The Trust reported the results of the evaluation at a Board Seminar on 19 October 2018. The evaluation indicates positive results from the Trust's work. A copy of the full report will be provided to the Board and the Trust will come back for a further conversation early next year once the Board has had time to digest the report.

8.2 Manuka Cottage

The Addington community development project known as “Manuka Cottage” has operated in Addington since the 1990s with the support of the Spreydon/Heathcote and Spreydon-Cashmere Community Boards as a Key Local Project. As a result of the earthquakes Manuka Cottage was forced to re-locate from its former premises at 45 Dickens Street and has been in temporary accommodation since.

"Manuka Cottage" was the first community development project to benefit from the Spreydon/Heathcote Community Board bids to the Capital Endowment Fund for property purchase in 2012. A site on Cornelius O'Connor Reserve has been identified as the site of a new cottage style community centre under Council ownership. Consultation has been undertaken and a tendering process for the design and build of the new Manuka Cottage on Cornelius O'Connor Reserve carried out.

An evaluation has recently been undertaken of the community development processes, outcomes and impacts of Manuka Cottage. The evaluation which was shared with the Board at its meeting on 19 October 2018 included data from volunteers, participants, staff and community stakeholders. The evaluation noted the Cottage's firm basis of community development and that participants report improved well-being following on from their involvement in the cottages activities.

Significant support for the cottage's move to its, yet to be constructed, new premises was also noted.

8.3 Spreydon Youth Community Trust

The Board recently received an update on the Spreydon Youth Community Trust 24/7 youth workers programme. The 24/7 youth workers programme that provides continuous support for young people started locally and is now being provided nationwide. Recent research indicated that of 5,000 surveyed nationally 92% indicated that the programme had benefitted their life in some way.



8.4 Petani Craft Group

A group of local Tongan women have produced their first series of fabric creations since forming just over six months ago to exchange craft and cultural skills and knowledge, as well as developing practical sewing skills for home use. The group has received Creative New Zealand funding for the craft productions, and the Board provided a small grant towards the cost of a sewing machine. The results of the group's efforts were displayed and celebrated at the Tongan Methodist church in Selwyn Street on 24 November: traditional quilting patterns making up duvet covers, pillows and cushions. The group has grown by several members since its inception, and aims to continue to expand.



Petani Craft Group

8.5 Hoon Hay Community Centre

In October 2018 the Board made a grant of \$1,759 from its Discretionary Response Fund to the committee operating 90 Hoon Hay Road as a community centre towards the costs of purchasing additional seating and a whiteboard for the centre. The group has reported that seating capacity has been increased from 22 to 44 making the venue more attractive and accommodating for community meetings and hirers. The chairs can be used indoors and outdoors as they are easily moved. The use of the centre over the past year has increased, enabling running costs to be met and more recently insurance costs as well.

Attachments

There are no attachments to this report.

Signatories

Author	Faye Collins - Community Board Advisor
Approved By	John Filsell - Head of Community Support, Governance and Partnerships

6. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Report to Council

Reference: 18/847097

Presenter(s): Pam Richardson, Community Board Chairperson
Joan Blatchford, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Te Pātaka o Rākaihautū/Banks Peninsula Community Board held meetings on 29 October and 12 November. Decisions made under delegation were:

- **Proposed Parking Restrictions - Sign of The Kiwi** – the Board approved time restrictions (9.00am – 5.00pm) parks, mobility parks, motorcycle parks and no stopping restrictions for the area adjacent to the Sign of the Kiwi but asked that staff monitor parking demand and vehicle movements across different seasons with a view to road safety management, and report back to the Board next May.
- **Project Lyttelton Lease** – the Board granted a 15 year lease to Project Lyttelton for part of 54a Oxford Street, Lyttelton, where it operates a community garden and community trading centre.
- **Funding** – the Board approved a grant of \$2,000 from its 2018-19 Discretionary Response Fund to the Little River Playcentre towards soft fall bark for the outdoor area.

4. Part A Recommendations to Council

There are no Part A reports this month.

5. Significant Council Projects in the Board Area

Naval Point Development Plan

- 5.1 The Board received an update on the design options and consultation process for the Naval Point Development Plan

Akaroa Wharf Renewal Project

- 5.2 The Board received an update from the Project Manager who reported on upcoming engagement with key stakeholders and communications and engagement planning.

Banks Peninsula Road Maintenance Working Party

- 5.3 Three community members have been appointed to the Road Maintenance Working Party, which has now had an initial meeting and is scheduled to meet again on 23 November 2018.

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

Public Forum, Deputations and Correspondence

- 6.1 Little River Flooding - Janet Reeves and Glynis Dobson spoke to the Board regarding flooding in the Little River town centre that occurs after rain and results in large puddles outside the Little River Service Centre. The Board has referred the issue to staff for investigation and report back to create a safer parking area in Little River, and asked staff to follow up with the New Zealand Transport Agency about the open drain alongside the road.
- 6.2 Lyttelton Port Company and Hector's Dolphins - Genevieve Robinson presented to the Board again regarding the impact of pile driving in Lyttelton Harbour on Hector's Dolphins. The Board asked staff to follow up with the Lyttelton Port Company to make this information available as a matter of urgency in light of piling being due to start mid to late November. The Board also acknowledged the high level of commitment from the Lyttelton Port Company towards environmental matters as a partner in the Whaka Ora Healthy Harbour.
- 6.3 Black Cat Building, Akaroa Wharf - Paul Milligan, Chief Executive of Black Cat Cruises, provided an update to the Board on the removal of unlicensed structures that Black Cat have been instructed to remove from the Akaroa Wharf. He has had some of the signage removed, but has not yet removed the wooden buildouts, ramps, stairs and handrails as he is awaiting a full report from Council staff advising how Black Cat can create a safe internal access to the building for the public.
- 6.4 Port Hills Reserves - Wendy Everingham spoke to the Board regarding her concern that illegal tracks were constantly being formed on the Port Hills, including some in areas that were still closed because of rockfall risk. The Board agreed to pass this information to staff, with a request for them to take appropriate action, and also requested that staff provide information on any liability issues the Council has if people are hurt accessing closed reserves.
- 6.5 Sign of the Kiwi, Proposed Parking – Karolin Potter (Spreydon-Cashmere Community Board) and Mary O'Connor, both spoke to the Board regarding proposed parking changes at the Sign of the Kiwi.

Committee, subcommittee and working party meetings

- 6.6 The Board received minutes from the Akaroa Design and Appearance Advisory Committee meeting that was held on 3 October, 2018. The meeting considered plans for signage for the Black Cat building on the Akaroa Wharf.
- 6.7 The Board received minutes from six Reserve Management Committee meetings:
- Duvauchelle Reserve Management Committee – 20 August 2018
 - Cass Bay Reserve Management Committee – 23 August 2018
 - Okains Bay Reserve Management Committee – 2 October 2018
 - Lyttelton Reserve Management Committee – 8 October 2018
 - Duvauchelle Reserve Management Committee – 7 September 2018
 - Cass Bay Reserve Management Committee – 18 October 2018

Briefings

- 6.8 **The Gaiety** - staff provided an update to the Board on the work at The Gaiety, which involves, ongoing maintenance work, replacement of roof, floorboards, toilets and weatherboards, a lighting upgrade and treatment for borer.
- 6.9 **Firefighting Water Supplies in Rural Areas** - staff from Council and Fire and Emergency New Zealand provided a briefing to the Board regarding water supplies for firefighting in rural areas, and in particular Birdlings Flat. Currently rural communities have restricted supplies of potable water, which are inadequate for firefighting purposes so they have to provide an alternative supply for firefighting. New requirements in the District Plan appear unsuitable for small rural communities and residents of communities such as Birdlings Flat do not want to have to install an additional tank per property to provide water solely for firefighting. Staff have suggested that tanks specifically for firefighting be installed on Council or public land to remedy the situation. However no funding is available for this. The Board has asked for an options report on this issue.
- 6.10 **Project Lyttelton - Strategic Plan for Lyttelton Recreation Centre** - the Board received a briefing from Project Lyttelton on its project to activate the centre. Usage has more than doubled over the year and volunteers have provided a reception service during core hours. The briefing included a vision for a community led organisational structure and plans for the future layout and use of the Recreation Centre. The Board noted that it would require further information on this project, including the strategic context and a breakdown of the consultation, before it could consider supporting the concept.
- 6.11 **Community Events Implementation Plan** – staff briefed the Board on this Plan.
- 6.12 **Little River Rating District Update** – the Board received a briefing from Environment Canterbury staff on tree removal work around Little River waterways.
- 6.13 **Okeina/Okains Bay Reserves Management Plan** – the Board was updated on the review of the Okeina (Okains Bay) Reserves Management Plan.
- 6.14 **Stormwater Plan** – the Board received an update on the Banks Peninsula Settlements Stormwater Management Plan (SMP) and requested that staff review the existing drainage plans of small communities, such as Little River and Okains Bay, before writing the draft Banks Peninsula SMP.
- 6.15 **Britomart Memorial Landscape Plan** – the Board received a briefing on the draft landscape plan for the Britomart Memorial reserve and has asked staff to report back on the next steps in this process.
- 6.16 **Maintenance Contracts** – at its 1 November meeting the Council *requested that staff provide information to the Board in time for the next Community Board Council meeting (6 December) around contractors, levels of service and maintenance - around when contracts expire and what can be included in new contracts to ensure better levels of service*. Staff briefed the Board on this and agreed to the following actions:
- Contractors will attend Board meetings to update and interact with the Board.
 - Staff will keep the Board informed regarding new contract preparations.
 - Staff will investigate mapping maintenance areas under contract to identify responsibilities and possible gaps in service.
 - Staff will follow up on the employment of an extra Parks Ranger for Banks Peninsula as approved in the Long Term Plan.
 - Parks staff will monitor contracts closely and report to the Board bi-monthly.

7. Progress Report Against the Community Board Plan

- 7.1 The next six monthly progress report against the Board Plan is due as at 31 December 2018 and will be reported to the Board in the new year.

8. Community Board Matters of Interest

- 8.1 **Dyers Pass Road** - the Board requested information from staff on reports that large vehicles (buses) are having to perform three-point turns to negotiate some of the corners on Dyers Pass Road, including information on whether the Council can regulate to prevent this.
- 8.2 **Beach Road, Akaroa** - the Board has thanked staff for arranging the replacement of limestone chip and filling of potholes on the Akaroa waterfront.
- 8.3 **Community Orchard/Garden** - the Board agreed to provide a letter of support to residents wanting to use the land at the corner of Somes Road and Norton Close, Lyttelton for a community orchard/garden.
- 8.4 **Dogs on Akaroa Beach** - the Board requested that staff carry out monitoring and compliance action in relation to dogs being taken onto the Akaroa Beach.
- 8.5 **Lyttelton Port Company Drilling** - the Board asked to be informed of the actions taken by the Council in response to its questions to the Lyttelton Port Company on 19 October 2018.
- 8.6 **Akaroa Toilets** - the Board requested that staff take action to provide an additional five to six temporary toilets near the Britomart toilet block to cater for the increased demand from cruise ship passengers.

Attachments

There are no attachments to this report.

Signatories

Author	Liz Carter - Community Board Advisor
Approved By	John Filsell - Head of Community Support, Governance and Partnerships

7. Waitai/Coastal-Burwood Community Board Report to Council

Reference: 18/1186190

Presenter(s): Kim Money, Community Board Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waitai/Coastal-Burwood Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Waitai/Coastal-Burwood Community Board held meetings on 5 November and 19 November. Decisions made under delegation were as follows. The Board:

- Approved the QEII Park No Stopping and Parking Restrictions pursuant to Part 1 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw.
- Approved Te Rama Place No Stopping Restrictions pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017.
- Approved Queenspark Drive Bus Stop Relocation pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and the Christchurch City Council Delegations Register.
- Approved the proposed Bus Stop on Prestons Road near Bluestone Drive.
- Approved the making of grants from its 2018/19 Youth Development to five individuals to assist with costs to:
 - Represent Canterbury in the Under 18 Mixed Touch Team at the Touch Canterbury Tournament.
 - Represent Canterbury in the Under 14 Girls Red Touch Team at the Touch Canterbury Tournament.
 - Participate in the Aon Maadi Cup.
 - Compete at the 2019 Challenge Cup in Abu Dhabi as part of the New Zealand Women's Under 18 Ice Hockey Team.
 - Attend the Riverside Rangers Minor Ice Hockey Association Annual International Bantam/Midget Tournament in Windsor, Ontario, Canada as part of the K & B Slovakia All Stars Ice Hockey Team.
- Discretionary Response funding was approved for:
 - South Brighton Community Toy Library – operational costs.
 - Northshore Residents Association - Northshore Pest Trapping.
 - Touch New Zealand - Aranui Community Touched Project.

4. Part A Recommendations to Council

There were no Part A recommendations.

5. Significant Council Projects in the Board Area

5.1 New Brighton Regeneration

Development Christchurch Limited provided the Board with an update on the Christchurch Hot Pools. Work on the complex will begin in early 2019 which will sit between the new playground and the existing sea side car park, at the site of the old whale pool. Aligning with the work that Development Christchurch Limited is progressing, New Brighton Streetscape improvements work will be delivered by Council. The projects are working closely to ensure alignment of design and optimisation of regeneration outcomes. Five hot salt water pools will be tiered and will range in temperature from 40 degrees Celsius to 28C for the fitness pool and a small circular plunge pool will sit at 12C. The pools will be split into four zones including passive therapeutic, fitness, family passive and family active zones. There will be two buildings either side of the pools housing changing rooms, the steam room and sauna, toilets, a plant room and cafe.



Location of the Christchurch Hot Pools

5.2 Ōtākaro Avon River Corridor Project

Regenerate Christchurch provided an update to the Board on the draft Ōtākaro Avon River Corridor Regeneration Plan. The plan will enable short, medium and long-term uses of approximately 600 ha of land within the Ōtākaro Avon River Corridor, providing guidance about the area for:

- Residents
- Manawhenua
- Infrastructure providers, including Council
- Wider community

Public consultation runs from 14 November to 19 December 2018 and the Board plans to submit feedback to Regenerate Christchurch on the draft Plan.

5.3 Renewal of Water mains in McBratneys Road

This renewal will replace and upgrade the existing water mains, which are reaching the end of their life, on McBratneys road from Banks Avenue/Dallington Terrace to Gayhurst Road. Work has commenced and is expected to continue until late January 2019.

5.4 Draft QEII Park Master Plan

Public consultation is currently open for the draft QEII Park Master Plan with the two-month feedback period running until 13 December 2018. The draft plan proposes a long-term vision for QEII Park, considering opportunities and development priorities. Members of the community have taken advantage of drop in sessions provided by Council staff including guided walks around the park. A Hearings Panel is due to consider the submissions in February next year.

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

6.1 Rockabilly Show & Shine 2018

Rockabilly Show & Shine 2018 was held on a stunning spring day at Rawhiti Domain, New Brighton on Saturday 10 November. Approximately 15000 people came along to the event.



Rockabilly Show & Shine 2018 held at Rawhiti Domain

6.2 ANZAC Fire Station

The ANZAC fire Station are holding an open day on Saturday 8 December 2018. It is a great opportunity for families to meet the crew, receive advice on smoke alarms and take part in an evacuation challenge, there will also be a physical competencies assessment on offer for children.

6.3 New Brighton Seaside Christmas Parade

The New Brighton Seaside Christmas Parade is a fun community parade and a chance to shop around New Brighton Seaside Market while some great entertainment happens and Santa meets the kids in his Grotto. There will be a huge array of arts, crafts giftware and delicious food, a bouncy castle for the littlies and free face painting. An opportunity to meet Santa as he arrives by boat on New Brighton Beach at 10.15am, the parade begins at 10.30am on the corner of Marine Parade and Hawke Street. The Concert begins after the Parade and Santa's Grotto opens at approx. 11:30. The Market runs from 10am - 2pm.

6.4 Residents' Association Forum

The Coastal-Burwood Community Governance team and Coastal-Burwood Community Board held their final Residents' Association Forum of the year on Monday 12 November 2018 at the New Brighton Union Parish Church Hall. The Forum was an opportunity for the Community Board and Governance Team Staff to engage with Residents' Association representatives from across the ward to discuss topics of relevance as well as to provide a networking opportunity for all. At the Forum, the QEII Master Plan was discussed and the Board sought feedback from Residents' Associations on how they would like to be engaged by the Board.



An update was shared on the QEII Park Master Plan

7. Progress Report Against the Community Board Plan

- 7.1 The Board approved the Coastal-Burwood Community Board Plan for 2017-19 on 16 October 2017. This Plan, can be found at the following link:
<https://www.ccc.govt.nz/assets/Documents/The-Council/Community-Boards/Coastal-Burwood-Community-Board-Plan-2017-19.pdf>
- 7.2 The Board's ongoing decisions are being included as measures against the Outcomes and Priorities contained in the 2017 – 2019 Community Board Plan.

8. Community Board Matters of Interest

- 8.1 The Board's Submissions Committee prepared and lodged a submission on the Draft Suburban Parking Policy 2018.

8.2 Burwood, Avondale and Dallington Community Group

The Burwood, Avondale and Dallington community group meetings continue to happen monthly. The group is supported by Coastal-Burwood Community Governance staff and Board members. The group are currently organising three community events, one in each area as well as a combined event to be held in March of 2019.

The group are completing a feasibility study with regards to having a combined Community Hub to collectively service the three suburbs. The Burwood, Avondale and Dallington areas have dramatically reduced community spaces/places as a result of the 2010/2011 earthquakes with approximately over half of the land and housing lost to the red zone.

8.3 New Brighton Project

The Board received a briefing from the New Brighton Project about a number of initiatives they run in the New Brighton area. These include the highly successful Seaside Market which attracts people from all over the city to the area every Saturday, the Blanket Bank which provides

blankets and bedding packs to a range of agencies across the city, and the local newsletter 'The Wave' which keeps the community up to date with what is happening locally.



8.4 Keep Christchurch Beautiful (KCB School Awards)

A celebration was held on 21 November 2018 for the KCB School Awards. It was really inspiring to see children participating in keeping our city clean green and beautiful.



KCB School Awards

Attachments

There are no attachments to this report.

Signatories

Authors	Jo Wells - Manager Community Governance, Coastal-Burwood Peter Croucher - Community Board Advisor
Approved By	John Filsell - Head of Community Support, Governance and Partnerships

8. Waimāero/Fendalton-Waimairi-Harewood Community Board Report to Council

Reference: 18/1221971

Presenter(s): Sam MacDonald, Community Board Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Waimāero/Fendalton-Waimairi-Harewood Community Board held meetings on 12 November and 26 November 2018. Decisions made under delegation were:

- Fendalton-Waimairi-Harewood 2018-19 Discretionary Response Fund - the Board approved funding to the Canterbury Westland Kindergarten Association (Kidsfirst) - Hawthornden towards the purchase of equipment for their Avonhead Park and Cemetery project.
- Fendalton-Waimairi-Harewood 2018-19 Discretionary Response Fund - the Board approved funding towards a variety of initiatives as part of the Bishopdale Regeneration project.
- Fendalton-Waimairi-Harewood 2018-19 Youth Development Fund - the Board approved funding to ten young people towards participating in various events.
- Roydvale Reserve Infill Quarry Remnant - the Board approved the infilling of the quarry remnant, drainage works and sowing of grass on Roydvale Reserve at no cost to Council and subject to Resource Consent being granted.
- Right-of-Way Name - the Board approved the right-of-way name 'Styxspring Lane' at 384 Sawyers Arms Road.
- Gardiners Road - Provision of Bus Stops Between Harewood Road and Sawyers Arms Road - the Board approved new bus stops beside 2 St Ives Street and 30 Gardiners Road and requested that the provision of bus stops in proximity to Cullahill Street be reviewed within six months. The Board also requested that staff investigate moving the west bound bus stop on Harewood Road, near the Breen Road intersection.
- Proposed Bus Stop Relocation - 78 Rushmore Drive re Bus Stop on main North Road - The Board approved that a marked bus stop being installed on the north-west side of Main North Road near its intersection with Darroch Street.
- Proposed Remediation of Existing Bus Stop - 420 to 422 Memorial Avenue - The Board approved that a marked bus stop be installed on the north-east side of Memorial Avenue south-east of its intersection with Stableford Green.

- Wooldridge Road Proposed No Stopping Restrictions and Flush Median - The Board approved the installation of no stopping restrictions commencing on at the intersection of Wooldridge Road and Wairakei Road.
- Roto Kohatu Reserve - Management of Reserve - The Board resolved to endorse the Roto Kohatu Reserve safety improvement work to enable vehicle access along the access road Lake Rua carpark; enlarge the carpark at Lake Rua to accommodate 150 cars; widen a section of access road to make it safer for users; install signage to inform and update park users of Lake Rua activities, the Sayer Arms Road entrance and the top carpark.

4. Part A Recommendations to Council

- 4.1 **Harewood Road Corridor Study** The Board's consideration and recommendation of the Harewood Road Corridor Study will be considered by the Council at its meeting in conjunction with the recommendations from the Papanui-Innes Community Board.

5. Council Projects in the Board Area

5.1 Temporary Closure of Fendalton Library and Service Centre

The Fendalton Library building will be closing for a period of five months for HVAC repairs and building refurbishment. The last day that the service centre will be open to the public is 1 March 2019 and the library 2 March 2019. The building will re-open to the public at the end of July 2019.

Temporary locations for the service centre and Community Governance staff are still to be confirmed.

During the building closure, the Waimāero/Fendalton-Waimairi-Harewood Community Board will be holding their Board meetings at Ōrauwhata: Bishopdale Library and Community Centre.

5.2 Jellie Park Recreation and Sports Centre

Vandalism at Jellie Park Recreation and Sport Centre has delayed the reopening of the newly-repaired and upgraded outdoor pool by a few days. Vandals jumped a fence last Wednesday night and punched more than 50 holes in a new pool liner about to be installed in the 50 metre pool.

The outdoor pool, along with the outdoor hydroslide and surrounding pool area, was originally set to open on Monday 3 December but will now open on Saturday 8 December, depending on the weather.

The incident has been reported to the police. Any additional costs incurred as a result of the vandalism attack will be covered by the construction insurance.

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

All Souls Church, Merivale

- 6.1 On Saturday 3 November 2018, the newly completed All Souls Church held a community fun day to welcome the local community to the new building. The church is located on the site of St Mary's in Church Lane, Merivale. St Mary's Church was significantly damaged in the 2011 earthquake and they have since merged with St Matthew's Church, St Albans and combined to create the All Souls Church.
- 6.2 The new building will be home to the Merevale Corner Community Centre which receives funding from the Community Board and provides a range of activities and programmes for the community, particularly older adults.



Celebrate Bishopdale

- 6.3 The Celebrate Bishopdale event, scheduled to be held on Sunday, 15 November 2018, was cancelled due to the weather. The Skate Jam component of the event was rescheduled for Saturday 1 December 2018.

7. Progress Report Against the Community Board Plan

- 7.1 The next progress report against the Community Board Plan will be presented to the Board at its first meeting in 2019.

Attachments

There are no attachments to this report.

Signatories

Authors	Maryanne Lomax - Community Development Advisor Bronwyn Frost - Support Officer Lisa Gregory - Community Recreation Advisor Margaret Henderson - Community Board Advisor
Approved By	Maryanne Lomax - Community Development Advisor John Filsell - Head of Community Support, Governance and Partnerships

9. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council

Reference: 18/1149134

Presenter(s): Mike Mora, Community Board Chairperson
Peter Dow, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

[That the Council:](#)

1. [Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Waipuna/Halswell-Hornby-Riccarton Community Board held meetings on 30 October 2018, 13 November 2018 and 27 November 2018. Decisions made under delegation included:

- Approval of No U-Turn Restrictions at the Blenheim Road/Annex Road Intersection.
- Approval of No Right Turn and No U-turn Restrictions on Main South Road.
- Approval of intersection improvements at the Halswell Junction Road/Nicholls Road intersection.
- Approval of Bus Stop relocation at 212 Main South Road.
- Approval for an extension of the Canterbury Society of Model and Experimental Engineers train shed at Halswell Domain.
- Approval of the following road names:
 - Buchanans Road (RMA/2013/1182), 221 Buchanans Road
 - Mary Carpenter Avenue
 - Ada Wells Court
 - Arabella Crescent
- Allocations of Youth Development funding to 13 local recipients.
- Allocation of Discretionary Response funding to one organisation.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for the Council's consideration:

- 4.1 Templeton Area – Proposed Speed Limit Changes
- 4.2 Knight Stream and Longhurst – Proposed 40 Kilometres Per Hour Speed Limit
- 4.3 Knight Stream School – Proposed Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions

- 4.4 Wigram Primary School – Proposed Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions
- 4.5 Proposed Sale of Land (Public Excluded)

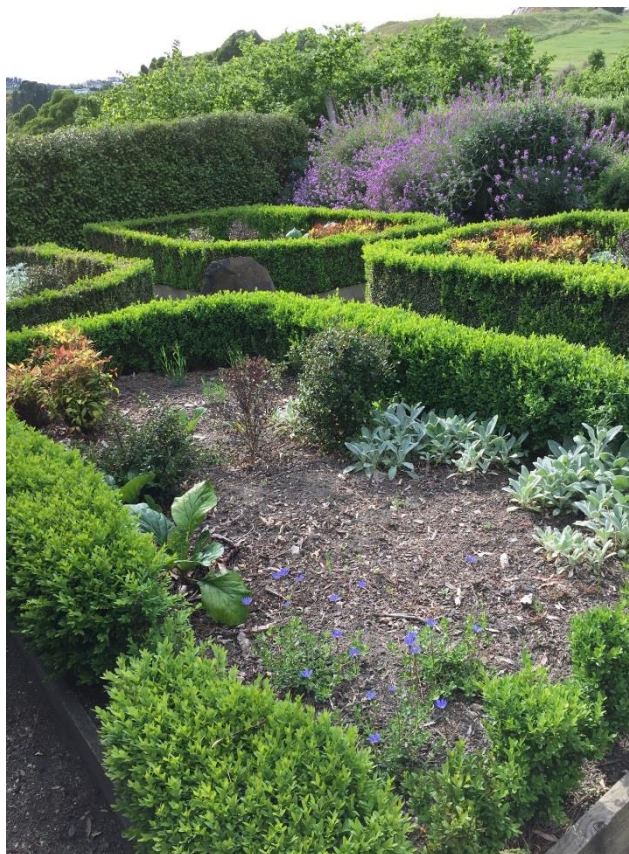
5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

5.1.1 Halswell Heritage Garden

The Cashmere Garden Group have enhanced the garden area with new plantings by Paterson House at the Halswell Quarry. This was made possible through the use of the Halswell-Hornby-Riccarton Community Board's Ward Enhancement Fund.

This group holds working bees on a regular basis. Funding covered plants, together with a hose and fittings to enable the group to water the gardens, as needed. As many as eight members of the group have attended these working bees, making for productive gardening sessions.



5.1.2 Oaklands Primary School Eco Warriors

The Oaklands Primary School Eco Warriors Team received the National Champions Award in the Junior Community Problem Solving Category at the 25th Future Problem Solving National Championships in Auckland.

The team (Charlie Barnes, Keisha Byrne, Bea Christie, Ben Hanson, Max McAlister, Isis McKenzie, Madison McKenzie, Aden Veint and Thomas White) have been working hard to develop their project of making Oaklands School rubbish-free and will be continuing with this project in 2019.



5.2 Community Facilities (updates and future plans)

5.2.1 Halswell Hub, Halswell Community Project - a lease extension of the former Halswell library building has been completed for a further six months period. This is in keeping with other leases around the city and is in line with the community facilities review currently being undertaken.

5.2.2 The former Link building, Wycola Avenue – the building has been vacant since 2017 when the Garden City Fellowship relinquished its lease. Expressions of interest are being sought by the end of this year. A small number of local groups have been registering interest so far. The Plunket building alongside the Link building, is also vacant. The Council's Leasing Team is currently reviewing ways that this building can be utilised.

5.3 Infrastructure projects underway

5.3.1 Harrington Park

With the recent completion of the public toilet, the remaining wall of the building is to be painted and should be achieved once school examinations have finished.

Feedback obtained from the playground upgrade engagement is informing the landscape plan which is under development. On its completion, the draft plan will be presented to the Board before proceeding to consultation.

5.3.2 Halswell Skate Park

Work is progressing on the construction of the new skate park at the Halswell Domain with completion expected by the end of this year.

A Skate Jam to mark the opening of both the Knights Stream and Halswell Skate Parks will be held on Friday 18 January 2019.



5.3.3 Riccarton Community Centre

Resource and building consents have both been granted.

Tenders for the construction of the new building have closed. The Project Team is negotiating with contractors and expect to make an appointment soon for a commencement on site of late November/early December 2018. A small sod turning ceremony will be held.

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

6.1 Riccarton Bus Lounge/Division Street Anti-Social Behaviour

Feedback from local businesses, New Zealand Police and the community indicate that youth related anti-social behaviour in the area around the bus lounge has abated considerably.

Following a discussion between the Mayor and the Police District Commander in late 2017, the New Zealand Police through Senior Sergeant Stephen McDaniel, committed to increasing their presence around the bus lounge, noting that this would be dependent on resourcing. There has been a reduction in requests associated with incidents to the Police's Crime Prevention Camera Co-ordinator.

While incident reports from the security company indicate that there has been isolated instances of anti-social behaviour, this has not always been attributable to young people and is no more frequent than other similar gathering places.

6.2 Yaldhurst War Memorial Hall – Update

At its meeting on 13 November 2018, the Board received a deputation from the Yaldhurst community seeking a time extension to enable the completion of a business case regarding the community's future plans for the building.

At this same meeting, the Board also considered a staff report which included a recommendation for the demolition of the building.

The Board decided to give the Yaldhurst community until April 2019 to complete its plan for presentation back to the Board.

6.3 Events Report Back

6.3.1 Riccarton Street Party

The tenth annual Riccarton Street Party, held on Elizabeth Street on Sunday 4 November 2018 was enjoyed by a large crowd, despite a strong wind which kept organisers busy securing marquees and bouncy castles from taking flight.

Over the three hours, the local community enjoyed a variety of entertainment and offerings including free food and clothing.

The multicultural diversity of the local community was reflected in those attending and the availability of a variety of ethnic food. Monitoring undertaken on noise levels from the stage entertainment, which included local talent and El Grego the magician, was not excessive.



6.4 Upcoming Events

6.4.1 Hornby Hoops

Hornby Hoops will be held on Friday 7 December 2018 from 4pm to 9pm.

The event is run in partnership with the Christchurch City Council, the Community Development Network Trust and Hornby High School to provide a 3v3 youth basketball tournament aimed at young people aged 13 to 19 years.

6.4.2 Global Christmas

Global Christmas will be held on Saturday 8 December 2018 from 5pm to 10pm at Ray Blank Park. The event was organised and run by the Philippine Culture and Migrant Services and showcased how Christmas is celebrated by the many different cultures in Christchurch.

6.4.3 Fun Day on the Park

Fun Day on the Park was held on Sunday 2 December 2018 from 2pm to 4.30pm at Denton Park.

Organised by the Greater Hornby Residents' Association, the event was a family fun day bringing together people of all ages from the greater Hornby area.

7. Progress Report Against the Community Board Plan

- 7.1 Updates are being presented quarterly (March, June, September and December) to the Board throughout 2018 on its Community Plan 2017-19 to measure progress against the Board's approved outcomes and priorities.

Attachments

There are no attachments to this report.

Signatories

Authors	Cindy Sheppard - Governance Support Officer Peter Dow - Community Governance Manager Marie Byrne - Community Development Advisor Karla Gunby - Community Development Advisor Emily Toase - Community Recreation Advisor Noela Letufuga - Support Officer
Approved By	John Filsell - Head of Community Support, Governance and Partnerships

10. Waikura/Linwood-Central-Heathcote Community Board Report to Council

Reference: 18/1151354

Presenter(s): Sally Buck, Community Board Chairperson
Arohanui Grace, Community Governance Manager

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

[That the Council:](#)

1. [Receive the Waikura/Linwood-Central-Heathcote Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Linwood-Central-Heathcote Community Board held meetings on 29 October and 14 November 2018. Decisions made under delegation were:

3.1 The Board approved:

- Parking Restrictions in:
 - Tuam Street at England Street, Phillipstown
 - Buckleys Road, Linwood
 - Hutcheson Street, Sydenham
 - Nuttall Drive/Desi Place
- Barbadoes Street – Installation of accessible parking.
- Nuttall Drive/Desi Place – Give Way Control.
- 200 Milton Street – Naming of right of way to Shingle Lane.
- Chesterfields Reserve Landscape Plan – Retrospectively approved the alteration to the Reserve Landscape Plan and acknowledged the donation from Williams Corporation to the Chesterfields Community.

3.2 The Board agreed:

- To lay the report for the relocation of the bus stop outside of 109 Nayland Street until staff have investigated the relocation of the bus stop to outside of 105 Nayland Street.
- To lay the report for a grant of \$16,000 from its 2018-19 Discretionary Response Fund to Edmonds Factory Gardens until the Board hold a funding workshop in late January 2019.

4. Part A Recommendations to Council

The following report presenting Part A recommendations from the Board are included in this agenda for Council consideration:

4.1 Botanic Gardens Tea Kiosk – Request for Proposals Results and New Lease.

The following report presenting Part A recommendation from the Board was forwarded to the Social, Community Development and Housing Committee:

4.2 Community Development Approach to Street Based Sex Work – Quarterly Progress Report.

5. Significant Council Projects in the Board Area

Linwood Pool

- 5.1 The Project Team have undertaken site surveys and commenced geotechnical investigations. In parallel the team are proceeding with site planning to explore requirements for each of the spaces within the facility and identify how these would best be positioned on site. The proposed spatial arrangements will be captured within initial sketches to be shared with the Community Board and then wider community in early December 2018 (Community Open Day planned for 8 December) for their feedback.

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

Public Forums

- 6.1 Kim Morton, Director for IHI Ōtautahi Creative Spaces and Kerry Gray, artist, addressed and gave a presentation to the Board in relation to the Ōtautahi Creative Spaces recent report outlining the outcome and impacts the organisation has within the community.

6.2 Richmond Residents and Business Association

The Richmond Residents and Business Association (RR & BA) was established in May 2018 to give voice to the concerns of the residents of Richmond. The association's area is defined as the area bound by Fitzgerald Ave, Whitmore Street, Hills Road, Shirley Road, North Parade, Banks Ave and River Road. The area is half in the precinct of the Papanui-Innes Community Board and half in the precinct of the Linwood-Central-Heathcote Community Board with North Avon Road as the boundary. The setting up of the association, its initial concerns and progress were reported to the Board in June 2018.

6.3 Richmond Village Revitalisation.

The revitalisation of the Richmond Village area is seen by the association as a significant project that is likely to take a number of years to complete. The Richmond Village area is defined as Stanmore Road from Avonside Drive to North Avon Road and a block or so either side. The Council has produced a Richmond Commercial Centre Fact Sheet as part of its Commercial Centre Fact Sheet series. The fact sheet notes that the centre is lineal in nature, lacks identity and focus, has a limited range of retail offerings and has a fragmented pattern of ownership. The rebuilding of Richmond Club, roughly in the middle of the centre, is likely to re-establish some focus to the area while the village green is a widely appreciated and widely used green space. The association sees the proximity of the Richmond Village to the Avon Ōtākaro River corridor as a huge source of potential development that it would like to see better utilised.

6.4 Enliven Places Programme.

The Council's enliven places programme aims to create interesting, fun and welcoming communities for both residents and visitors by assisting communities to identify issues and generate solutions in identified urban regeneration priority areas. The association is working with Council and others to develop two separate but linked Enliven Places projects.

- **City to Coast Heritage Trail.** The Avon Ōtākaro network has established a transition river trail with funding for further signage and development. Eight community organisations situated along the river have been meeting to establish a heritage trail that would leverage off the existing trail but provide side trails to places of historical interest along the way. The current strategy is to develop the heritage trail route, provide up to 20 signs along the existing river trail of places of interest; establish some exemplar permanent heritage signs at places such as Avebury House; work on establishing a data base of historical information that can be used to further develop the heritage trail and design a digital strategy to supplement the on-site signage.

The Residential Red Zone Enliven Places funding could potentially support this project by funding some exemplar permanent signs and supporting the development of the Digital Strategy.

Banks Avenue School will be involved in the research and planning for their area of the Heritage Trail.

- **Suburban Centre project.**

Funding is available to activate vacant spaces in identified suburban centres, including Richmond Village. Initial discussions have been held between Council staff and the association to identify possible sites and activities or projects. The association will also survey members to get their ideas for potential sites and activities.

Initial activities have focussed on placing some planter boxes in strategic positions in the village and placing a community notice board in the village green opposite the supermarket. The planter boxes will be supplied by the Council and maintained by the community.

6.5 **Richmond Community Needs Analysis Survey**

A contract has been let to independent social researcher, Sarah Wylie, to undertake a Community Needs Analysis for Richmond. The research will:

- Provide a demographic profile of Richmond using 2018 Census data when it is available.
- Profile existing recreation, sports, arts, social service and health agencies in the community and predict future demand, including any barriers to access, gaps in services and how residents are interfacing with Council assets and services.
- Gather information to inform decisions on the future use of the Shirley Community Centre site.

6.6 **Roading**

The Papanui-Innes Community Board has hosted a number of meetings to look at roading issues in their part of the city particularly in the block bordered by North Avon Road, North Parade, Shirley Road and Hills Road.

6.7 **Other Issues**

The association has also become involved in other issues such as urban planning and development issues; a clean-up of the Stanmore Road area in conjunction with Keep Christchurch Beautiful and applying for establishment funding.

6.8 **Cutler Park**

The Community Board have identified Cutler Park in Woolston as a priority. The Council Rangers have been working in collaboration with the Parks Unit contractors to address the issues raised by the Community Board. The Rangers have been using the same method as with Cross Reserve to reduce the areas that illegal activities can be conducted. The Parks Unit contractors have worked on reducing the areas in the nature space that people can use for illegal activities. The nature area is no longer an impenetrable screen.

7. **Progress Report Against the Community Board Plan**

- 7.1 The Community Board will consider progress against the Community Board Plan at a workshop on 30 January 2019.

Attachments

There are no attachments to this report.

Signatories

Authors	Liz Beaven - Community Board Advisor Rosie Carroll - Support Officer Bruce Coleman - Community Development Advisor Amy Hart - Community Development Advisor Gail Payne - Community Development Advisor Anne Pierre - Hearings and Council Support Officer Diana Saxton - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote John Filsell - Head of Community Support, Governance and Partnerships

11. Waipapa/Papanui-Innes Community Board Report to Council

Reference: 18/1168907

Presenter(s): Ali Jones, Community Board Chairperson

1. Purpose of Report

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waipapa/Papanui-Innes Community Board report for November 2018.](#)

3. Community Board Decisions Under Delegation

The Waipapa/Papanui-Innes Community Board held meetings on 26 October, 9 November and 23 November 2018. Decisions made under delegation were:

- Approved a variation to the lease to reflect the change to the lease plan for the Canterbury Playcentre Association Incorporated for the change to the replacement building footprint area and approve the rebuild plans for the Belfast Playcentre.
- Approved three new road names for the Spring Grove Stage 3 subdivision as follows: Borderdale Street, Perendale Street and Romney Drive.
- Approved the installation of P3 Parking Restrictions on Prestons Road by the Redwood School entrance.
- Approved the installation of No Stopping Restrictions on Momorangi Crescent at the four 90 degree bends.
- Approved the installation of P3 Parking Restrictions on Tuckers Road by the Northcote Primary School entrance.
- Approved the installation of road markings for the existing bus stop outside 293 Hills Road.
- Endorsed the final design for the rebuild of the St Albans Community Centre agreed upon by the St Albans Community Facility Working Party and referred the design to staff to progress the project.
- Approved the new right of way name at 50 Sawyers Arms Road as Henry Roil Lane.
- Approved the appointment of the Board's Recess Committee to cover the Christmas/New Year recess period.
- Approval of the following grants:
 - ✦ \$250 from its 2018/19 Positive Youth Development Fund to Kate Davies to attend four competitions and training camps as part of the Athletic New Zealand Jumps Future Squad from 2 November 2018 to 10 February 2019.
 - ✦ \$450 from its 2018/19 Positive Youth Development Fund to Anna Lee School of Dance on behalf of Alexandria Som towards performing in the "She Shines On" Dance Tour in New York City and Orlando, USA in April 2019.
 - ✦ \$7,000 from its 2018/19 Discretionary Response Fund to the St Albans Residents Association Incorporated (SARA) towards the Edgeware Village beautification project.

- ✦ \$4,000 from its 2018/19 Discretionary Response Fund to Shirley Community Trust towards the costs of running a Summer Holiday programme.
- ✦ \$450 from its 2018/19 Positive Youth Development Fund to Rosa Vesty towards the costs of attending the Australian Volleyball Schools Cup in Melbourne 9-14 December 2018.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

4.1 Harewood Road Corridor Study

The Board's consideration and recommendation of the Harewood Road Corridor Study will be considered by the Council at its meeting today in conjunction with the recommendations from the Fendalton-Waimairi-Harewood Community Board.

5. Significant Council Projects in the Board Area

Strengthening Community Fund Projects

5.1 The Santa Claus Workshop Charitable Trust

The "elves" at the Santa Claus Workshop have once again produced the most amazing wooden toys. They brought in samples to the Papanui office of the toys they have made over the past year and they hit their target of making over 1,000 toys for this Christmas which is a sterling effort.

The toys are distributed to local organisations who run Christmas events for disadvantaged families and are given to the children at these functions. Our grateful thanks go to the "elves" who work so hard throughout the year.



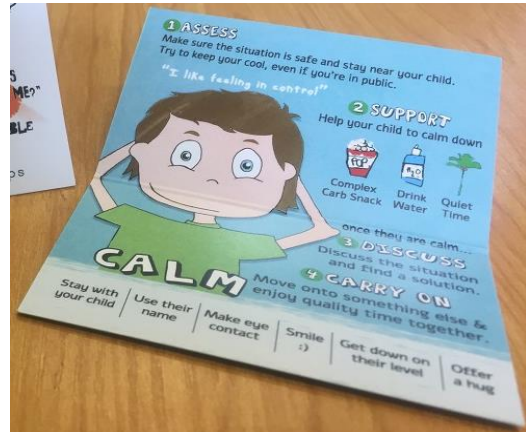
5.2 Neighbourhood Trust – The Liberty Project

The Liberty Project Webinars were launched at a function on 13 November 2018. This project is based on comparative research examining biological issues within children following the earthquakes, the resulting behaviours and strategies on how to deal with it, by Canterbury University associate professor, Dr Kathleen Liberty, with assistance from Christchurch teachers Liz McNaughton and Brie Liberty.

Well-known comedian, Dai Henwood, is recording voice-overs for the six 90 second webinars titled *Stress Inside Out*, an animation project produced by the Neighbourhood Trust to help people understand that the behaviours are not the fault of the children or their parents. The Webinars use chatty, everyday language and imagery to show how the accumulation of stress can lead to bursting point and practical suggestions to diffuse or deal with the resulting behaviours.

The project exemplified collaboration with the Neighbourhood Trust and the, Papanui Youth Development Trust creating and producing the Webinars and the Papanui-Innes Community Board, Ministry of Social Development and the Tindall Foundation co-funding this initiative.

The Webinars will be available online through Facebook and in schools in November.



Other partnerships with the community and organisations

5.3 Papanui Bush – Bridgestone Reserve

The two planting days held earlier this year at the Bridgestone Reserve were a great start to the regeneration of a small part of the original bush that covered the Papanui area before the European settlers moved in.

Staff are working with the Papanui High School arts department on a mural for the site and are also liaising with the Papanui Heritage Group to enhance the original black map for the Papanui Bush area so that it can be displayed in the Reserve.

5.4 Papanui Business Network

The first informal meeting for the Papanui Business Community on 31 October attracted approximately 20 representatives from local businesses. The initial discussions proved positive and staff continue to work with the members around needs that emerge from their meetings.

5.5 Papanui Bush – Bridgestone Reserve

Staff have met with Papanui High School, the local Rotary chapter and the Papanui Heritage group about the mural and the proposed notice board. Staff are also working internally on Papanui heritage items that need enhancement if they are to be presented in a notice board.

Due to commitments for all groups involved, the enhancement element of this project is taking longer than expected. Papanui High envision that they will have the students working on a mural in Terms one and two 2019.



Community Facilities Updates

5.6 St Albans Community Facility

The St Albans Community Facility Working Party agreed to the amended design and footprint for the new facility and recommended that the Board move forward with the project.

The Board endorsed the Working Party's recommendations and have referred the design to staff to progress the project. It is expected that the detailed design work should be completed late January 2019.

5.7 Redwood Plunket Rooms

The exterior work has commenced on the building and it is hoped that the facility will be nearing completion mid-December. Staff are meeting with the community group regarding the community taking over this space on 9 December 2018 and the different options. The Northcote volunteers are very excited about this space and the potential it holds for the community.

5.8 10 Shirley Road

Staff are working with the Parks team around the placement of a picnic table on the site. The Board also received a report today around the Pump track option for this site as a temporary fixture while future aspirations are worked through within the community for its eventual use.

5.9 St Albans Park

St Albans Park remediation is progressing well and 50% of the sand surface is in place. The drainage has worked perfectly with all the rain which has allowed the works to continue quite quickly after any rain event. Completion date refers to the physical works which will be followed by a three month growing period for the grass. Fences will not come down until the turf is strong enough for some light use.

Optimistic	Realistic	Pessimistic
December 2018	January 2018	February 2019

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

Events Report Back

6.1 St Albans Community Gala Day

The Community Gala Day was held on Saturday 10 November, 10am – 2pm at Empower Church. This was the fourth year the event has been run and has grown in numbers attending and activities offered. The event had approximately 300 people attend. The group are hoping to move the event next year to the park in collaboration with other community organisations.



6.2 Shirley Shine

Shirley Shine was held on Saturday 3 November, 11am- 3pm on MacFarlane Park. The weather played its part and encouraged many of the community to come and enjoy the local entertainment and family friendly activities. The event had approximately 900 people attend the day. The day would not have been possible without the support of the Council, all the community organisations and fantastic team of staff and volunteers.



6.3 Whakaoho

After inclement weather in February, Whakaoho finally went ahead on Sunday 4 November. With a fantastic buy in from the community and locals, the day saw its largest numbers to date. Local businesses were also out in full support and, with plenty to do, the day was full of smiles, laughter and happy people. The day attracted approximately 1000 people.



6.4 The Christchurch City Council Staff Star Awards 2018

The Waipapa/Papanui-Innes Community Governance Team were nominated for the Council's staff Star Awards 2018 in the Team "Integrity" category. At the Awards ceremony on Friday, 23 November the team were surprised and delighted to be announced as the winners.

The team see it as a 'win' for the Community Support, Governance and Partnership Unit which works very hard to build reciprocal relationships with residents and local communities in Christchurch and Banks Peninsula while carrying out the essential functions of governance.



Attachments

There are no attachments to this report.

Signatories

Authors	Lyssa Aves - Governance Support Officer Elizabeth Hovell - Community Board Advisor
Approved By	Christine Lane - Manager Community Governance, Papanui-Innes John Filsell - Head of Community Support, Governance and Partnerships

Report from Spreydon-Cashmere Community Board – 23 November 2018

12. Barrington Mall access way improvements, Barrington Street (S-C)

Reference: 18/1249804

Presenter(s): Andy Cameron, Junior Project Manager

1. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve that all existing parking and stopping restrictions on the northeast side of Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 192 metres be revoked.
2. Approve that all existing parking and stopping restrictions on the southwest side of Barrington Street, commencing at its intersection with Kinver Place and extending in a southeasterly direction to its intersection with Stourbridge Street be revoked.
3. Approve that all existing parking and stopping restrictions on the southwest side of Barrington Street, commencing at its intersection with Stourbridge Street and extending in a southeasterly direction for a distance of 59 metres be revoked.
4. Approve that the right turn movement for all vehicles, when these vehicles have entered the roadway from the Barrington Mall exit onto Barrington Street, be prohibited. This exit turn restriction is located on Barrington Street at a point 30 metres northwest of its intersection with Stourbridge Street.
5. Approve the lane marking changes, kerb alignment changes, pedestrian refuge island and road surface changes, on Barrington Street between Kinver Place and Athelstan Street, as detailed in Attachment A to the staff report attached to the agenda for this meeting.
6. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 39.5 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
7. Approve that the parking of vehicles be restricted to a maximum period of 15 minutes on the north east side of Barrington Street commencing at a point 39.5 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 34 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
8. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at a point 73.5 metres northwest its intersection with Athelstan Street and extending in a northwesterly direction for a distance of four metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
9. Approve that a Bus Stop be created on the northeast side of Barrington Street commencing at point 77.5 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 14 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting. Note 2 applies.
10. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at a point 91.5 metres northwest its intersection with

Athelstan Street and extending in a northwesterly direction for a distance of 53.5 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.

11. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.15(1)(a) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the northeast side of Barrington Street, commencing at point 145 metres northwest of its intersection with Athelstan Street, and extending in a northwesterly direction for a distance of seven metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
12. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at a point 152 metres northwest its intersection with Athelstan Street and extending in a northwesterly direction for a distance of six metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
13. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.15(1)(a) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the northeast side of Barrington Street, commencing at point 158 metres northwest of its intersection with Athelstan Street, and extending in a northwesterly direction for a distance of seven metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
14. Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north east side of Barrington Street commencing at point 165 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 26 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
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16. Approve that a bus stop be created on the southwest side of Barrington Street commencing at point 6 metres southeast of its intersection with Kinver Place and extending in a southeasterly direction for a distance of 14 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
17. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at a point 20 metres southeast of its intersection with Kinver Place and extending in a southeasterly direction to its intersection with Stourbridge Street, as detailed on Attachment A to the staff report attached to the agenda for this meeting.
18. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at its intersection with Stourbridge Street and extending in a southeasterly direction for a distance of 59 metres, as detailed on Attachment A to the staff report attached to the agenda for this meeting.

That the Waihoru/Spreydon-Cashmere Community Board recommends to the Council that it:

19. Approve that all traffic controls except the speed limit on Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly for a distance of 192 metres be revoked.
20. Approve that a special vehicle lane for the use of south-eastbound cycles only, be established on the northeast side of Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 192 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017.
21. Approve that a special vehicle lane for the use of north-westbound cycles only, be established on the southwest side of Barrington Street, commencing at its intersection with Stourbridge Street and extending in a northwesterly direction to its intersection with Kinver Place, as detailed on Attachment A. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017.s
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2. Spreydon-Cashmere Community Board Decisions Under Delegation

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

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Part B

The Community Board also resolved the following:

19. The Board requests that staff arrange for colouration of pedestrian access in the vicinity of the Mall entrance/exit to Barrington Street, to visually indicate pedestrian priority, and explore with the Mall owners the possibility of replacement of the current Give Way sign with a Stop sign.

3. Spreydon-Cashmere Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approves that all traffic controls except the speed limit on Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly for a distance of 192 metres be revoked.
1. Approves that a special vehicle lane for the use of south-eastbound cycles only, be established on the northeast side of Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 192 metres, as detailed on Attachment A. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017.
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Attachments

No.	Report Title	Page
1	Barrington Mall access way improvements, Barrington Street	51

No.	Title	Page
A ↓	Plan of pedestrian safety improvements at Barrington Mall	63

Barrington Mall access way improvements, Barrington Street

Reference: 18/947448

Presenter(s): Andy Cameron, Junior Project Manager

1. Purpose and Origin of Report

Purpose of Report

1.1 The purpose of this report is to:

- Inform the Waihoru/Spreydon-Cashmere Community Board of the outcome of community consultation.
- Request approval of the proposed changes to Barrington Street as detailed in Attachment A.
- Request that they recommend Council approve the on road cycle lanes as detailed in Attachment A.

Origin of Report

- 1.2 This report is staff generated following community consultation.
- 1.3 Staff attended a seminar with the Waihoru/Spreydon-Cashmere Community Board on the 20th July 2018 outlining the project and intention to go out for public consultation.
- 1.4 This project was initiated by staff at the request of the Waihoru/Spreydon-Cashmere Community Board in June 2017.

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 comparing factors relating to this decision against the criteria set out in Council's Significance and Engagement Policy. The Main factors contributing to a low significance were as follows:
- Minor changes being proposed to the network.
 - Low impact of changes being proposed.
 - Low number of people that would be affected by proposed changes.
- 2.1.2 The community engagement and consultation outlined in this report reflect this assessment.

3. Staff Recommendations

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4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.1.1 Activity: Traffic Safety and Efficiency
 - Level of Service: 10.0.6.1 Reduce the number of casualties on the road network - =129 (reduce by 5 or more per year)
- 4.2 The following feasible options have been considered:

- Option 1 – Redesign the layout of Barrington Mall access way by:
 - Banning the right turn out.
 - Reinforcing pedestrian right of way.
 - Making associated on road changes to Barrington Street as detailed in Attachment A. (Preferred Option)
- Option 2 – Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Improved pedestrian level of service through:
 - Clearly defined pedestrian right of way through visual separation, and removal of kerbs separating the path from access way.
 - Banning right turn out reducing points of conflict, and reducing the crossing distance and therefore time taken to cross the entrance way.
 - A pedestrian island providing the opportunity to safely cross the access way in two movements.
 - Clear lines of sight provided in all directions.
 - A widened pedestrian refuge island on Barrington Street providing a shorter crossing distance, better sight lines and encouraging slower vehicle speeds.
 - Visually impaired pedestrians benefiting from tactile pavers at the pedestrian crossing on Barrington Street and at the two bus stops adjacent to the Mall access way
- Improved cyclist level of service through:
 - Fewer conflict points across the mall access way resulting from the removal of the right turn out, and the bus stop being further from the access way.
 - Cycle lanes provided north and southbound on Barrington Street adjacent to the mall access way
- Improved vehicle level of service through:
 - Vehicles leaving the mall will not be held up by right turning vehicles waiting for spaces in traffic.
 - Greater efficiency entering and exiting the Mall access way as pedestrians will clear the access way quicker due to the shorter distance. Clarity over pedestrian right of way minimising hesitance for both vehicles and pedestrians that currently exists as they decide who is going to give way.
 - The re-marking of the bus stop will reduce the conflict that currently occurs when vehicles are leaving the mall southbound when a bus is stopped at the bus stop on Barrington Street.
 - Slower speeds along Barrington Street will be encouraged by the wider pedestrian island making exiting the mall by vehicles less pressured.

4.3.2 The disadvantages of this option include:

- Loss of 8 parking spaces.
- Vehicles will not be able to right turn out of Barrington Mall on to Barrington Street.

5. Context/Background

Context

5.1 Barrington Mall access way on Barrington Street has the following characteristics:

- Allows for all traffic movements in and out.
- Has vehicle movement volumes ranging from low to very high.
- Currently operates as an intersection with cars generally assuming priority.
- A bus stop in proximity that impacts on the operation of the access way.
- Two intersections within 50m and a signalised intersection within 100m of the access way.

Background

5.2 The following have contributed to the development of this project:

- A history of reported near misses.
- Complaints from people feeling unsafe using the access way.
- A high number of accidents relative to traffic volumes.
- A consent condition of Barrington Mall for annual assessment of the right turn out, which is to be banned if safety is being compromised through this movement.
- Ranking high as a priority for pedestrian improvements when compared to other location in the city
- Councils request for staff to investigate improvements to the Barrington Street exit of Barrington Mall in June 2017
- Council providing budget in the 2018/19 annual plan based upon a scheme presented to the Waihoru/Spreydon-Cashmere Community Board on 18th May 2018.

5.3 The project has followed the following time line:

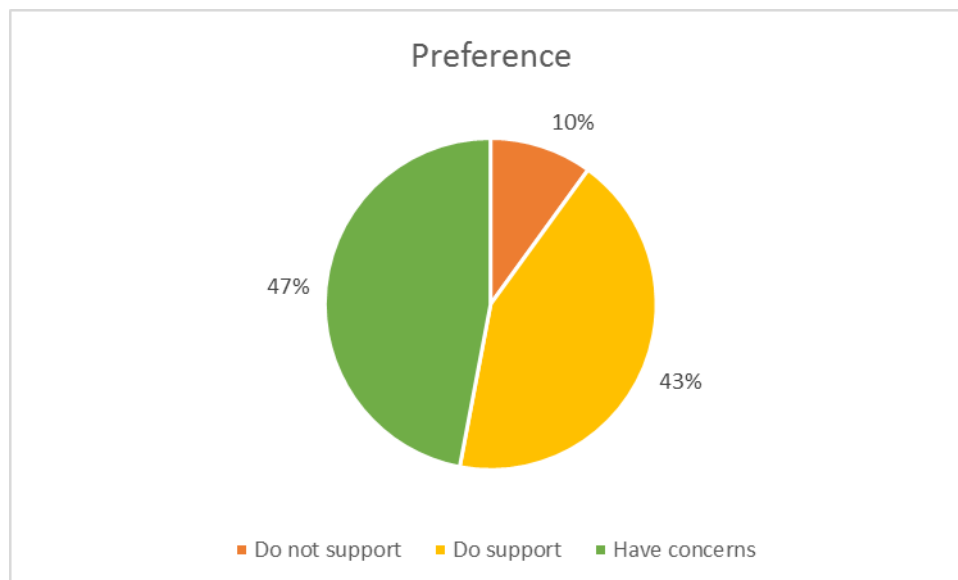
- Initiated in FY18 with the primary objective to improve pedestrian safety and reliability of the Barrington Mall access way on Barrington Street. In addition, the project was to improve the safety and reliability for all road users using or transiting the access way.
- The project team worked with the mall management to achieve a scheme that best met the need of all users and the needs of the mall.
- Pre engagement with the businesses that would be directly affected was undertaken in February 2018. All businesses were supportive of the scheme including a strong desire to see the removal of the parking on the west side of Barrington Street by the adjacent businesses. Couplands bakery and Wilsons Pharmacy on Barrington Street both had concerns over the parking losses that were proposed adjacent to their businesses on the east side of Barrington Street.
- In March 2018 Barrington Mall management secured an agreement with a key tenant to reduce the size of the trucks that would need to exit onto Barrington Street. This allowed for further scheme improvements, including a decrease in loss of parking spaces adjacent to Wilsons Pharmacy and Couplands bakery.



- A seminar was held with the Waihoru/Spreydon-Cashmere Community Board with the Spreydon Neighbourhood Network in attendance in May 2018.
- Support of the final scheme was given by Barrington Mall management in June 2018.
- Additional funding released through the FY19 LTP.
- Consultation carried out July/August 2018.

5.4 Community Consultation

- 5.5 Community consultation for this project was undertaken from 31 July 2018 to 22 August 2018.
- 5.6 Affected property owners, residents and businesses were advised of the recommended option by a leaflet drop with face to face conversations with those most affected.
- 5.7 The leaflet was also sent to 50 absentee landowners and hand delivered to 160 properties.
- 5.8 Four drop in sessions were held and one community meeting.
- 5.9 During consultation Council received 152 submissions. 65 were in support (43%), 15 were not in support (10%), and 72 were in support but had some concerns (47%).



6. Option 1 - Redesign the layout of Barrington Mall access way, banning the right turn out and making associated on road changes to Barrington street (Preferred)

Option Description

- 6.1 Make the following changes to the Barrington Mall Barrington Street access way:
- Ban the right turn movement out of Barrington Mall onto Barrington Street.
 - Realign access way resulting in a decrease in pedestrian crossing distance and include a central island to allow for it to be crossed in two stages.
 - Create north and south bound on road cycle lanes on Barrington Street in the vicinity of the access way.
 - Realign and widen the pedestrian crossing facility adjacent to the Spreydon library.

- Re mark the existing bus stop adjacent to the access way to comply with current design guidelines.
- Remove 8 parking spaces.

Significance

6.2 The level of significance of this option is low as is consistent with Section 2 of this report.

6.3 Engagement requirements for this level of significance have been met through the following:

- A public information leaflet was sent to all key stakeholders.
- A community meeting was held in partnership with the Spreydon Neighbourhood Network at Whareora House.
- Two drop in sessions were held at the Spreydon Library.
- Two drop in sessions were held at Barrington Mall.
- The Spreydon Library provided access to information and help with online submissions for the duration of consultation.

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 The following are directly affected by this option:

- Local residents and businesses.
- Barrington Mall owners and patrons.

6.6 Team responses to the common themes raised through consultation are as follows:

- Does vehicle traffic give way to pedestrians across the entrance way?
 - Project Team response – The new layout is intended to reinforce the pedestrian right of way. Currently it looks and operates like an intersection not an access way.
- Will the lights be changed to allow more cars through the intersection from Athelstan Street?
 - Project Team response – The proposal will not have a significant impact on the way in which the Athelstan Street intersection operates and therefore this proposal will not require a change to the phasing of the intersection. Barrington Street will continue to be the priority route and receive the majority of the green time.
- Installing a zebra crossing on the access way to Barrington Mall.
 - Project Team response – A zebra crossing is not appropriate in this location. By reinstating the footpath and providing a vehicle crossing into the mall it will be evident that the pedestrians have the right of way. A zebra crossing will offer no additional benefit, likely creating confusion as to whether this is a road or footpath, and zebra crossings have their legal standing within the road corridor.
- No exit at all.
 - Project Team response – The mall has consent to have an access on Barrington Street, therefore this is not feasible.
- Remove carpark outside pub.

- Project Team response – The removal of the parking space adjacent to 250 Barrington Street will be included in the proposed scheme.
- Removing tactile pavers as they cause issues for people using wheeled walking frames.
 - Project Team response – Tactile pavers are a standard requirement providing a necessary safety feature for blind and partially sighted people paramount to them leading an active, mobile, and independent life. They will be installed in accordance with RTS 14 Guidelines for facilities for blind and vision impaired pedestrians.
- Pedestrian refuge – Will the island be wider?
 - Project Team response – The refuge island on Barrington Street will be wider. This has been widened so that pedestrians can see around the queue of right turning vehicles waiting to enter the mall.
- Don't ban the right turn out of the mall.
 - Project Team response – The existing safety concerns at the intersection are a result of a number of factors which add up to create a significant safety issue. The approach of this design is to simplify the intersection as far as is practical. This has been achieved through reinforcing the priority of pedestrians to remove confusion as to who has right of way, and by removing the right turn. The number of right turning vehicles is low, however they account for several crashes in this location. Removing the right turn contributes to simplifying the intersection, improves the pedestrian safety by reducing the number of lanes which pedestrians have to cross.
- Indent bus stops.
 - Project Team response – There is insufficient room to indent the bus stop in this location. Typically, it is not best practice to indent bus stops as it adds delay to bus journey times with the bus finding it hard to re-enter the traffic flow.
- Speed limit should be reduced.
 - Project Team response – A 50km/h speed limit is considered safe and appropriate for this area.
- No stopping zone at entrance of mall.
 - Project Team response – No stopping is proposed at the mall access to provide adequate visibility for vehicles and pedestrians. The south bound lane will be marked with a standard "Keep Clear" road marking symbol to deter people stopping across the entrance to the mall.
- Zebra crossing not pedestrian refuge on Barrington Street.
 - Project Team response – A zebra crossing would not be an appropriate crossing facility in this location. Zebra crossings should only be used where the vehicles flows are low, pedestrian crossing volumes are high, and the vehicle speeds are less than 50 km/h. Evidence shows that where these criteria are not met the crossings are less safe than not having them at all. In this instance the pedestrian refuge, which allows people to cross the road in two stages, is significantly safer than a zebra crossing.
- Cycle lane widths and extent.
 - Project Team response – Cycle lanes have been included to clearly define cycle paths to all road users in the vicinity of the mall access way. The width of cycle lanes is constrained by the minimum carriageway width, however they meet current

guide lines. The desire for further continuation of the cycle lanes has been noted, however changes beyond the project area are outside of scope.

- No right turn in to the mall.
 - Project Team response – Banning the right turn in would have a significant detrimental impact on the efficiency of the network, and could create safety issues. This movement has a high demand and banning it would result in additional queuing and delays at the intersection of Barrington Street / Athelstan Street and result in changes to how the Athelstan Street intersection operates. A knock on effect would also be experienced at the Barrington Street / Frankleigh Street / Milton Street intersection.
- It is noted by the Project Team that there has been an overwhelming support for the proposed restrictions to parking on Barrington Street.

Alignment with Council Plans and Policies

- 6.7 This option is consistent with Council's Plans and Policies as it addresses known safety concerns. Long Term Plan Level of Service: 10.0.6.1 Reduce the number of casualties on the road network - =129 (reduce by 5 or more per year)

Financial Implications

- 6.8 Cost of Implementation – Estimated project cost \$300,000. This project is eligible for NZTA subsidy at the standard Funding Assistance Rate of 51% on eligible works up to \$300,000. Current estimates suggest 80% of costs will be eligible for the subsidy. There are also funding discussions ongoing with the mall for additional work to be carried out on their land at the same time, at their expense.
- 6.9 Maintenance / Ongoing Costs - This is covered under the area maintenance contract and has been accounted for in forward planning.
- 6.10 Funding source - 2018-28 Long Term Plan, Barrington Mall Access 2018 (ID# 45042). The Long Term Plan also includes the estimated NZTA subsidy.

Legal Implications

- 6.11 There is a legal issue relevant to this decision.
- 6.12 Barrington Mall will be required to apply for a Section 127 variation assessment under the RMA for the changes made to the consented layout, and the changes in trucking movements. Barrington Mall's legal team is waiting for the scheme to be approved by Waihoru/Spreydon-Cashmere Community Board prior to submitting a Section 127. Councils Transport Network Planning Team have made an assessment of the anticipated Section 127 concluding that there are no known reasons for it not to be granted.

Risks and Mitigations

- 6.13 If a Section 127 under the RMA is not granted the scheme cannot proceed.

Implementation

- 6.14 Implementation dependencies – Approval of a Section 127 under the RMA.
- 6.15 Implementation timeframe – Construction expected February 2019.

Option Summary - Advantages and Disadvantages

- 6.16 The advantages of this option include:
- Improved Pedestrian level of service through:
 - Clearly defined pedestrian right of way through visual separation, and removal of kerbs separating the path from access way.

- Banning right turn out reducing points of conflict, and reducing the crossing distance and therefore time taken to cross the entrance way.
- A pedestrian island providing the opportunity to safely cross the access way in two movements.
- Clear lines of sight provided in all directions.
- A widened pedestrian refuge island on Barrington Street providing a shorter crossing distance, better sight lines and encouraging slower vehicle speeds.
- Visually impaired pedestrians benefiting from tactile pavers at the pedestrian crossing on Barrington Street and at the two bus stops adjacent to the mall access way
- Improved Cyclist level of service through:
 - Fewer conflict points across the mall access way resulting from the removal of the right turn out, and the bus stop being further from the access way.
 - Cycle lanes provided north and southbound on Barrington Street adjacent to the Mall access way
- Improved vehicle level of service through:
 - Vehicles leaving the mall will not be held up by right turning vehicles waiting for spaces in traffic.
 - Greater efficiency entering and exiting the Mall access way as pedestrians will clear the access way quicker due to the shorter distance. Clarity over pedestrian right of way minimising hesitation for both vehicles and pedestrians that currently exists as they decide who is going to give way.
 - The re-marking of the bus stop will reduce the conflict that currently occurs when vehicles are leaving the mall southbound when a bus is stopped at the bus stop on Barrington Street.
 - Slower speeds along Barrington Street will be encouraged by the wider pedestrian island making exiting the mall by vehicles less pressured.

6.17 The disadvantages of this option include:

- Loss of 8 parking spaces.
- Vehicles will not be able to right turn out of Barrington Mall on to Barrington Street.

7. Option 2 – Do Nothing

Option Description

7.1 Status quo remains at Barrington Mall access way on Barrington Street.

Significance

7.2 The level of significance of this option is low as is consistent with Section 2.

7.3 This option was not consulted on.

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 This option was not consulted on, however there is a history of complaints about the safety at this location and the need for improvements.
- 7.6 Refer to Section 6.6 for consultation feedback on the preferred option.

Alignment with Council Plans and Policies

- 7.7 This option is inconsistent with Council's Plans and Policies:
- 7.7.1 Inconsistency – It does not address known safety concerns raised by the public. Long Term Plan Level of Service: 10.0.6.1 Reduce the number of casualties on the road network - =129 (reduce by 5 or more per year) .

Financial Implications

- 7.8 A small saving will be made in the capital programme which will have negligible rates impact.

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this decision.

Risks and Mitigations

- 7.10 If this option is selected the high crash rate relative to traffic volumes would likely continue.

Implementation

- 7.11 Implementation dependencies - None
- 7.12 Implementation timeframe – N/A

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- No loss of parking spaces.
 - Vehicles that currently right turn out of Barrington Mall will not be affected.
- 7.14 The disadvantages of this option include:
- Pedestrians remain at risk and feeling unsafe.
 - Conflicts created by vehicles turning right out of the mall will remain.
 - Cycle safety will not be improved at this location.
 - A reduction in crashes at this location is unlikely.
 - No improvement for visually impaired people using the busses and pedestrian crossing at this location.
 - No improvement for people using the disability parking adjacent to the library.
 - The benefits from reinforcing of the pedestrian right of way encouraging pedestrian journeys in the area will not be realised.

Attachments

No.	Title	Page
A	Plan of pedestrian safety improvements at Barrington Mall	

Confirmation of Statutory Compliance

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

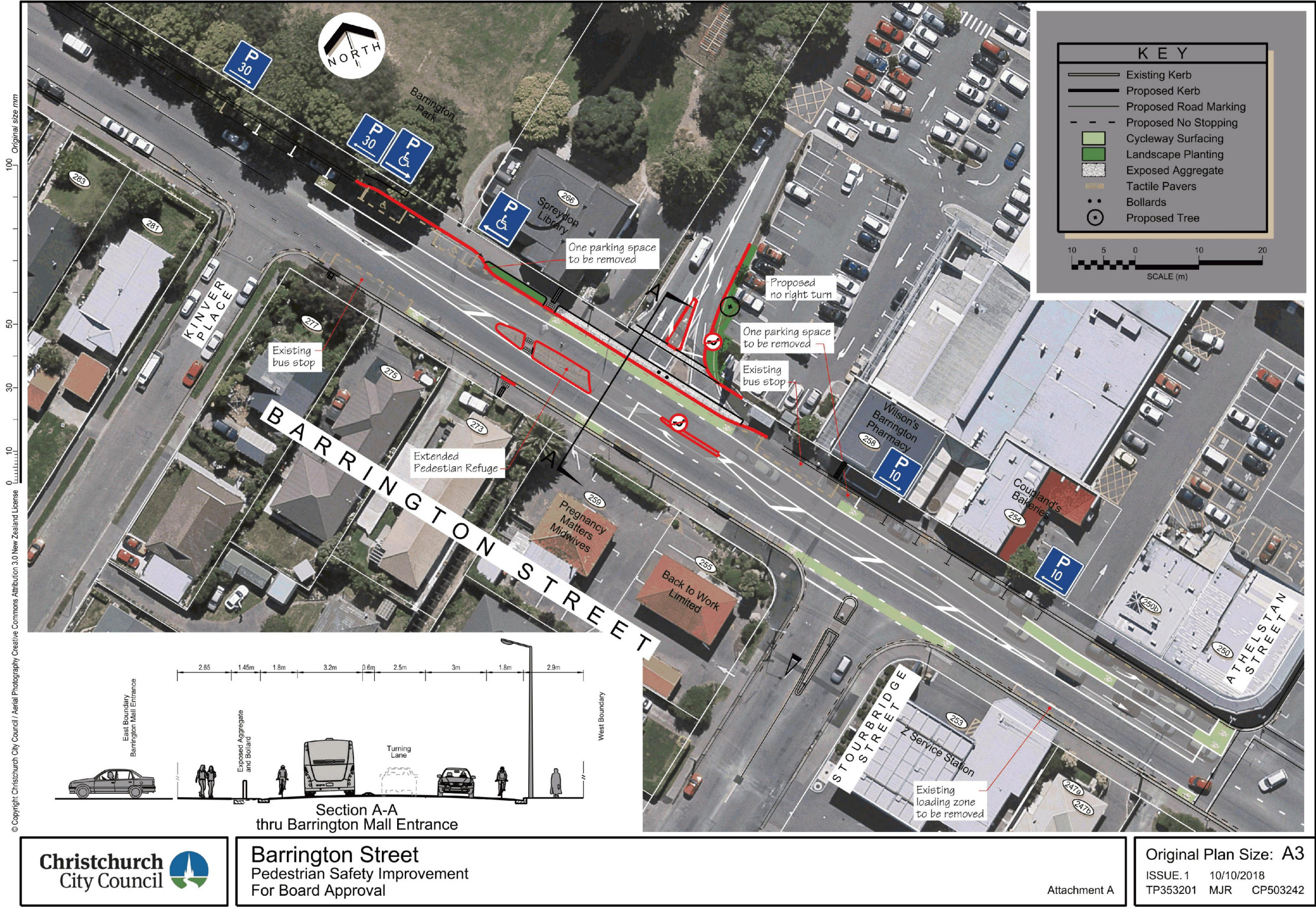
(a) This report contains:

- (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

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Approved By	Lynette Ellis - Manager Planning and Delivery Transport Patricia Christie - Head of Business Partnership Richard Osborne - Head of Transport David Adamson - General Manager City Services



Report from Fendalton-Waimairi-Harewood Community Board – 17 September 2018

13. Harewood Road Corridor Study Findings and Recommendations (F-W-H)

Reference: 18/1275483

Presenter(s): Mark Gregory, Transport Network Planner

1. Fendalton-Waimairi-Harewood Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Receive the Harewood Road corridor study and recommended strategies.

Secretarial Note: This item was withdrawn from the 4 October 2018 Council agenda to enable the report to be considered by the Papanui-Innes Community Board. The report was considered by the Papanui-Innes Community Board on 26 October 2018, its recommendations will be considered by the Council in conjunction with this item.

Attachments

No.	Report Title	Page
1	Harewood Road corridor study findings and recommendations	66

No.	Title	Page
A ↓	Harewood Road Corridor Study	72

Harewood Road corridor study findings and recommendations

Reference: 18/794789

Presenter(s): Mark Gregory, Transport Network Planner

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to endorse the findings of the Corridor study.

Origin of Report

- 1.2 This report is being provided to Waimāero/Fendalton-Waimairi-Harewood Community Board to advise upon findings and recommendations of the corridor study.

2. Significance

- 2.1 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by review of the Significance and Engagement Policy (20 June 2017).
 - 2.1.2 There is no Community Consultation required by this project.

3. Staff Recommendations

That the Waimairi-Harewood Community Board recommend to Council:

- 3.1 That the corridor study and recommended strategies is received.

4. Key Points

- 4.1 The corridor study (attachment A) has been undertaken in conjunction with a broader area study, in order to identify a network management plan for the future.

The study considers:

 - 4.1.1 Crash safety and treatment priority analysis for all transport modes.
 - 4.1.2 Movement demands and efficiency for all transport modes.
 - 4.1.3 Overall provision for all modes.
 - 4.1.4 Predicted changes to network demands, based on different future options.
 - 4.1.5 Extent to which current corridor design and operations are 'fit for future'.
 - 4.1.6 Extent to which the Long Term Plan (LTP) is likely to address future needs; and identification of specific future scheme design requirements.
 - 4.1.7 Recommended resolutions to above problems, including a broader network management perspective.
- 4.2 For each point raised above, the key conclusions include:
 - 4.2.1 Crash safety and treatment priority analysis for all transport modes:

- The majority of crashes are occurring at intersections, and chiefly include drivers failing to give way in priority situations.
- The intersection of Harewood Road / Greers Road has the highest corridor ranking in city wide crash analysis (placed at 21st), with specific crash problems including:
 - A high number of crashes involving pedestrians and cyclists.
 - Right turn movements from Greers Road (from north) failing to give way to opposing movements from the south.
 - The Major Cycle Route (MCR) project has capacity to improve the cyclists and pedestrian related crashes; the right turn crashes will likely reduce too as a consequence of falling vehicle demands following wider network improvements (through LTP).
- Speeding is a problem in the corridor, particularly further west, and this is likely to impact upon safety in the future.
- The intersection of Harewood / Gardiners / Breens Roads has been reviewed, in response to requests for significant intervention, and the study concludes that:
 - There was a spike in crashes, coinciding with the route being used as a diversion during transformative works on State Highway 1 (Johns Road), and since this time, the crash rate has dropped from 6 crashes in 2014 to 2 crashes in the past 3 years.
 - The severity of crashes is low.
 - The intersection ranks as 62nd worst in the CCC network and 81st in the total network (including NZTA).
- A detailed study of options has been prepared and is presented separately.

The outlook for the corridor includes a reduction in vehicle demands. A reduction in traffic has potential to exacerbate current speeding problem. It is likely that the current speeding problem is caused by the layout of the road being designed for a higher speed than the posted 50 kilometres per hour.

4.2.2 Movement demands and efficiency for all transport modes

- The busiest intersection is Harewood Road / Greers Road. The worst movements are the Greers Road northbound movement (traffic approaching from the south), having the narrowest approach with the least number of traffic lanes; and the opposing right turn from Greers (from Northcote) west in Harewood (towards Bishopdale).
- The two movements above as well as being most delayed are also noted as having the highest crash rate.
- The crashes do not occur during the morning peak when a right turn filter arrow runs. However, to run this arrow throughout the day would be to exacerbate delays affecting the opposing Greers Road northbound movement.
- Queues can be observed on approaches to Harewood Road, most notably Farrington Avenue and Wooldridge Road; however, this is occurring for short periods within the day, mostly between 1700 and 1730 hours. Operations are expected to improve in the future.

4.2.3 Overall provision for all modes

- There is an over provision of capacity for general traffic through much of the corridor, with particularly low flows observed for a two lane divided road. This results in speeding issues and marginalisation of non-motorised users.
- Cycle facilities are inconsistent through the corridor, with extensive sections offering no facilities at all. Negotiating intersections can be difficult, for example the cycle lane around the roundabout carries cyclists through a middle of a conflict point. The intersection with Greers Road has a particularly high number of crashes involving cyclists.
- Pedestrian facilities are provided alongside the roads throughout the corridor; however, the location of crossings often do not align with community 'desire lines' (for example the crossing 50m west of Breens Road adds 100m walking distance for students accessing Breens Intermediate School).

4.2.4 Predicted changes to network demands, based on different future options

- The modelled outcome for the corridor is for a reduction in demand, with an increase in demands on Sawyers Arms Road. This has been found where:
 - LTP schemes for the Sawyers Arms Road – Northcote Road corridor increase capacity and the attractiveness of Sawyers Arms Road.
 - A further decrease on Harewood Road is predicted to occur following the MCR scheme.
 - A significant reduction would occur if the NZTA proceed with the Grade separation scheme of State Highway 1 / Sawyers Arms Road (as currently listed in the Land Transport Plan (albeit with a lower priority rating).
- The decreases in demand will result in:
 - A decrease in delays at the Bishopdale 'roundabout'.
 - Reduction in the number of 'car on car' crashes in the corridor, simply because the exposure to risk will reduce as traffic demands fall.
 - Increase 'speeding', as less traffic reduces impediments to travelling at faster speeds.
- Changes to the strategic planning context:
 - Development of the rezoned industrial land (of up to 50 Hectares) west of Wooldridge Road is not currently forecast to occur at a rapid rate. However, if it does then the effects of development traffic are not anticipated to change the overall conclusions.
 - Any major NZTA upgrades to the Johns Road / Sawyers Arms Road roundabout (and potentially the Harewood Road roundabout) would result in a further reduction in vehicle demands on Harewood Road to that currently forecast. However, this scheme has a low priority ranking, and would be considered unlikely to proceed at this stage.
 - If both the NZTA scheme and rapid development of the rezoned industrial land should occur, then there would be more significant effects on the Council network, due to the impact of adding more traffic to a situation which would include reducing access to and from the Johns Road via Harewood Road. Such a

strategy would include providing an improved connection from Harewood Road (around Wooldridge Road) to Sawyers Arms Road. However, this can be considered a low likelihood scenario at this stage.

4.2.5 Extent to which corridor is 'fit for future'

- Overall, road layouts are for a higher design speed and cater for greater demands than those observed and predicted. This is likely to result in safety concerns moving forward and greater marginalisation of pedestrians and cyclists. Level of service for pedestrians and cyclists is low.
- Specific matters include:
 - Road layout including some geometry that enables / encourages speeding
 - Safety concerns at Greers Road / Harewood Road intersection (ranked 21st most hazardous intersection in Christchurch)
 - A corridor wide level of service issue affecting cyclists
 - Stanleys Road will potentially be relied upon to serve access to a new employment site (47Ha of land rezoned from rural to Business Park through the District Plan Review)

4.2.6 Extent to which the LTP is likely to respond well to future needs and identification of specific future scheme requirements.

- The following schemes are included in the 2018-28 LTP, and have budget allocated:
 - Wheels to Wings Major Cycle Route (MCR) (Section 2, 2025 – 2029)
 - Intersection improvement: Greers / Northcote / Sawyers Arms Road (2026 – 2029)
- The following schemes are not included in the 2018-28 LTP:
 - Intersection improvement: Greers / Harewood
 - Intersection improvement: Harewood / Stanleys
 - Intersection improvement: Harewood / Wooldridge
- The MCR is the most significant project on Harewood Road, and has capacity to:
 - Improve upon the 'design speed' issue for the corridor.
 - Address intersection safety concerns.
- The Greers / Harewood intersection will be traversed by the MCR, and the MCR scheme could address the current operational challenges at the intersection, including:
 - Reducing the crashes affecting cyclists and pedestrians by means of improving alignment and increasing conspicuousness
 - Indirectly improve efficiency of Greers Road: following the MCR, demands on Harewood Road are predicted to fall, allowing for greater 'green time allocation' to Greers Road movements: potentially increasing capacity without road widening.
- Indirect effects of the Greers / Northcote / Sawyers Arms road intersection upgrades will include diversion of current right turn (north to west) movements at Harewood Road, thus reducing exposure to the current highest crash movement. (Reallocation of green time in favour of Greers Road would also likely be effective).

- The District Plan includes an Outline Development Plan (ODP) (Chapter 16, Appendix 16.8.14) which indicates that the intersections of Harewood / Wooldridge and Harewood / Stanleys require improvement. These could potentially be developer funded; however, this would not extend to the widening of Stanleys Road as well.
- There is no provision in the LTP to address effects of rapid industrial development alongside NZTA Sawyers Arms Road intersection scheme, (e.g. an improved road connection to Sawyers Arms Road); however, this is considered a low probability scenario at this stage.
- Therefore, it is recommended that the LTP mostly addresses corridor issues, but that additional monies may be needed in the future to address Stanleys Road, if significant take up occurs at the rezoned business park land.

4.2.7 Recommended resolutions to above problems, including a broader network management perspective

- The Harewood Road corridor should be addressed as part of a broader network based strategy. Such a strategy includes provision of high quality connections for all users, which involves prioritising different models within different corridors. For the northwest of the City, this is achievable by providing:
 - A quality corridor for general traffic in Sawyers Arms Road. The LTP is making provision for a safer, higher capacity corridor, providing a quality connection within the strategic road network.
 - A quality corridor for cyclists and local access in Harewood Road. The MCR scheme can also address the 'design speed' issue currently affecting the corridor.
- Through detailed investigation, the LTP projects have capability to address specific corridor issues and service gaps. Although the LTP line item of Greers / Harewood is unfunded, the MCR will make changes to the intersection that can both directly and indirectly improve safety.
- A 'joined up' outcome for the network can be achieved through the current LTP.

5. Context/Background

5.1 On 20 June 2017, the Council requested that a corridor study be undertaken for Harewood Road, in order to identify priorities for intersection improvements and renewals works.

- The Corridor study has been prepared, engaging with:
 - NZTA crash data base ('Crash Analysis System') data and 'KiwiRAP' analysis of safety priority
 - The modelling of the corridor within the Council's city wide traffic model ('CAST'), including several scenarios from 'Do nothing', including the (current) LTP schemes and including possible but unlikely changes such as major improvements at Johns Road / Sawyers Arms Road.
 - The testing of more detailed scheme options
 - Several site visits, including traversing the corridor as a driver, pedestrian and cyclist.
- A seminar was held on 5 March for the combined ITE Committee, Fendalton-Waimairi-Harewood Community Board and Papanui-Inness Community Board including a progress report, and also a presentation given by the Major Cycle Route team

- Following concerns raised regarding the safety of Harewood / Gardiners / Breens intersection, an interim scheme is being developed (separate to the Corridor study).
- A briefing on this corridor study was held with the Fendalton-Waimairi-Harewood Community Board on 7 September 2018.

Attachments

No.	Title	Page
A	Harewood Road Corridor Study	

Confirmation of Statutory Compliance

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

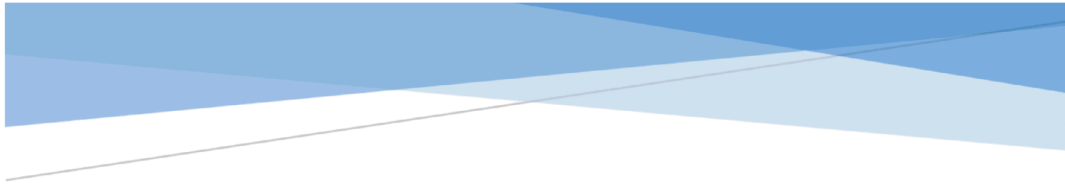
(a) This report contains:

- (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	Mark Gregory - Transport Network Planner
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services



HAREWOOD ROAD

Corridor Study

[Abstract](#)

An investigation into present and projected Harewood Road operations, encompassing safety and efficiency, and identifying possible futures for the corridor within scope of the LTP

Christchurch City Council
Network Planning, Transportation
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CORRIDOR DESCRIPTION AND SUMMARY

Harewood Road is one of four key west-east routes in the northwest of Christchurch city, which collectively connect Johns Road (State Highway 1) and the Christchurch International Airport to the core urban area. Figure 1- and Figure 1- show the corridor location and key routes

Figure 0-1: Corridor study location, Harewood Road, from Johns Road to Greers Road



Figure 0-2: Main intersecting roads on the Harewood Road corridor



CORRIDOR SUMMARY

Harewood Road is classified in the District Plan Review as a Minor Arterial road. Although once developed as a major arterial route, analysis of traffic data shows an ongoing trend in decreasing vehicle demands.

The legacy of being designed as a major route, and historically designed to accommodate higher volumes at higher speeds, whilst not carrying especially high volumes of traffic in present day, is resulting in speed and safety concerns.

Sawyers Arms Road runs parallel to Harewood Road (800 m to the north east) and is identified as a Major Arterial route, connecting the Johns Road Motorway to Queen Elizabeth II Drive.

The two routes will serve different purposes, with Harewood Road anticipated to provide access to key land use activities, and Sawyers Arms Road serving as a core arterial route, carrying traffic between suburbs. The Network Management Plan identifies the two routes as having two different roles, with Harewood Road planned to address a service gap for cycling in the North West.

Until 2010, the Harewood Road operated with a 70km/h speed limit. Following peripheral housing development and the recent urbanisation of parts of the corridor, a speed limit change to 50km/h was approved. However, design geometry was not changed. Consequently, speed data collected shows a particularly high degree of speeding.

Given predicted decrease in vehicle demands, the geometry far exceeds current design requirements, and this trend is set to escalate into the future. The over provision of design geometry is a likely major factor behind current issues with vehicle speeds and safety. The reason for the future decline in demand is due to projects on the Sawyers Arms Road – Northcote Road corridor, which will effectively halve the rate of delay on this corridor, and render it much more attractive than present.

Overall, the present crash rate on Harewood Road is rated as 'medium' in terms of both the number of crashes, and those resulting in injury, compared to the whole of the network.

However, there is a risk that if no changes were made to the corridor to address speed and safety, the severity of crashes could increase in the future, even though it is expected to decrease elsewhere. It would be likely that the number of crashes (including all degrees of severity) would reduce, but the share of crashes resulting in injury would conceivably rise.

Taking the corridor as a whole, there is double the amount of vehicle lane capacity provided than what is required. With more lanes there are more 'conflict points' at intersections, more complex 'give way' situations at intersections, and lower levels of service for other road users. This is an underlying cause of crashes at intersections, noting that the most common crash type (by far) is 'failure to give way' (as shown later in Figure 3-7).

The report recommends that the design geometry be re-evaluated and designed such as to achieve:

- Fewer conflict points
- Improved safety for all users, reducing risks to pedestrian and cyclist safety
- Improved level of service and access operations
- Slower speeds, and operational characteristics expected for an urban road

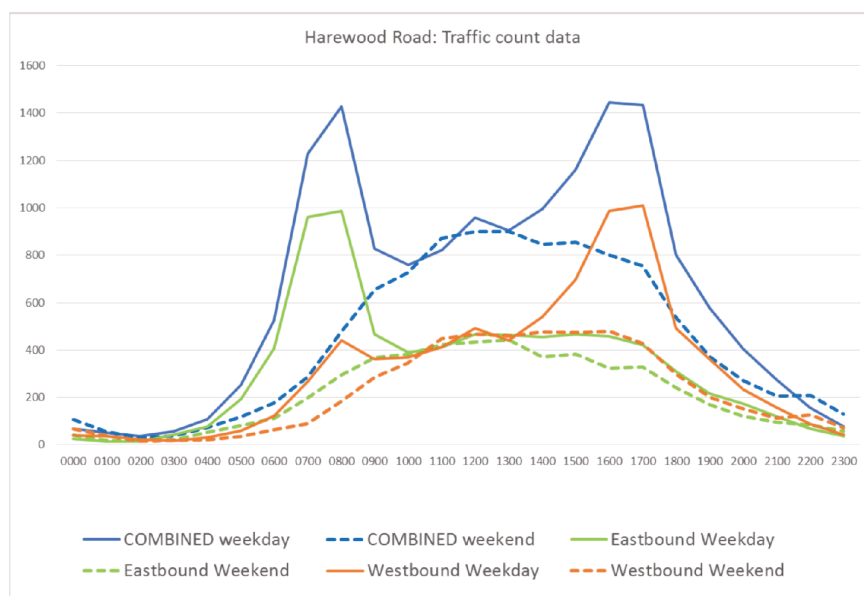
- Rebalance of capacity, taking a multi-modal view and delivering Network Management Plan goals.

1. Corridor context

2. Existing and changing corridor demands

Figure 2-1 shows the vehicle demands within the corridor.

Figure 2-1: daily traffic demand profile of Harewood Road, by direction



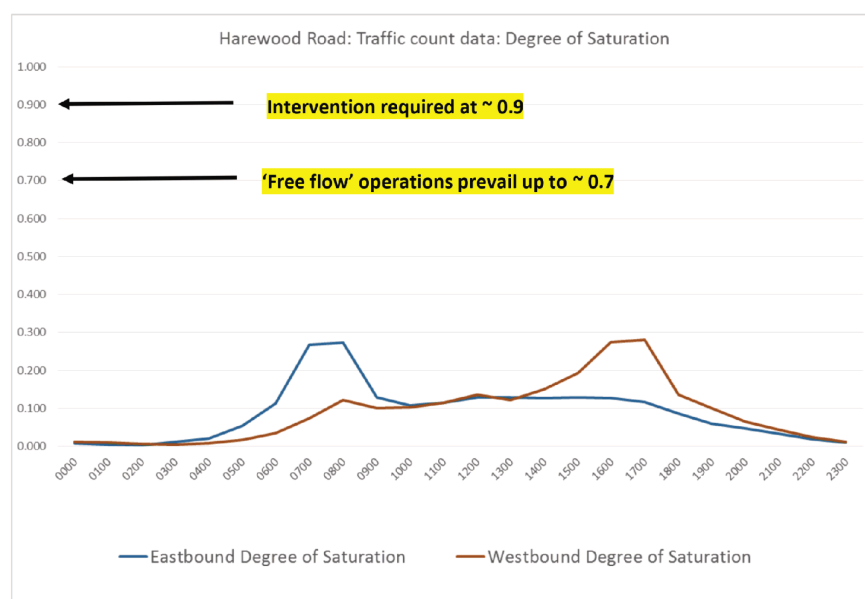
The traffic count shown in Figure 2-1 occurred over the course of one week, located to the east of Nunweek Boulevard, during November 2016. There are no known factors which invalidate the count.

The count shows a spike in demand during the morning peak, of Eastbound traffic (towards the City) and in the PM peak, of Westbound traffic (away from the City).

Cycle count data suggests that demand in the corridor (measured in two locations) is for around 300 movements per day at Harewood / Greers intersection, and 120 further west at Harewood / Breens / Gardiners. 300 cyclists per day is considered a reasonably high demand, relative to the whole of the network. Crash data will also show (in Section g) that there is a crash problem involving 'vulnerable users' (including cyclists) at these locations.

Figure 2-2 shows the 'degree of saturation' of the counted flows. 'Degree of saturation' is a scale of measurement of the extent a section of road is congested, with 1 = 'saturated' and 0 = empty. Harewood Road includes two vehicle lanes for much of its length. The maximum 'degree of saturation' (that is, the proportion of available capacity used) is less than 0.3., and outside of peak periods is around 0.1. A road can continue to operate at 'full speed' until a degree of saturation reaches around 0.7; therefore, 0.3 is very low and suggests that capacity is very underutilised.

Figure 2-2: Estimated demand on Harewood Road, as proportion of capacity available ('Degree of Saturation').



Review of degree of saturation suggests that there is an oversupply of capacity available to motorised vehicles, and a review of the corridor suggests an under supply for other transport modes.

Approximately 70% - 90% of available capacity is not being used, which allows vehicles to travel at greater speeds. Therefore, it is highly likely that this finding is linked to observed speeding issues.

Modelled future network role

Figure 2-3: Comparison of present day and future modelled vehicle demands on the Harewood Road and Sawyers Arms Road corridors

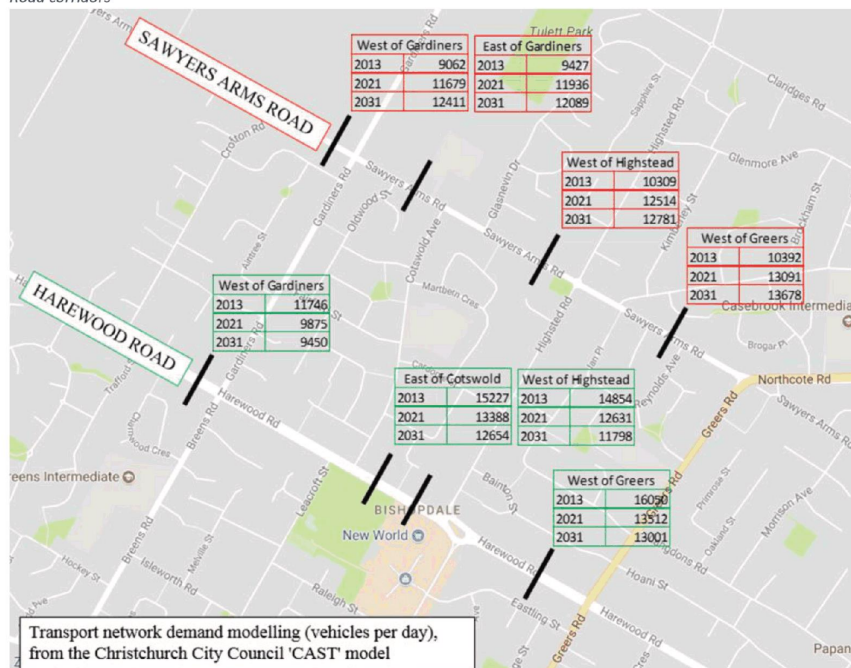


Figure 2-3 shows the modelled changes in flow along both Harewood Road and Sawyers Arms Road, at different points along the corridor (vehicle movements per day). Figure 2-4 shows the data in graph form.

Forecast demands indicate an increasing flows on Sawyers Arms Road and decreasing flows on Harewood Road.

The differences are typically around a 2,500 vehicle per day reduction on Harewood Road.

The cause of the change is due to traffic changing route, using Sawyers Arms Road instead of Harewood Road. Some reasons why include:

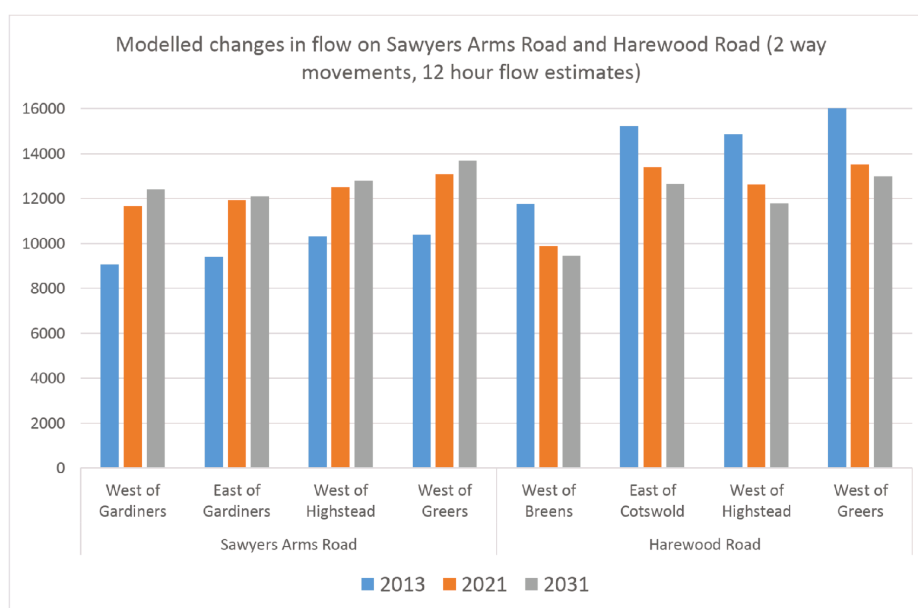
- A package of measures on the Sawyers Arms Road / Northcote Road corridor¹
 - Increase capacity of Northcote Road from 2 lanes to 4 lanes
 - Improvement of the Northcote Road / Sawyers Arms intersection

¹ Included in the draft LTP (February 2018) and represented in all future modelling undertaken in 2017-18

- The change in the District Plan road hierarchy, reclassifying Sawyers Arms Road as a major arterial route, resulting in changes in approach to corridor management, geared more towards efficiency
- The impact of development in the Northwest of the city, including the Highstead subdivision.
- Aspects of the Major Cycle Route – some of which (but not all) are taken into account in the future model. (Even without this, negative growth is predicted).

Figure 2-4 shows the modelled flow changes by year (forecast) at various points on Sawyers Arms Road and Harewood Road:

Figure 2-4: Modelled changes in demands on Sawyers Arms Road and Harewood Road



The network modelled changes, by time of day are shown in Figure 2-5, Figure 2-6 and **Figure 2-7**. The diagrams show the differences in flow between 2013 and 2031 simulations, with red representing roads where traffic is forecast to increase, and green decrease. Bandwidths are indicative of the forecast scale of change in flows.

Figure 2-5: Modelled changes in AM vehicle flows, 2016-31. Red = increase, green = decrease

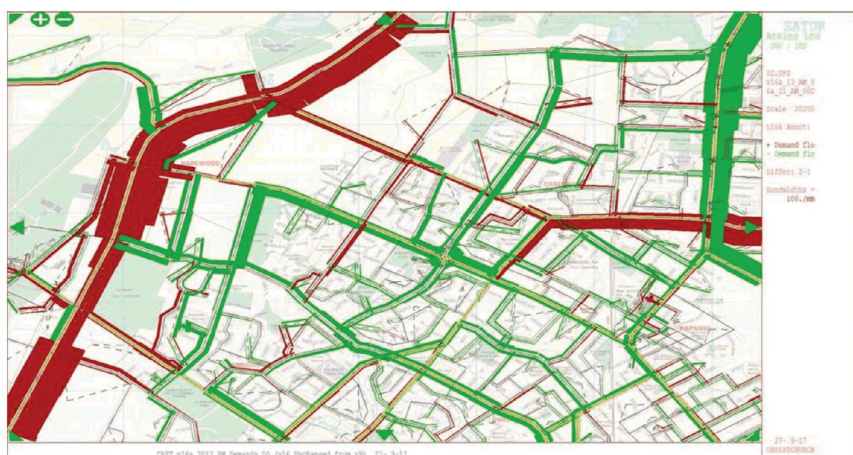


Figure 2-6: Modelled changes in IP vehicle flows, 2016-31. Red = increase, green = decrease

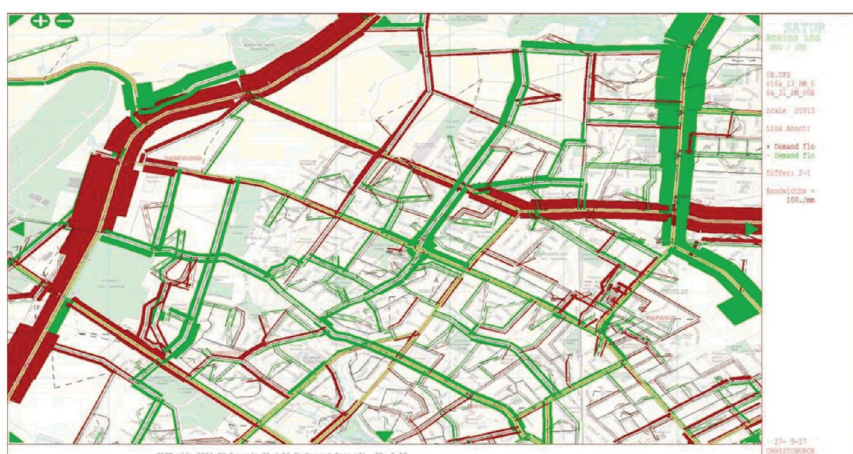


Figure 2-7: Modelled changes in PM vehicle flows, 2016-31. Red = increase, green = decrease

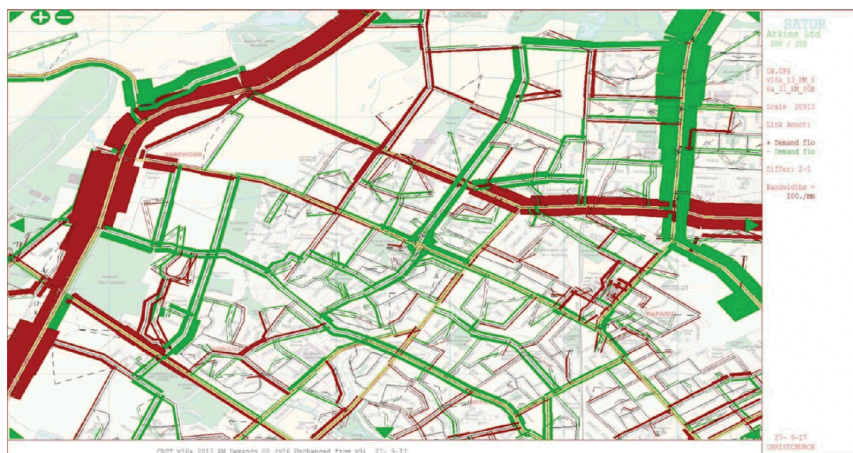


Figure 2-5 - Figure 2-7 shows that the Harewood Road corridor is green for most of the day; highlighting modelled reductions in flow. In the AM and Inter peak period, the reduction is significant.

Although the PM peak shows a slight increase in traffic, it should be noted that the increase is considerably less significant than the one modelled to occur on Sawyers Arms Road and Northcote Road (visible as a thick red line in Figure 2-7).

The Sawyers Arms Road corridor is scheduled² to include substantial changes, in order to deliver a strategic transport programme, which includes the Northern Corridor upgrades. Sawyers Arms Road will be a more strategically important corridor, extending the outer ring road, effectively linking up the airport and Johns Road motorway to the Northern Arterial and Queen Elizabeth II Drive (which extends the link to the northern and eastern suburbs, the industrial hub at Woolston and the Port).

The effect of increasing capacity on Northcote Road will likely reduce delays, and increase the attractiveness of the route. Further investigation of the model shows that traffic which (presently) uses Harewood Road to travel between Johns Road and Northcote Road will instead use Sawyers Arms Road. This has the greatest single effect of reducing demand on the Harewood Road corridor.

² in the Draft LTP

3. Network crash analysis

- The corridor does not have an especially high or severe crash rate, overall.
- There are locations with specifically higher instances of pedestrian and cyclist crashes
- Most crashes are associated with vehicles failing to give way at intersections and accesses.
- There are relatively few 'congested' related crashes such as 'rear end' types

City wide network context

Figure 3-1: Kiwi rap collective risk metric



The collective risk metric (Figure 3-1) considers the crash rate: total number of crashes divided by flows; whereas as the 'personal risk' metric (Figure 3-2) considers the outcome of these crashes in terms of injuries.

There are two roads with a 'medium high' personal risk classification close by to the corridor, including Breen Road and Farrington Avenue.

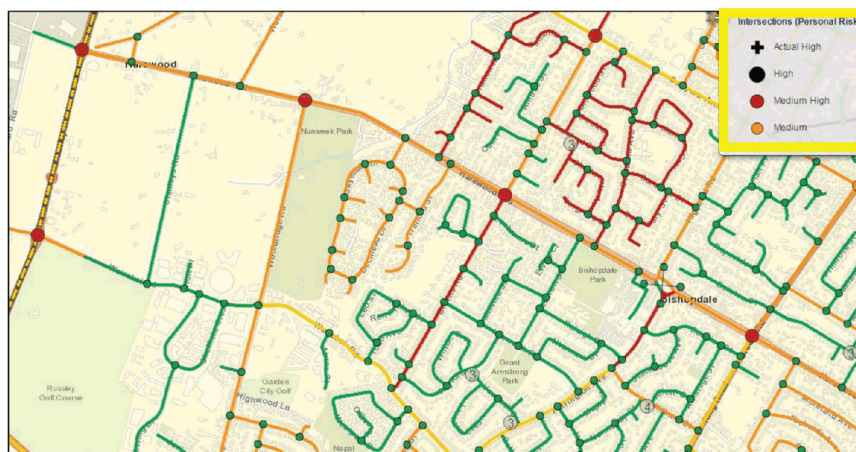
The 'medium high' rating at Breens Road is due to a fatal and serious injury crash occurring at Lochmore Street³ and Isleworth Road, respectively.

The 'medium high' rating on Farrington Avenue is due to a crash resulting in serious injury, occurring 60m south of the roundabout.

The Harewood Road corridor itself rates as 'medium,' with 'Medium High' risk intersections, including Johns Road (State Highway), Wooldridge Road, Breens Road and Greers Road.

³ In 2015 an 89 year old pedestrian was struck by a speeding van

Figure 3-2: Kiwi rap personal risk metric



An overview of the corridor crash history, comparing 10 year and 5 year data, is shown in Figure 3-3 and Figure 3-4.

Figure 3-3: Five year corridor crash analysis

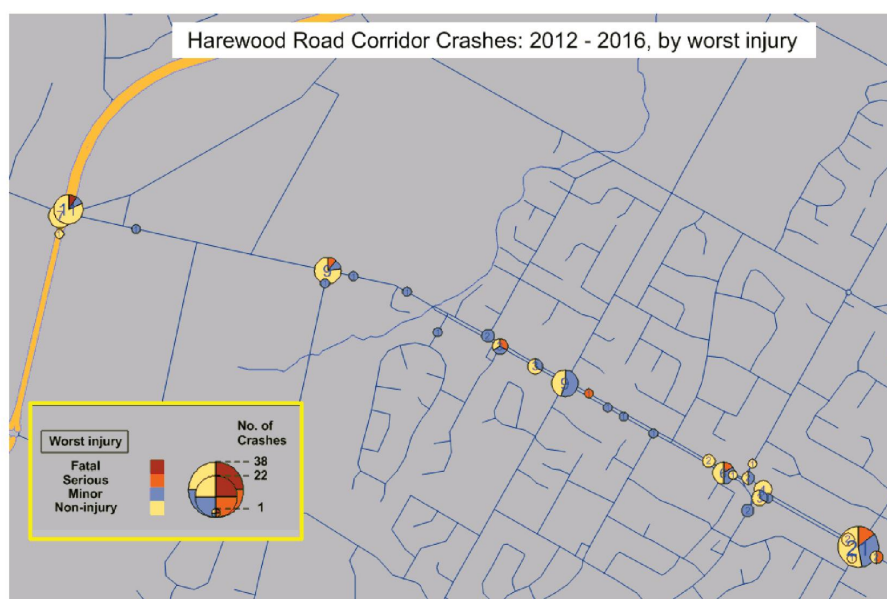


Figure 3-4: Ten year crash analysis

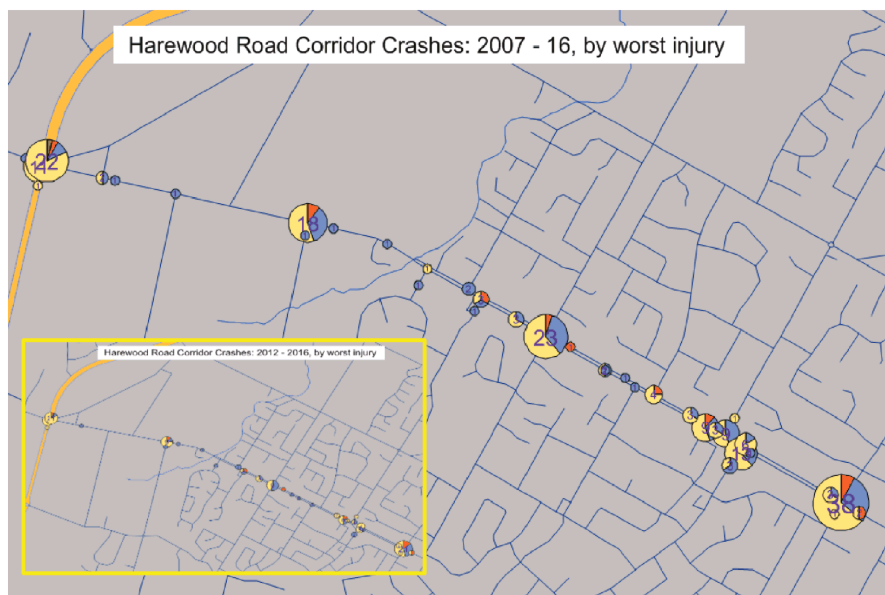


Figure 3-5: KiwiRAP rank of priority intersections; latest analysis period (2011 -2015)

Intersection	KiwiRAP		Injuries (2011 - 2015)		
	Risk level	Rank	Deaths	Serious	Minor
Fendalton-Waimairi-Harewood					
Normans / Strowan / Wairakei	Actual High	50	0	3	3
Ilam / Memorial		37	0	3	5
Harewood / Greers		21	0	3	7
Merrin / Withells		77	0	3	2
Clyde / Creyke / Kotare	High	11	0	0	12
Clyde / Fendalton/Memorial		15	0	0	9
Kahu / Kilmarnoc / Straven		13	0	1	9
Bealey / Carlton / Harper		19	0	1	9
Breens / Harewood / Gardiners	Medium - high	62	0	0	7
Grahams / Wairakei		34	0	2	7

Corridor crash trends

Figure 3-3 and Figure 3-4 show the locations where the majority of crashes are happening; which are intersections (which is normal).

Underlying crash factors are reported below for each location in Figure 3-6, as percentage of crashes are occurring at each location. These are judged by the Police in the NZTA Crash Analysis System.

Figure 3-6 specifies each of the main crash locations compared with the 'total corridor'. This shows location-specific trends; for example, 'Failure to give way / stop' at the Harewood / Greers (47%) and Harewood / Breens / Gardiners (50%) intersections, (relative to the value for the total corridor: 32%).

The crashes are more distributed at intersections, rather than midblock locations. The most notable locations from Figure 3-3 and Figure 3-4 include:

- Harewood Road / Greers Road
- Harewood Road / Crofton Road
- Harewood Road / Wooldridge Road
- Harewood Road / State Highway 1.

Figure 3-6: Crash attributes, as reported by the Police into the Crash Analysis System, (2012 – 2016)

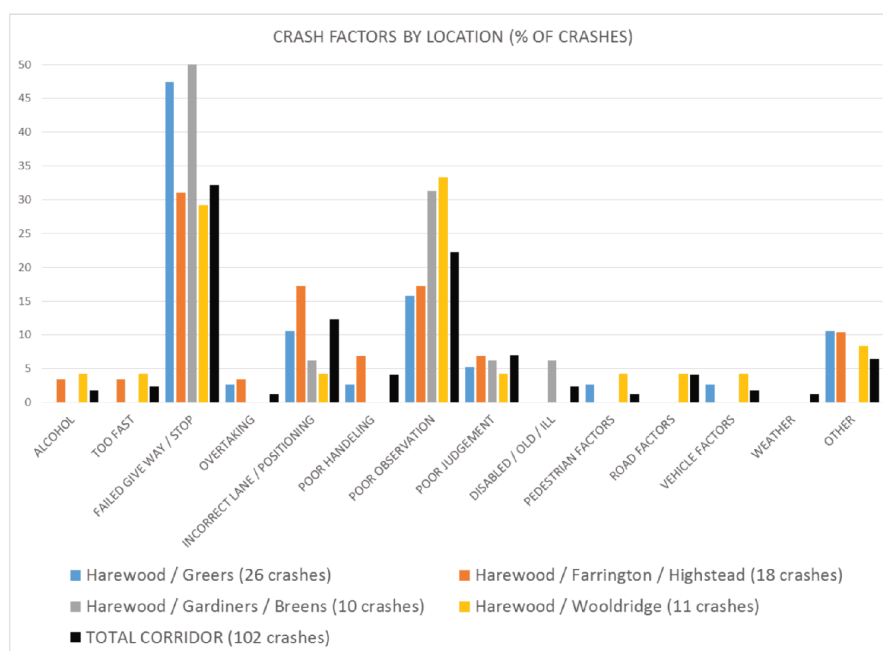


Figure 3-7 below shows crash types (again as, percentage on the corridor). The predominant crash type is 'crossing / turning'. Figure 3-8 shows the vehicles involved in crashes.

Figure 3-7: Crash types, as reported by the Police into the Crash Analysis System (2012 - 2016)

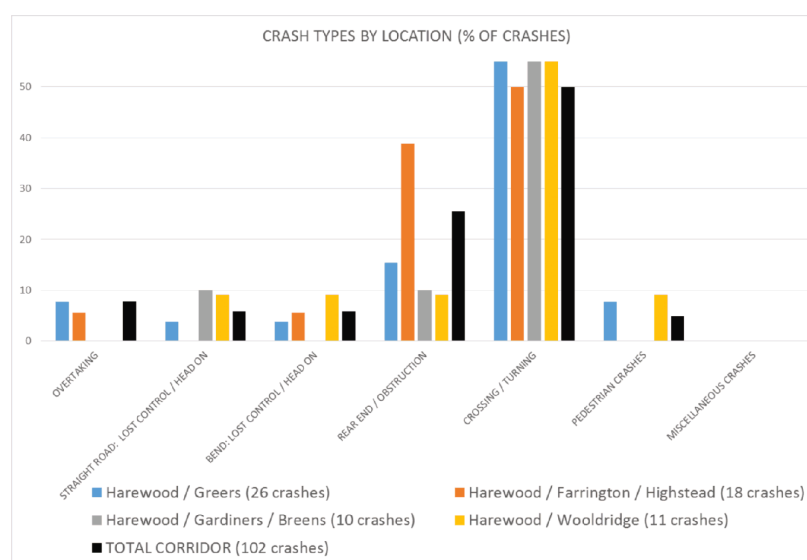
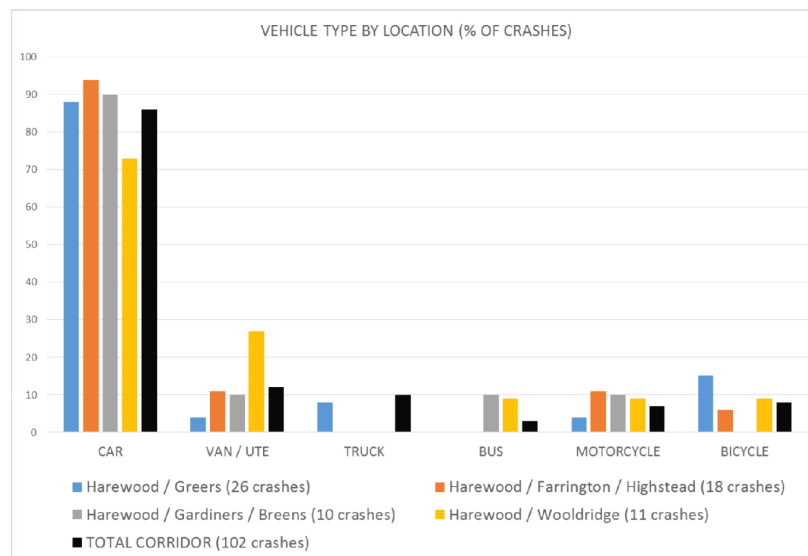


Figure 3-8: Involved vehicles, as reported by the Police into the Crash Analysis System.



"Vulnerable" road user crashes

The number of crashes in Christchurch and New Zealand is falling steadily, as education programmes targeting drink-driving, and improving vehicle technologies, among other factors are proving effective. The number of injuries are also falling, as newer vehicles include crumple zones.

However, the number of injuries resulting from crashes with pedestrians and cyclists is less likely to fall, as the human body cannot withstand the impacts of being hit.

Vulnerable users are defined as non-motorised users, and users on two wheels.

Figure 3-9 shows a network 'heat map' highlighting areas with greater numbers of crashes involving pedestrians and cyclists:

Figure 3-9: Vulnerable User Crash locations, as reported by Kiwirap.



The heat map shown in Figure 3-9 is from Kiwi RAP analysis, and the figures shown have been subsequently superimposed from crash data (more information relating to subsequent annotation is shown in Figure 3-10). It should be noted that the heat map (and KiwiRAP) relates to crash data from the five-year period 2011 – 2015, (the most up to date KiwiRAP analysis). The superimposed data is from 2012- 2016 analysis (simply because it is preferred to use the most up to date data)⁴

It should also be noted that the heat map shows only those vulnerable user crashes, where the vulnerability of the user is a leading crash factor. For example, there is one crash excluded from the heat map, involving a motorcyclist (a vulnerable user) at the intersection of Harewood Road / Wooldridge Road, where the motorcyclist was 'evading enforcement'. This crash does not fairly reflect on the merits of the 'vulnerable user' attribute and would be discounted from assessment into causality of vulnerable user crashes (and subsequent economic analysis).

No annotation / further analysis is undertaken for Johns Road (SH1) / Memorial Avenue, considering that

⁴ In this case, the most up to date includes up to 2016, given that as of early 2018, it is not certain that all data from late 2017 has yet been added to the CAS database.

The subsequent annotation of Harewood Road/ Wooldridge Road (in Figure 3-9) show two crashes, although three vulnerable user crashes were reported.

Due to recent and very significant changes in design⁵, Johns Road (SH1) and Memorial Avenue intersection has not been further analysed. Vulnerable User movements are now better managed.

Figure 3-10 shows more detailed data of the annotation given in Figure 3-9. Note as above that the annotation in Figure 3-9 excludes crashes involving vulnerable users where the vulnerability of the user was not a leading factor (e.g. evading law enforcement).

Figure 3-10: Vulnerable user crashes in the corridor and surrounding network

Crashes within 30m of intersection, Harewood Road corridor	Vulnerable User crashes, past 5 years					All crashes	
	Peds.	Cyclists	M'cycle / Moped	TOTAL	Serious Injuries	Total crashes	% of total crashes involving V.U
Harewood Road / Greers Road	2	4	0	6	3	25	24%
Harewood Road / Crofton Road	2	1	0	3	1	5	60%
Harewood Road / Wooldridge Road	1	1	1	3	1	11	27%
Crashes within 30m of intersection (surrounding network)	Peds.	Cyclists	M'cycle / Moped	TOTAL	Serious Injuries	Total crashes	% of total crashes involving V.U
Wairakei Road / Roydvale Avenue	0	2	0	2	1	7	29%
Greers Road / Wairakei Road	2	0	2	4	1	18	22%
Main North Road / Langdons Road	2	2	1	5	2	11	45%
Main North Road / Harewood Road	0	0	1	1	0	9	11%
Strowan Road / Normans Road	1	3	1	5	3	7	71%
Withells Road / Merin Street	1	3	0	4	3	6	67%

Figure 3-10 shows that the intersection of Harewood Road / Greers Road has an especially high rate of vulnerable user crashes, with half resulting in serious injury.

'Serious injury' crashes are particularly noteworthy, as a vulnerable user is more likely to experience a 'serious injury' outcome. Apart from being a significant life event for the individual, crashes resulting in serious injury result in significant social cost; the costs of which are valued by the NZTA at around \$300,000⁶. To provide further approximate economic context, a crash resulting in 'serious

⁵ The intersection has been grade separated, with works during the 5 year period.

⁶ Valued in the Economic Evaluation Manual (EEM); which is a standard valuation applied to all such crashes based on extensive research. It is not practical to investigate the 'true' social costs of each individual crash, and so standardised monetary values are used for purposes of scheme economic evaluation.

injury' is considered to cost the individual and society ten times more than a 'minor injury' crash, and 150 times more than a 'non injury crash'.

Therefore, the estimated social cost of vulnerable user crashes at the Harewood Road / Greers Road intersection is very high (in excess of \$1m).

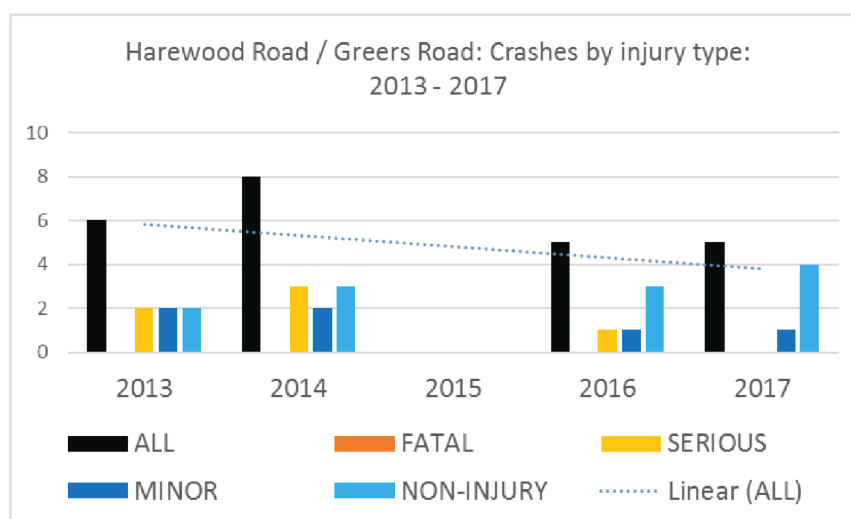
Crash analysis at crossroads of Harewood Road / Greers Road

The network safety metric 'Kiwi rap' classifies the intersection as having an 'actual high' collective risk, (the highest category) and a 'Medium High' personal risk (the third highest out of six categories).

The priority ranking of the intersection is position 21; the highest priority in the corridor.

An updated crash analysis has been undertaken for the intersection, including period 2013 – 2017. There are some differences between the KiwiRAP analyses, which only covers up to 2015 presently. For example, in the period 2013 – 2017, there are 8 vulnerable users crashes, compared with 6 during the KiwiRAP 2011 – 2015 period.

Figure 3-11: crash severity from Crash Analysis System, 2013 - 2017



The collision diagram for the crash period 2013 – 2017 is shown as Figure 3-12. Figure 3-13 shows crash types, with almost all crashes involving turning vehicles failing to give way.

Figure 3-12: Collision diagram from Crash Analysis System, 2013 - 2017

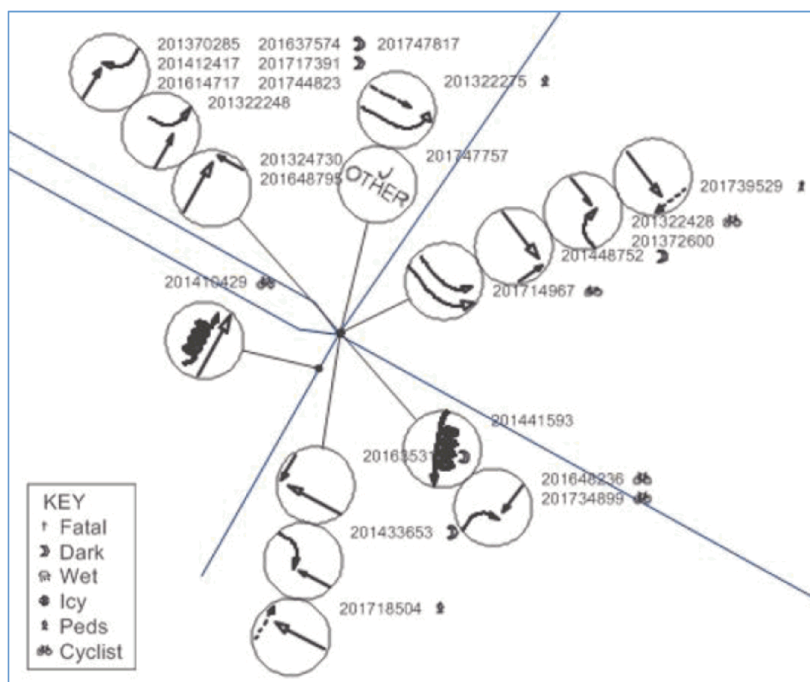
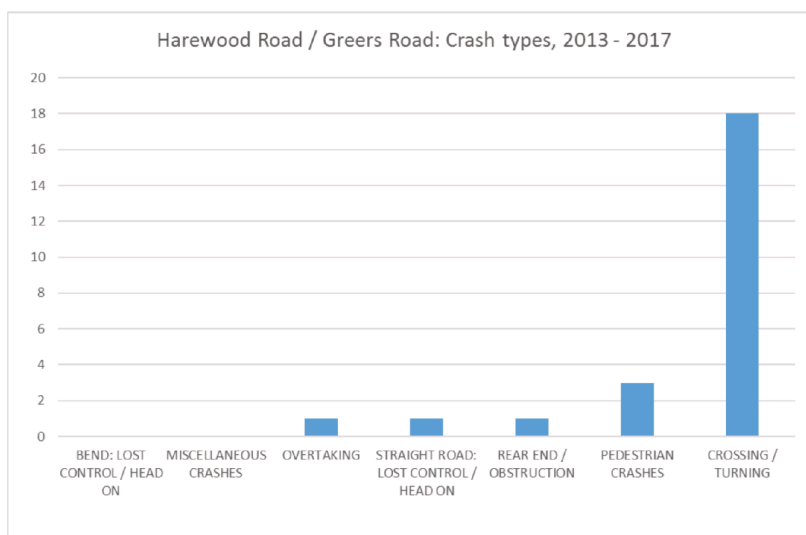


Figure 3-13: Reported crashes, by type, 2013 – 2017



Summary of Harewood Road / Greers Road intersection safety data

Crash grouping 1: vulnerable users

This group involves the highest injurious outcome, with 6 reported crashes in total.

Of the four serious injuries occurring at the intersection, two involved cyclists, and one a pedestrian.

This number of crashes involving pedestrians and cyclists is a very high occurrence locally, and the intersection shows up as a red spot on the 'Vulnerable Users' heat map shown in Figure A7.

Of the five reported cycle crashes (Group 1A):

- a. One involved a cyclist (age unspecified) travelling north on Greers Road being hit by a car turning right into Harewood Road. The crash did not result in injury. The movements involved in this crash include a 'crash trend' at the intersection. The crash occurred at 1511 hours on a Monday, during school term time, meaning it is possible (but not certain) that the cyclist was a young person.
- b. One involved a 7 year old cyclist travelling eastbound on Harewood Road (towards Papanui), collided by a vehicle turning right into Greers Road (towards Northcote). The right turning vehicle failed to give way. The result was 'serious injury'. Given the young age, it is unlikely that the child was cycling on the road, but would have been using the pedestrian crossing. (Whilst on site, a number of young cyclists were observed using the crossing). The crash occurred during peak demand (at 1740 on Monday).

- c. One involved a cyclist (age not specified) travelling southbound on Greers Road, colliding with a van turning right from Greers Road to Harewood road (towards Papanui). No injuries were reported. The van failed to give way. The crash occurred during peak demand (at 0845 on Monday).
- d. One involved an 82 year old cyclist losing control whilst being overtaken, whilst travelling north on Greers Road towards the intersection (15m south of intersection). No other details are provided. The result was minor injuries.
- e. One involved a 41 year old cyclist turning left from Harewood Road (from Bishopdale) into Greers Road (towards Northcote), being hit by an SUV undertaking the same movement. The reason given was that SUV driver 'did no check / notice another party'. The result was minor injury.

Of the three reported pedestrian crashes (Group 1B):

- f. One involved a 21 year old pedestrian crossing Greers Road (towards Papanui), on the northeast side, being hit by a truck turning left from Harewood Road (towards Northcote). The truck failed to give way to the pedestrian. The result was serious injury.
- g. One involved a pedestrian (age not given) crossing Greers Road (towards Bishopdale), being hit by a vehicle turning left from Harewood Road (towards Burnside). The car failed to give way to the pedestrian. No injuries were reported.
- h. One involved a 13 year old pedestrian crossing Greers Road (towards Northcote) being hit by a vehicle travelling westbound (towards Bishopdale). The CAS report cites the vehicle as being at fault, but does not specify that the vehicle failed to observe a traffic control (e.g. red light). The result was minor injury to the pedestrian.

The common crash factors include the crossing of Greers Road, especially during peak network demand conditions. However, there is a Major Cycle route scheme with opportunity to resolve this issue. There are no observable design reasons for the crashes, only behavioural.

Crash grouping 2: Turning movement crashes

This group is the most common outcome with:

- 13 crashes involving right turn vehicles colliding with opposing 'ahead' movements (of which 7 involve the same movements)
 - Of these 13 crashes, 6 involve drivers 'turning across' (and failing to give way to) pedestrians and cyclists.
- 4 crashes involving red light running and vehicles from perpendicular directions colliding ('T-bone' crash)
- 1 involved an SUV running a red light and hitting a car merging from the left.

Two of these crashes resulted in serious injury, (of which two are reported above, as the crash involved a cyclist); one resulted in two minor injuries (in the same crash) and four of the crashes resulted in one minor injury, each.

Of the 13 crashes involving right turn movements:

- a. Seven involved vehicles turning right from Greers Road to Harewood Road (towards Bishopdale), colliding with an oncoming vehicle (towards Northcote):
 - i. One resulted in serious injury.
 - ii. Two resulted in minor injury (including a total of 3 injuries). Environment factor for one included 'darkness'.
 - iii. Four resulted in no reported injuries. Reason given for both was that the turning vehicle failed to give way. One occurred during 'twilight'.
- b. Two involved vehicles turning right from Harewood Road (towards Northcote), colliding with an oncoming vehicle (towards Papanui):
 - i. One is reported above under Crash grouping 1, a (involving 7 year old).
 - ii. One occurred at Sunday lunchtime and resulted in no reported injuries.
- c. One is reported under Crash grouping 1 b.
- d. One involved a car turning right from Harewood Road to Greers Road (towards Burnside), failing to give way to oncoming vehicle. No injuries were reported.

Of the 4 'T-bone' crashes:

- e. Two involved vehicles intersecting from Harewood Road (towards Bishopdale) and Greers Road (towards Burnside):
 - i. One involved a truck on Harewood Road failing to stop and hitting a car, resulting in no reported injuries. Occurred very early morning, in darkness.
 - ii. One involved a car on Greers Road failing to stop and hitting a car, resulting in one minor injury.
- f. Two involved vehicles intersecting from Greers Road (towards Northcote) and Harewood road (towards Bishopdale):
 - i. One involved a car on Greers Road failing to stop, hitting another car and resulting in two minor injuries
 - ii. One involved a car on Harewood Road failing to stop, hitting another car with no reported injuries
- g. One involved car on Greers Road (towards Northcote) failing to give way to a car on Harewood Road (towards Papanui), resulting in no reported injuries. The crash occurred during 'twilight'.

One involved an SUV running a red light and hitting a car merging from the left:

- h. An SUV on Greers Road (towards Northcote) failed to stop and collided with car turning left from Harewood Road (towards Northcote) resulting in one minor injury.

Common crash factors

Crash grouping 3: Loss of control crashes

There have been two 'loss of control' crashes, one involving a motor cyclist: 'new driver / under instruction', resulting in minor injury, and one car, southbound on Greers Road, where the driver swerved to avoid 'another party' and collided with a parked vehicle, resulting in no reported injuries. Speed was no included as a factor in either case.

These crashes appear to be random events.

Conclusion and recommendations

The Greers Road / Harewood Road intersection should be treated as a key priority for safety measures within the Harewood Road corridor (the other being to resolve speed issues west of Highstead Road).

The two major issues here are right turning vehicles from Greers Road (from Northcote) to Harewood Road, failing to give way to Northbound traffic on Greers Road. All but one of these crashes have occurred in the afternoon. This is because the movement runs on a dedicated phase (a 'right turn arrow') during the AM peak.

The intersection is also identified as a capacity constraint within the network, with delays occurring, particularly affecting the northbound movement where there is the least available lane geometry. Scheme options and issues are addressed in section 9, (Greers Road / Harewood Road).

If right turn level of service (outside of the AM peak) is a factor to the crash rate, then an obvious solution might be to run the dedicated right turn phase (the 'right turn arrow') during the afternoon as well. However, this would result in reducing the available 'green time' for the Greers Road northbound movements, which would result in more delays and queueing on Greers Road (north of Wairakei Road). The intersection is included in the draft LTP, but currently unfunded.

Options for recommendation will include:

- a. Investigate the impacts of improving right turn level of service 'upstream' (as part of the signals project at Northcote Road / Sawyers Arms Road), which could potentially provide a better alternative to turning right at Harewood Road (and therefore reduce demand and therefore the number of crashes involving this movement)
- b. Investigate increasing lane capacity of the Greers Road northbound movement, in conjunction with running a dedicated right turn phase ('right turn arrow') for all times of the day (which could improve safety whilst 'cancelling out' disbenefits to efficiency). However, this scheme would be expensive
- c. Investigate a broader network operating option (a more detailed Network Management plan) to reappraise designing for all movements in the Harewood Road, Sawyers Arms Road and Greers Road; thereby taking a similar approach to part a (above). This could allow for the intersection to be improved as part of the Major Cycle Route project.

The Major Cycle route proposes a scheme to improve the crossing of Greers Road, and presents an opportunity to address the crash problems affecting vulnerable users. This will be an *important* intervention, on grounds of the number of injuries that are occurring here.

However, the MCR is not currently funded until 2024 – 25.

A network management approach, which prioritises different modes for different corridors could be a vehicle to improving the intersection safety here, by improving private motorised vehicle access to the west of the city (from Greers Road) via Sawyers Arms Road (as part of the proposed signals scheme), whilst improving cycle access via the Harewood Road corridor.

Crash analysis at crossroads of Harewood / Farrington / Highstead Roads

The crash location includes the gyratory system, and to the northwest, the access onto Harewood Road from Bishopdale Mall.

Figure 3-14: Collision diagram from Crash Analysis System, 2012 – 2016

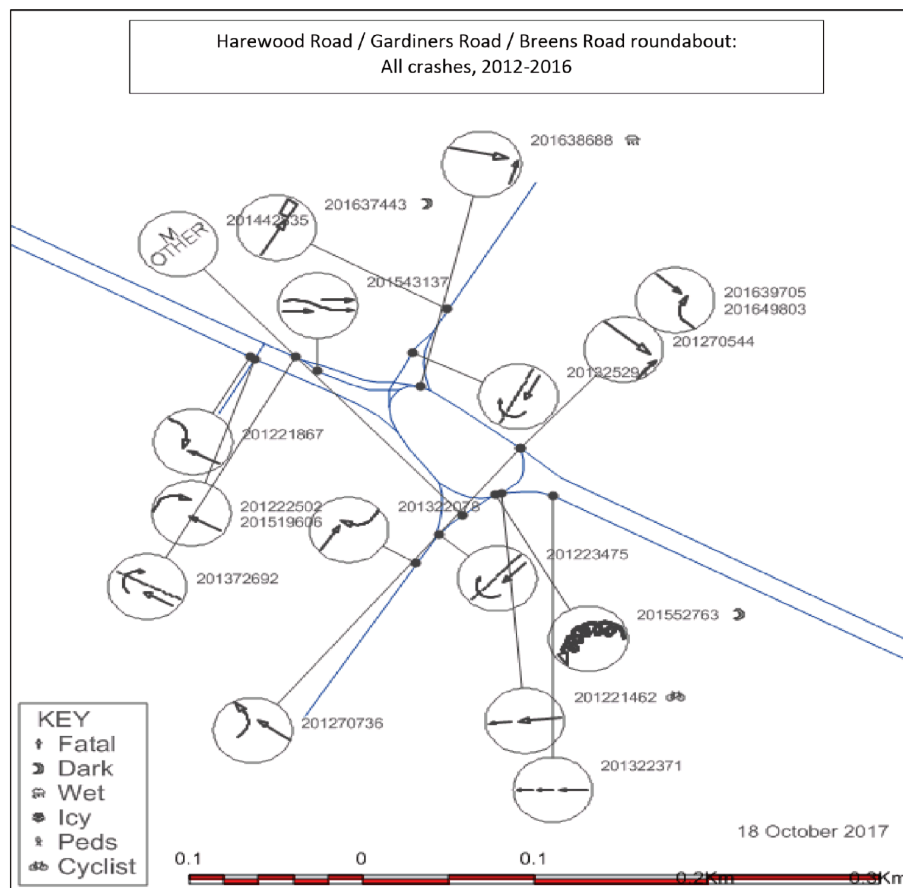
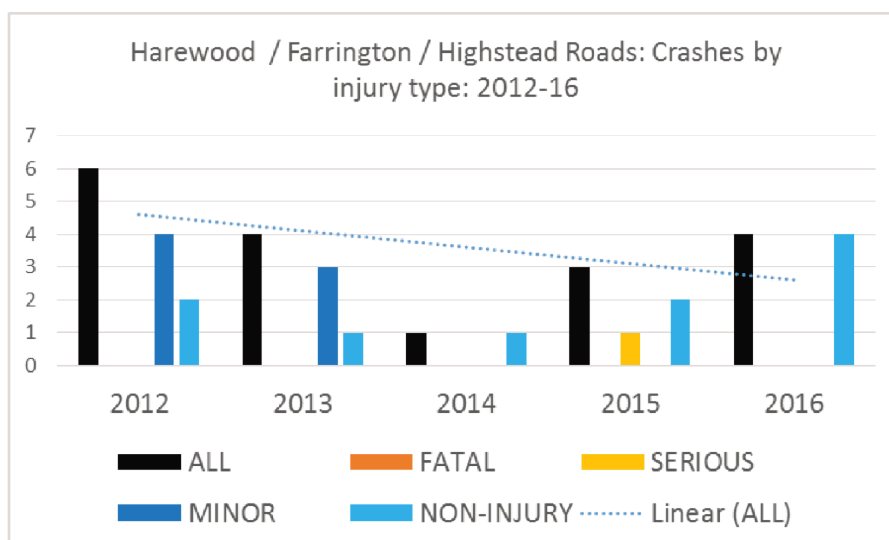


Figure 3-15: Crash Severity, from Crash Analysis System, 2012 - 2016



There are two crash groups resulting:

1. Crashes involving drivers entering the roundabout from Harewood Road (towards Papanui) failing to give way to traffic on the roundabout
2. Crashes involving drivers turning from Bishopdale Mall failing to give way to traffic on Harewood Road.

There is one identified crash involving vulnerable users on the intersection itself, involving a cyclist (aged 62) being 'rear ended' by a car on the Farrington Road approach (towards Northwood), resulting in a minor injury.

Crash grouping 1: Crashes involving drivers entering the roundabout from Harewood Road (towards Papanui) hitting vehicles already on the intersection

Five crashes have occurred as drivers approaching the roundabout from Harewood Road have failed to stop and give way. All crashes have been recorded as being 'non injury.'

Four occurred during 'peak periods' and one occurred with conditions recorded as 'wet'. One involved a learner driver 'under instruction'.

It's possible that an underlying cause for crashes at this location is the design geometry and approach speed of the Harewood Road approach. A well designed roundabout will include 'deflection' on all approaches (to reduce the approach speed). The other roundabout approaches includes deflection, whereas the Harewood Road approach does not.

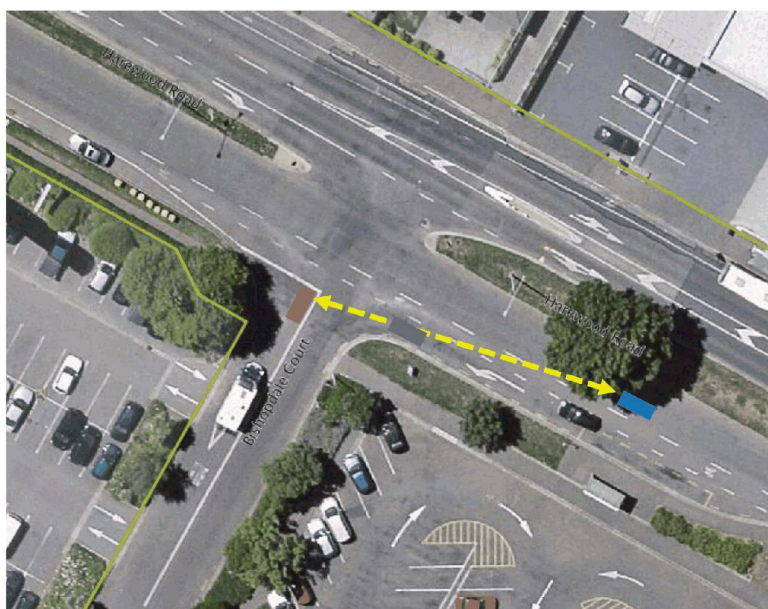
Crash grouping 2: Crashes involving drivers turning from Bishopdale Mall failing to give way to traffic on Harewood Road.

There have been five crashes, resulted in one serious injury and two minor injuries.

The access, known as 'Bishopdale Court' is located 100m west of the roundabout.

Four of the five crashes have involved drivers turning right out of Mall access and hitting vehicles travelling west bound along Harewood Road (towards Harewood). All three injuries were attributable to these movements (likely to be because it is the 'driver's side' of the vehicle being hit, head on). For all crashes, conditions were 'dry' and 'bright' and happened at varying times of the day. One of the reported crashes cited 'didn't look / see when visibility obstructed by other vehicles'.

Figure 3-16: Harewood Road / Mall Access layout and possible sight distance constraint.



The Police reference to 'visibility obstructed by other vehicles' is likely to be attributed to the scenario depicted in figure A13, where the red car, waiting to turn right out, is unable to see the blue car due to the presence of the purple car.

The other crash involved a driver turning right out of the Mall access, but hitting a vehicle travelling eastbound on Harewood Road (towards Papanui), resulting in no recorded injuries. Conditions were dry and bright.

There are no other identifiable crash patterns.

Conclusion and recommendations

Vehicles approaching the roundabout from Harewood Road (towards Papanui) are possibly not slowing down, having no real 'deflection geometry'. Vehicles approaching the roundabout on Highstead Road are misjudging the approach speeds of the Harewood Road opposing flows, resulting in collision. It is also possible that, given the configuration of the two lane approach on Harewood Road, that vehicles in one lane are obstructing the views of vehicles in the other lane to vehicles on the roundabout.

Closure of the median on Harewood Road at Bishopdale Court should be considered, (banning right turn movements), given the numbers of crashes reported and the injurious outcomes resulting.

Another design issue (which is not cited as having resulted in crashes in the above analysis) is the westbound cycle lane on Harewood Road, approaching Farrington Avenue. The cycle lane traverses the outer radius, creating a conflict point between cyclists and vehicles turning into Farrington Avenue. In practice, this is not a good design because it creates a conflict point by not properly aligning the cycle lane, whilst failing to provide discernible priority between parties entering this conflict point.

Crash analysis at crossroads of Harewood Road, Breens and Gardiners Roads

As of April 2018, Council have received some 300 submissions on the intersection, with calls from the community to improve safety by means of installing traffic signals.

Similar requests have been received in the past, and Council staff have extensively investigated the intersection safety environment. The investigation reveals the reasons for the Community's reaction: in 2013 – 14 there was a significant increase in crashes, producing a rate of 6 crashes per year, a yearly that is rate three times higher than normal.

This spike in crashes is likely to have been caused by the closure of Johns Road (State Highway 1) for significant works, and the temporary disruption and diversion which resulted. After the reopening of Johns Road, the crash rate fell away with zero crashes reported in 2016 and 2016.

Therefore, the corridor study will report that the Community concerns are understood, but that also a signals scheme would not represent value for money. Through the corridor study, it is possible to identify a lower cost scheme which can mitigate the common crash causes.

Summary of Road Safety Memo presented to the Fendalton- Waimairi- Harewood Community board (13th February 2017)

During a presentation to the Fendalton – Waimairi – Harewood Community Board, the Senior Traffic Engineer (Road safety), advised that:

- The treatment of intersections (i.e. signals) is undertaken on a programme basis, in order that the most deserving cases are funded first. This manages the use of limited public funding to the maximum possible effect.
- Reviewing historic data, the crash rate at the intersection does not place the intersection as a priority. This has been analysed against the
 - Risk based assessment
 - Crash based assessment

- The risk based metric ranks both number of crashes and outcomes, and ranks the intersection at 81 (meaning that there are 80 more hazardous locations). There have been no serious injuries or deaths at this location.
- The memorandum concludes that on this basis it would not be advisable to proceed with signals, as the scheme would deprive a more hazardous location of safety remediation works.
- Furthermore, the report concludes that Council would not receive an NZTA subsidy for the works (priced at around \$2m), as the NZTA prefer to supplement works which are delivered in accordance with Business Case requirements; including those specific spending prioritisation methods.

Following this study, the intersection has been re-examined using alternative methodologies, and with a view to forward planning (and predictive crash analysis).

Network Safety context

Those intersection within the Fendalton – Waimairi – Harewood Community Board area, which are ranked as having a ranked as having a 'medium' or greater are shown in section 3 (

Figure 3-5).

The intersection of Greers Road / Harewood Road has a more substantial crash issue, and ranks as 21st in the latest KiwiRAP priority list. This assessment considers the number and severity of crashes, converting into a 'crash rate' (or, number of crashes per number of vehicles using the intersection). This method allows all intersections to be considered on a 'level playing field.'

Analysis shows at the intersection of Harewood Road / Breens Road / Gardiners Road that crashes occurring have tended to involve similar circumstances. Therefore, it is possible to mitigate these crashes. However, the 'crash history' below will provide more context about the why these crashes have occurred, but also that there has been just one reported crash in the past three years (a rate which, by itself could justify a 'do nothing' approach).

It is always recommended to allocate resources to achieve best value for money, and explore multiple design options. There are options available, other than signalling, which can achieve value for money whilst addressing the crash trend. Analysis of the number, severity and other underlying causes of crashes should be undertaken in order to provide a business case.

There is also the Major Cycle Route project (scheduled for 2024 – 25 at this stage of Draft LTP) that can also provide design improvements which could result in safety improvements.

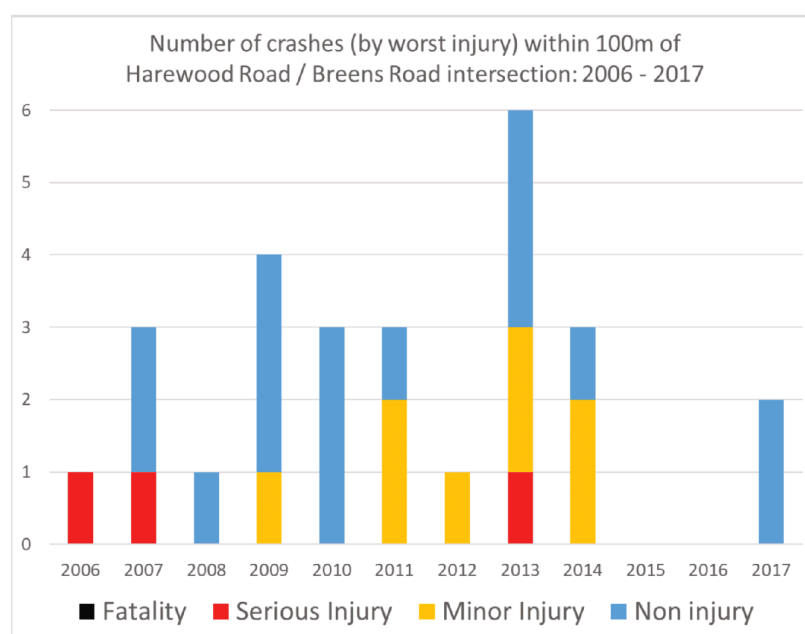
Crash history

Crash history includes the number of crashes reported in the past 10 years (Figure 3-17) and a graphic which shows the types of crashes occurring, including some of the circumstances (Figure 3-18).

It is normal practice in Transportation Engineering to analyse a five-year crash period; however, a longer period has been examined and shown in Figure 3-17. It should be noted that the crash report

encompasses the intersection, plus 100m either side. Not all injuries shown actually have bearing on the intersection itself: for example, the serious injury crash in 2013 occurred 100m east, involving a moped hitting a parked car (due to improper lane positioning), and hence has no bearing on the intersection operational safety. It is included in analysis in the context of corridor safety.

Figure 3-17: All reported crashes and injuries at Harewood Road / Breens Road / Gardiners Road



There have been no crashes resulting in fatality at the intersection within the twelve year period, and 5 resulting in serious injury.

It is understandable that the community has identified a crash concern, in response to events in 2013 – 14.

This is likely attributable to the temporary effects of closing Johns Road during the first stage Roads of National Significant upgrade (between Harewood Road and Sawyers Arms Road). There were no recorded crashes during 2015 – 16.

The intersection risk is currently ranked as the 62nd most hazardous intersection managed by Christchurch City Council, and the 81st most hazardous across the whole of the network, for crash period 2011- 2015. Given the fall in crash numbers, subsequent KiwiRAP periods are most likely to rank the intersection far lower.

Crash types:

The main difference in crash types between ten year and five year analysis are that, prior to 2012 there were three 'loss of control' crashes; (crashes often associated with speed and poor driver handling), whereas after 2012 there has been one. This is likely to be part of a national trend, where the number of life threatening crash instances are declining partly due to increased speed enforcement and behaviour change campaigns.

The five year crash types are illustrated in Figure B:

Figure 3-18: 'Collision diagram', produced through the NZTA 'Crash Analysis System': Harewood Road / Breens and Gardiners Roads crossroads, **SIX YEAR period, 2011 – 2016**

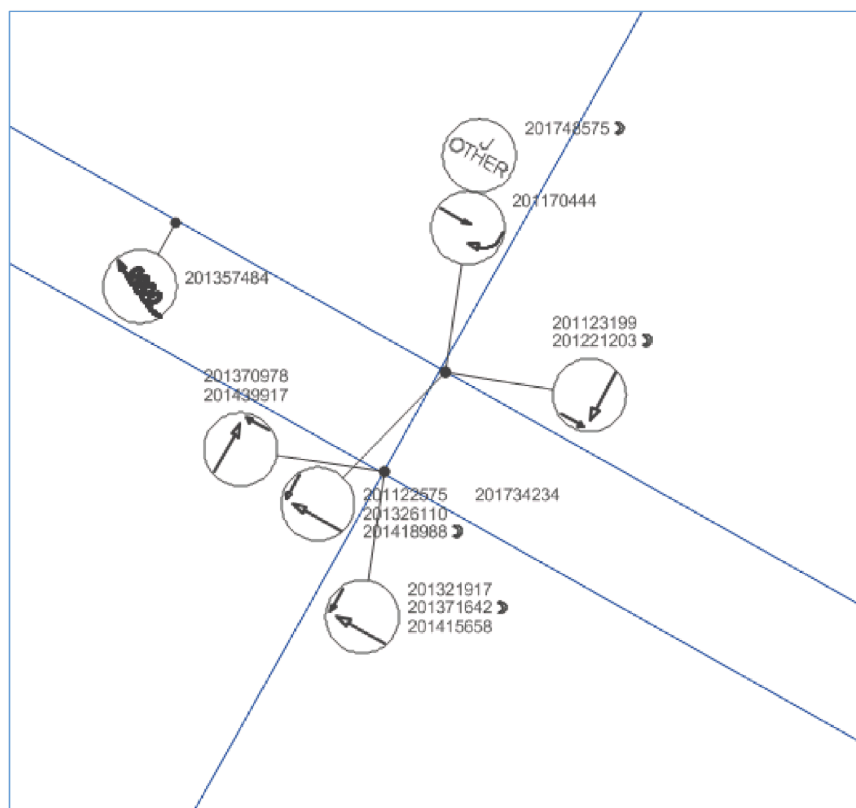


Figure 3-18 shows that the dominant crash type is between vehicles intersecting at right angles; particularly between traffic from Gardiners Road (from the north east) and from Harewood Road (from the south east).

Underlying crash causes

Based on all evidence available, the underlying crash cause is 'failure to give way' and leading crash attributes include:

- Partial obstruction of sight distance
- Delay (leading to risk taking)
- Speeding of oncoming traffic on Harewood Road – meaning that gaps are mis-judged.

Conclusion and recommendations

The following options would be feasible:

Option 1: Do nothing

The intersection crash record has been reviewed against forecast demand data (the Council's 'CAST' traffic model), and found that the crash rate will continue to decrease. This is because:

- A decline in vehicle demands will reduce exposure to crash risk (although there is possibility that changes in environment can also generate new crash risks, in this case faster speeds resulting from less traffic)
- The NZTA Economic Evaluation Manual reports a broader decrease in crash rates (reported across New Zealand).

To do nothing could well represent the best value for money approach, particularly if resource allocation is based on prioritising the most unsafe locations (and the intersection is not assessed to be a higher priority on any metric).

Option 2: Reduce the points of conflict and reduce delays

An alternative scheme would be to formalise the 'two stage' crossing concept, and reduce the size of the gap in traffic required. This can occur by reducing the number of approach lanes on Harewood Road from two lanes to one lane, in either direction. The result of this would be to significantly improve level of service and safety, by

- Formalising the two-stage movements, 'storing' the waiting vehicle clear of the live movement lanes
- Reduce the required clearance distance for crossing traffic, and number of conflict points
- Significantly reduce the overall delays associated with crossing traffic from Gardiners Road and Breens Road
- More scope for improved value for money than a signals scheme.

This scheme would address the crash factors, by:

- Reducing delays by:
 - Formalising a 'two stage' crossing through inclusion of a wide median.

- Reducing the crossing distance of each stage, through narrowing of two lanes to one lane
- Improving visibility for vehicles crossing the intersection by reducing approach lanes from one to two. Two lanes have been found to mutually obstruct sight distance; thereby this problem is resolved by reducing to a single lane.

This scheme works particularly well noting that traffic flow on Harewood Road is forecast to decrease.

Option 3: signals

This option is not recommended because:

- A business case would find a negative BCR outcome: based on the number of crashes which have occurred, the crash savings would be far short of those expected for a scheme of this nature.
- Signals schemes are thought to reduce certain crash types by around 30%⁷ and consequently potential 'crash benefits' are estimated to capture this expected 'success rate'.
- Vehicle demands on Gardiners Road and Breens Road are not high, when considering the use of signals.
 - A signals scheme could attract rat running from the State Highway via Gardiners Road, which would impact upon quality of residential amenity and increase crash rates on other parts of the network (for example, Wairakei Road / Breens Road intersection).
- Signals would 'transform' the operation of the intersection, and the disbenefits of this transformation would need to be applied to a Benefit / Cost Ratio (and effectively discounted from benefits). Such disbenefits include:
 - Generation of new crash risks not currently existing (for example, red light running)
 - Efficiency impacts: increase in journey time of Harewood Road movements.

To conclude, effectively a business case weighs up the benefits (based on anticipated 'success rate'), and then discounts the level of disbenefits. Those scheme which are funded are those which have significant enough costs to society that the scheme benefits are still significant (e.g. yield a benefit / cost ratio of greater than 1.0) after the anticipated disbenefits have been discounted.

In this case, even before discounting there would simply not be the required benefits to result in a BCR of greater than one. For this reason, it is recommended to prioritise capital to high risk locations, or seek a less expensive option.

⁷ NZTA High Risk Intersections Guide

Recommendation

It is acknowledged that there is a crash trend at the Harewood Road / Breens Road / Gardiners Road intersection, and for this reason it is considered within the top 100 crash sites in the city. However, the outcome of crashes is minor, and the overall trend is towards decrease.

A recommendation based on best practice alone might be to do nothing, or at most implement a minor scheme.

Advantages of Option 2 are that:

- It fits within the wider picture, including narrowing Harewood Road to lower speeds and reduce vehicle conflict points (remembering that there is an existing oversupply of capacity in the order of 70 – 90%)
- It won't result in delays to Harewood Road traffic
- It would be better scaled to the vehicle demands being designed for
- It potentially frees up revenue to address the Greers Road / Harewood Road intersection.

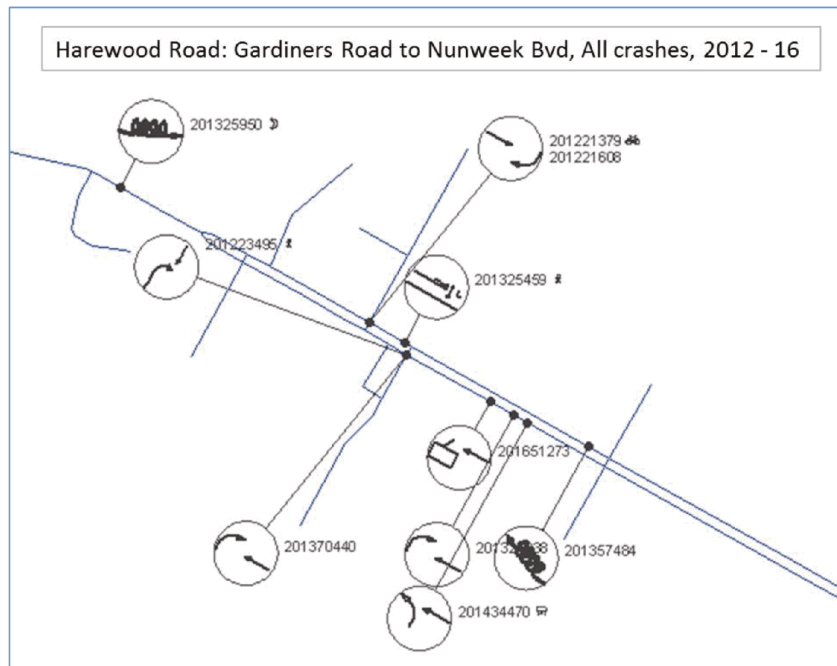
Crash Analysis at crossroads of Harewood Road between Gardiners Road and Nunweek Boulevard (including Harewood Road / Crofton Road intersection)

This section includes the Harewood Road / Crofton Road intersection, shown in Figure A7 as being a 'hot spot' for vulnerable user (pedestrian and cyclist) crashes.

The specific crash types of interest (which can be grouped) are:

- Crashes involving vulnerable users
- Crashes involving drivers failing to give way whilst emerging from commercial premises: the crash sites being 20m apart.
- Two Loss of control crashes.

Figure 3-19: 'Collision diagram', produced through the NZTA 'Crash Analysis System': Harewood Road corridor between Gardiners Road and Nunweek Boulevard, FIVE YEAR period, 2012 - 2016



Vulnerable user crashes

The intersections of Harewood Road / Crofton Road and Harewood Road / Trafford Street are located within 50m of one another. Within the immediate vicinity of these intersections there have been three crashes involving pedestrians and cyclists in the past 5 years.

It should be noted that this location is characterised by a rank of shops on the north-west corner of Trafford Street, meaning that pedestrian activity in this vicinity will be expected to be slightly higher. There is also a bus stop outside of the shops. Both the shops and bus stop generate pedestrian demands for crossing Harewood Road at this location. The design environment does not include a conveniently located formalised pedestrian crossing, as 'back to back' right turn bays are provided. The crossing is located 35m west of the Crofton Road intersection (and 100m west of the shops and bus stop).

One of the pedestrian crashes occurred as a vehicle turning right from Trafford Street to Harewood Road (towards Papanui) hit a 72 year old pedestrian crossing from the right (not on the formal crossing location). Although the pedestrian did not give way to the vehicle, the crash factor given in CAS was 'inattentive (ness)' on the part of the driver.

The other pedestrian related crash involved a driver contacting an 84 year old pedestrian, whilst emerging from a driveway, resulting in a serious injury. The driver failed to give way.

The common crash factor is the age of the pedestrian involved. Some more elderly pedestrians would require longer to cross the road, which elevates the exposure to risk. However, it is known whether this was a crash factor in this instance. There are no retirement or aged car facilities in the immediate vicinity (with such facilities identified as being located over 1km to the south east).

One crash involving a cyclist occurred as the 16 year old cyclist turned right out of Crofton Street, (towards Harewood), failing to give way to an eastbound car on Harewood Road (towards Papanui), resulting in one minor injury.

Crashes relating to commercial accesses

There have been two crashes, with one resulting in three minor injuries, as a result of driver failing to give way whilst turning from a commercial premises.

The more serious crash was a result of a driver turning right (towards Papanui) from the Bakery (located 130m west of Breens Road), failing to give way an oncoming vehicle (towards Harewood).

The other involved a driver turning left from a commercial access (either the bakery or the neighbouring child care centre), (towards Harewood) failing to give way to an oncoming vehicle (also towards Harewood), but resulting in no reported injuries.

(Note that in this instance, the crash site could be one of the two neighbouring commercial sites; whereas the first was the bakery on grounds that no right movement is available from the child care centre, due to the presence of the centre traffic island on Harewood Road).

For both crashes, it is possible that a localised higher demand for on street parking restricted the sight distance available to the merging drivers. The configuration of on street parking in this location might be reviewed on safety grounds.

Crashes relating to loss of control

Two crashes are recorded:

- One during hours of darkness, resulting in one minor injury, occurring 150m to the west of Nunweek Boulevard. Driver distraction was given as a crash attribute.
- One occurred during day light hours, resulting in no injuries. 'Sudden illness' is the given crash attribute.

Although this type of crash can often be attributed to excessive speeds, speed is not mentioned as a crash factor for either of the two crashes.

Review of count data (2016) shows that excessive speed is an issue within the corridor.

Figure 3-20: Speed data on Harewood Road, between Nunweek Boulevard and Crofton Road

November 2016, 75m west of Crofton Rd	Westbound			Eastbound		
	Weekday	Weekend	All Days	Weekday	Weekend	All Days
Mean	58.1	59.2	58.3	57.9	59.1	58.2
Median	57.6	58.7	58.0	57.2	58.7	57.6
85 th ile	63.7	65.2	64.1	63.7	65.2	64.1
95 th ile	68.0	69.8	68.4	68.0	69.8	68.4
Mean >PSL	58.9	60.0	59.2	58.7	59.8	59.0
Number >PSL	36110	9619	45729	35989	10119	46108
Percent >PSL	94.6	95.3	94.7	93.3	94.7	93.6

Figure 3-20 shows average speeds, and the instances where 'posted speed limit' (PSL), which is 50 km/h, are being exceeded.

It shows that the '85th percentile speed', (i.e. the speed which is not exceeded by more than 15% of road users, and which constitutes the 'design speed' in Road engineering best practice) is well excess of the posted speed limit, in either direction.

This is important to note, as the count site is located well within the 50km/h zone; approximately 650m east of where the speed limit changes to/from 70km/h.

Eastbound vehicles are failing to slow, in response to the change of speed limit, and west vehicles are accelerating in anticipation of the change. The 'percent >PSL' is telling us the percentage of drivers who are exceeding the speed limit: it is around 94%.

The speed environment coincides with a location where there is a high crash rate involving 'vulnerable users,' and, given the higher speeds, it is fortunate that the crash involving the cyclist failing to give way (which is the only vulnerable user crash to involve a vehicle travelling along Harewood Road) did not result in a worse injury outcome. Even though the cyclist was at fault, it is a fundamental design imperative to ensure that the road environment is 'forgiving' as people make mistakes, but should not pay with their lives.

Crash analysis of Harewood Road / Wooldridge Road intersection

The intersection of Harewood Road / Wooldridge Road has also registered on the 'Vulnerable Users' crash heat map. There are three crash groupings:

- Vulnerable users
- Loss of control
- Failure to give way (especially between minor road right turn (towards Bishopdale) and near side approaching traffic on Harewood Road (towards Harewood)).

Figure 3-21: 'Collision diagram', produced through the NZTA 'Crash Analysis System': Harewood Road / Wooldridge Road intersection, FIVE YEAR period, 2012 – 2016

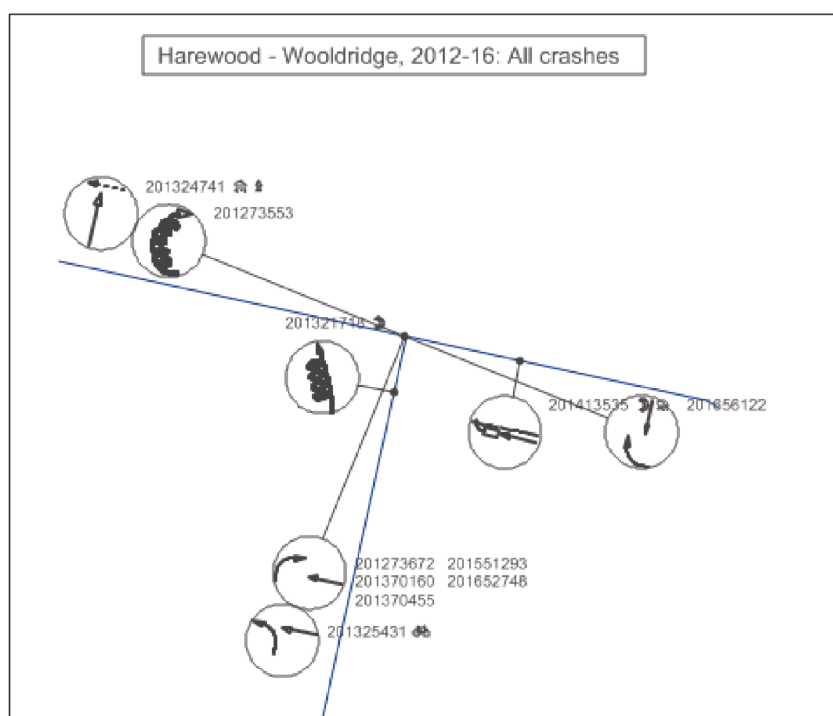
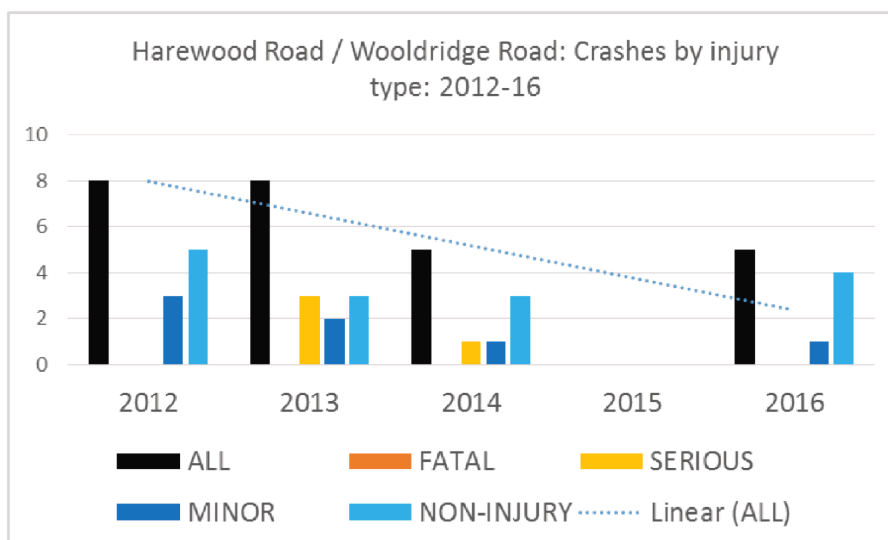


Figure 3-22: Crash severity from Crash Analysis System, 2012 – 2016



Crash grouping 1: Vulnerable users

There have been two crashes involving vulnerable users:

- One involved a 10 year old skateboarder travelling eastbound on Harewood Road, crossing Wooldridge Road (towards Harewood), being hit by a bus travelling north on Wooldridge Road and approaching the intersection, resulting in one reported minor injury. The attributes given are that the skateboarder 'misjudged speed or distance'. The weather conditions were wet.
- One involved a cyclist (aged 58) travelling westbound on Harewood Road (towards Harewood) being hit by a van turning left from Wooldridge Road (also towards Harewood), resulting in one serious injury. The van failed to give way to the cyclist.

In both instances, users travelling from east to west were hit.

Crash grouping 2: Loss of control

There have been two loss of control crashes:

- One occurred on the Wooldridge Road intersection approach, 50m south of the intersection, and resulted in 3 minor injuries (with only a single vehicle involved). Darkness and alcohol are given crash factors
- One occurred as a motorcycle lost control turning right from Wooldridge Road onto Harewood Road (towards Bishopdale), losing control on the turn. The motorcyclist was 'evading enforcement'.

Therefore, of the two loss of control crashes, one involved alcohol and the other involved evading the police; therefore neither crash points to any specific environmental hazard.

Crash grouping 3: Failure to give way

Of the six crashes, five involve conflict between the right turn out of Wooldridge Road failing to give way to Eastbound (near side) traffic on Harewood Road. The sixth crash is reported under Crash grouping 1, b.

Of the five crashes:

- All occurred during bright, dry conditions
- None resulted in reported injury
- All occurred within 'peak periods' of demand
- Three include citation of 'visibility obstructed by other vehicles'
- Two occurred in 2016, two in 2013 and one in 2015 (either side of design changes at the intersection capacity – to increase the queue storage space of the Wooldridge Road approach).

Figure 3-23: Intersection layout of Harewood Wooldridge, and crash cause hypotheses



The purpose of the left turn lane is to 'offset' the movement from non-turning flow. By doing this, vehicles continuing westbound along Harewood Road will not be delayed by the intersection, as vehicles slowing to turn left are 'offset'.

Onsite observations confirm that the Wooldridge Road right turn movement is obstructed by the oncoming left lane; and that the oncoming left lane is well used (observed at 1430 hours on a Wednesday) and further that the turning lane is 'negotiated' very quickly (with 'late braking'), potentially posing a hazard to pedestrians crossing Wooldridge Road.

However, the intersection is located entirely within a 50km/h zone; yet the 'design speed' of the layout shown in Figure G would be for higher speeds. In the context of a 50km/h zone, the intersection design is 'over engineered'. Furthermore, an offset lane should not obstruct visibility of other movements at the intersection.

Figure D shows that there is a speed problem. Although measured 550m east of Wooldridge Road, it is most likely that the speed problem is prevalent at the Wooldridge Road intersection as well, given the closer proximity to the 70km/h speed zone, and that the design geometry is accommodating of higher speeds. The implications of this are that, vehicles waiting to turn out of Wooldridge Road (such as the red car in Figure G) require a larger 'sight distance'. Drivers require 'safe intersection sight distance' (SISD) in order to properly assess whether a gap in flow is suitable. SISD includes built in 'thinking time'. Taking this into account, approximately 85m of sight distance would be required, for a 50km/h design speed, compared to 110m for 65km/h (the 85th percentile speed identified in Figure D). The difference of 25m is significant, in design terms. Measuring the intersection geometry shows that approximately 30m would be available.

Conclusion and recommendations

The existing intersection layout supports a design speed that is higher than the posted speed limit. At the same time, recorded vehicle speeds in the corridor are well in excess of the speed limit, with 94% of traffic exceeding the speed limit.

The intersection would operate more safely with appropriate design geometry for a 50km/h limit; including removing the left turn offset (or configuring it so as to not obstruct line of sight).

There is an opportunity to improve the intersection, through either:

- Improvement of the intersection (possible signals), following development of the 'Harewood Business Park' land
- The intersection is on the path of the 'Wheels to Wings' Major Cycle Route – which could potentially result in the remediation of all above crash types.

4. Pedestrian and cyclist safety

Corridor summary

As part of the corridor study, I have driven, walked and cycled various sections.

Particular attention is paid to pedestrians and cyclists (termed 'vulnerable users' in the NZTA Crash Analysis System and subsequent mapping). Whilst there is an overall downwards trend in both crash numbers and resulting injuries (across the whole of the network), crashes involving pedestrians and cyclists are likely to continue to result in injury. This is simply because the human body is not designed to withstand the impacts of a crash.

There are points in the network identified above where crashes involving pedestrians and cyclists have been happening, including notably at the Harewood Road / Greers Road intersection. However, there are other locations as well where there are risks of high impact outcomes, including at the Harewood Road / Farrington Road intersection and at the Harewood Road / Wooldridge Road intersection.

The author has cycled within the corridor, and offers the following observations:

There are very few sections of very short cycle lanes, placed at intersections (where drivers are required to turn left 'over' the cycle path of travel). They are not always configured so as to be 'helpful' – see the below section on Harewood Road / Farrington Road – and tend to end quickly and without warning. They usually become parking lanes. Where the parking lane is occupied, the cyclist is forced to merge with traffic, quite suddenly.

Whilst cycling within the general traffic lane, vehicles will pass within the same lane – even if the second available traffic lane is vacant. They pass close, and at higher speeds

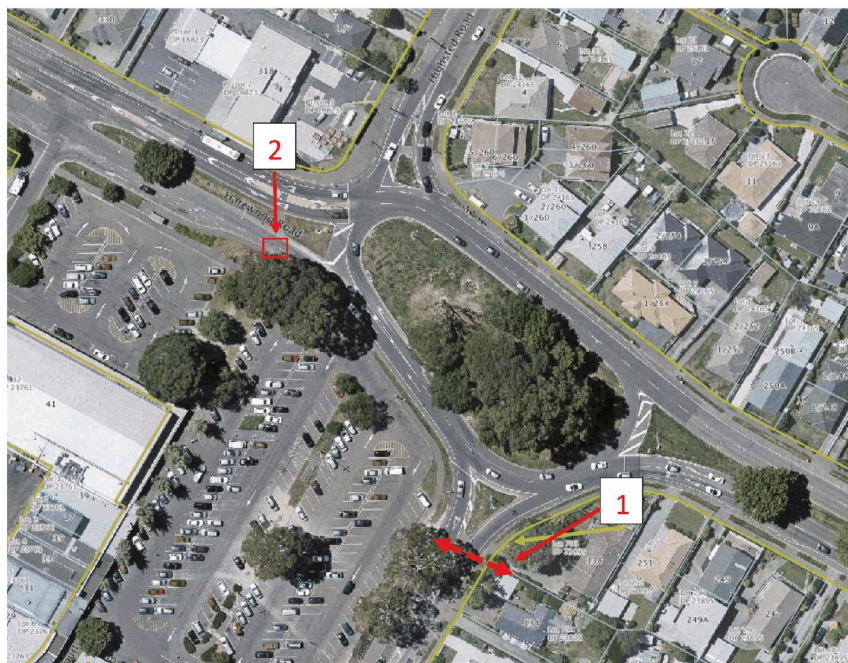
Harewood Road / Farrington Avenue / Highstead Road

Figure 4-1 shows a plan of the intersection, with two specific conflict points between 'vulnerable users' and general traffic.

Location 1 annotates the Harewood Road / Farrington Avenue divergence. This is not safe for cyclists, as the cycle lane runs around the 'outside' of the roundabout. A driver turning into Farrington Avenue may not expect to see a cyclists crossing their path. Although the situation is 'give way', sight distance, and judging appropriate gaps may be difficult.

The crash statistics include some examples of 'older' cyclists (i.e. 80+) which may be reflective of the number of retirement facilities in the immediate area, including a large facility at 227 – 241 Harewood Road. Having measured up the geometry on the roundabout, a cyclist travelling on average at 15km/h would require a 7 second gap; or a slower cyclists averaging 10km/h (from a stopped position) would require an 11 second gap. (This is calculated by estimating the design speed of the roundabout). These translate into sight distances of 58 and 89m respectively, which would be difficult to achieve and/or judge. Given the unique geometry of this intersection, cyclists would need to be especially cautious in negotiating it.

Figure 4-1: Location of pedestrian and cycle access and safety concerns



The second point in Figure 4-1 relates to the 'refuge area' where pedestrians can wait between lanes (waiting for a gap). The whole of the island is 'fully mountable' (i.e. it can be driven over, especially by larger vehicles which require more geometry). This does not afford pedestrians any real protection.

Harewood Road / Wooldridge Road

Figure 4-2 shows the configuration of the crossing of Wooldridge Road and the left turn slip lane. Drivers negotiating this turning movement are observed to use all 'available' geometry, which is a lane width of 3.8m wide, and 'late braking'. This is an unusual design configuration for within a 50km/h zone. There could be a longer term risk to pedestrians at this location, with any crashes likely to result in injury (given the speeds involved). It is also possible that unwary pedestrians will not recognise the dangers (especially given that pedestrians are required to turn the head extensively (to ~150°) in order to adequately assess the availability of a gap; and this might be considered to be an excessive requirement on pedestrian.

This has been raised in the context of the crossing forming a walk to school route to Harewood School.

Figure 4-2: Harewood Road / Wooldridge Road, looking towards pedestrian crossing



5. Network safety conclusions and recommendations

Historically, the posted speed limit of 70km/h extended further east, towards Nunweek Boulevard. The change to 50km/h (of 500m section of Harewood Road) is very recent, and is not yet observed in either driver behaviour, or some road geometry.

The corridor design speed is presently inconsistent: some aspects of the corridor invite the higher speeds reported in Figure D, including 2 lanes and 'generous' turning movement offset.

However, the sight distances available at some accesses and intersections do not match the design speeds – which is showing up in crash statistics.

Some of the design geometry does not accommodate the demands placed on it. For example, the crossroads at Harewood / Gardiners / Breens Roads was designed to include the option for drivers crossing Harewood Road to negotiate one carriageway at a time, and wait within the centre. This historic design occurred when the design vehicle was thought to be 4.5m long. Today, the design vehicle is around 4.95m, and the space in the centre is not really big enough to accommodate a vehicle, fully separated from other movements.

Some of the design geometry exceeds demand, due to a downwards trend in demand flows. Future modelling has shown that future traffic growth will occur on Sawyers Arms Road, with a reduction in demand in Harewood Road. Much of the two lane section will no longer be required (and may already be no longer required) to support motorised 'through movements', and the opportunity this presents, in terms of reallocating space, can be used to address many of the safety issues.

The "Wheels to Wings" Major Cycle Route is a mechanism for this. (See section 7, "

Wheels to Wings Major Cycle Route (**MCR**)”). As a result of the scheme, geometries on Harewood Road could be reconfigured, allowing for

- More appropriate and consistent design speeds
- Reduction in the number of vehicle conflict points
- Reduction in ‘negotiation distances’ (i.e. the space required for drivers emerging from side roads to be required to give way to)
- A reduction in the number of crashes involving ‘vulnerable users’
- A decrease in the number of crashes resulting in injury.

6. Network Accessibility audit

7. Proposed Schemes and forward planning

- Greers Road / Harewood Road: efficiency
- Major Cycle Route (MCR): 'Wheels to Wings'
- Sawyers Arms Road corridor improvements
- Sawyers Arms Road / Northcote Road intersection
- Sawyers Arms Road / Highstead Road: efficiency
- Harewood Road / Wooldridge Road: growth
- Harewood Road / Stanleys Road: growth

Figure 7-1: Extract from draft LTP 'medium', February 2018

Programme and reference				Project name	Financial Year											TOTAL
					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Traffic Safety and Efficiency	Level 2	Growth - desirable	243	Intersection Improvement: Greers / Northcote / Sawyers Arms												8,569,046
	Level 2		1350	Intersection Improvement: Highsted / Sawyers Arms												432,806
	Level 2		2447	Intersection Improvement: Greers / Harewood												0
	Level 2		17097	Intersection Improvement: Greers / Wairakei												0
	Level 3	Increased Levels of Service	17889	Intersection Improvement: Harewood / Stanleys												0
	Level 3		42017	Intersection Improvement: Harewood/Wooldridge												0
Active Travel	Level 1	Committed - Community	26611	MCR Wheels to Wings - Section 1 - Harewood Road to Greers Road												8,219,120
	Level 1		26612	MCR Wheels to Wings - Section 2 - Greers Road to Wooldridge Road												15,173,760
	Level 1		26613	MCR Wheels to Wings - Section 3 - Wooldridge Road to Johns Rd Underpass												8,219,120

Analysis of each scheme is given:

Greers Road / Harewood Road: efficiency

This is the most significant intersection within the corridor (excluding the State Highway).

Figure 7-2: Harewood Road / Greers Road intersection layout



As shown in Section 2, (see Figure 2-3) there is a projected decrease in vehicle movements in the Harewood Road corridor. The context for the intersection is shown in Figure 7-3 and

Figure 7-4 for the morning and evening peaks, respectively.

Figure 7-3: Modelled future turning movements at Greers Road / Harewood Road, AM peak

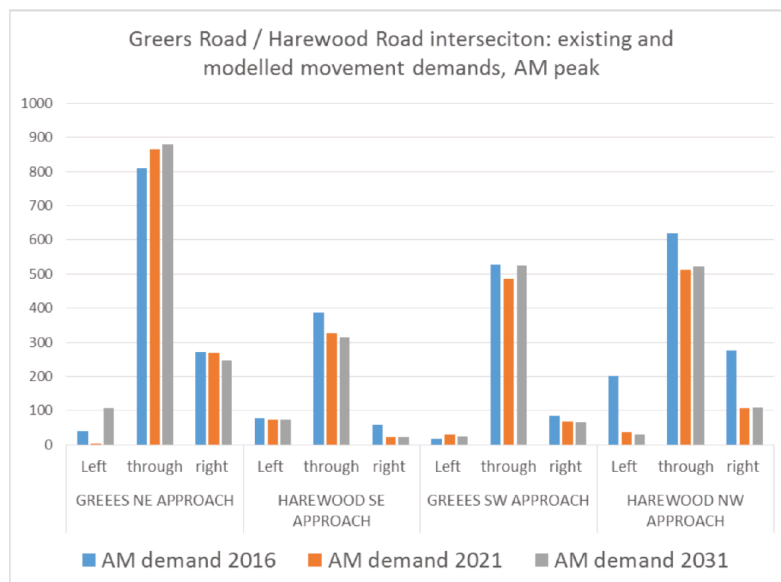


Figure 7-4: Modelled future turning movements at Greers Road / Harewood Road, PM peak



Figures A6 and A7 show increases in the Greers Road approach flows, especially the 'through' movements, and a decrease in the Harewood Road approach flows. There is less traffic forecast to turn to and from Harewood Road.

Overview of existing operations

A crash history is given in section 3.

The intersection operations have been observed and measured. Figure 7-5 shows the comparative modelled delays (seconds per vehicle) between the AM and PM peak hours:

Figure 7-5: Comparison of modelled delay between AM and PM peak hours

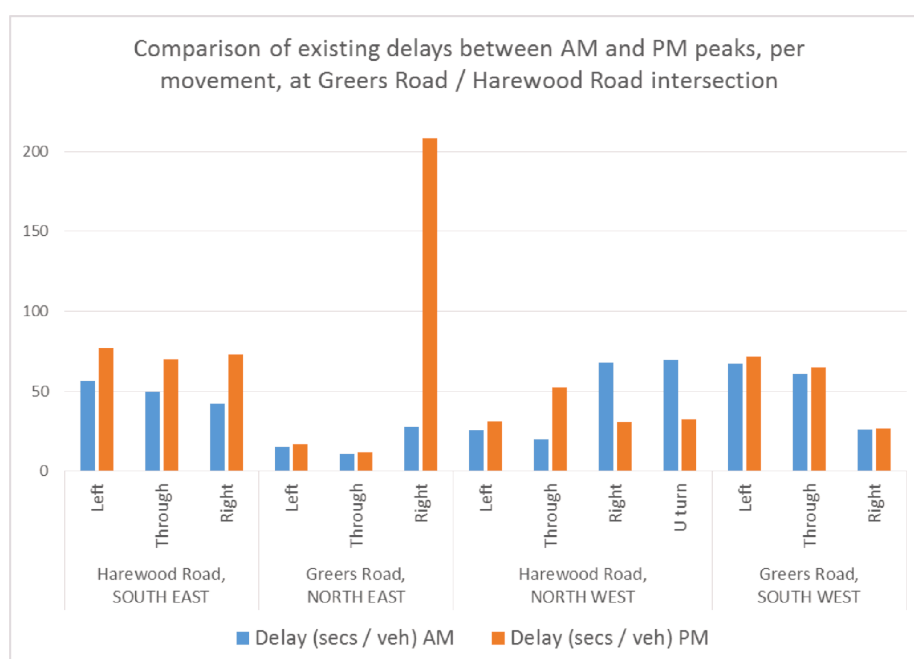


Figure 7-5 shows that there is more delay during the PM peak; (the average delay per vehicle is approximately 40% higher in the PM peak compared to the AM peak). The intersection also processes 17.5% more traffic during the PM peak hour as well. It is important to make the distinction between time periods. Peak demands on the corridor are 'directional', (that is, the southbound peak flow occurs during the AM peak, and the northbound during the PM peak) as it therefore likely that any one given solution will be generally more beneficial to one specific time period.

In order to most efficiently manage the directional peak movements, traffic signal phases adjust between the AM and PM, as shown in Figure 7-6.

Figure 7-6: comparison of phase times, between AM and PM peak hours

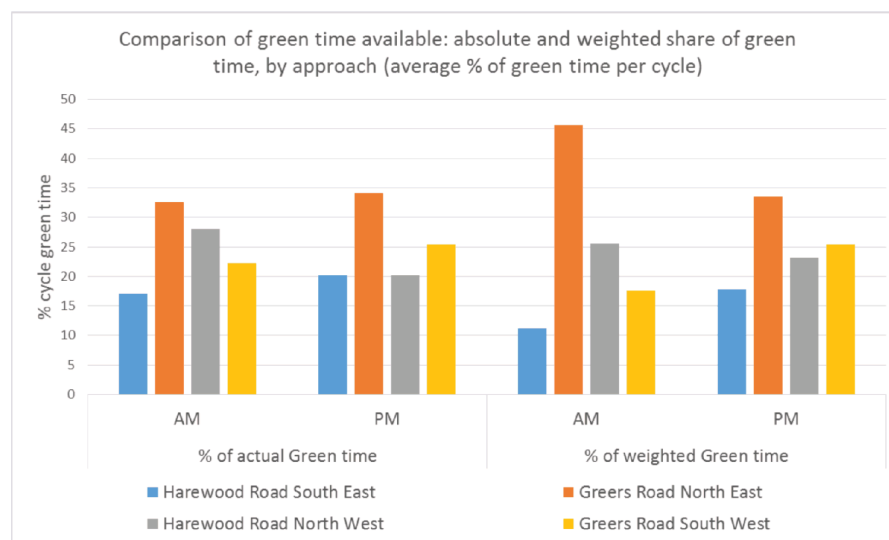


Figure 7-6 shows the difference in phase times (green times available to each intersection approach), both in absolute terms on the left (“% of actual Green time”) and factoring vehicle demands on the right (“% of weighted Green time”). The factored value effectively provides a ‘per vehicle’ share of green time.

This shows, that the share of green time increases for the North East (orange bar) approach between AM and PM (“% of actual green time”), in absolute terms. However, in reality, the weighted value shows a huge decrease: although green time has increased for the PM peak, the approach flow (vehicles per hour) has increased at a much greater rate and henceforth the ‘per vehicle’ green time availability has decreased. This is why Figure 7-5 shows a significant increase in delay affecting the North east approach for the PM peak, especially the right turn movement, where modelled delay increases from 28 seconds per vehicle (AM peak) to 208 seconds per vehicle (PM peak).

Note also that a right turn phase for this movement (a ‘green arrow’) runs during the AM peak, but did not run during the PM peak.

Figure 7-7 and Figure 7-8 show the delays per movement during the peak hours, along with the context of vehicle demands:

Figure 7-7 shows the modelled delay affecting each movement type (by approach), for the AM peak in terms of average delay per vehicle (seconds), with the traffic count for that movement labelled in red above. This shows the delay for each movement, and also how many vehicles are affected by it.

Figure 7-7: Modelled delay ('existing') for each intersection movement with vehicle demands shown in red: AM peak hour

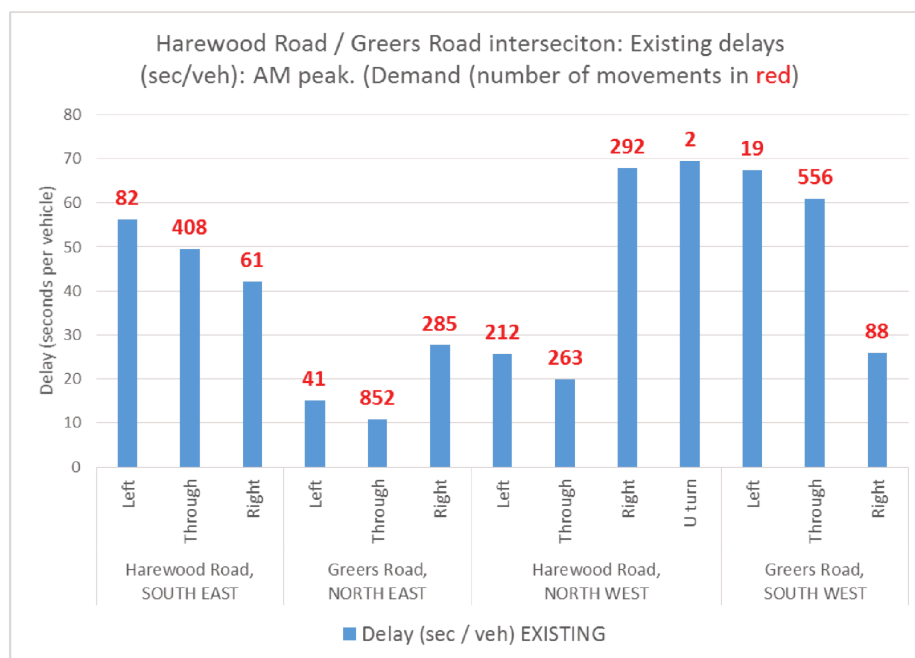


Figure 7-7 shows that during the AM peak, the largest movement is from Greers Road (from Northcote), ahead towards Burnside, of 852 vehicles per hour. The delay for this movement is 11 seconds per vehicle, which is a very good level of service.

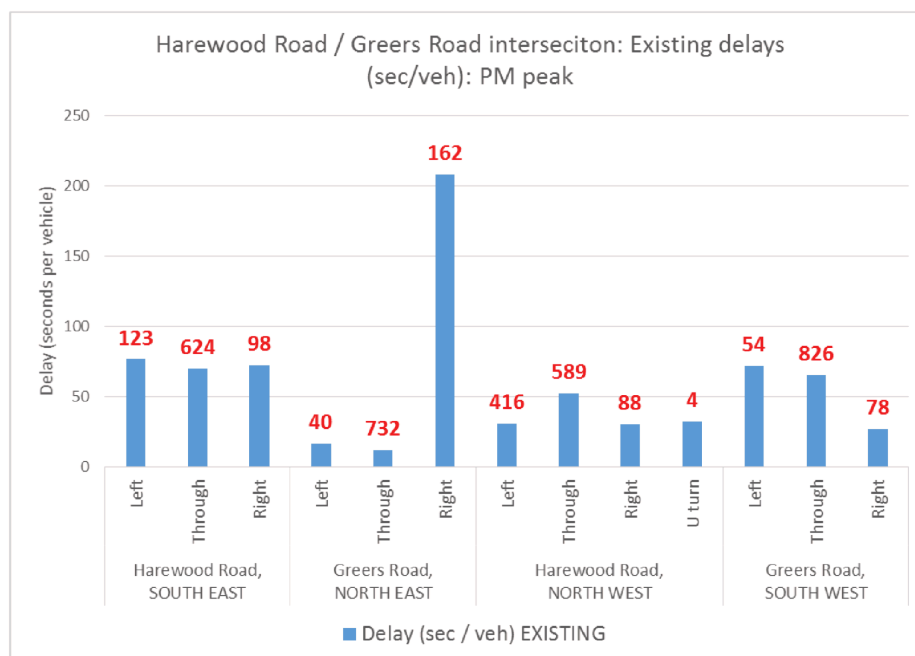
The second highest movement is Greers Road (from Burnside), ahead towards Northcote, of 556 vehicles per hour. The delay for this movement is 61 seconds, which is a poor level of service.

The intersection represents a delay point within the Greers Road corridor, for travellers moving from south to north during the AM peak.

Figure 7-8 shows the PM peak delays and demands (in the same format as described above for Figure 7-7). **Note that the scale on the vertical axis is different from the AM peak:** refer to Figure 7-6 for a comparison of the AM and PM peak hour delays.

The right turn movement discussed above is shown to have the most significant delay, as the right turn arrow is not running. However, demand for this movement is considerably less at 162 vehicles per hour, compared to 285 in the AM peak.

Figure 7-8: Modelled delay ('existing') for each intersection movement, with vehicle demands shown in red: PM peak hour



Overall, the intersection operates less efficiently during the PM peak than the AM peak.

Network Management context

The least efficient movement during both peaks is the Greers Road Southwest approach. This analysis takes into account both delay and demand.

As can be seen in Figure 7-2, the south-west approach has two lanes: a shared 'left – through' and a right turn lane. This approach has the fewest number of approach lanes, and therefore the lowest amount of lane capacity. The modelled queue lengths are the longest for any of the approaches. Figure 7-6 depicts the approach as the gold bar, and shows that during the AM peak, the percentage share of green time is among the lowest, considering the movements demands (shown in Figure 7-8) are among the highest.

In terms of network efficiency, the Greers Road south west approach is the least efficient movement, and the intersection represents a 'pinch point' in journey times.

Network delays affect the Orbiter bus service, which runs six services per hour during the peak periods. Although the buses turn right at the intersection (from the Greers Road south west approach, towards Papanui), and a separate right turn lane is available, the buses are unable to bypass most of the queue in order to reach the right turn lane.

The 'strategic' context of this delay can be viewed in the transport model⁸ by viewing the intersection approach in the context of the total modelled trips (origin and destination):

Figure 7-9: The network context of the South West Greers Road approach to Harewood Road

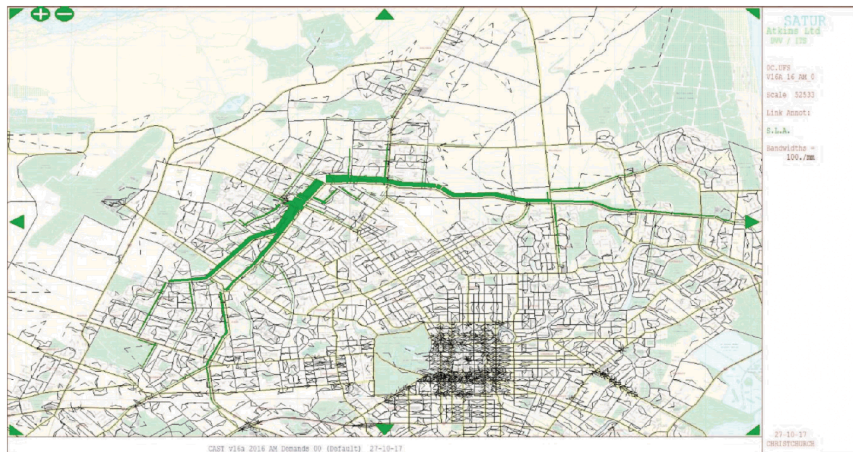


Figure 7-9 shows that northbound journeys on Greers Road generally originate in the Riccarton area and assign via Queen Elizabeth Drive: confirming the role of Greers Road – Northcote Road as the 'ring road'.

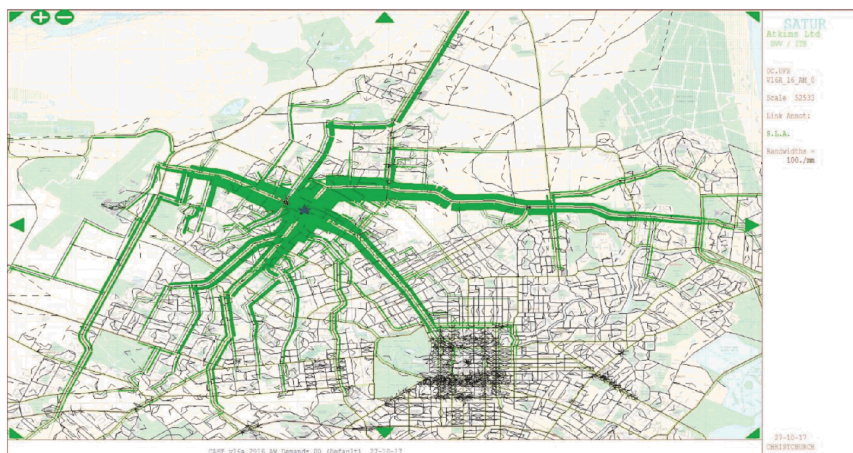
The intersection is a key point of delay on the Ring Road route, with the other being the Main North Road / Northcote Road intersection, north of the Riccarton / Ilam area. Therefore, improving the operation at the Harewood Road intersection has 'strategic' value.

A comparative analysis of journey paths, applied to the whole of the intersection is included as Figure 7-10. It shows that the Greens Road approaches support longer, higher trafficked paths; again showing the relative strategic context of the Ring road.

Although Harewood Road also supports some strategic function of connecting the Central City to Johns Road (State Highway 1), this role is forecast to diminish into the future, with the traffic on Greers Road forecast to increase.

⁸ 'CAST' v16a

Figure 7-10: The network context of the Greers Road / Harewood Road intersection



Scheme Options

Improving the operation of the intersection South-west approach (Greers Road) will best serve the strategic function of the intersection, and improve upon network efficiency.

This could be achieved by:

- Changing 'green time' allocations.
- Increasing lane capacity

The changing of green time allocation is a least cost option, but not likely to be effective during peak operations, as explained below.

Changing green time allocation

All of the above analysis shows that during the PM peak, the Greens Road south west approach is the highest trafficked approach and third highest during the AM peak (though actually forecast to be the second highest in the AM peak by 2031).

A possible method for improving the level of service for the south west approach, by means of managing signals operations would be to remove the dedicated right turn phase which allows traffic to turn right into Harewood Road from Greers Road. This would free up green time which could be reallocated to the Greers Road south west approach. An alternative level of service for right turn movements from the north-east to the west could be implemented at the proposed Sawyers Arms Road / Greers Road / Northcote Road intersection.

However, the benefits of this option would be limited. The right turn phase does not run during the PM peak; and therefore the scheme would not address the south-west movement level of service at during peak approach demand.

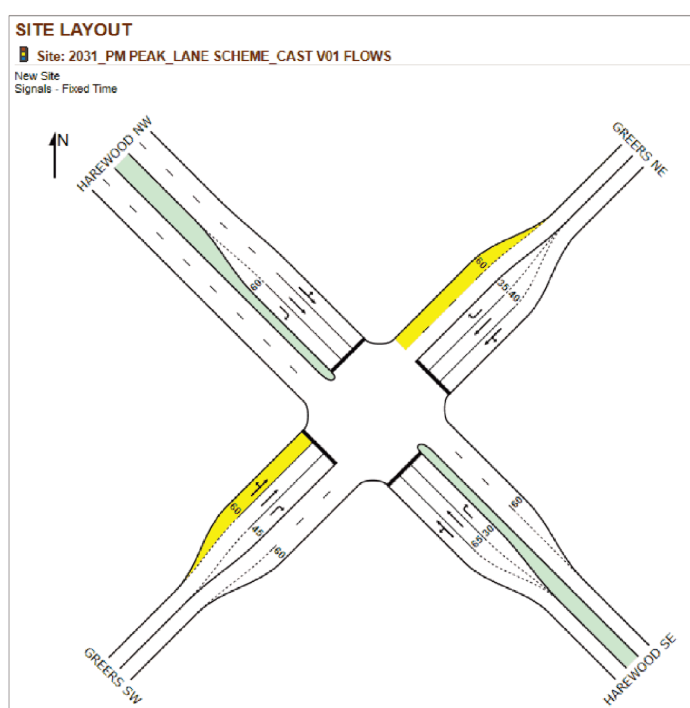
The management

Increasing lane capacity

An Engineering solution is to increase the number of lanes for the south-west movement. This would ideally require land purchase, owing to the constraint of the cross section. Figure 7-2 shows the current intersection layout, including the Greers Road south west approach. The cross section width is 20.11m, and includes footpaths, berms and four traffic lanes. To include an additional traffic lane will require seal widening to approximately 17m; meaning there would be no space for berms.

The modelled layout is shown below.

Figure 7-11: Modelled scheme: added lanes are shown in yellow; annotation includes lane lengths (metres)



Recommendation

The option of adjusting the signal phases is not likely to be effective, and the costs / disruption associated with adding an approach lane to Greers Road will be expensive.

Therefore, as the scheme would be more than a 'minor works' project, it is necessary to examine the necessity of intervention beyond the immediate and short term, (to determine the value for money which will be returned from the project).

The scheme has been modelled for the year 2031, in both the strategic transport model (to obtain demand flows) and in a more detailed modelling tool (which specialises in intersection simulation).

The outcomes are shown in Figure 7-12 and Figure 7-13.

The greater benefits are likely to occur during the PM peak, when demand flows on Greers Road (northbound) are higher. This explains why the bars are closer together in the AM peak (fewer benefits, as shown in Figure 7-12), compared to the PM peak (Figure 7-13).

The key findings are the difference between modelled delays for 2031 for 'without scheme' (shown as the gold bars on the graphs) and 2031 'with scheme' (shown as grey). There is little difference for some movements. This is because:

- The modelled vehicle demands for 2031 are lower for several movements at the intersection, compared to 2016. (See also Section 2).
- The intersection model has been set to 'optimise' signals operations – thus allowing the simulation to 'respond' to the changes in flow difference – Similarly to as it would in real life.
- Therefore, the reduction in Harewood Road movements means that the Greers Road movements receive more green time – which substantially improves the Greers Road operations, without inclusion of the scheme.

For the intersection as a whole, the performance (average delay per vehicle, all movements) changes from 46.5 seconds (2031, no lane scheme) to 25.3 seconds (2031, with lane scheme). The Greers Road (south-west approach) delay, although improved by a reduction in demand for some movements is still modelled to exceed one minute per vehicle during the PM peak, and therefore it is worth examining in more detail the extent to which a more expensive lane scheme could deliver value for money.

It is therefore recommended that adding another lane to the Greers Road northbound approach have potential to noticeably improve network efficiency.

There is further analysis undertaken for the intersection as part of the 'Wheels to Wings' Major Cycle Route (MCR) section. A key recommendation will be to align the timing of LTP delivery for both the Greers Road lane and the MCR schemes. However, as shown in *Figure 7-1*, the scheme is presently unfunded.

Figure 7-12: Efficiency impacts of the options, average delay per vehicle (seconds): AM peak

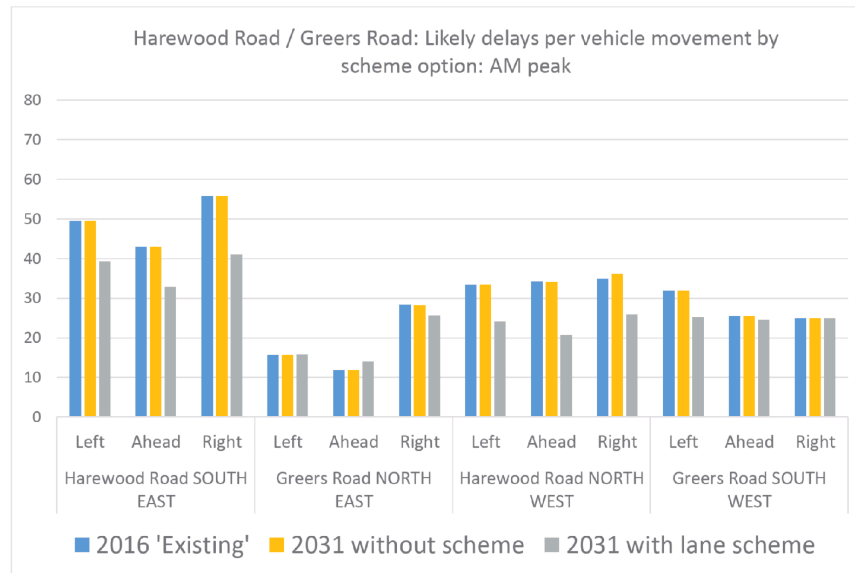
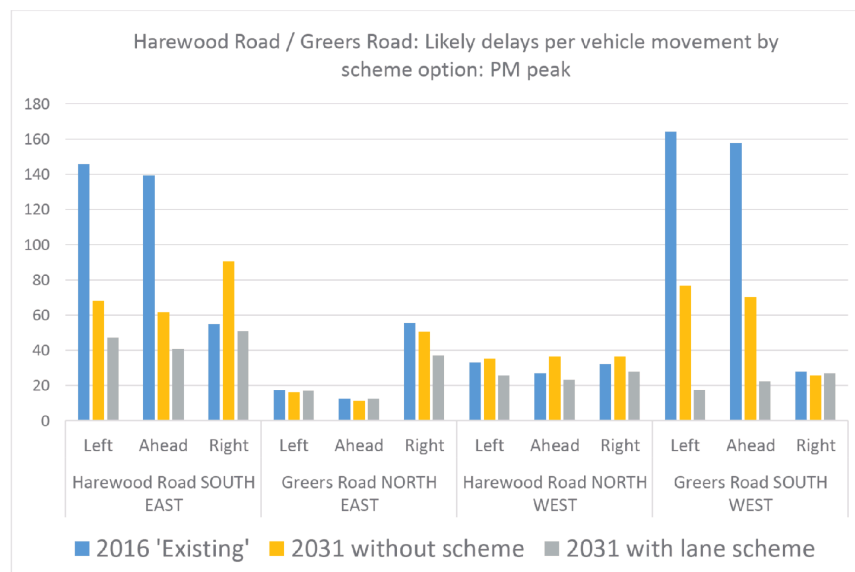


Figure 7-13: Efficiency impacts of the options, average delay per vehicle (seconds): PM peak



Wheels to Wings Major Cycle Route (MCR)

The MCR is the most significant upcoming investment in the Harewood Road corridor, and will be among the most transformative. There will be an opportunity to deliver the network management plan, including addressing the service gap for cyclists in the north west of the city.

In providing a quality cycle corridor, the MCR can simultaneously address safety concerns affecting cyclists throughout the corridor, prominently including the high cyclist crash rate occurring at the Harewood Road / Greers Road intersection (currently ranked 21st most unsafe in Christchurch).

The opportunity to provide the MCR on Harewood Road arises in part from schemes on Sawyers Arms Road – Northcote Road corridors, (intersection upgrades and increasing capacity along Northcote Road), which are estimated to halve delays from current levels. This will attract traffic from the Harewood Road corridor.

Modelling has been undertaken to investigate the effect of the MCR on network vehicle demands, and the results are summarised in Figure 7-14, which shows the forecast changes in demands on the Harewood Road and Sawyers Arms Road corridors, based on present day, future without the MCR scheme and the future with the MCR scheme. The latter model includes all of the current draft LTP schemes.

Figure 7-14: Modelled network changes (vehicles per day): present day, future without MCR and future with MCR



Figure 7-14 clearly shows that the MCR will increase a forecast trend. The model has assigned the additional traffic onto Sawyers Arms Road because there will be sufficient capacity to accommodate it. More detailed modelling was undertaken for previous design considerations, however these have since been estimated to be exceed available budget and therefore this analysis is not included in this report.

8. Strategic Planning considerations

Possible Grade separation of State Highway 1 / Sawyers Arms Road

The Draft Canterbury Regional Land Transport Plan 2015 - 2025⁹ includes a 'State Highway Improvements' project titled 'SH1 Sawyers Arms Intersection Improvement', under 2022 / 2023 and 2027 / 2028 and valued at \$66m. The scheme priority is '4 HL,' meaning that it is ranked 'priority 4' (the lowest priority category), with 'High' alignment with the Government Policy Statement on transport (2018), but with low regional benefits. Effectively, the scheme would be expected to deliver significant improvements to journey time, but not have a great enough impact to be considered of high significance for the whole of Canterbury.

The scheme, if it were to proceed, would potentially have a significant impact upon demand Council's North West network, including upon Harewood Road. For this reason, the scheme has been included in a simulation using Council's transport model.¹⁰

The finding includes that demands on Harewood Road would hugely decrease, considerably more so than currently forecast.

A likely design option has been simulated which includes:

- Service Roads providing limited access to Harewood Road and McLeans Island Road.
- Full access to Sawyers Arms Road, including overpass of motorway
- Two high capacity signalised intersections at the Sawyers Arms interchange
- 'Fast' and higher capacity design geometry, including 80km/h service roads.
- Six entry / exit ramps, providing optimum capacity to and from the main carriageway.
- Access from Sawyers Arms Road to the McLeans Island link road (a continual corridor)
- Careful calibration of turning geometries and signal phasing to optimise efficiency.
- Closure of Waimakariri Road onto Sawyers Arms Road

If the Sawyers Arms Road intersection would be grade separated, then limited access would be applied to Harewood Road, because:

- There would not be the required distance available on the State highway, between Sawyers Arms Road and Harewood Road to accommodate two fully grade separated interchanges, and
- There would likely be no monetary benefits in grade separating Sawyers Arms Road, but leaving the Harewood Road intersection as an at-grade roundabout.

⁹ Canterbury RLTP 2015 – 2025, draft for Consultation June 2018

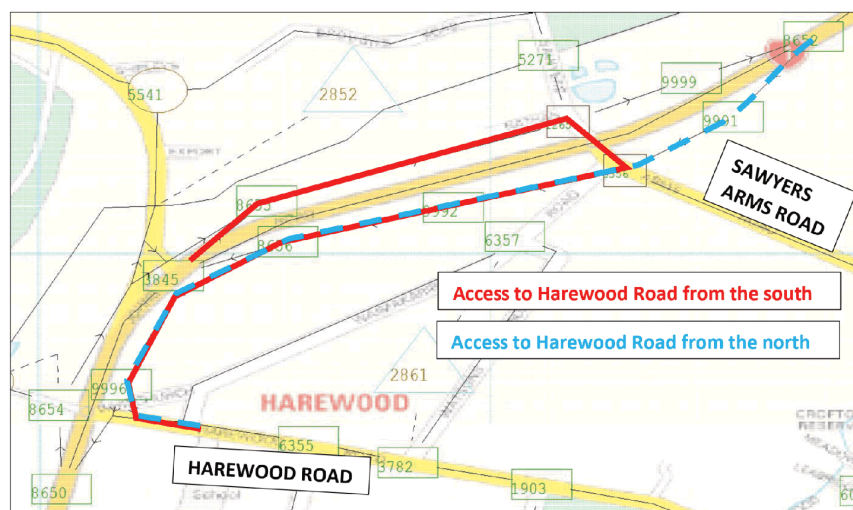
¹⁰ CAST – a model which investigates the likelihood of route choice and operational impacts of network changes.

The distance between the two intersections is 1.4km; whereas design requirements¹¹ state a minimum spacing of 2km between intersections. This distance is required to allow for all require ramps and merge movements, and also spacing to allow for extra lane changing activities¹².

Therefore, the likely design option would include a similar design layout to the Memorial Avenue grade separation project (operational as of January 2018) and the Wairakei Road intersection, which was converted to a 'left in, left out' only arrangement, accessed from a service road.

Access to Harewood Road is not possible from the SH1 northbound carriageway, without undertaking a large 'u turn' manoeuvre (via slip roads and underpass) shown in Figure 8-1. However, count data and modelled data suggest that existing demand access (as of 2016) onto Harewood Road from the north is very low, as vehicles prefer to use more direct routes (noting that to access Harewood Road via the State Highway from the north is to initially travel 'out of one's way' towards the south west). Therefore, it is intuitive to consider that Harewood Road demands would fall away to extremely low levels in the event of right turn access and egress being removed.

Figure 8-1: Likely access to Harewood Road from Johns Road (SH1) northbound, in scheme layout



The summary of modelling results shows a significant reduction in demands on Harewood Road, and a slight increase on Sawyers Arms Road.

Also, the modelling shows sensitivities to airport access. In the present day model, a significant amount of airport traffic turns right at the existing Harewood Road roundabout and access the airport via Orchard Road. In the interchange model, it is still possible to access Orchard Road via

¹¹ 'Austroads' Guide to Road Design Part C: Interchanges

¹² The author has recently completed a study of Motorway simulation, considering such matters as part of a Master of Engineering thesis.

turning right from the Sawyers Arms Road interchange; however, the model suggests that users would prefer to stay on Johns Road and turn right at Memorial Avenue. The model predicts an additional 300 vehicles per hour predicted to use Memorial Avenue.

The majority of the traffic presently turning right to and from Harewood Road is modelled to reassign onto alternative corridors. There is a low level of 'rat running' predicted to occur on Crofton Road and Gardiners Road (~100 vph on each), which is not significant. Council could consider 'left in, left out' treatments to mitigate this; however, the majority of reassigned traffic accesses Sawyers Arms Road from the Arterial road network.

Rat running is not forecast to be a big problem under grade separation, based on current growth projections.

Different conclusions are drawn when considering the scheme alongside a 'rapid take up' of land rezoned for Industrial Use. This is examined more below.

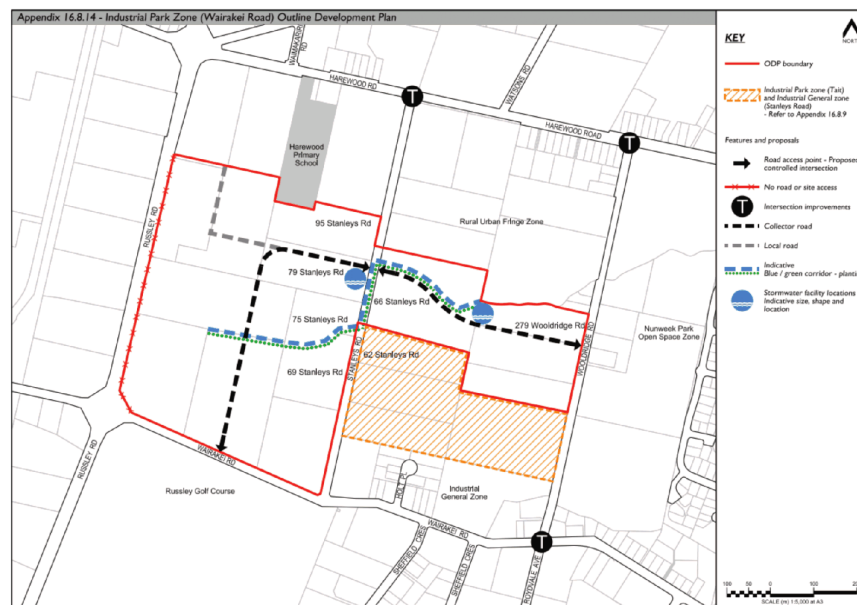
Development of Harewood Business Park

The District Plan review included the rezoning of almost 50 hectares of 'rural' land for purposes of a Business Park, west of Wooldridge Road. The location of this land is shown in Figure 8-2.

It has been advised that the anticipated development rate is slow, given macro-economic considerations, a presently slow growth rate in industrial development and a significant increase in land supply (through the District Plan Review). Therefore, all of the modelling forecasts have been assuming a low development rate of the land.

However, scenarios, which include a rapid development rate must be considered, given that the scale of the land rezoned (almost 50 Ha) could equate to more than 1,000 vehicle movements per hour on the network.

Figure 8-2: Outline Development Plan (ODP) of 'Industrial Park zone' (Wairakei Road), District Plan, Appendix 16.8.14



The impacts of this additional traffic have been simulated in conjunction with the anticipated future (including the Major Cycle Route scheme) and with the Grade Separation scheme.

Analysis of development against current draft LTP schemes

The results of modelling are shown for both AM and PM peak periods:

- AM peak

With the current LTP schemes in place, the effects of the full development would result in up to 300 extra vehicle movements westbound on Harewood Road, compared to the forecast traffic flow which does not include the full development. Figure 8-3 shows a summary of outcomes

Figure 8-3: Summary of outputs, AM peak

AM analysis							
Reference	Year	Development rate	Network assumption	Description	Number of lanes on Harewood Road	Flow (WB) (vph)	D of S (%)
v00	2016	Existing	Existing	Existing layout	2	723	24
v01A	2031	Low	Current draft LTP schemes	MCR, lane reduction	1	423	30
v01B	2031	Full	Current draft LTP schemes	MCR, lane reduction	1	671	50

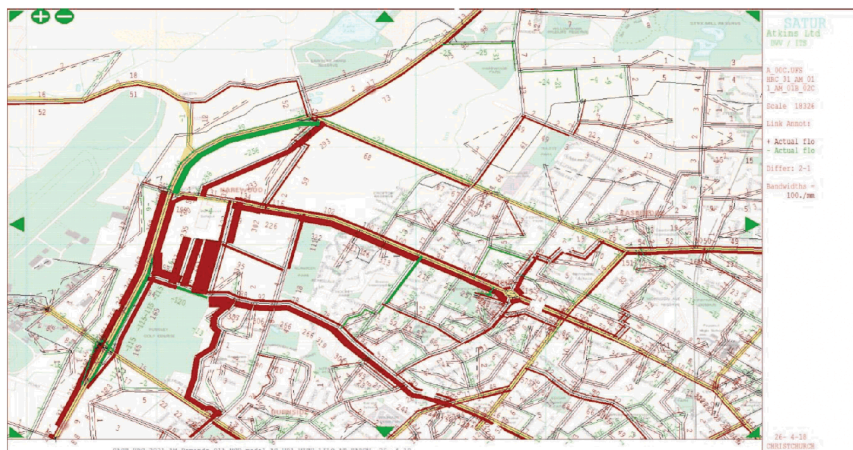
In Figure 8-3, 'v00' (in the reference) refers to the current traffic model simulating present day. V01A is a duplicate of v00, altered to include the current LTP, including the Major Cycle Route. V01B is the same as V01A, but includes a 'full rate of development' at the Business Park site.

The end row 'D of S' means 'degree of saturation'. This measures demand as a percentage of capacity used. (See also Section 2 and Figure 2-2). This is a useful metric, given that as part of the MCR project, the number of lanes on Harewood Rod reduces from two to one (therefore reducing the amount of capacity). Therefore, in Figure 8-3, 773 vph represents 24% of the capacity of two lanes, and 423 vph represents 30% of a single lane. Figure 8-3 shows that as a consequence of full development of the rezoned land, the degree of saturation will increase to 50%.

The conclusion drawn is that the corridor will still operate well at 50% capacity and therefore will operate well during the AM peak with both full development and LTP schemes (including the MCR) proceeding as currently planned.

A graphical representation of the difference between v01A and v01B demands is given as Figure 8-4, with red lines depicting increases and green lines decreases in flow. The employment site will attract workers from around the region and therefore the distribution of traffic is spread across the network.

Figure 8-4: Forecast changes in traffic on Harewood Road, AM peak, considering both 2031 scenarios with and without full development of the Business Park (and both including current LTP schemes)



- PM peak

The PM peak results in similar outcomes to the AM peak, but in a reverse direction. However, the values of degree of saturation are higher. This is shown in Figure 8-5; the format following the same as analysed for the AM peak. (See above for explanation and definitions).

Figure 8-5: Summary of outputs, PM peak

PM analysis							
Reference	Year	Development rate	Network assumption	Description	Number of lanes on Harewood Road	Flow (EB) (vph)	D of S
v00	2016	Existing	Existing	Existing layout	2	859	29
v01A	2031	Low	Current draft LTP schemes	MCR, lane reduiton	1	744	52
V01B	2031	Full	Current draft LTP schemes	MCR, lane reduiton	1	986	73

Figure 8-5 shows a greater impact on degree of saturation, with values of up to 73%. This is higher than the AM values; however, as shown in Figure 8-6, it is only a short section of the corridor that is anticipated to operate at this level. A Degree of Saturation value of 73% is not especially high when considered in the context of the PM peak hour, and near normal speeds can be expected at this flow rate.

Figure 8-6: Forecast changes in traffic on Harewood Road, PM peak, considering both 2031 scenarios with and without full development of the Business Park (and both including current LTP schemes)

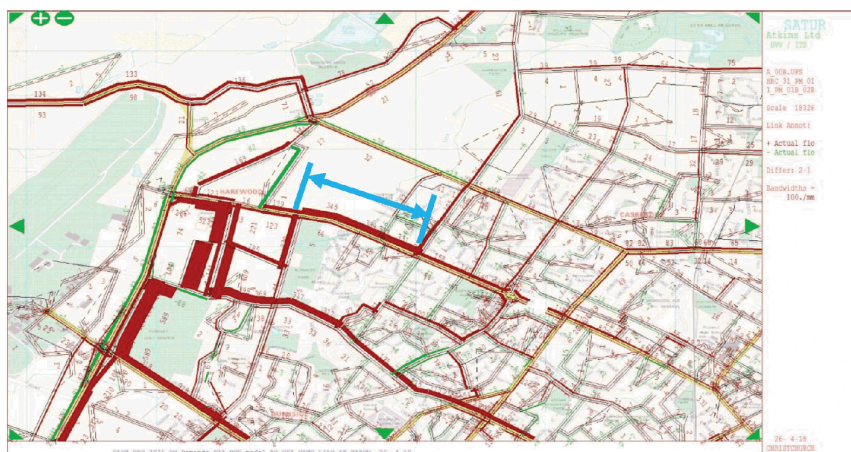
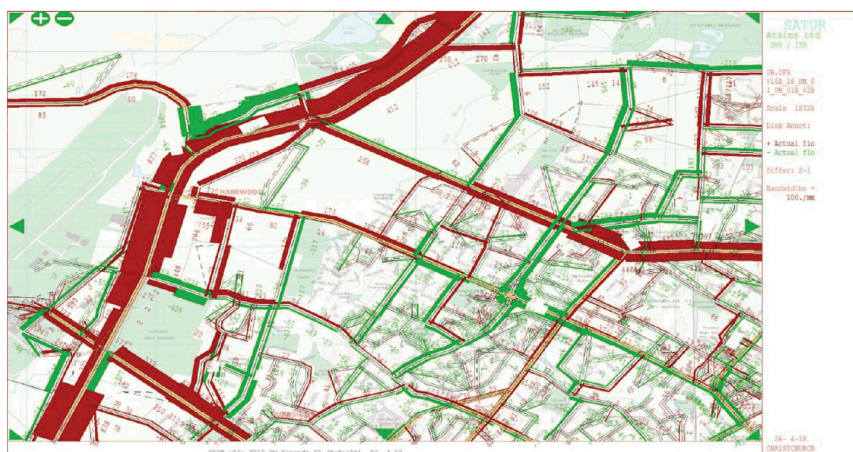


Figure 8-6 shows the predicted change in flows between the future models, with and without full development. The section annotated as blue corresponds to the data in Figure 8-5, which includes a higher degree of saturation of around 70%. This can be seen in Figure 8-6, highlighted in blue, where the red line is thicker. To the east of Gardiners Road (the eastern extent of the blue line), flows drop and degree of saturation falls to around 50%.

This is because around 400 vehicles per hour turn into Gardiners Road. However, to put this in a correct context, the resulting traffic modelled to use Gardiners Road would actually be less than current day.

Figure 8-7 shows the difference between the 2031 model with full development, and the 'present' day situation. Red represents increase and green decrease in modelled flows. Note the increase in demand on the Sawyers Arms Road – Northcote Road corridor (a prevailing theme in this report). However, note also, in spite of the full development scenario, there is still a forecast decrease in demands throughout much of the corridor, and Gardiners – Breens, Highstead, Farrington and Wooldridge Roads.

Figure 8-7: forecast changes in traffic on Harewood Road between present day (2016 model) and the 2031 LTP model, including full development at the business Park.



Analysis of development and grade separation scheme

The impacts of the grade separation of the Sawyers Arms Road intersection have been analysed above, however not taking into account the full business park development.

The combination of full development and the State Highway scheme would have very significant impacts upon the local network. This is because the development site would effectively be bound by two roads with limited access (left in – left out) to the State Highway: Wairakei Road (already left in – left out), and Harewood Road (likely to be left in – left out under such a road scheme).

As part of the grade separation scheme, it would be likely that the intersection of Waimakariri Road and Sawyers Arms Road would need to be closed, as the proximity of the intersections, coupled with the amount of traffic forecast to use them, would represent a safety hazard requiring mitigation.

It should also be noted that improvements to the State Highways would improve journey times significantly: the current roundabouts are a bottleneck and present generate delays. This might increase the attractiveness of the rezoned land, especially if employers perceive ease of access to and from an expanding population in the Waimakariri and Selwyn Districts (access to both employees and customers).

The impact of the grade separation scheme would result in a loss of 'easy' access from the south and to the north, with the local road network carrying significant additional traffic.

Figure 8-8 shows the likely route of 'destination' traffic to the site in the AM peak, and Figure 8-9 shows the likely routes of 'origin' traffic from the employment site in the PM peak:

Figure 8-8 shows the route drivers will take the site, in a model which includes the State Highway changes. Without being able to turn right into Harewood Road, drivers instead travel through Avonhead, or turn right from the State Highway at Memorial Avenue, and access the site via Sir William Pickering Drive, labelled in

Figure 8-8.

Figure 8-8: Likely routes to the rezoned employment site, AM peak (2031)

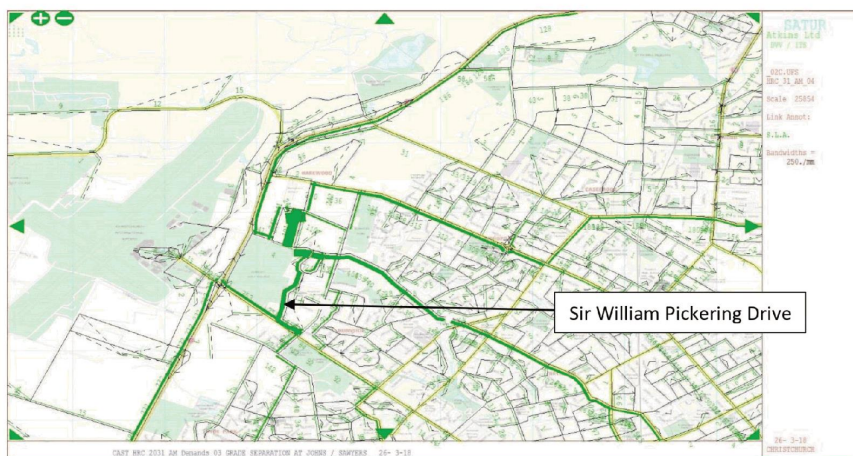
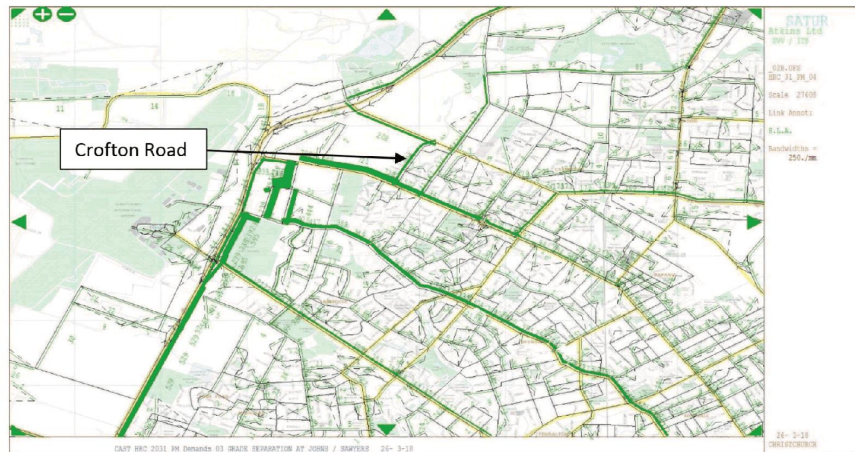


Figure 8-9 shows the route taken by drivers from the site, where right turn movements from Harewood Road are not possible. Drivers are using Crofton Road and Gardiners Road in order to travel north.

Figure 8-9: Likely routes from the rezoned employment site, PM peak, 2031



With the likely closure of Waimakariri Road, an alternative route connecting Harewood to Sawyers Arms Road would likely be required to support both the development in conjunction with the Grade Separation scheme.

Such an alignment is included in the District Plan, shown in Figure 8-10, connecting Wooldridge Road and Styx Mill Road:

Figure 8-10: Extract from District Plan, showing potential future connection north of Wooldridge Road



There is not likely to be major development until ownership of the sites consolidates. It is recommended that if this occurs, concurrently with an increasing of the priority level of the NZTA scheme at Sawyers Arms Road, then Council seek early discussions with the NZTA around the prospects of developing the alignment (or similar) included in Figure 8-10 in order to mitigate potential effects on the Council local road network.

The road link shown in Figure 8-10 has been included in the transport model (along with the NZTA and full industrial development scenarios). The results of the model show that a significant amount of development traffic would use the link, and in the evening peak it would divert around 600 vehicles per hour away from the local road network, particularly the Crofton Road and Gardiners Road corridor. Figure 8-11 shows the network flows on the future network including the new road. The modelled delays (not including any form of development on the road) are for around 600 vehicles per hour travelling northbound, during the PM peak, gaining access to the north.

Figure 8-11: Network vehicle demands, PM peak, highlighting route shown in Figure 8-10

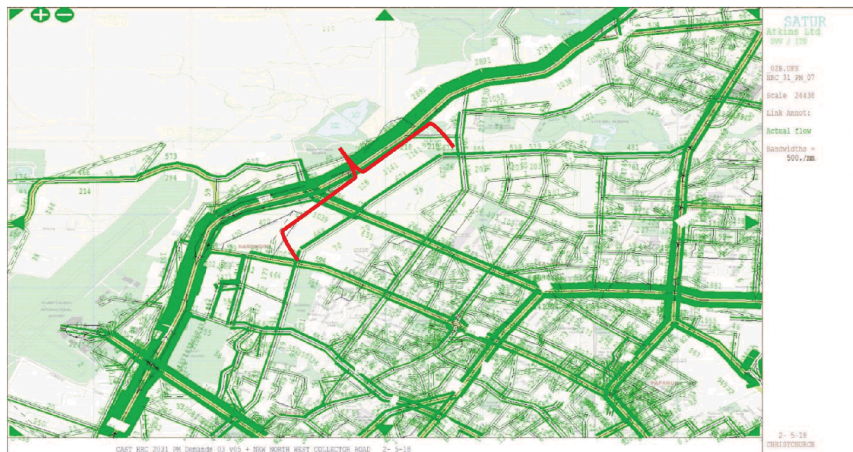
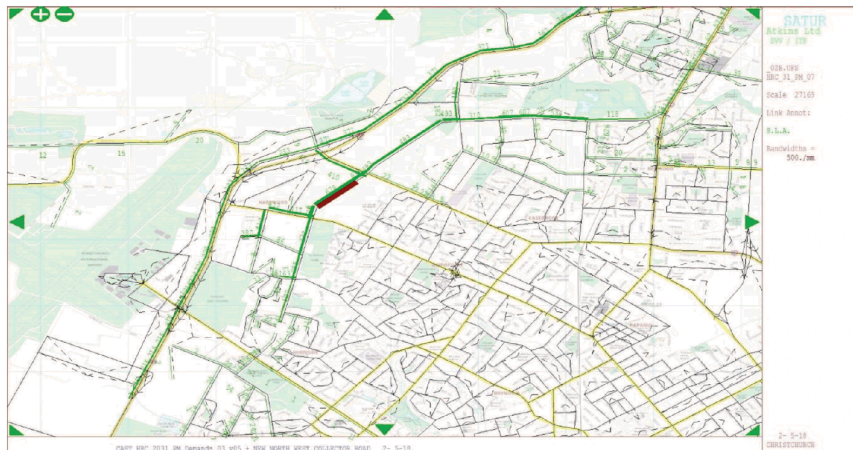


Figure 8-12 is an output from the model which shows the origin of the northbound traffic on the new road (during the PM peak). About two thirds of the traffic originates from the rezoned industrial land.

This traffic would, without the road, use the Local road network to gain access to the north.

Figure 8-12: Origin of northbound traffic on the new Collector road (see Figure 8-10), PM peak



It is recommended that the road can effectively mitigate the loss of access to the north, in the event of development intensity at the newly rezoned Industrial land. There would not be such a great need for this road without significant development occurring.

It is recommended that if the NZTA scheme at Johns Road / Harewood is given greater priority in the Regional Land Transport plan, in conjunction with amalgamation of land ownership and the potential for significant development, then a report be put to Council to consider developing the route, in partnership with the NZTA, in order to:

- Mitigate network effects of the NZTA scheme at Johns Road / Sawyers Arms Road
- Support future growth in the northwest corridor, where there is advantageous access to an improved Johns Road (and convenient access to key regional population growth areas)

There may be considerable NZTA subsidy available through either of these delivery channels.

9. Remodelling of intersections

Greers Road / Harewood Road

Section “Greers Road / Harewood Road: efficiency” outlines a scheme included in the LTP (2023 – 24), designed to improve the Greers Road northbound level of service.

This section builds on this, examining the effects of the MCR changes on the Greers Road scheme (referred to in Figure 9-1 and Figure 9-2 as ‘lane scheme’) and models the impacts of the MCR as well.

The MCR impacts on Harewood Road / Greers Road is modelled to include:

- On the westbound approach (Harewood Road from Papanui), a reduction from three approach lanes to two
- On the westbound ‘exit’ (Harewood Road towards Bishopdale), a reduction from two lanes to one,

In order to accommodate the MCR.

These impacts have modelled in CAST (strategic model), to determine the changes in flow, and then demands have been applied to a detailed intersection model¹³ to examine the changes in delay (per vehicle) resulting from the various options.

Figure 9-1 and Figure 9-2 include the outcomes of this modelling, and shows modelled delays (seconds per vehicle) for each approach and turning movement, for the future year (2031) including:

- 2031, with neither the MCR nor the Greers Road ‘lane scheme’ included
- 2031, with the Greers Road ‘lane scheme’ only
- 2031, with the MCR and excluding the Greers Road ‘lane scheme’
- 2031, including both the MCR and the Greers Road ‘lane scheme’.

The reason for testing the above four permutations is derived from uncertainty with the LTP. It is possible that any one of the four outcomes could eventuate.

Note that the scale of axis in Figure 9-1 (AM peak analysis) is set the same as Figure 9-2 (PM peak analysis), allowing for ease of direct comparison between AM and PM periods. The delays modelled for the PM peak are substantially greater than those for the AM. This is probably because there is more lane capacity available for the AM peak movements, than the PM peak movements (which includes the Greers Road northbound movement).

¹³ ‘Sidra intersection’ v06, a software package specialising in detailed intersection analysis.

Figure 9-1: Greers Road / Harewood Road intersection modelled delays (seconds per vehicle), by scheme option; AM peak

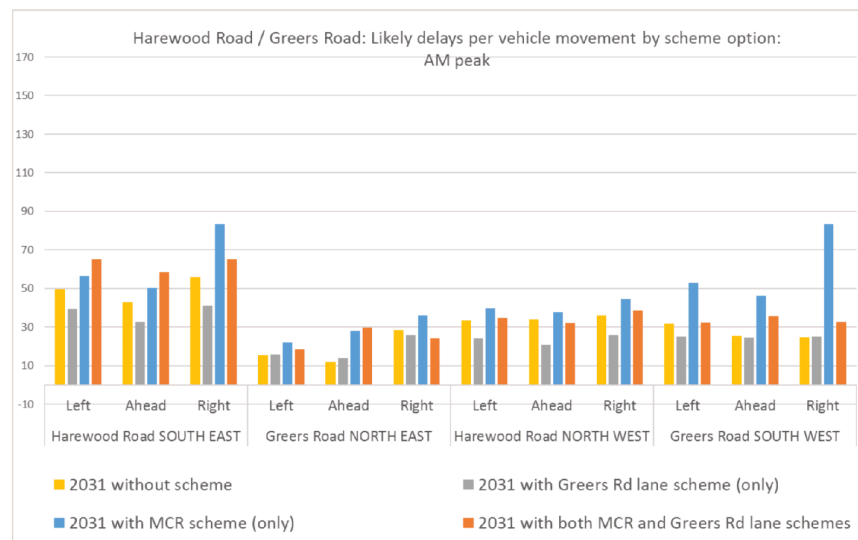


Figure 9-2: Greers Road / Harewood Road intersection modelled delays (seconds per vehicle), by scheme option; PM peak

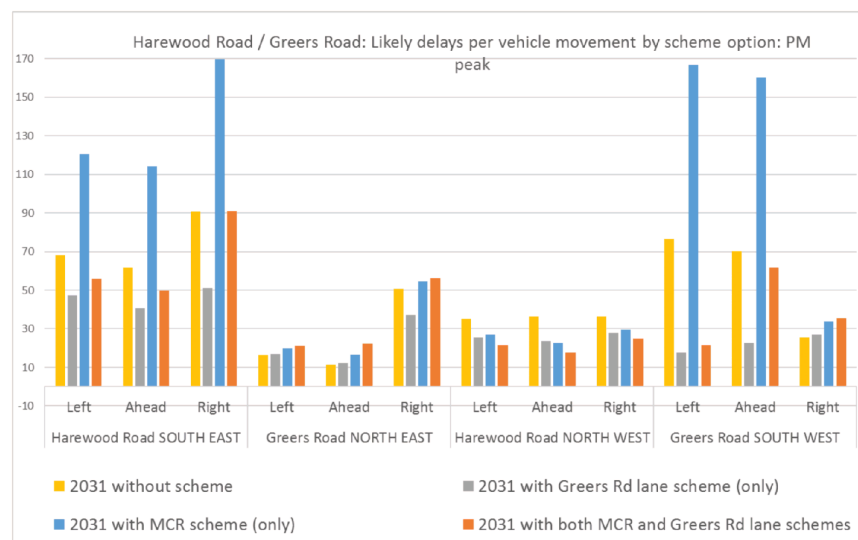


Figure 9-1 and Figure 9-2 show that, with the introduction of the MCR scheme (only), delays increase substantially on Harewood Road – resulting from a reduction in lane capacity. There are also

reported increases in delay on the Greers Road movements as well (substantial increases for the PM peak); resulting from the modelling software 'adjusting' the optimum signals operations to compensate for the loss of lane capacity. However, the inclusion of the lane scheme, as well as the MCR scheme results in overall improvements, compared to the 2031 'without scheme' (gold bar) scenarios.

Therefore, it is recommended that both schemes be proceeded. At this stage, both schemes are scheduled to occur at different time stages of the LTP, and it is strongly recommended that this be reviewed.

Remodelling of the Bishopdale roundabout

In the MCR model, the Bishopdale roundabout has been remodelled as two offset signalised intersections. Because the MCR design is still in very early stages, this analysis has been undertaken at a high level, at this stage. The analysis below also captures the changes of the Harewood Road / Gardiners Road / Breens Road intersection from full movements to left in – left out only.

Figure 9-3 and Figure 9-4 show the modelled differences in demands between 2031 (no MCR) and 2031 (MCR) models. Only the difference in flows are plotted. The red lines indicate increases in traffic; the green lines decreases. The width of the lines varies depending on the extent of the increase or decrease.

Figure 9-3: AM peak hour modelled difference between 2031 MCR and 2031 no MCR: vehicle demands / per hour

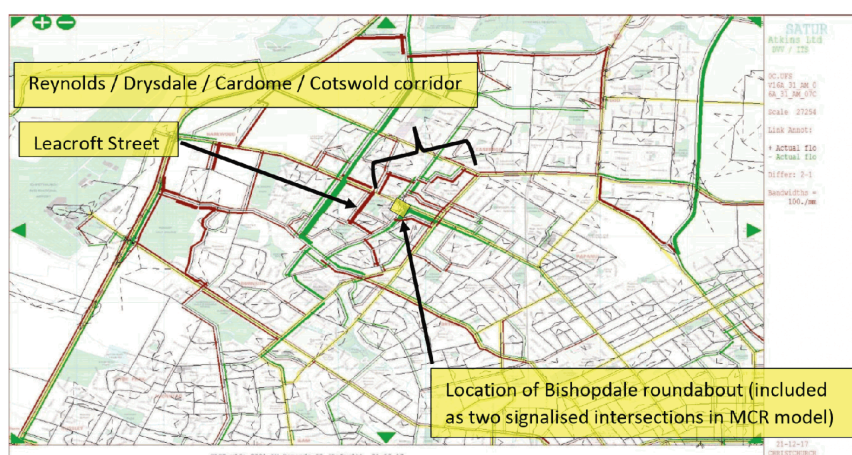


Figure 9-3 shows that there is an expected increase in demands on Leacroft Street, rising from 27 vph to 180 vph, in the southbound direction. This is a very minor increase and is predicted to occur as a result of the signalisation of the roundabout. Drivers which would have turned right at the roundabout (from Harewood Road into Highstead Road) are required to negotiate two sets of traffic signals in the MCR network. This situation is not problematic, as a flow of 180 vph on a local road is low. It is also possible that in the detailed analysis, a more detailed analysis will find a more efficient signals solution which will deter the reassignment via Leacroft Road.

The corridor demand on Reynolds Street / Drysdale Street / Highstead Road / Cardome Street and Cotswold Avenue is forecast to increase by around 90 vehicles per hour, as traffic which presently assigns south on Highstead Road and turns right / continues south on the roundabout prefers to reassign to avoid the traffic signals. However, again it is likely that through the development of a more efficient scheme, this (low level of increase) will not materialise.

Figure 9-4: PM peak hour modelled difference between 2031 MCR and 2031 no MCR: vehicle demands / per hour

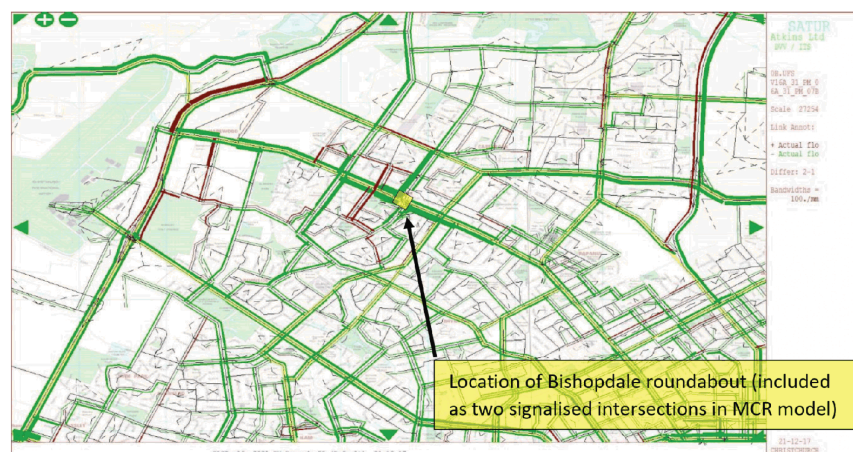


Figure 9-4 show a different pattern during the PM peak to the depicted for the AM peak (Figure 9-3). The level of traffic displacement (vehicles per hour) is lesser than the AM peak, and is an expected modelling outcome. The flows displaced are too low to justify considering mitigation factors; and may result to be lower still in the outcome of modelling a more efficient signals scheme.

Therefore, some traffic displacement is expected from the remodelling of the Bishopdale roundabout: however, the levels of displacement (vehicles per hour) will not be such as to cause concern.

Remodelling of the Harewood Road / Breens Road / Gardiners Road intersection

Figure 9-3 and Figure 9-4, although used to report on the impacts of signalising the Bishopdale Roundabout are also applicable for analysis of the Harewood Road / Breens Road / Gardiners Road intersection, given that the model includes this intersection as left in, left out only.

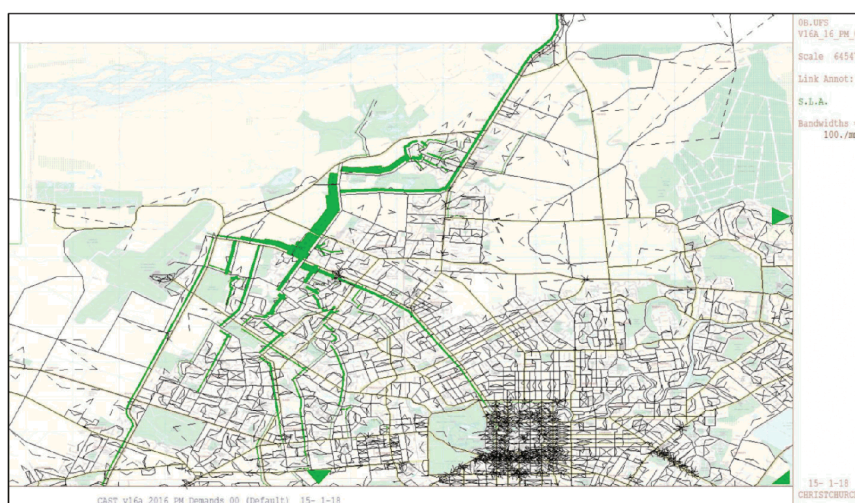
The modelled re-routing of traffic, in response to the change to left in – left out can be seen in Figure 9-3 and Figure 9-4. However, compared to the effects observed from signalising the Bishopdale roundabout, the effects are observed to occur further away from the immediate intersection.

This is because the north – south movement (Breens Road to Gardiners Road and vice versa) supports longer distance journeys, and the effect of closing the intersection to 'through' movements is more likely to result in the rerouting of car trips via Johns Road (State Highway 1).

Figure 9-5 demonstrates 'Select Link Analysis' (SLA) of Gardiners Road northbound, north of Harewood Road during the PM peak. SLA is a process within the strategic transport model (CAST) where a certain section of road is selected and the model software reports on all vehicle routes which include that certain section of road. It is an effective tool in demonstrating the extent to which a given road is likely to be used by 'non-local' traffic.

In this case, Figure 9-5 shows that, during the PM peak, Gardiners Road is widely used by non-local traffic.

Figure 9-5: Select Link Analysis (SLA) for Gardiners Road (northbound), immediately north of Harewood Road, PM peak, 'present day'.



Gardiners Road appears to support a significant 'non-local' movement function. To some extent this occurs as a result of preference to use of the State Highway. Although the State Highway has a higher speed limit, the model suggests that there will be delays in the order of 100 seconds during the PM peak for northbound vehicles approaching the roundabout (from the south).

Furthermore, as noted in the "Crash analysis at crossroads of Harewood Road, Breens and Gardiners Roads" section, there is a current crash trend affecting the through and right movements. Part of this crash risk is attributed to crossing distances, as Harewood Road includes two lanes in either direction, whereas only one is required.

The MCR scheme at this stage is proposing a left in-left out arrangement.

This could have longer-term benefits for the Gardiners Road – Breens Road route by reducing traffic demands in the future. There is presently a risk that, as a result of low level of service at the intersection of State Highway 1 (Johns Road) and Sawyers Arms Road, traffic will effectively 'rat run' through Gardiners Road and Breens Road.

(Note that if the intersection were to be signalised, then this trend could ultimately be exacerbated).

Further analysis has shown that the higher vehicle delays for traffic passing through from Breens Road to Gardiners Road is acting a constraint within the corridor which possibly 'deters' traffic from using the route over the State Highway.

The MCR project is identified as the project currently in the LTP, which is capable of resulting in safety improvements at the intersection. The outcome sought is one which results in safety improvements, without drawing more traffic through the corridor (which would potentially 'undo' the full extent of safety improvements).

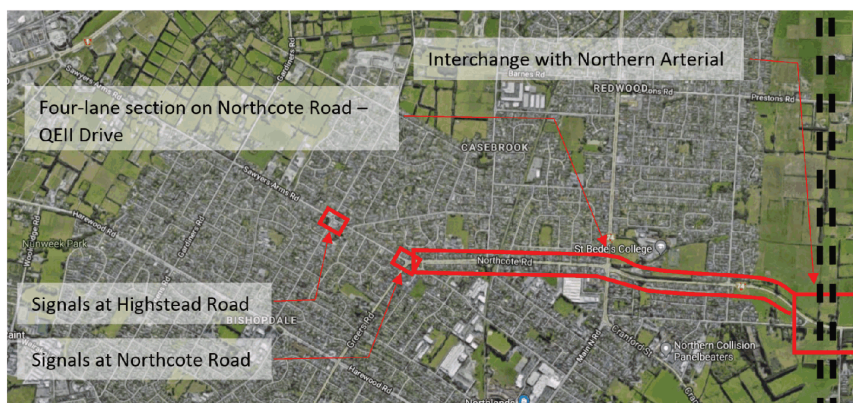
The benefits of left in – left out include the removal of an existing crash trend, without resulting in additional traffic which would be seeking to bypass the congested State Highway 1 (Johns Road) / Sawyers Arms Road intersection.

Sawyers Arms Road Corridor Improvements

A continuing theme through the study is the re-routing of traffic from Harewood Road to Sawyers Arms Road, as demonstrated in **Error! Reference source not found.** and **Error! Reference source not found.** (pages **Error! Bookmark not defined.** - **Error! Bookmark not defined.**). Note the greatest difference is between present day (2016 model) and 2031 (without MCR included) where demands on Harewood Road are forecast to decrease by approximately one third, and increase by a similar margin on Sawyers Arms Road.

The reasons for this are several fold, including improved access through the Sawyers Arms Road corridor, particularly to the Northern Arterial and the Ring Roads. This means that more of the city is more accessible via Sawyers Arms Road, with Harewood Road fulfilling more of a localised access function. Notable projects are shown in Figure 9-6.

Figure 9-6: Proposed scheme on Sawyers Arms Road corridor



The Sawyers Arms Road corridor is modelled to carry more traffic than Harewood Road in the future. This is anticipated because of the future role Sawyers Arms Road and Northcote Road will have, connecting the west of the City to the Northern Arterial.

This is an appropriate outcome, because:

- Sawyers Arms Road includes fewer intersections and commercial accesses than Harewood Road. It has a higher speed limit at the western end, and much lower demand for on street parking. These factors mean that Sawyers Arms Road can more safely support a higher volume of traffic than Harewood Road.
- It supports considerably less pedestrian and cycle traffic, meaning that to increase traffic is unlikely to result in road safety impacts.
- Crash analysis¹⁴ of the two corridors shows:
 - Intersection crashes:
 - There are far fewer intersection crashes on Sawyers Arms Road than Harewood Road
 - Route Collective risk:
 - Harewood Road: Medium High
 - Sawyers Arms Road: Medium
 - Route Personal risk:
 - Harewood Road: Medium
 - Sawyers Arms Road: Medium low

It is interesting to note that the personal risk (injury outcome) metric for Sawyers Arms Road is lower than Harewood Road, in spite of having a greater section of road posted at a higher speed. The difference could be due to the number of pedestrian and cycle related crashes recorded on Harewood Road (where injuries can result at lower speeds).

Increase in capacity of Northcote Road to Main North Road

The increase in capacity will include converting Northcote Road between Sawyers Arms Road and Main North Road to four lanes. East of Sawyers Arms Road / Greers Road, the road corridor is typically wider than 30m (see Figure 9-7) allowing for road widening to occur within the existing corridor. However, to the east of the railway line, the road corridor narrows to around 20m, resulting in the need for land acquisition in order to achieve road widening. The designation process has rezoned land in the corridor for this purpose¹⁵ depicted in Figure 9-8 and Figure 9-9.

¹⁴ Christchurch City Council Crash Risk Mapping (provided by Abley transportation Consultants).

¹⁵ Independent Hearings Panel, December 13th 2016: 'Chapter 10, Designations and Heritage Orders'

Figure 9-7: Northcote Road, east of Sawyers Arms Road: measured road reserve width of 32.37m



Figure 9-8: Northcote Road designation, District Plan, Chapter 10 (Schedule C7 Attachment 1)

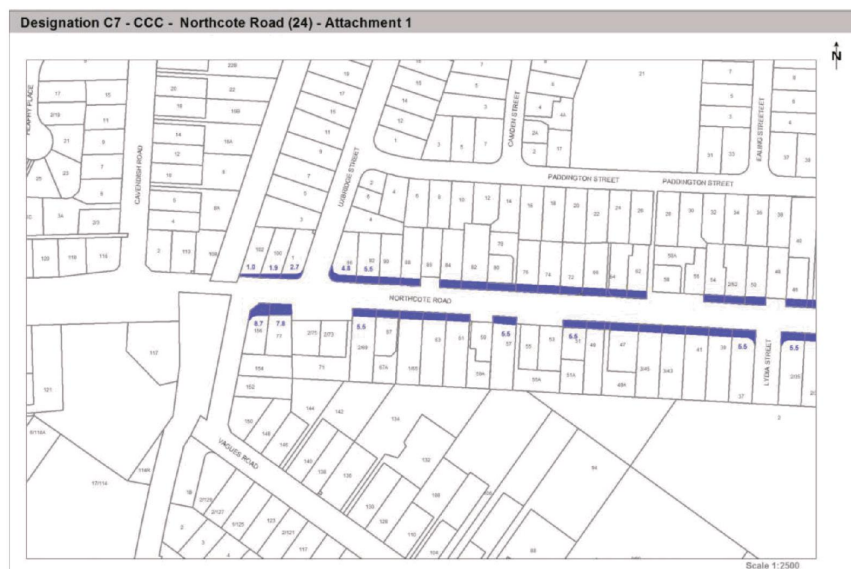
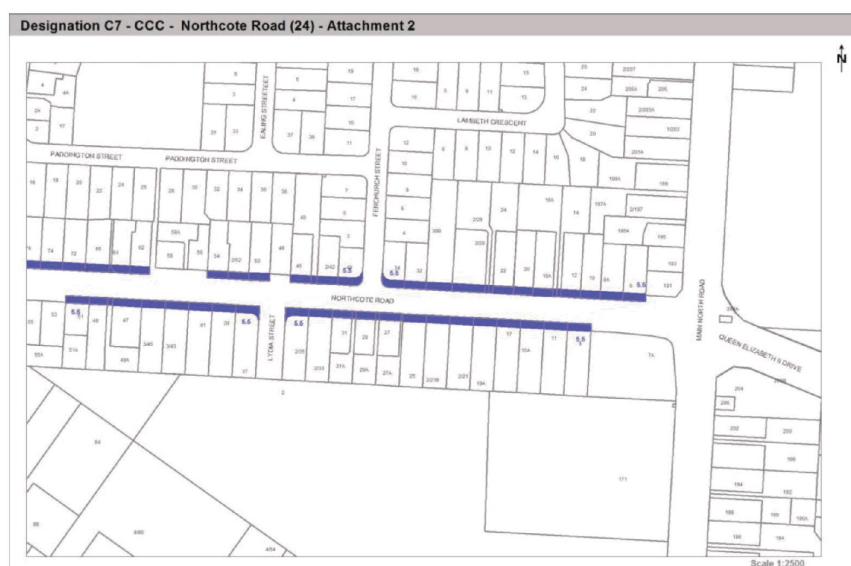


Figure 9-9: Northcote Road designation, District Plan, Chapter 10 (Schedule C7 Attachment 2)



Signalising of Sawyers Arms Road / Northcote Road intersection

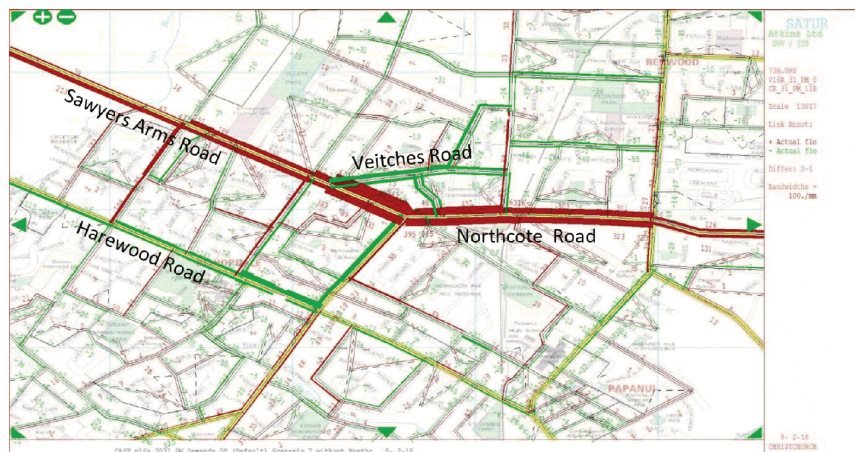
Figure 9-7 (page 84) includes the intersection of Northcote Road and Sawyers Arms Road. \$4.29m is currently allocated for FY 2027.

The schemes are proposed based on strategic merits of improving connectivity between the western suburbs and northern corridor.

Figure 9-10 shows the changes in traffic route patterns anticipated to result from the four-laning and signalisation projects on Northcote Road (year 2031, PM peak). It represents increases in demand (vehicles per hour) as red bars, and decreases as green.

It shows that, following the Northcote Road projects, there is an expected increase in demand on Northcote Road of up to about 350 vehicles per hour per direction, and up to 700 additional vehicles per hour travelling east on Sawyers Arms Road, approaching the signals at Northcote Road (shown as the widest red band).

Figure 9-10: Network comparison, difference in demands without Northcote Road corridor improvements (but retaining Wheels to Wings Major Cycle Route)



Of the additional traffic on Northcote Road described above, around half of the eastbound flow (peak movement) is found to have 'reassigned' from Harewood Road. (That means, of the traffic using Harewood Road, prior to the four-laning scheme, 200 eastbound vehicles would reroute to Northcote Road, following the four laning, via Johns Road, Gardiners Road and Highstead Road). The bulk of the remaining changed traffic flow come from Veitches Road, which is annotated in Figure 9-10.

Figure 2-5 - **Figure 2-7** (in section 2) includes a similar analysis, predicting a reduction in vehicle demands on Harewood Road. However, the 'future' network in section 2 does not include the Wheels to Wings Major Cycle Route (**MCR**). The difference between analysis in section 2 and Figure 9-10 is that Figure 9-10 accounts for the MCR. Another difference is that Figure 9-10 compares two scenarios in 2031, whereas section 2 compares 2031 and 2016 scenarios.

Section 2 describes how the rate of demand in Harewood Road is estimated to decrease over time, whereas Figure 9-10 describes the difference in 2031 that can be attributed to the Northcote Road schemes.

The conclusion from the analysis is that the Northcote Road capacity increase will attract traffic away from Harewood Road, freeing up opportunities to improve Harewood Road.

Signalising of Sawyers Arms Road / Highstead Road

Scheduled for 2028- 29, it is likely that following the upgrade of the Northcote Road corridor (and increase in vehicle demands in Sawyers Arms Road) that the existing roundabout will require conversion to signals, in order to improve efficiency.

The intersection is included as having signals in all future modelling. It is observed at this stage that the allotted \$430,000 is significantly less than the costs of signal installations in other locations, (usually around \$1m).

Harewood Road / Wooldridge Road and Harewood Road / Stanleys Road

These schemes are currently unfunded (see *Figure 7-1*); however, it is possible that intersection upgrades could be 'Developer led'. The need for these schemes is attached to the rezoning of 47 Hectares of rural land to Commercial Business Park zone, in 2015 (through the District Plan Review). These sites are collectively known as the 'Industrial Park Zone (Wairakei Road)

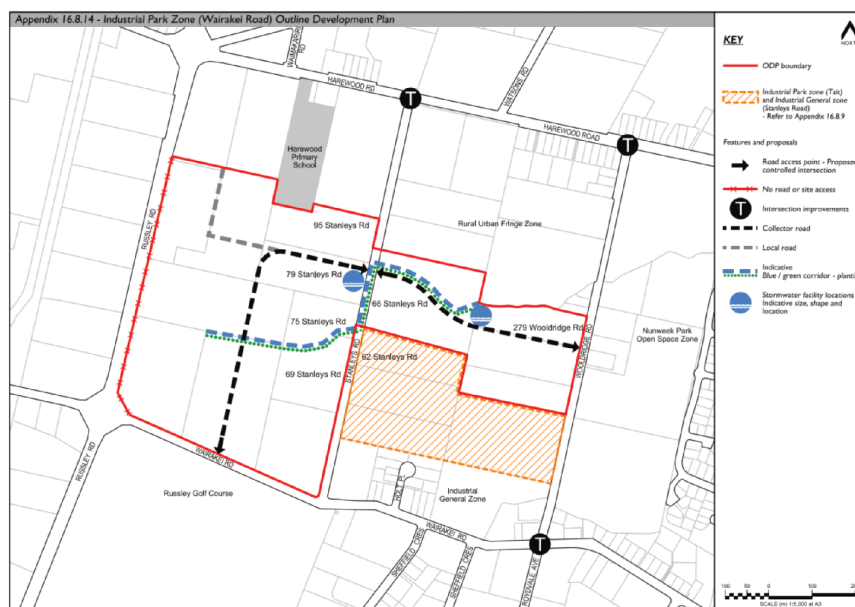
Figure 9-11 shows the Outline Development Plan for the area, showing 'intersection improvements' at the two intersections.

There is uncertainty at this stage as to the likely take-up of the rezoned land, given that several sites in the city were rezoned for this purpose. However, connectivity to the State Highway Network may render the area attractive for warehousing and storage.

Although the ODP does not show specific intersection control types, modelling undertaken by the Network Planning unit shows that signals at Harewood Road and improvements to geometry at Stanleys Road would likely mitigate effects of additional traffic.

The improvement of Stanleys Road (currently very narrow and unsuitable for serving access to a major employment site) is not currently funded, and this may represent a 'gap'. However, there appears to be low expectations of the rapid take up of this land, and therefore upgrading Stanleys Road through the LTP may be regarded, at this stage, as a fanciful venture.

Figure 9-11: Outline Development Plan, Appendix 16.8.14 (District Plan Industrial Chapter)



Modelled level of service at State Highway 1 roundabout

Low level of service has implications for parts of the Council network, including the Breens Road / Gardiners Road corridors. (PM peak).

10. Specific network issues identified through study and from
Customer Service requests (CSRs)

[Rat running in Stanleys Road](#)

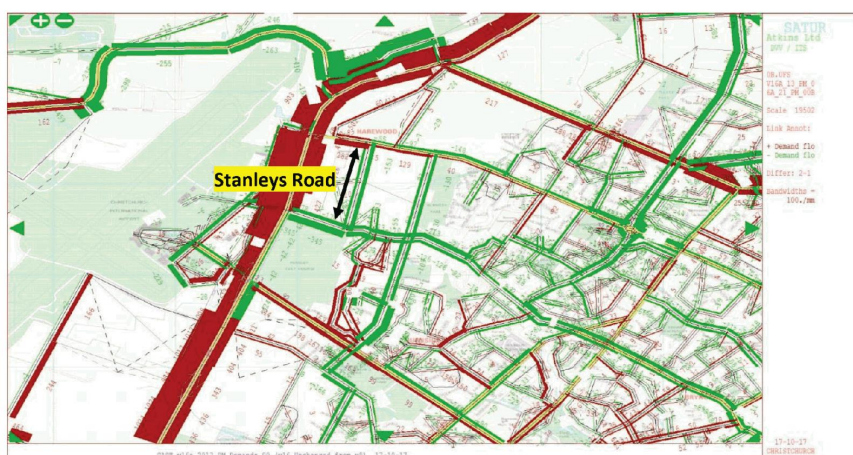
Customer Service Requests (CSRs) have been received pertaining to the issue of rat running in Stanleys Road. Figure 12-42, (

Appendix A) shows Stanleys Road to be narrow and generally unsuited to carrying higher volumes.

The issue may have been raised in response to the recent (2016) reconfiguration to 'left in left out' only of the Wairakei Road intersection with the State Highway. There may have been a concern that, westbound traffic on Harewood Road would travel through Stanleys Road in order to turn right onto State Highway.

The CAST model has been used to estimate the effects of the Left-in left-out configuration on demand flows in Stanleys Road. Figure 10-1 shows the change in modelled traffic flows before and after the 'Left in left out' changes, with green depicting decrease and red depicting increased flows:

Figure 10-1: "Before and after" comparison: Effects of State Highway changes (including the Wairakei Road 'left in-left out') upon network flow demands



The thick red line in Figure 10-1 represents the new John Road motorway, and represents an increase in demand flow. Wairakei Road can be clearly seen depicted in green; having limited access will reduce demand flows. Consequently, the Harewood Road approach to the State Highway is also shown as red – as traffic is 'reassigning' away from Wairakei Road and towards Harewood Road. However, the model is suggesting that this reassignment is not occurring via Stanleys Road, but is instead occurring approximately 2km to the east (via Cotswold Avenue).

In order to investigate further, the CAST model can show the origin and destination of all movements through a given road. (A 'Select Link Analysis'). The results of undertaking this for Stanleys Road, both before and after the Wairakei Road intersection changes are shown in Figure 10-2 and Figure 10-3.

Figure 10-2: Select Link Analysis for Stanleys Road, simulating before opening of Motorway and 'Left in- left out' of Wairakei Road

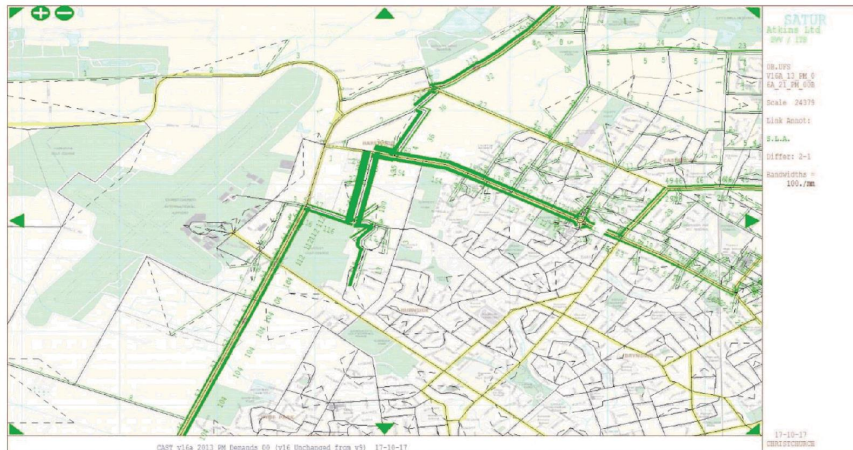


Figure 10-3: The same analysis as Figure 10-2, simulating after opening of 'Left in- left out' of Wairakei Road

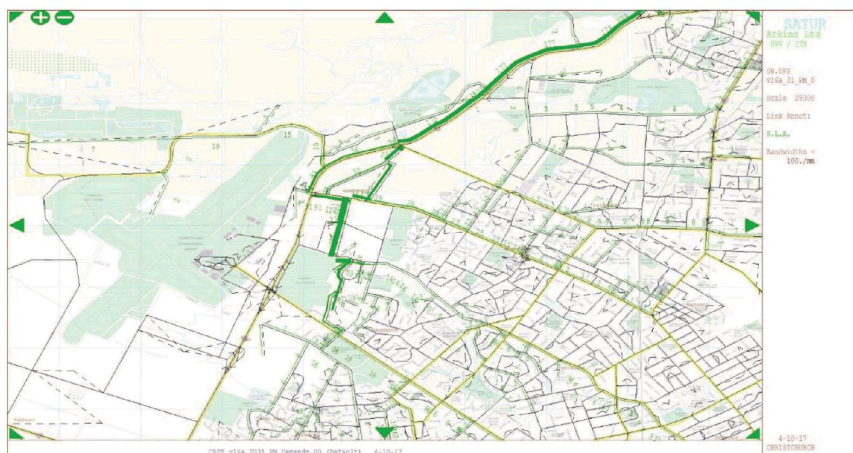


Figure 10-2 shows that when right turn into Wairakei Road was possible, traffic used Stanleys Road as a shortcut to the Harewood Road corridor. Other demands for Stanley Road predominantly originate in the surrounding employment sites, including 'Sir William Pickering Drive'.

Figure 10-3 shows that the demands from Sir William Pickering drive do not noticeable change. It also shows an overall reduction in traffic using Stanleys Road. The demand flow turning right into Wairakei Road are no longer occurring (due to 'left-in left-out' restriction), and this flow is not 'replaced'. Therefore, in Figure 10-2 ('before') there are 308 demand movements (northbound,

Stanleys Road) compared to 247 in Figure 10-3. Therefore, CAST is reporting a 20% reduction in movements.

'Rat running' is a term used to describe 'non local' traffic using local roads. The general principal of 'non local' would be traffic originating from a different suburb. Figure 10-3 shows that the majority of traffic using Stanleys Road is likely to originate from the immediate Sir William Pickering Drive / Sheffield Crescent / Wairakei Road employment sites, with around 13 vehicles per hour (5%) originating from further afield.

This amount of 'rat running' would not generate effects such as to justify remedial action.

It is likely that development in the immediate vicinity of Stanleys Road would eradicate all rat running. During the District Plan Review, some 47 Ha of land was rezoned for the purposes of Business Park development. The effects of this are not included in Figure 10-3, but the resulting additional traffic would render Stanleys Road undesirable for any future rat running purpose.

Parking issues at Harewood School

Harewood Intermittent School is located at the western end of the corridor, between Stanleys Road and Johns Road (State Highway 1). Harewood Road operates with a 70km/h speed limit (west of Wooldridge road); however, a 'School Speed Zone' (temporary 40km/h limit) exists during the school rush periods.

Figure 10-4 and Figure 10-5 captures some of the school rush environment.

Figure 10-4: School rush parking on Harewood Road



Figure 10-5: Kea crossing of Harewood Road



Figure 10-4 shows a high demand for parent parking on Harewood Road. The picture is taken from the 'school speed zone ends' sign, meaning that the parking is occurring within the school speed zone area. This is an important distinction to make, as 70km/h is an unsafe speed limit where there is such a high degree of on street parking demand.

Figure 10-5 shows the kea crossing in operation. The photo serves as a reminder of the use of Harewood Road by heavy goods vehicle traffic.

However, vehicle demands on Harewood Road are forecast to decrease, which could potentially improve the situation. If the NZTA scheme at Johns Road – Sawyers Arms Road proceeds (including restricting access to and from Harewood Road as 'left in –left out' only), then this would likely benefit the school, as vehicle demands would fall significantly.

11. Conclusions and recommendations

The draft LTP (as of 27th April 2018) includes a number of scheme options for both Sawyers Arms Road and Harewood Road which represent a sound response to Network Management Plan initiatives.

The current environment is one of service gaps on both Harewood Road and Sawyers Arms, for all road user types. Sawyers Arms Road and Northcote Road experience delays, and Harewood Road includes a service gap for cyclists, most manifest in the high number of cycle related crashes at the Greers Road intersection. Further west on Harewood Road, vehicle demands are low and operating speeds are high, marginalising other road users and contributing to safety concerns.

The schemes included in the draft LTP are anticipated to resolve these service gaps.

Through investing on the Sawyers Arms Road – Northcote Road corridor, delays are forecast to halve, representing a more reliable and better connected east-west route in the North West of the city.

Through investing in the Major Cycle Route on Harewood Road, cyclist relating crashes will decline, and commercial activities along the corridor will be considerably more accessible by non-motorised modes. At present, some of the approach roads to the roundabout at Bishopdale Mall do not include pedestrian crossing facilities of any description. By changing the layout of the road, a number of existing crash sites will be resolved. Quality of place would also be enhanced. Although lane capacity will be reduced, the 'through traffic' will use the improved Sawyers Arms Road, allowing Harewood Road to serve an enhanced local access and commercial access role, albeit more safely for all users.

There are strategic matters to be monitored. Presently, there is not an anticipated rapid development rate of the rezoned Industrial land. Ownership of this land is still fragmented, lowering the likelihood of significant development. The NZTA scheme at Johns Road (SH1) Sawyers Arms Road includes a low priority rating. However, these matters can change. The Johns Road / Sawyers Arms Road intersection is subject to delays presently, and represent the last section of 'at grade' road on the Western Corridor. It is not fanciful that the scheme could proceed as published. As a consequence the perceived value of the 50 hectares could increase. The motorway effectively serves direct access (currently being upgraded) to the major growth areas of the Waimakariri and Selwyn districts, representing convenient access to a growing customer and human resource base. Modelling of this scenario suggests that Council will need to address its network, in particular seeking to develop the Wooldridge Road to Styx Mill collector road link.

A major point of interest has been the Harewood Road / Breens Road / Gardiners Road intersection, and the desire to include signals here. Council officers have reviewed this and strongly recommend against, as the crash trend supporting the desire for this scheme has proved to be temporary and associated with the intersection forming part of a diversion route whilst major works were underway on the State Highway. An alternative scheme option, which addresses the crash matters has been costed at about 12% of the cost of a signalised intersection scheme.

It is strongly recommended that the City focusses on the issues at hand, in resolving speed and safety matters. The LTP represents an excellent opportunity to resolve very specific operational

challenges and provides quality connectivity through the north west of the city for all road users. It is therefore recommended to confidently progress with the LTP schemes and resolve the service gaps.

12. Appendix A

Site photography

Figure 12-1: Harewood Road / Greers Road signals, facing north west (towards Harewood)



Figure 12-2: Harewood Road / Greers Road signals, facing north west (towards Harewood)



Figure 12-3: Harewood Road / Farrington Road, facing east (towards Papanui)



Figure 12-4: Bishopdale gyratory, facing north (towards Highstead)



Figure 12-5: Bishopdale gyratory, facing north (towards Highstead)



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Figure 12-6: Harewood Road facing east (towards Bishopdale gyratory)



Figure 12-7: Bishopdale gyratory, facing east (towards Papanui)



Figure 12-8: Harewood Road, facing east towards Bishopdale gyratory



Figure 12-9: Harewood Road / Mall access (looking north east towards Mall)



Figure 12-10: Harewood Road / Mall access (looking west towards Bishopdale gyratory)

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Figure 12-11: Harewood Road / Mall access (looking north west towards Bishopdale Mall).



Figure 12-12: Harewood Road / Mall access (looking west towards Bishopdale gyratory)



Figure 12-13: Harewood Road / Mall access (looking west towards Bishopdale gyratory)



Figure 12-14: Harewood Road, east of Cotswald Ave, (looking east towards Bishopdale Mall)



Figure 12-15: Harewood Road, east of Cotswald Ave, (looking east towards Bishopdale Mall)



Figure 12-16: Harewood Road, east of Cotswold Avenue, looking east towards Bishopdale Mall.



Figure 12-17: Harewood Road, looking west towards Cotswald Avenue



Figure 12-18: Harewood Road / Breens Road: Harewood Road looking west towards Harewood



Figure 12-19: Harewood Road / Breens Road: south east corner looking northwest



Figure 12-20: Breens Road facing north towards Harewood Road



Figure 12-21: Harewood Road facing east towards Breens road and Gardiners road



Figure 12-22: Harewood Road, east of Breens Road, looking east (towards Bishopdale Mall)



Figure 12-23: Harewood Road, west of Garinders Road looking west (towards Harewood)



Figure 12-24: Harewood Road / Breens Road, south west corner, looking north east

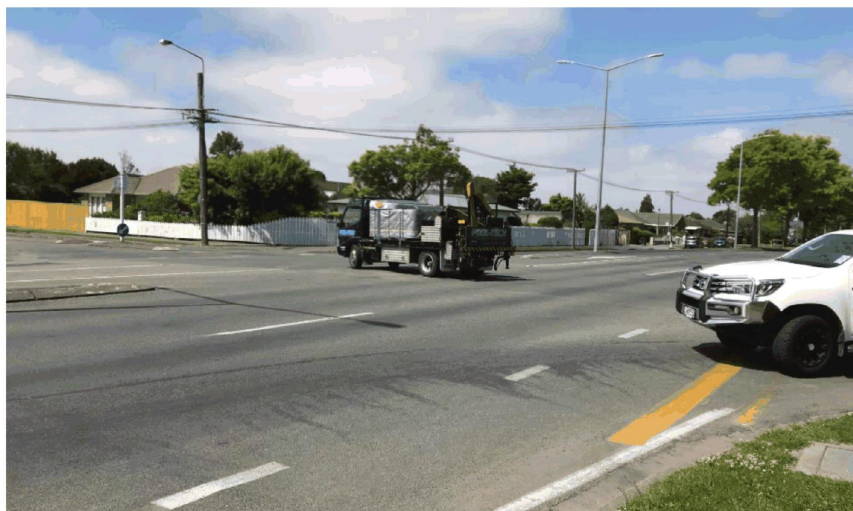


Figure 12-25: Harewood Road / Gardiners Road, north west corner looking south east.



Figure 12-26: Harewood Road / Crofton Road, looking east towards Bishopdale Mall.



Figure 12-27: north west of Crofton Road, looking northeast (towards Harewood)



Figure 12-28: Harewood Road view of pedestrian crossing, west of Crofton Road



Figure 12-29: Harewood Road corner, west of Crofton Road (looking east, towards Bishopdale)



Figure 12-30: Harewood Road corner, west of Crofton Road (looking east, towards Bishopdale)



Figure 12-31: Harewood Road at nunweek park, looking west

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Figure 12-32: Harewood Road at Nunweek Park, looking west



Figure 12-33: Harewood Road, looking west towards Wooldridge Road

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Figure 12-34: Wooldridge Road, looking east along Harewood Road (towards Bishopdale)



Figure 12-35: Shared path, parallel to Wooldridge Road (looking south)



Figure 12-36: Pedestrian crossing of Wooldridge Road, looking west along Harewood Road



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Figure 12-37: Pedestrian crossing of Wooldridge Road, looking east along Harewood Road



Figure 12-38: Wooldridge Road, looking east along Harewood Road (towards Bishopdale)



Figure 12-39: Looking west along Harewood Road (from Wooldridge Road), towards Harewood



Figure 12-40: Looking west along Harewood Road (from Stanleys Road), towards Harewood



Figure 12-41: Kea crossing, Harewood School (travelling eastbound on Harewood Road)

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Figure 12-42: Stanley Road, typical cross section



Figure 12-43: Wooldridge Road, looking south (from Harewood Road) towards Wairakei Road



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Report from Papanui-Innes Community Board – 26 October 2018

14. Harewood Road Corridor Study Findings and Recommendations (P-I)

Reference: 18/1136283

Presenter(s): Mark Gregory, Transport Network Planner

1. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

1. Endorses the Corridor study and recommended strategies.
2. Recommends to the Council that the Corridor study and recommendations be endorsed.
3. Specifically notes, and requests that the Council note, that the report recommends to:
 - 3.1 Adopts a network management based strategy to the Northwest city corridors, addressing service gaps as necessary including the following explicitly, for
 - Harewood Road
 - Address the issue of 'design speed'
 - Address service gaps affecting pedestrians and cyclists, including safety matters
 - Address the safety concerns at Harewood Road / Greers Road intersection
 - Sawyers Arms Road
 - Proceed with route improvements, as included in the Long Term Plan (LTP).
 - 3.2 Is aware of and notes, potential changes affecting strategic planning, including major schemes on Johns Road and higher industrial development rates in the west of the corridor: though these are considered lower probability outcomes at this stage.
 - 3.3 Notes the LTP makes provision for a network-based approach to the Northwest, and that continuing support of specific LTP schemes is strongly recommended.

2. Papanui-Innes Community Board Recommendation to Council

Part A

That the Council:

1. Endorses the Harewood Road corridor study and recommended strategies.
2. Notes that the report recommends to adopt a network management based strategy to the Northwest city corridors, addressing service gaps as necessary including the following explicitly, for:
 - a. Harewood Road
 - Address the issue of 'design speed'

- Address service gaps affecting pedestrians and cyclists, including safety matters
- Address the safety concerns at Harewood Road / Greers Road intersection
- b. Sawyers Arms Road
 - Proceed with route improvements, as included in the Long Term Plan (LTP).
- 3. Is aware of and notes, potential changes affecting strategic planning, including major schemes on Johns Road and higher industrial development rates in the west of the corridor: though these are considered lower probability outcomes at this stage.
- 4. Notes the LTP makes provision for a network-based approach to the Northwest, and that continuing support of specific LTP schemes is strongly recommended.
- 5. Notes that the recent work completed on the Major Cycleway Routes has been included as much as possible at this stage and can be reviewed and updated as can all of the contents as it is a living document.

Secretarial Note: This item will be considered by the Council in conjunction with the Fendalton-Waimairi-Harewood Community Board recommendations, item 13. The 'Harewood Road Corridor Study' document can be found in Attachment A of item 13.

Attachments

No.	Report Title	Page
1	Harewood Road Corridor Study Findings and Recommendations	195

There are no attachments for this report.

Harewood Road Corridor Study Findings and Recommendations

Reference: 18/421177

Presenter(s): Mark Gregory, Transport Network Planner

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to endorse the findings of the Corridor Study.

Origin of Report

- 1.2 This report is being provided to Papanui-Innes Community Board to advise upon findings and recommendations of the corridor study (refer to Harewood Road Corridor Study **separately attached**).

2. Significance

- 2.1 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by review of the Significance and Engagement Policy (20th June 2017)
 - 2.1.2 There is no Community Consultation required by this project.

3. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

- 3.1 Endorses the Corridor study and recommended strategies.
- 3.2 Recommends to the Council that the Corridor study and recommendations be endorsed.
- 3.3 Specifically notes, and requests that the Council note, the report recommends to:
 - 3.3.1 Adopt a network management based strategy to the Northwest city corridors, addressing service gaps as necessary including the following explicitly, for
 - Harewood Road
 - Address the issue of 'design speed'
 - Address service gaps affecting pedestrians and cyclists, including safety matters
 - Address the safety concerns at Harewood road / Greers Road intersection
 - Sawyers Arms Road
 - Proceed with route improvements, as included in LTP.
 - 3.3.2 Is aware of and notes, potential changes affecting strategic planning, including major schemes on Johns Road and higher industrial development rates in the west of the corridor: though these are considered lower probability outcomes at this stage.
 - 3.3.3 Notes the LTP makes provision for a network-based approach to the Northwest, and that continuing support of specific LTP schemes is strongly recommended.

4. Key Points

- 4.1 The corridor study has been undertaken in conjunction with a broader area study, in order to identify a network management plan for the future.
- 4.2 The study considers:
 - 4.2.1 Crash safety and treatment priority analysis for all transport modes
 - 4.2.2 Movement demands and efficiency for all transport modes
 - 4.2.3 Overall provision for all modes
 - 4.2.4 Predicted changes to network demands, based on different future options
 - 4.2.5 Extent to which current corridor design and operations are 'fit for future'
 - 4.2.6 Extent to which draft LTP is likely to address future needs; and identification of specific future scheme design requirements
 - 4.2.7 Recommended resolutions to above problems, including a broader network management perspective
- 4.3 For each point raised above, the key conclusions:
 - 4.3.1 Crash safety and treatment priority analysis for all transport modes:
 - With the exception of pedestrian and cyclist crashes at Harewood Road / Greers Road, the crash history of the corridor is not particularly high when measured against the whole of the city.
 - The majority of crashes are occurring at intersections and chiefly include drivers failing to give way in priority situations
 - The intersection of Harewood Road / Greers Road has the highest corridor ranking in city wide crash analysis (placed at 21st), with specific crash problems including:
 - An especially high number of crashes involving pedestrians and cyclists
 - Right turn movements from Greers Road (from north) failing to give way to opposing movements from the south
 - The Major cycle Route (MCR) project has capacity to improve the cyclists and pedestrian related crashes; the right turn crashes will likely reduce too as a consequence of falling vehicle demands following wider network improvements (through LTP)
 - Speeding is a problem in the corridor, particularly further west, and this is likely to impact upon safety in the future.
 - The intersection of Harewood / Gardiners / Breens Roads has been reviewed, in response to requests for significant intervention, and the study concludes that:
 - There is a crash pattern at this location,
 - There was a spike in crashes, coinciding with the route being used as a diversion during transformative works on State Highway 1 (Johns Road), and since this time, the crash route has dropped from six crashes in 2014 to two crashes in the past three years.
 - The severity of crashes is low.

- The intersection ranks as 62nd worst in the CCC network and 81st in the total network (including NZTA) and is therefore not recommended as a priority for safety works.
- There would be no business case to support signals at the intersection. It is expected that the underlying crash factors can be addressed for a small fraction of the cost of signals.
- For the corridor as a whole, vehicle demands are forecast to reduce which could result in fewer crashes, but if the matter of speed is not addressed crash outcomes could become more severe over time. Speeding is heavily influenced by the current road layout which includes wider lanes and geometry of a higher 'design speed' than the posted speed limit.

4.3.2 Movement demands and efficiency for all transport modes

- The busiest intersection is Harewood Road / Greers Road. The worst movements are the Greers Road northbound movement (traffic approaching from the south), having the narrowest approach with the least number of traffic lanes; and the opposing right turn from Greers (from Northcote) west in Harewood (towards Bishopdale)
- The two movements above as well as being most delayed are also noted as having the highest crash rate
- The crashes do not occur during the AM peak when a right turn filter arrow runs. However, to run this arrow throughout the day would be to exacerbate delays affecting the opposing Greers Road northbound movement.
- Queues can be observed on approaches to Harewood Road, most notably Farrington Avenue and Wooldridge Road; however, this is occurring for short periods within the day, mostly between 1700 and 1730 hours. Operations are expected to improve in the future.

4.3.3 Overall provision for all modes

- There is an over provision of capacity for general traffic through much of the corridor, with particularly low flows observed for a two lane divided road. This results in speeding issues and marginalisation of non-motorised users.
- Cycle facilities are inconsistent through the corridor, with extensive sections offering no facilities at all. Negotiating intersections can be difficult, for example the cycle lane around the roundabout carries cyclists through a middle of a conflict point. The intersection with Greers Road has a particularly high number of rashes involving cyclists.
- Pedestrian facilities are provided alongside the roads, however alignment of crossings (for example, location of the crossings of Harewood Road at Breens Road)

4.3.4 Predicted changes to network demands, based on different future options

- The modelled outcome for the corridor is for a reduction in demand, with an increase in demands on Sawyers Arms Road. This has been found where:
 - LTP schemes for the Sawyers Arms Road – Northcote Road corridor increase capacity and the attractiveness of Sawyers Arms Road
 - A further decrease on Harewood Road is predicted to occur following the MCR scheme

- A significant reduction would occur if the NZTA proceed with the Grade separation scheme of State Highway 1 / Sawyers Arms Road (as currently listed in the Land Transport Plan (albeit with a lower priority rating).
- The decreases in demand will result in:
 - A decrease in delays at the Bishopdale 'roundabout'
 - Reduction in the number of 'car on car' crashes in the corridor, simply because the exposure to risk will reduce as traffic demands fall.
 - Increase 'speeding', as less traffic reduces impediments to travelling at faster speeds
- Changes to the strategic planning context:
 - Development of the rezoned industrial land (of up to 50 Hectares) west of Wooldridge Road is not currently forecast to occur at a rapid rate. However, if it does then the effects of development traffic are not anticipated to change the overall conclusions.
 - There is a scheme in the Regional Land Transport Plan, which includes major upgrades to the Johns Road / Sawyers Arms Road roundabout (and most likely include the Harewood Road roundabout as well) which would result in a further reduction in vehicle demands on Harewood Road to that currently forecast. However, this scheme has a low priority ranking, and would be considered unlikely to proceed at this stage.
 - The Council should be advised that if both the NZTA scheme and rapid development of the rezoned industrial land should occur, then there would be more significant effects on the Council network, due to the impact of adding more traffic to a situation that would include reducing access to and from the Johns Road via Harewood Road. Such a strategy would include providing an improved connection from Harewood Road (around Wooldridge Road) to Sawyers Arms Road. However, this can be considered a low likelihood scenario at this stage.

4.3.5 Extent to which corridor is 'fit for future'

- Overall, road layouts are for a higher design speed and cater for greater demands than those observed and predicted. This is likely to result in safety concerns moving forward and greater marginalisation of pedestrians and cyclists. Level of service for pedestrians and cyclists is low.
 - Specific matters include:
 - Road layout including some geometry that enables / encourages speeding
 - Safety concerns at Greers Road / Harewood Road intersection (ranked 21st most hazardous intersection in Christchurch)
 - A corridor wide level of service issue affecting cyclists
 - Stanleys Road will potentially be relied upon to serve access to a new employment site (47Ha of land rezoned from rural to Business Park through the District Plan Review)
 - The unlikely issues of NZTA scheme at Sawyers Arms Road, coinciding with a rapid rate of development of the rezoned industrial land.

4.3.6 Extent to which the draft LTP is likely to respond well to future needs and identification of specific future scheme requirements

- The following schemes are included in the draft LTP, and with funding allocated:

- Wheels to Wings Major Cycle Route (MCR) (Section 2, 2025 – 2029)
- Intersection improvement: Greers / Northcote / Sawyers Arms Road (2026 – 2029)
- The following schemes are included in the draft LTP, with no funding allocated:
 - Intersection improvement: Greers / Harewood
 - Intersection improvement: Harewood / Stanleys
 - Intersection improvement: Harewood / Wooldridge
- The MCR is the most significant project on Harewood Road, and has capacity to:
 - Improve upon the 'design speed' issue of the corridor
- The Greers / Harewood intersection will be traversed by the MCR, and the MCR scheme could address the current operational challenges at the intersection, including:
 - Reducing the crashes affecting cyclists and pedestrians by means of improving alignment and increasing conspicuousness
 - Indirectly improve efficiency of Greers Road: following the MCR, demands on Harewood Road are predicted to fall, allowing for greater 'green time allocation' to Greers Road movements: potentially increasing capacity without road widening.
- Indirect effects of the Greers / Northcote / Sawyers Arms road intersection upgrades will include diversion of current right turn (north to west) movements at Harewood Road, thus reducing exposure to the current highest crash movement. (Reallocation of green time in favour of Greers Road would also likely be effective).
- The District Plan includes an Outline Development Plan (ODP) (Chapter 16, Appendix 16.8.14) which indicates that the intersections of Harewood / Wooldridge and Harewood / Stanleys require improvement. These could potentially be developer funded, however this would not extend to the widening of Stanleys Road as well.
- There is no provision in the LTP to address effects of rapid industrial development alongside NZTA Sawyers Arms Road intersection scheme, (e.g. an improved road connection to Sawyers Arms Road); however, this is considered a low probability scenario at this stage
- Therefore, it is recommended that the LTP mostly addresses corridor issues, but that additional monies may be needed in the future to address Stanleys Road, if significant take up occurs at the rezoned business parkland.

4.3.7 Recommended resolutions to above problems, including a broader network management perspective

The Harewood Road corridor should be addressed as part of a broader network based strategy. Such a strategy includes provision of high quality connections for all users, which involves prioritising different models within different corridors. For the northwest of the City, this is achievable by providing:

- A quality corridor for general traffic in Sawyers Arms Road. The LTP is making provision for a safer, higher capacity corridor, providing a quality connection within the strategic road network.
- A quality corridor for cyclists and local access in Harewood Road. The MCR scheme can also address the 'design speed' issue currently affecting the corridor.

- Through detailed investigation, the LTP projects have capability to address specific corridor issues and service gaps. Although the LTP line item of Greers / Harewood is unfunded, the MCR will make changes to the intersection that can both directly and indirectly improve safety.
- A 'joined up' outcome for the network can be achieved through the current proposed LTP.
- Note in section 4.3.6 the 'indirect' benefits of schemes on current operations.
- In the unlikely event that the NZTA proceed with the Sawyers Arms Road scheme (noting again that this scheme is given a low priority ranking in the Regional Land Transport Plan) then the likely rate of industrial development should be reviewed and a strategy developed as necessary. (See section 4.3.4).

5. Context/Background

5.1 On 20th June 2017, the Council requested that a corridor study be undertaken for Harewood Road, in order to identify priorities for intersection improvements and renewals works.

- The Corridor study has been prepared, engaging with:
 - NZTA crash data base ('Crash Analysis System') data and 'KiwiRAP' analysis of safety priority
 - The modelling of the corridor within the Council's city wide traffic model ('CAST'), including several scenarios from 'Do nothing', including the (current) draft LTP schemes and including possible but unlikely changes such as major improvements at Johns Road / Sawyers Arms Road.
 - The testing of more detailed scheme options
 - Several site visits, including traversing the corridor as a driver, pedestrian and cyclist.
- A seminar was held on 5th March for the combined ITE Committee, Papanui-Innes Community Board and Fendalton-Waimairi-Harewood Community Board including a progress report, and also a presentation given by the Major Cycle Route team.
- Following concerns raised regarding the safety of Harewood/Gardiners/Breens intersection, an interim scheme is being developed (separate to the Corridor study).

Attachments

No.	Title	Page
A	Harewood Road Corridor Study (<i>Under Separate Cover</i>)	

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	Mark Gregory - Transport Network Planner
Approved By	Richard Holland - Team Leader Asset Planning Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services

Report from Halswell-Hornby-Riccarton Community Board – 30 October 2018

15. Templeton Area - Proposed Speed Limit Review (H-H-R)

Reference: 18/1156631

Presenter(s): Edwin Tiong, Traffic Engineer

1. Halswell-Hornby-Riccarton Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve that pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that speed limits in the Templeton area be revoked and set as identified on the agenda attached drawing TG132770 Issue 3, dated 10-10-2018, and as listed below in Clauses 1a to 1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps;
 - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Hasketts Road, Leggett Road, Maddisons Road, Kirk Road, Newton Road, Dawsons Road and Jones Road.
 - b. Revoke the existing permanent speed limit of 80 kilometres per hour on Waterloo Road.
2. Approve that the speed limit on Hasketts Road be set at 80 kilometres per hour commencing at its intersection with Buchanans Road and extending to its intersection with Barthers Road.
3. Approve that the speed limit on Leggett Road be set at 80 kilometres per hour.
4. Approve that the speed limit on Maddisons Road be set at 80 kilometres per hour commencing at its intersection with Barthers Road and extending in a westerly direction to a point measured 300 metres east of Kirk Road, and commencing from a point measured 360 metres west of Kirk Road and extending in a westerly direction to its intersection with Dawsons Road.
5. Approve that the speed limit on Kirk Road be set at 80 kilometres per hour commencing at its intersection with West Coast Road and extending in a southerly direction to a point measured 400 metres north of Maddisons Road.
6. Approve that the speed limit on Newtons Road be set at 80 kilometres per hour commencing at its intersection with Kirk Road and extending in a westerly direction to its intersection with Dawsons Road.
7. Approve that the speed limit on Dawsons Road (boundary road with Selwyn District Council) be set at 80 kilometres per hour commencing at its intersection with West Coast Road and extending in a southerly direction to its intersection with Jones Road.
8. Approve that the speed limit on Jones Road be set at 60 kilometres per hour commencing at its intersection with Dawsons Road and extending in an easterly direction to a point measured 130 metres west of Globe Bay Drive.

9. Approve that the speed limit on Waterloo Road be set at 60 kilometres per hour commencing at a point measured 80 metres west of Pound Road and extending in a westerly direction to a point measured 50 metres east of Bicknor Street.
10. Approve that the speed limit on Maddisons Road be set at 60 kilometres per hour commencing at a point measured 300 metres east of Kirk Road and extending in a westerly direction to a point measured 360 metres west of Kirk Road.
11. Approve that the speed limit on Kirk Road be set at 60 kilometres per hour commencing at a point measured 400 metres north of Maddisons Road and extending in a southerly direction to a point measured 330 metres south of Maddisons Road.
12. Approve that the speed limit changes listed above in Clauses 1 to 11 come into force following the date of Council approval and installation of all required infrastructure (signage and/or markings) and removal of obsolete infrastructure as indicated in the attached drawing TG132770 Issue 3, dated 10/10/2018.

Attachments

No.	Report Title	Page
1	Templeton Area - Proposed Speed Limit Review	205

No.	Title	Page
A ↓	Templeton Area Proposed Speed Limit Changes - Drawing TG132770 - For Council Approval	214

Templeton Area - Proposed Speed Limit Review

Reference: 18/844636

Presenter(s): Edwin Tiong, Traffic Engineer and Lori Rankin, Engagement Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Waipuna/Halswell-Hornby-Riccarton Community Board's recommendation to the Council that it approve the proposed speed limit changes on the streets in Templeton area as described within this report in accordance with **Attachment A**.

Origin of Report

- 1.2 This report is staff generated in response to requests from the community to reduce speed limits in the Templeton area, in alignment with the new speed limits on Selwyn District Council's road network.

2. Significance

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

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approve that pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that speed limits in the Templeton area be revoked and set as identified on the attached drawing TG132770 Issue 3, dated 10/10/2018, and as listed below in Clauses 1a to 1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps;
 - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Hasketts Road, Leggett Road, Maddisons Road, Kirk Road, Newton Road, Dawsons Road and Jones Road.
 - b. Revoke the existing permanent speed limit of 80 kilometres per hour on Waterloo Road.
2. Approve that the speed limit on Hasketts Road be set at 80 kilometres per hour commencing at its intersection with Buchanans Road and extending to its intersection with Barthers Road.
3. Approve that the speed limit on Leggett Road be set at 80 kilometres per hour.
4. Approve that the speed limit on Maddisons Road be set at 80 kilometres per hour commencing at its intersection with Barthers Road and extending in a westerly direction to a point measured 300 metres east of Kirk Road, and commencing from a point measured 360 metres west of Kirk Road and extending in a westerly direction to its intersection with Dawsons Road.
5. Approve that the speed limit on Kirk Road be set at 80 kilometres per hour commencing at its intersection with West Coast Road and extending in a southerly direction to a point measured 400 metres north of Maddisons Road.

6. Approve that the speed limit on Newtons Road be set at 80 kilometres per hour commencing at its intersection with Kirk Road and extending in a westerly direction to its intersection with Dawsons Road.
7. Approve that the speed limit on Dawsons Road (boundary road with Selwyn District Council) be set at 80 kilometres per hour commencing at its intersection with West Coast Road and extending in a southerly direction to its intersection with Jones Road.
8. Approve that the speed limit on Jones Road be set at 60 kilometres per hour commencing at its intersection with Dawsons Road and extending in an easterly direction to a point measured 130 metres west of Globe Bay Drive.
9. Approve that the speed limit on Waterloo Road be set at 60 kilometres per hour commencing at a point measured 80 metres west of Pound Road and extending in a westerly direction to a point measured 50 metres east of Bicknor Street.
10. Approve that the speed limit on Maddisons Road be set at 60 kilometres per hour commencing at a point measured 300 metres east of Kirk Road and extending in a westerly direction to a point measured 360 metres west of Kirk Road.
11. Approve that the speed limit on Kirk Road be set at 60 kilometres per hour commencing at a point measured 400 metres north of Maddisons Road and extending in a southerly direction to a point measured 330 metres south of Maddisons Road.
12. Approve that the speed limit changes listed above in Clauses 1 to 11 come into force following the date of Council approval and installation of all required infrastructure (signage and/or markings) and removal of obsolete infrastructure as indicated in the attached drawing TG132770 Issue 3, dated 10/10/2018.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Set Speed Limits in accordance with the Attachment A (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Speed limits are set at a level that is appropriate for the nature of the road use and consistent with the speed limits in Selwyn District Council.
 - Reduce potential for crashes with high severity injuries.
 - Proposed speed limits supported by community.
 - 4.3.2 The disadvantages of this option include:
 - Longer travel times (minimal).

5. Context/Background

- 5.1 There have been several recent concerns raised by members of the public regarding the speed limits in the Templeton area.
- 5.2 Recently, Selwyn District Council (SDC) reduced the speed limit on its sections of Newtons Road and Maddisons Road from 100 kilometres per hour to 80 kilometres per hour. Members of the

public have requested that the Christchurch City Council (CCC) consider making the same changes on the remaining sections of these roads.

- 5.3 The speed limit changes made by SDC results in a variation of speed limits in the Templeton area. These speed limit variations over short distances of road, are confusing for motorists.
- 5.4 From a safety perspective, the rural roads, for example Newtons Road, are very narrow with no hard shoulders and no road markings at all.
- 5.5 In addition, it has been identified that vehicle operating speeds travelling into the Templeton area from Kirk Road, Jones Road and Waterloo Road are higher than the posted speed limit.
- 5.6 These speed limit changes are proposed primarily for safety and consistency.
- 5.7 An earlier engagement with SDC, NZTA, Police and the AA resulted in unanimous support of the proposal. SDC are also in agreement with CCC with regards to the speed limit reduction on Dawsons Road (boundary road with SDC).

6. Option 1 – Set Speed Limits in accordance with Attachment A (preferred)

Option Description

- 6.1 The preferred option involves the changing of speed limits in accordance with the Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the businesses, owner and occupier of any property likely to be affected by the option.

Impact on Mana Whenua

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

Community Views and Preferences

- 6.4 Affected property owners and residents were advised of the recommended option by receipt of the consultation leaflet. The consultation was also emailed to key stakeholders and was posted on the Council Have Your Say webpage.
- 6.5 Engagement was undertaken from Wednesday 13 June 2018 to Friday 6 July 2018.
- 6.6 A total of 1,000 leaflets were hand delivered to businesses and properties on Barters Road, Dawsons Road, Hasketts Road, Ivey Road, Jones Road, Kirk Road, Leggett Road, Maddisons Road, Miners Road, Newtons Road, Pound Road and West Coast Road.
- 6.7 The consultation leaflets were also sent to 20 key stakeholders and 198 absentee owners.
- 6.8 Additional leaflets were made available at Civic Offices, Hornby Service Centre and Upper Riccarton Community Library.
- 6.9 During the course of the engagement, the Council received feedback from 96 submitters. Of these, 83 submitters were in support of the proposal and 13 did not support the proposal.
- 6.10 The following outlines the main themes of the feedback:

6.10.1 Further speed reductions

- 20 submitters requested further speed reductions.

Kirk Road

- Seven submitters (in support) requested Kirk Road from Templeton to Maddisons Road be reduced to 50 kilometres per hour.
- Two submitters (one in support and one against) requested Kirk Road from Templeton to Newtons Road be reduced to 60 kilometres per hour.
- One submitter (in support) requested Kirk Road from Templeton to Maddisons Road or Newtons Road be reduced to 60 kilometres per hour or 70 kilometres per hour.

Barters Road

- One submitter (in support) requested Barters Road be reduced to 60 kilometres per hour.

Hasketts Road

- One submitter (in support) requested Hasketts Road near the Ruapuna Motorsport Park be reduced to 70 kilometres per hour.

Maddisons Road

- One submitter (in support) requested Maddisons Road between Dawsons Road and Kirk Road be reduced to 50 kilometres per hour.

Waterloo Road

- One submitter (in support) requested Waterloo Road between Pound Road and Bicknor Street be reduced to 70 kilometres per hour.
- One submitter (in support) requested Waterloo Road to the intersection with Wakamuri Road be reduced to 50 kilometres per hour.
- One submitter (in support) requested Waterloo Road between Kirk Road and Pound Road be reduced to 50 kilometres per hour.

West Coast Road

- Two submitters (in support) requested that the intersection of West Coast Road and Kirk Road be reduced to 70 kilometres per hour (NZTA are the RCA).
- Two submitters (in support) requested that West Coast Road west of the Hasketts Road intersection be reduced to 70 kilometres per hour (NZTA are the RCA).

All proposed roads

- One submitter (in support) requested all roads be reduced to 60 or 70 kilometres per hour.

6.10.2 Exclusions

- Six submitters requested some roads be excluded, three submitters did not support any speed reductions and one submitter requested an increase in the speed limit on Hasketts Road.

Jones Road:

- Three submitters in support and one submitter against the proposal did not agree with the speed limit being reduced to 60 kilometres per hour.
- One submitter in support did not agree with the speed limit being reduced to 60 kilometres per hour and suggested it be reduced to 80 kilometres per hour instead.

Kirk Road (Maddisons Road to West Coast Road)

- One submitter who did not support the proposal, suggested Kirk Road (between Maddisons Road and West Coast Road) remain 100 kilometres per hour.

Maddisons Road and Hasketts Road to the intersections with Kirk Road

- One submitter who was in support of the proposal suggested that Maddisons Road and Hasketts Road to the intersection with Kirk Road remain at 100 kilometres per hour.

Hasketts Road

- One submitter who did not support the proposal suggested the current 70 kilometres per hour section on Hasketts Road be increased to 80 kilometres per hour to make it consistent with the other proposed 80 kilometres per hour sections.

All roads with proposed speed reductions

- Three submitters that did not support the proposal, and did not agree to any of the speed reductions.

6.10.3 Heavy vehicle route

- Nine submitters (seven in support and two against) requested a heavy vehicle route is implemented to direct truck drivers not to use Kirk Road.

6.10.4 Outside the scope of the project

- 14 submitters made requests which were outside the scope of this project.

6.10.5 Additional threshold signage

- Two submitters in support of the proposal requested extra threshold signage be installed.

6.11 As a result of consultation, the following change(s) has/have been made to the final plan for approval:

- Proposed 60 kilometres per hour speed limit on section of Waterloo Road between Pound Road and Bicknor Street instead of 80 kilometres per hour.
- Proposed 60 kilometres per hour speed limit on the section of Kirk Road approaching Maddisons Road intersection instead of 80 kilometres per hour.
- Proposed 60 kilometres per hour speed limit on the section of Maddisons Road approaching Kirk Road intersection instead of 80 kilometres per hour.
- The above changes would improve the safety at the Kirk Road/Maddisons Road intersection.
- The access roads such as Kirk Road, Waterloo Road and Jones Road would be reduced to 60 kilometres per hour prior to entering into the 50 kilometres per hour area of Templeton for consistency purposes.

6.12 Overall, it is noted that the majority of the proposed 80 kilometres per hour speed limits are appropriate due to the rural nature of the road, and is consistent throughout the area.

6.13 A heavy vehicle ban on Kirk Road into Templeton, will be reviewed in the near future.

6.14 A letter has been sent to all submitters advising of the outcome of the consultation, including details of the Board meeting and how they can request speaking rights. Also included in this letter was a link to the feedback summary with project team responses.

Alignment with Council Plans and Policies

6.15 This option is consistent with the Christchurch Transport Strategic Plan 2012-2042.

Financial Implications

6.16 Cost of Implementation - \$30,000 for the installation of traffic controls, plus \$3,750 for consultation and the preparation of this report

6.17 Funding source - Traffic Operations Signs and Road Marking Budget.

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

Legal Implications

6.19 Speed limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

6.20 Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.

6.21 The Council has not delegated its authority to set speed limits to the Community Boards.

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

Risks and Mitigations

6.23 None identified

Implementation

- 6.24 Implementation dependencies - Community Board recommendation to the Council for Council approval.
- 6.25 Implementation timeframe - Approximately six weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.26 The advantages of this option include:
- Speed limits are set at a level that are appropriate for the nature of the road use.
 - Reduced potential for crashes and high severity injuries
 - Proposed speed limits supported by community
- 6.27 The disadvantages of this option include:
- Longer travel times (minimal)

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain existing speed limit.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

- 7.4 Affected property owners and residents were advised of the recommended option by receipt of the consultation leaflet. The consultation was also emailed to key stakeholders and was posted on the Council Have Your Say webpage.
- 7.4.1 Engagement was undertaken from Wednesday 13 June 2018 – to Friday 6 July 2018.
- 7.4.2 A total of 1,000 leaflets were hand delivered to businesses and properties on Barbers Road, Dawsons Road, Hasketts Road, Ivey Road, Jones Road, Kirk Road, Leggett Road, Maddisons Road, Miners Road, Newtons Road, Pound Road and West Coast Road.
- 7.4.3 The consultation leaflets were also sent to 20 key stakeholders and 198 absentee owners.
- 7.4.4 Additional leaflets were made available at Civic Offices, Hornby Service Centre and Upper Riccarton Community Library.
- 7.5 During the course of the engagement, Council received feedback from 96 submitters. Of the 96 submissions, 83 submitters were in support of the proposal and 13 did not support the proposal.
- 7.6 All roads with proposed speed reductions
- Three submitters that did not support the proposal, and did not agree to any of the speed reductions.

Alignment with Council Plans and Policies

- 7.7 This option is inconsistent with the Christchurch Transport Strategic Plan 2012-2042.
- 7.7.1 Inconsistency – Not creating a culture of safety.

7.7.2 Reason for inconsistency – Not ensuring safe and appropriate speed limits which support the design, function and expected level of safety of the road network.

7.7.3 Amendment necessary – Recommend speed limit changes as per Attachment A (Option 1).

Financial Implications

7.8 Cost of Implementation - \$3,750 for consultation and the preparation of this report

7.9 Maintenance/Ongoing Costs - \$0

7.10 Funding source – Existing staff budgets

Legal Implications

7.11 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.12 Road use and misalignment of safe and appropriate speeds in the area not addressed. This option is inconsistent with the speed limits on adjacent roads in the Selwyn District Council area.

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:

- Retain existing travel times and not incur installation costs.

7.16 The disadvantages of this option include:

- It does not have the potential to improve road safety in accordance with changes of speed limits in the Selwyn District Council area.

Attachments

No.	Title	Page
A	Templeton Area Proposed Speed Limit Changes - Drawing TG132770 - For Council Approval	

Confirmation of Statutory Compliance

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

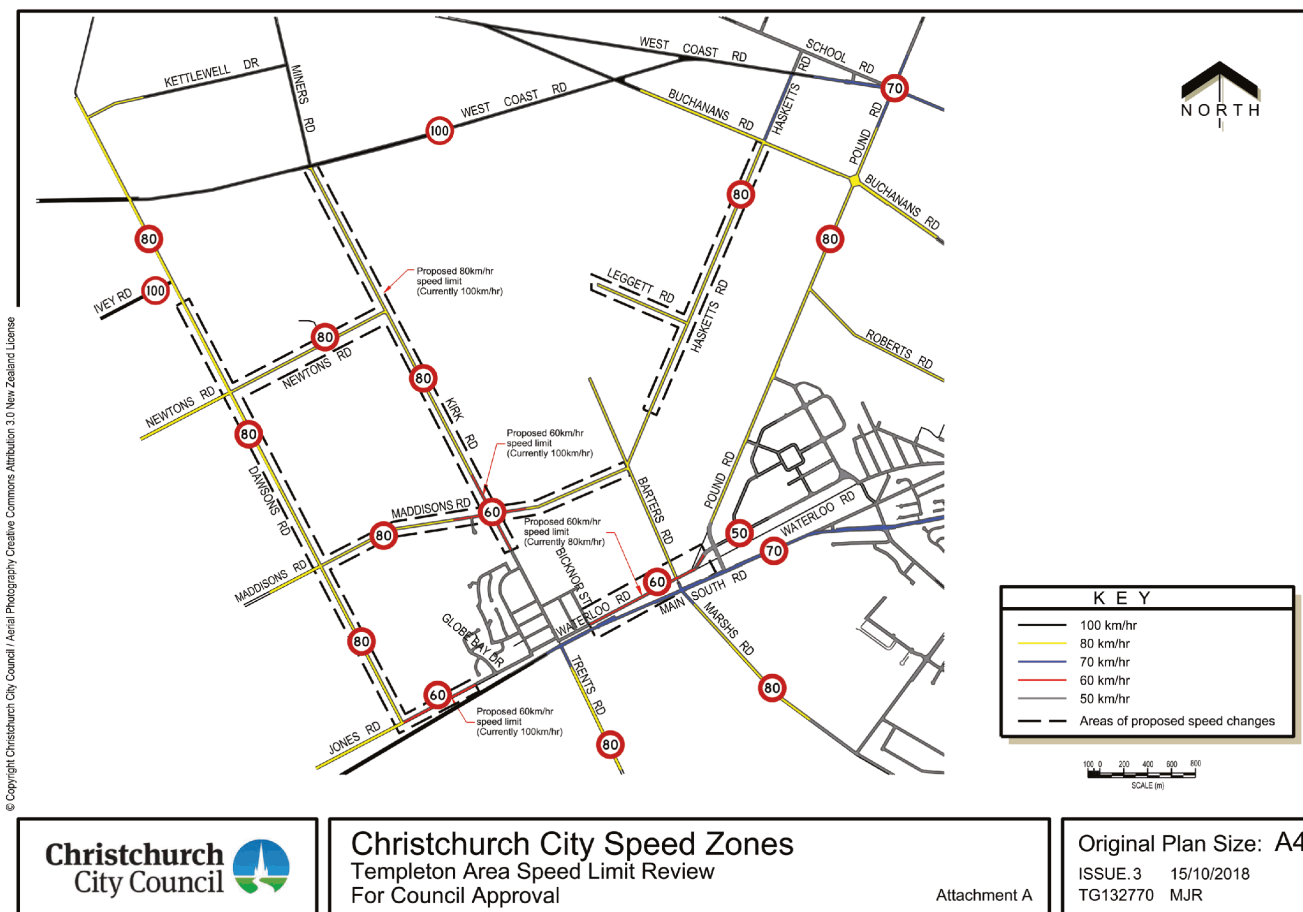
(a) This report contains:

- (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	Edwin Tiong - Traffic Engineer Lori Rankin - Engagement Advisor
Approved By	Stephen Wright - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)



Item No.:

Page 1

Report from Halswell-Hornby-Riccarton Community Board – 13 November 2018

16. Knights Stream and Longhurst - Proposed 40 Kilometres Per Hour Speed Limit (H-H-R)

Reference: 18/1216157

Presenter(s): Edwin Tiong, Traffic Engineer

1. Halswell-Hornby-Riccarton Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that speed limits within the Knights Stream and Longhurst subdivisions, be revoked and set as identified in Attachment A of the agenda report, and listed below in clauses 1a. and 1b. including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps:
 - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Richmond Avenue, Hurutini Way, Luxembourg Crescent, Tongariro Street, Koareare Avenue, Bouma Street, Kokoda Street, Killarney Avenue, Harz Street, Denali Street, Greenwich Street, Jefferson Close, Monsanto Street, Aberdare Street, Oakdene Place, Flagstaff Place, Kruger Road, Elba Crescent, Whincops Road (Halswell Junction Road to Quaifes Road), Caulfield Avenue, John Annan Street, Derek Anderson Place, Bamber Crescent, Meyer Crescent, Piper Street, Greenaway Street, Ashboulth Street, Deacon Street, Whitnall Street, Bargrove Close, Ader Close, Hamill Road, Gosling Crescent, Belgrave Close, Graycliffe Street, McDermott Place, Murphys Road, Ishwar Ganda Boulevard, Dobbs Street, Bradwell Crescent, Hillbourne Street, Lockwood Street, David Buist Crescent, Noodlum Way, Packard Crescent, Robalan Close and Maka Lane.
 - b. Approve that the permanent speed limit be set at 40 kilometres per hour on Richmond Avenue, Hurutini Way, Luxembourg Crescent, Tongariro Street, Koareare Avenue, Bouma Street, Kokoda Street, Killarney Avenue, Harz Street, Denali Street, Greenwich Street, Jefferson Close, Monsanto Street, Aberdare Street, Oakdene Place, Flagstaff Place, Kruger Road, Elba Crescent, Whincops Road (Halswell Junction Road to Quaifes Road), Caulfield Avenue, John Annan Street, Derek Anderson Place, Bamber Crescent, Meyer Crescent, Piper Street, Greenaway Street, Ashboulth Street, Deacon Street, Whitnall Street, Bargrove Close, Ader Close, Hamill Road, Gosling Crescent, Belgrave Close, Graycliffe Street, McDermott Place, Murphys Road, Ishwar Ganda Boulevard, Dobbs Street, Bradwell Crescent, Hillbourne Street, Lockwood Street, David Buist Crescent, Noodlum Way, Packard Crescent, Robalan Close and Maka Lane.
2. Approve that the speed limit changes listed in clauses 1a. and 1b. above come into force on 31 January 2019, following the Council approval and installation of all required

infrastructure (signage and/or markings) and removal of obsolete infrastructure, as indicated in Attachment A of the agenda report.

Attachments

No.	Report Title	Page
1	Knights Stream and Longhurst - Proposed 40 Kilometres Per Hour Speed Limit	217

No.	Title	Page
A ↓	Knights Stream and Longhurst Areas - Proposed 40 Kilometres Per Hour Speed Limit Drawing TG133047 - For Council Approval	225

Knights Stream and Longhurst - Proposed 40 Kilometres Per Hour Speed Limit

Reference: 18/1116448

Presenter(s): Edwin Tiong, Traffic Engineer and Jennie Hamilton, Senior Engagement Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Waipuna/Halswell-Hornby-Riccarton Community Board's recommendation that the Council approve a speed limit change from 50 kilometres per hour to 40 kilometres per hour within the Knights Stream and Longhurst areas as shown on **Attachment A**.

Origin of Report

- 1.2 This report is staff generated in response to requests from local residents and the Community Board to improve safety within the Knights Stream and Longhurst areas. This report also supports the objectives of the New Zealand Transport Agency (NZTA) Speed Management Guide 2016 and the overall vision of the Safer Journeys: Road Safety Strategy 2010-2020.

2. Significance

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

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend that the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that speed limits within the Knights Stream and Longhurst subdivisions, be revoked and set as identified in Attachment A of the agenda, and listed below in clauses 1a. and 1b. including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps:
 - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Richmond Avenue, Hurutini Way, Luxembourg Crescent, Tongariro Street, Koareare Avenue, Bouma Street, Kokoda Street, Killarney Avenue, Harz Street, Denali Street, Greenwich Street, Jefferson Close, Monsanto Street, Aberdare Street, Oakdene Place, Flagstaff Place, Kruger Road, Elba Crescent, Whincops Road (Halswell Junction Road to Quaifes Road), Caulfield Avenue, John Annan Street, Derek Anderson Place, Bamber Crescent, Meyer Crescent, Piper Street, Greenaway Street, Ashboulth Street, Deacon Street, Whitnall Street, Bargrove Close, Ader Close, Hamill Road, Gosling Crescent, Belgrave Close, Graycliffe Street, McDermott Place, Murphys Road, Ishwar Ganda Boulevard, Dobbs Street, Bradwell Crescent, Hillbourne Street, Lockwood Street, David Buist Crescent, Noodlum Way, Packard Crescent, Robalan Close and Maka Lane.
 - b. Approve that the permanent speed limit be set at 40 kilometres per hour on Richmond Avenue, Hurutini Way, Luxembourg Crescent, Tongariro Street, Koareare Avenue, Bouma

Street, Kokoda Street, Killarney Avenue, Harz Street, Denali Street, Greenwich Street, Jefferson Close, Monsanto Street, Aberdare Street, Oakdene Place, Flagstaff Place, Kruger Road, Elba Crescent, Whincops Road (Halswell Junction Road to Quaifes Road), Caulfield Avenue, John Annan Street, Derek Anderson Place, Bamber Crescent, Meyer Crescent, Piper Street, Greenaway Street, Ashbould Street, Deacon Street, Whitnall Street, Bargrove Close, Ader Close, Hamill Road, Gosling Crescent, Belgrave Close, Graycliffe Street, McDermott Place, Murphys Road, Ishwar Ganda Boulevard, Dobbs Street, Bradwell Crescent, Hillbourne Street, Lockwood Street, David Buist Crescent, Noodlum Way, Packard Crescent, Robalan Close and Maka Lane.

2. Approve that the speed limit changes listed in clauses 1a. and 1b. above come into force on 31 January 2019, following the Council approval and installation of all required infrastructure (signage and/or markings) and removal of obsolete infrastructure, as indicated in Attachment A of the agenda.

4. Key Points

- 4.1 The recommendations in this report support the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Change the permanent speed limit within the Knights Stream and Longhurst areas as shown on Attachment A from 50 kilometres per hour to 40 kilometres per hour (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Aligns with the objectives of the NZTA Speed Management Guide 2016 and overall vision of Safer Journeys: Road Safety Strategy 2010-2020.
 - Better aligns the posted speed limit within the areas with actual operating speeds, and helps to improve credibility of speeds across the network.
 - Aims to further reduce actual operating speeds, with a resultant improvement in safety particularly for vulnerable road users, for example in school areas.
 - 4.3.2 The disadvantages of this option include:
 - There are no known disadvantages.

5. Context/Background

- 5.1 There have been reports of speed issues from local residents within the Knights Stream and Longhurst areas.
- 5.2 The new Knights Stream School at the corner of Richmond Avenue and Killarney Avenue will be opened in the first semester next year. Both Knights Stream School and the existing Seven Oaks School on Murphys Road do not have School Speed Zones in place.
- 5.3 Safer Journeys: Road Safety Strategy 2010-2020 is designed to guide improvements in road safety, with an overall vision of *"A safe road system increasingly free of death and serious injury"*. This safe system approach has four key pillars, being *safe vehicles, safe road use, safe roads and roadsides, and safe speeds*. This approach recognises that road user mistakes are inevitable, but that it is everyone's responsibility to ensure that the system protects people from death or serious injury when those mistakes occur. The Strategy recognises that speed affects the likelihood and impact of all crashes, and notes that small reductions in impact speeds greatly

increase the chances of surviving a crash, particularly for pedestrians or cyclists. This is illustrated in Table 4 of the Strategy, as reproduced in Table 1 below.

Collision Type	Probability of death		
	10%	30%	50%
Pedestrian struck by car	30 km/h	40 km/h	45 km/h
Car driver in side impact with another car	50 km/h	65 km/h	75 km/h
Car driver in frontal impact with another car	70 km/h	95 km/h	105 km/h

Table 1. Chance of death at different impact speeds (Source: Safer Journeys Road Safety Strategy 2010-2020)

- 5.4 The Strategy gave rise to a number of action plans, which led to the development of NZTA's Speed Management Guide in November 2016. The objectives of the Guide are:
- To achieve a consistent, sector-wide approach to speed management;
 - To support road controlling authorities (RCAs) to identify parts of the network where better speed management will contribute most to reducing death and serious injury, while still supporting economic productivity; and,
 - To support RCAs in better engagement and consultation.
- 5.5 The Guide recommends that speed management initiatives should be targeted to two areas:
- Firstly, where there is greatest potential to reduce death and serious injury and improve economic productivity. This typically focuses on both rural and urban roads identified with higher collective and/or personal crash risk. An example of a CCC project aligned to this target area of the Guide is the recent lowering of the speed limit on Dyers Pass Road to 60 kilometres per hour. A number of other projects aligned to this target area of the Guide are being progressed and/or investigated this year, including Springs Road, Marshs Road, Quaifes Road and Halswell Junction Road in the vicinity of the Knights Stream and Longhurst subdivisions.
 - Secondly, and of particular relevance to this report, where there are high benefit opportunities to improve the credibility of speed limits across the road network both locally and nationally. This typically involves corridors where road users already travel at the safe and appropriate speed, but where the speed limit is currently out of alignment. A recent example of a CCC project related to this target area, is the introduction of a 40 kilometres per hour speed limit in the Addington area around St Mary's Church Square. Investigations are also underway in relation to speed management projects relating to other similar residential subdivisions.
- 5.6 The Guide provides information and tools to assess the safe and appropriate speed of a road based on its classification, crash risk and other characteristics such as adjacent land use, roadway width, intersection and property access density.
- 5.7 Land Transport Rule: Setting of Speed Limits 2017 replaced the previous (2003) version of the Rule in August 2017, and formalises the approach to speed management in the Guide. In particular, the Rule:
- requires NZTA to provide guidance on and information about speed management to RCAs; and,

- requires RCAs to set speed limits that are safe and appropriate; and,
 - encourages a consistent approach to speed management throughout New Zealand; and,
 - replaces the methodology of the 2003 Rule with assessment criteria and outcome statements based on the approach in the Guide.
- 5.8 As with most modern subdivisions, the Knights Stream and Longhurst areas are generally designed to support a 30 to 40 kilometres per hour operating speed on the majority of its roads, many of which are 6 to 9 metre wide local/access roads. This is consistent with the safe and appropriate speed assessed through the Guide. Based on observations by Council staff, and comments received back from residents during the consultation process, current operating speeds on the majority of the roads within the subdivision are within this range.
- 5.9 Council traffic count data reveals that the 85th percentile operating speed on the Caulfield Avenue (between Noodlum Way and Piper Street) collector road within the subdivisions is higher than the current 50 kilometres per hour posted speed limit, as summarised in Table 2 below.

	Caulfield Avenue (Noodlum Way – Piper Street)
Month / Year	Sep 2017
Avg Daily Volume	1714 vpd
Avg Peak Volume	186 vph
Mean Speed	46.9 km/hr
85 th ile Speed	55.4 km/hr
Percent Heavy Vehicles	8.7%

Table 2. CCC traffic volume and speed summary – Te Korari Street and Te Rito Street

- 5.10 As noted in section 5.3 of this report, Knights Stream and Longhurst are one of a number of similar subdivision developments where a 40 kilometres per hour speed limit is currently being recommended to support the objectives of the NZTA Speed Management Guide 2016 and overall vision of the Safer Journeys: Road Safety Strategy 2010-2020. Lower vehicle speeds within the areas will improve safety, particularly for vulnerable road users (e.g. pedestrians and cyclists) and especially around specific land uses within the areas such as the school, preschools, parks, playground and neighbourhood shops that are now established.
- 5.11 There is currently no variable speed limit (School Zone) outside Knights Stream and Seven Oaks Schools. If the permanent 40 kilometres per hour speed limit is approved, it would improve the safety around the schools' area, and this was discussed in person with the Knights Stream and Seven Oaks School principals, who were supportive of the recommendation.

6. Option 1 - Change the permanent speed limit within the Knights Stream and Longhurst subdivisions area from 50 kilometres per hour to 40 kilometres per hour (preferred)

Option Description

- 6.1 This option is to change the permanent speed limit within the Knights Stream and Longhurst subdivision areas from 50 kilometres per hour to 40 kilometres per hour, as shown on Attachment A. Existing signage at the speed limit change points on Richmond Avenue (to be connected to John Paterson Drive), Denali Street, (at its intersection with Halswell Junction Road), Whincops Road (at its intersection with Halswell Junction Road and Quaifes Road), Hamill Road (at its intersection with Halswell Junction Road), and Murphys Road (at its intersection with Halswell Junction Road and Quaifes Road), would be amended to reflect the reduced 40 kilometres per hour speed limit on entry to the subdivisions.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

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

Community Views and Preferences

- 6.4 Consultation on the Knights Stream Park and Longhurst area proposed 40 kilometres per hour speed limit opened on 2 October 2018 and closed on 24 October 2018.
- 6.5 Information about the speed limit was included in 1,500 leaflets hand delivered to homes, businesses and the schools in the project area, and emailed to key stakeholders.
- 6.6 Eighty eight submissions were received with 57 (65 per cent) supporting a 40 kilometres per hour speed limit, two (2 per cent) partially or conditionally supporting it, and 29 (33 per cent) opposing it.
- 6.7 Many of those who supported a 40 kilometres per hour speed limit referred to the large number of children walking to parks and schools in the project area. Cars were often parked on both sides of roads, making them quite narrow.
- 6.8 The new Knights Stream School is due to open at the beginning of the school year and the Principal of Seven Oaks School said he was happy for the speed limit to change to 40 kilometres per hour.
- 6.9 Speeding was an issue along a number of roads including Caulfield Avenue, Richmond Avenue, Murphys Road, Hamill Road, Ishwar Ganda Boulevard, Packard Crescent and Whincops Road, according to submitters.
- 6.10 Seven submitters stated that given all these elements, a 30 kilometres per hour speed limit would be preferable in this area.
- 6.11 Enforcement was an issue for 10 submitters if any new speed limit was approved. The traffic engineer has confirmed that speed is monitored and reviewed after a new speed limit is implemented.
- 6.12 The New Zealand Transport Agency generally agreed with the proposal, except for the proposed 40 kilometres per hour speed limit for John Paterson Drive, which was currently in a rural road

environment. Sense testing could have the speed limit at a 'rural residential' 60 kilometres per hour, according to a spokesperson.

- 6.13 The Council intends to connect John Paterson Drive to the northern end of Richmond Avenue in a separate project. This would link it to the residential area and justify a slower speed limit. It would also stop many drivers turning from Halswell Junction Road onto Denali Street. At times cars are driving 10 metres on the wrong side of Halswell Junction Road to get around the traffic island and drive down Denali Street without performing a U turn, according to one submitter. The Council is to install temporary bollards and additional signage to stop this occurring.
- 6.14 The Halswell Residents' Association supported the proposed 40 kilometres per hour speed limit but added that the change must be accompanied by a review that puts in place consistent and predictable speed limits across Halswell, and a comprehensive programme of driver behaviour change education, and enforcement.
- 6.15 It submitted that Longhurst and Knights Stream had 50 per cent more dwellings per hectare than older areas of Christchurch (15/ha vs 10/ha), meaning that there were 50 per cent more driveways and (potentially) 50 per cent more people. This density meant more chance of a collision, whether between motor vehicles or between a motor vehicle and a person walking or biking.
- 6.16 The Association said that local residents were frustrated by the multiplicity of speed limits around Halswell, and poor enforcement of existing speed limits.
- 6.17 Nineteen of the submitters who opposed the blanket 40 kilometres per hour speed limit in the Knights Stream Park and Longhurst areas said that the proposed limit should target specific streets, and not the whole subdivision. Twelve said they supported a 40 kilometres per hour school speed zone outside the schools.
- 6.18 Other locations and methods to curb speed were also suggested but these were outside the scope of this project.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.20 Cost of Implementation - \$3,000 for the replacement and installation of speed limit signs, plus \$2,750 for consultation and the preparation of this report.
- 6.21 Funding source - Traffic Operations Signage and Road Marking Budget
- 6.22 Maintenance/Ongoing Costs - Covered under the area maintenance contract and effects will be minimal to the overall asset.

Legal Implications

- 6.23 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017.
- 6.24 Clause 27 (Part 4) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 6.25 The Council has not delegated its authority to set speed limits.
- 6.26 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.27 None identified

Implementation

- 6.28 Implementation dependencies - Council approval

- 6.29 Implementation timeframe – Signs and/or markings associated with the traffic control devices to be installed by 31 January 2019.

Option Summary - Advantages and Disadvantages

6.30 The advantages of this option include:

- Aligns with the objectives of the NZTA Speed Management Guide 2016 and overall vision of Safer Journeys: Road Safety Strategy 2010-2020.
- Better aligns the posted speed limit within the subdivision areas with actual operating speeds, and helps to improve credibility of speeds across the network.
- Aims to further reduce actual operating speeds, with a resultant improvement in safety particularly for vulnerable road users.
- Less signs and less speed changes in the area.

6.31 The disadvantages of this option include:

- There are no known disadvantages.

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain the existing permanent 50 kilometres per hour speed limit within Knights Stream and Longhurst subdivision areas.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

- 7.4 Refer to sections 6.4 to 6.18 of this report.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - \$2,750 for consultation and the preparation of this report.
- 7.7 Maintenance/Ongoing Costs - \$0
- 7.8 Funding source – Existing staff budgets.

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 7.10 Not applicable

Implementation

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

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Has no impact on existing speed limits.

7.14 The disadvantages of this option include:

- The posted speed limit would remain out of alignment with actual operating speeds, and would therefore not help with the credibility of speed limits across the network as sought through the objectives of the NZTA Speed Management Guide 2016 and overall vision of Safer Journeys: Road Safety Strategy 2010-2020.

Attachments

No.	Title	Page
A	Knights Stream and Longhurst Areas - Proposed 40 Kilometres Per Hour Speed Limit Drawing TG133047 - For Council Approval	

Confirmation of Statutory Compliance

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

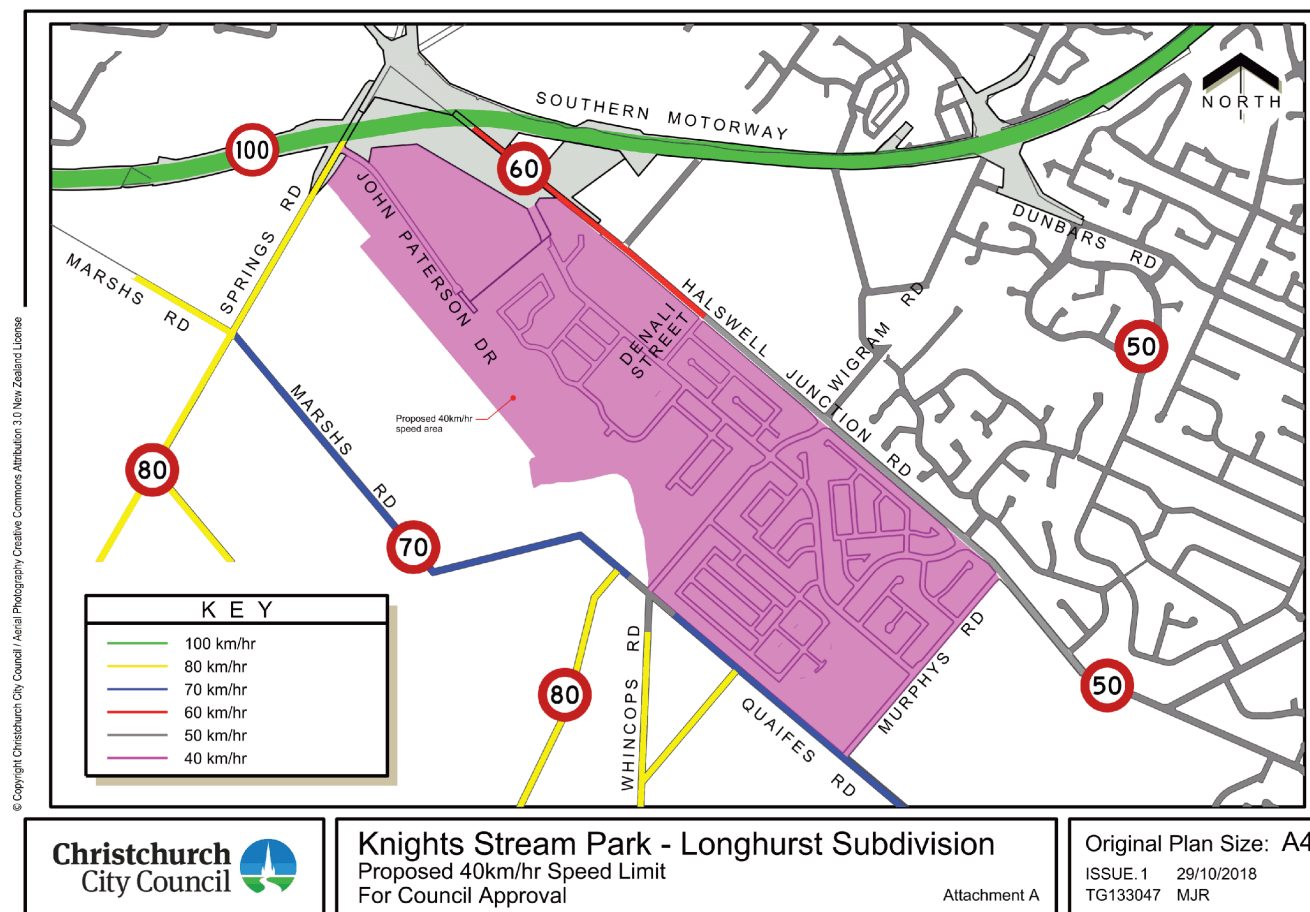
(a) This report contains:

- (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	Edwin Tiong - Traffic Engineer Jennie Hamilton - Senior Engagement Advisor
Approved By	Mark Millar - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)



Item No.:

Page 1

Report from Halswell-Hornby-Riccarton Community Board – 27 November 2018

17. Wigram Primary School - Proposed Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions (H-H-R)

Reference: 18/1264344

Presenter(s): Edwin Tiong, Traffic Engineer

1. Halswell-Hornby-Riccarton Community Board Decisions Under Delegation

(Original Staff Recommendation accepted without change)

Part C

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

2. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Curtis Street, Porter Street and The Runway as indicated by 'Proposed No Stopping' in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, be prohibited.
3. Approve under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a marked bus stop for the exclusive use of school buses only subject to the following restriction: between the hours of 8.30am and 3.30pm School Days Only, be installed on the south side of Curtis Street as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.
4. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Curtis Street as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is three minutes between the hours of 8.30am and 9.30am, 2.30pm and 3.30pm School Days Only.
5. That any previous resolutions pertaining to traffic controls on Curtis Street, Porter Street and The Runway made pursuant to any bylaw or the Local Government Act 1974 to the extent that they are in conflict with the traffic controls referred to in resolutions 1. to 4. above, are revoked.
6. That the resolutions 2. to 5. above take affect when the traffic control devices that evidence the restrictions described in the staff report, are in place.

2. Halswell-Hornby-Riccarton Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of the Wigram Primary School to appoint appropriately

trained persons to act as school patrols at the Curtis Street school crossing point as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.

Attachments

No.	Report Title	Page
1	Wigram Primary School - Proposed Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions	229

No.	Title	Page
A ↓	Wigram Primary School - Proposed Kea Crossing and Other Parking Restrictions - Drawing TG133402 - For Council and Board Approval	234

Wigram Primary School - Proposed Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions

Reference: 18/1170279

Presenter(s): Edwin Tiong, Traffic Engineer, and Kate Moir, Engagement Delivery Assistant

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider traffic management measures to support the Wigram Primary School, which will open on its new Wigram Skies site in Term One 2019.

Origin of Report

- 1.2 This report is staff generated in response to requests from the Wigram Primary School community.

2. Significance

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

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend that the Council:

1. Approve, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of the Wigram Primary School to appoint appropriately trained persons to act as school patrols at the Curtis Street school crossing point as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.

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

2. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Curtis Street, Porter Street and The Runway as indicated by 'Proposed No Stopping' in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, be prohibited.
3. Approve under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a marked bus stop for the exclusive use of school buses only subject to the following restriction: between the hours of 8.30am and 3.30pm School Days Only, be installed on the south side of Curtis Street as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.
4. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Curtis Street as indicated in drawing TG133402 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, is reserved as a parking place for any vehicles, subject to the following

restriction: the maximum time for parking of any vehicle is three minutes between the hours of 8.30am and 9.30am, 2.30pm and 3.30pm School Days Only.

5. That any previous resolutions pertaining to traffic controls on Curtis Street, Porter Street and The Runway made pursuant to any bylaw or the Local Government Act 1974 to the extent that they are in conflict with the traffic controls referred to in resolutions 1. to 4. Above, are revoked.
6. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report, are in place.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install Kea Crossing, No Stopping, P3 and School Buses Only Parking Restrictions for Wigram Primary School (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Improving safety in the school area during the school hours.
 - The Kea Crossing provides a supervised and safe crossing location for school children before and after school on Curtis Street.
 - Drop-off and pick-up parking provisions to support the school.
 - 4.3.2 The disadvantages of this option include:
 - Restrictions on the use of parking.

5. Context/Background

- 5.1 The Wigram Primary School site under development in the Wigram Skies subdivision will open on Term 1 of 2019. Council staff have met with the school staff to determine appropriate traffic controls to assist the safe and efficient operation of the surrounding streets.

6. Option 1 - Install Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions for Wigram Primary School (preferred)

Option Description

- 6.1 Install school patrolled Kea Crossing on Curtis Street, No Stopping, P3 and School Buses Only Parking Restrictions as shown on Attachment A.
- 6.2 A Kea Crossing is a school patrol with swing out stop signs on a crossing point that does not have the zebra markings. The New Zealand Police Education Team is satisfied that this site is suitable for a Kea Crossing and can train the children to operate it. The Kea Crossing is compliant with the Lane Transport Rule: Traffic Control Devices 2004 and Council staff are satisfied the site is suitable for a Kea Crossing.
- 6.3 Kerbside parking demand in the site would be displaced further along Curtis Street. There is ample parking along Curtis Street, but it is acknowledged that there will be additional parking demands at peak pick-up and drop-off times associated with the school, irrespective of the decisions arising from this report.
- 6.4 The school bus parking allows a safe area to pick-up and drop-off school children using the school bus.

- 6.5 The P3 parking allows for a safe pick-up and drop-off area for parents using cars.
- 6.6 The No Stopping restrictions will prevent key areas from being congested at peak times.

Significance

- 6.7 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

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

Community Views and Preferences

- 6.9 Community engagement for this project was undertaken from Monday 8 October to Tuesday 13 November 2018. Information leaflets were distributed to the affected residents and available at the Hornby Library. Key stakeholders were contacted about the project and how to get in touch if they had any concerns.
- 6.10 Comments were received from a resident seeking No Stopping restrictions in other areas. This will be considered separately as it is outside the scope of the project.
- 6.11 The Principal of the Wigram Primary School supports this option.
- 6.12 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.14 Cost of Implementation - \$17,000 for the installation of Kea Crossing and traffic controls, plus \$750 for consultation and the preparation of this report
- 6.15 Funding source - Traffic Operations School Safety Budget
- 6.16 Maintenance/Ongoing Costs - Covered under the area maintenance contract and effects will be minimal to the overall asset.

Legal Implications

- 6.17 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 6.18 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of traffic control devices. The Council has not delegated its powers to approve Kea Crossings.
- 6.19 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.20 None Identified

Implementation

- 6.21 Implementation dependencies - Community Board approval, dependent on endorsement by the Community Board and approval by the Council to formalise the Kea Crossing.
- 6.22 Implementation timeframe - installed by 25 January 2019

Option Summary - Advantages and Disadvantages

6.23 The advantages of this option include:

- Improve safety in the school area during the school hours.
- The Kea Crossing provides a supervised and safe crossing location for school children before and after school on Curtis Street.
- Drop-off and pick-up parking provisions to support the school.

6.24 The disadvantages of this option include:

- Restrictions on use of parking.

7. Option 2 - Do Nothing

Option Description

7.1 Maintain the status quo of the exiting road marking and traffic controls.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

7.4 Refer sections 6.9 to 6.12 above.

Alignment with Council Plans and Policies

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

Financial Implications

7.6 Cost of Implementation - \$750 for consultation and the preparation of this report.

7.7 Maintenance/Ongoing Costs - \$0

7.8 Funding source – existing staff budgets

Legal Implications

7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.10 None identified

Implementation

7.11 Implementation dependencies - not applicable

7.12 Implementation timeframe - not applicable

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Does not affect on-street parking.
- No cost to the Council.

7.14 The disadvantages of this option include:

- Does not support safe and efficient operation of the school.

Attachments

No.	Title	Page
A	Wigram Primary School - Proposed Kea Crossing and Other Parking Restrictions - Drawing TG133402 - For Council and Board Approval	

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	Edwin Tiong - Traffic Engineer Kate Moir - Engagement Delivery Assistant
Approved By	Ryan Rolston - Team Leader Traffic Operations

Report from Halswell-Hornby-Riccarton Community Board – 27 November 2018

Item 18

18. Knights Stream School - Proposed Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions (H-H-R)

Reference: 18/1264305

Presenter(s): Edwin Tiong, Traffic Engineer

1. Halswell-Hornby-Riccarton Community Board Decisions Under Delegation

(Original Staff Recommendation accepted without change)

Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved:

2. Under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Richmond Avenue, Killarney Avenue and Bouma Street as indicated by 'Proposed No Stopping Restriction' on the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, be prohibited.
3. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop for the exclusive use of public transport buses be installed on the south side of Richmond Avenue as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.
4. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop for the exclusive use of school buses only subject to the following restriction: between the hours of 8.30am and 3.30pm School Days Only, be installed on the south side of Richmond Avenue as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.
5. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Richmond Avenue and Killarney Avenue as indicated in the attached drawing TG133401 Issue 1, dated 7/11/2018, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is three minutes between the hours of 8.30am and 9.30am, 2.30pm and 3.30pm School Days Only.
6. That any previous resolutions pertaining to traffic controls on Richmond Avenue, Killarney Avenue and Bouma Street made pursuant to any bylaw or the Local Government Act 1974 to the extent that they are in conflict with the traffic controls referred to in resolutions 1. to 5. above, are revoked.
7. That resolutions 1. to 6. above, take affect when the traffic control devices that evidence the restrictions described in the agenda staff report, are in place.

2. Halswell-Hornby-Riccarton Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, that the Christchurch City Council hereby authorises the head teacher of the Knights Stream School to appoint appropriately trained persons to act as school patrols at the Richmond Avenue school crossing point as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.

Attachments

No.	Report Title	Page
1	Knights Stream School - Proposed Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions	237

No.	Title	Page
A ↓	Knights Stream School Proposed Kea Crossing and Other Parking Restrictions - Drawing TG133401 - For Council and Board Approval	242

Knights Stream School - Proposed Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions

Reference: 18/1166078

Presenter(s): Edwin Tiong, Traffic Engineer and Kate Moir, Engagement Delivery Assistant

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider traffic management measures supporting Knights Stream School, which will open on its new site in Term One of 2019.

Origin of Report

- 1.2 This report is staff generated in response to requests received from the Knights Stream School community.

2. Significance

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

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend that the Council:

1. Approve, pursuant to the powers vested in it by section 8.3(1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, that the Christchurch City Council hereby authorises the head teacher of the Knights Stream School to appoint appropriately trained persons to act as school patrols at the Richmond Avenue school crossing point as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve:

2. Under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Richmond Avenue, Killarney Avenue and Bouma Street as indicated by 'Proposed No Stopping Restriction' on the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report, be prohibited.
3. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop for the exclusive use of public transport buses be installed on the south side of Richmond Avenue as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.
4. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop for the exclusive use of school buses only subject to the following restriction: between the hours of 8.30am and 3.30pm School Days Only, be installed on the south side of Richmond Avenue as indicated in the drawing TG133401 Issue 1, dated 7/11/2018 in Attachment A of the agenda report.

5. Under Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Richmond Avenue and Killarney Avenue as indicated in the attached drawing TG133401 Issue 1, dated 7/11/2018, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is three minutes between the hours of 8.30am and 9.30am, 2.30pm and 3.30pm School Days Only.
6. That any previous resolutions pertaining to traffic controls on Richmond Avenue, Killarney Avenue and Bouma Street made pursuant to any bylaw or the Local Government Act 1974 to the extent that they are in conflict with the traffic controls referred to in resolutions 1. to 5. Above, are revoked.
7. That resolutions 1. to 6. above take effect when the traffic control devices that evidence the restrictions described in the agenda staff report, are in place.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions for Knights Stream School (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Improving safety in the school area during the school hours.
 - The Kea Crossing provides a supervised and safe crossing location for school children before and after school on Richmond Avenue.
 - Drop-off and pick up parking provisions to support the school.
 - 4.3.2 The disadvantages of this option include:
 - Restrictions on the use of parking.

5. Context/Background

- 5.1 The Knights Stream School site under development in the Knights Stream subdivision will open in Term One of 2019. Council staff have met with the school staff to determine appropriate traffic controls to assist safe and efficient operation of the surrounding streets.

6. Option 1 - Install Kea Crossing, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions for Knights Stream School (preferred)

Option Description

- 6.1 Install school patrolled Kea Crossing on Richmond Avenue, No Stopping, Bus Stop, P3 and School Buses Only Parking Restrictions, as shown on **Attachment A**.
- 6.2 A Kea Crossing is a school patrol with swing out stop signs on a crossing point that does not have the zebra markings. The New Zealand Police Education Team is satisfied that this site is suitable for a Kea Crossing and can train the children to operate it. The Kea Crossing is compliant with the Lane Transport Rule: Traffic Control Devices 2004 and Council staff are satisfied the site is complimentary for a Kea Crossing.

- 6.3 Kerbside parking demand in the site would be displaced further along Richmond Avenue. There is ample parking within the Knights Stream Park carpark, but it is acknowledged that there will be additional parking demands at peak pick-up and drop-off times associated with the school, irrespective of the decisions arising from this report.
- 6.4 The school bus parking allows a safe area to pick up and drop off school children using school bus.
- 6.5 The access configuration of the school coincides with an existing bus stop, which is relocated in this option.
- 6.6 The P3 parking allows for a safe pick-up and drop-off area for parents using cars.
- 6.7 The No Stopping restrictions protect sight lines and minimise the potential for congestion at peak times.

Significance

- 6.8 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

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

Community Views and Preferences

- 6.10 Community engagement for this project was undertaken from Monday 8 October to Tuesday 13 November 2018.
- 6.11 Information leaflets were distributed to the four directly affected residents and available at Te Hāpua: Halswell Centre. Staff also contacted key stakeholders, including the Halswell Residents' Association, New Zealand Police, and the affected school and preschool about the project and how to get in touch to make a comment if they had any concerns. No comments were received.
- 6.12 The principal of the new Knights Stream School supports this option.
- 6.13 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.15 Cost of Implementation - \$17,000 for the installation of Kea Crossing and traffic controls, plus \$750 for consultation and the preparation of this report.
- 6.16 Funding source - Traffic Operations School Safety Budget
- 6.17 Maintenance/Ongoing Costs - covered under the area maintenance contract and effects will be minimal to the overall asset.

Legal Implications

- 6.18 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 6.19 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of traffic control devices. The Council has not delegated its powers to approve Kea Crossings.

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

Risks and Mitigations

- 6.21 None identified

Implementation

- 6.22 Implementation dependencies - Community Board approval, dependent on endorsement by the Community Board and approval by the Council to formalise the Kea Crossing.
- 6.23 Implementation timeframe – installed by 25 January 2019

Option Summary - Advantages and Disadvantages

- 6.24 The advantages of this option include:

- Improving safety in the school area during school hours.
- The Kea Crossing provides a supervised and safe crossing location for school children before and after school on Richmond Avenue.
- Drop-off and pick-up parking provisions to support the school.

- 6.25 The disadvantages of this option include:

- Restrictions on use of parking

7. Option 2 - Do Nothing

Option Description

- 7.1 Maintain the status quo of the existing road marking and traffic controls.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

- 7.4 Refer to sections 6.10 to 6.13 above.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.6 Cost of Implementation - \$750 for consultation and the preparation of this report.
- 7.7 Maintenance/Ongoing Costs - \$0
- 7.8 Funding source – existing staff budgets

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 7.10 None identified

Implementation

- 7.11 Implementation dependencies - not applicable

7.12 Implementation timeframe - not applicable

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Does not affect on-street parking
- No additional cost to the Council

7.14 The disadvantages of this option include:

- Does not support the safe and efficient operations of the school

Attachments

No.	Title	Page
A	Knights Stream School Proposed Kea Crossing and Other Parking Restrictions - Drawing TG133401 - For Council and Board Approval	

Confirmation of Statutory Compliance

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

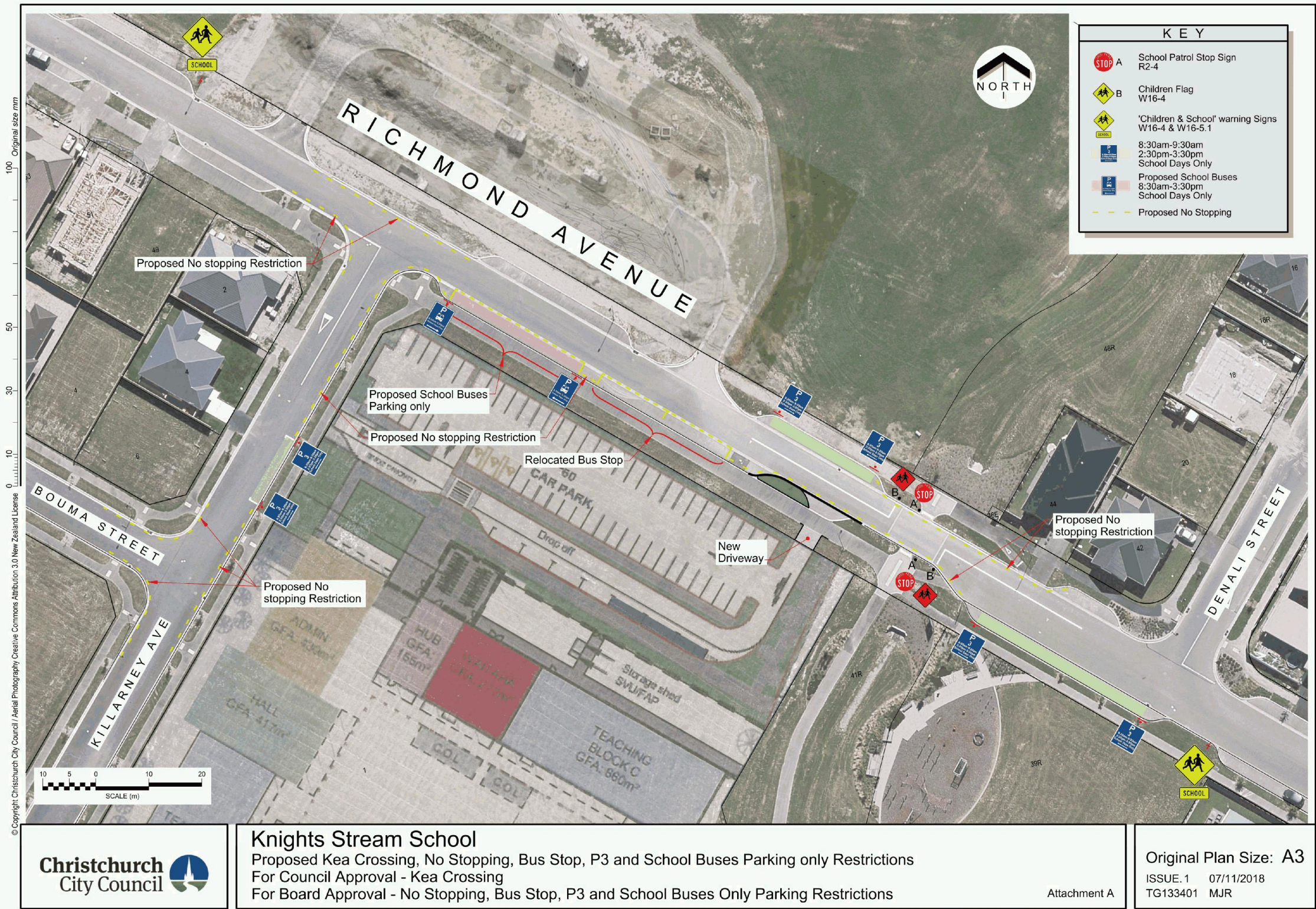
(a) This report contains:

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

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

Signatories

Authors	Edwin Tiong - Traffic Engineer Kate Moir - Engagement Delivery Assistant
Approved By	Ryan Rolston - Team Leader Traffic Operations



Report from Linwood-Central-Heathcote Community Board – 29 October 2018

19. Botanic Gardens Tea Kiosk - Request for Proposals Results and New Lease (L-C-H)

Reference: 18/1250903

Presenter(s): Luke Rees-Thomas, Property Consultant

1. Linwood-Central-Heathcote Community Board Consideration

The Board also took into consideration the deputations from Ali Jones, Jenny Gillies, Alan Jolliffe and Ray King, and Jeanette Christensen.

2. Staff Recommendations

That the Waikura/Linwood-Central-Heathcote Community Board recommend to Council:

1. A new lease be granted to the Canterbury Horticultural Society, pursuant to Section 61(2) of the Reserves Act 1977, for a period of five years, over premises located within the Botanic Gardens Tea Kiosk building, being approximately 200 square metres, on terms as consistent with the report.
2. Note the willingness of the Canterbury Horticultural Society to promote the building as a shared community space, with a portion of the premises able to be utilised by other groups.
3. Note upon expiry of the five year lease term, the Council will review and determine, in their sole discretion, whether a further extension be granted.
4. Delegated authority be granted to the Manager Property Consultancy to conclude all necessary lease negotiations and documentation with respect to Recommendation 1.

3. Linwood-Central-Heathcote Community Board Decisions Under Delegation

Part C

That the Waikura/Linwood-Central-Heathcote Community Board requested:

5. Staff advice to be provided to the Board regarding the future use of the Botanic Gardens Information Centre.

4. Linwood-Central-Heathcote Community Board Recommendation to Council

(Original Staff Recommendation accepted without change)

Part A

That the Council:

1. Approve a new lease be granted to the Canterbury Horticultural Society, pursuant to Section 61(2) of the Reserves Act 1977, for a period of five years, over premises located within the Botanic Gardens Tea Kiosk building, being approximately 200 square metres, on terms as consistent with the report.

2. Note the willingness of the Canterbury Horticultural Society to promote the building as a shared community space, with a portion of the premises able to be utilised by other groups.
3. Note upon expiry of the five year lease term, the Council will review and determine, in their sole discretion, whether a further extension be granted.
4. Delegate authority to the Manager Property Consultancy to conclude all necessary lease negotiations and documentation with respect to Recommendation 1.

Attachments

No.	Report Title	Page
1	Botanic Gardens Tea Kiosk - Request for Proposals Results and New Lease	245

No.	Title	Page
A	Botanic Gardens Tea Kiosk Request for Proposal -Canterbury Horticultural Society Response <i>(Under Separate Cover)</i> - CONFIDENTIAL	
B	Botanic Gardens Tea Kiosk Request for Proposal - Jenny Gillies Response <i>(Under Separate Cover)</i> - CONFIDENTIAL	

Botanic Gardens Tea Kiosk - Request for Proposals Results and New Lease

Reference: 18/1087259

Presenter(s): Luke Rees-Thomas, Property Consultant

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Linwood-Central-Heathcote Community Board to recommend to Council that a new lease be granted over premises contained within the Botanic Gardens Tea Kiosk Building for a total period of five years.
- 1.2 The Botanic Gardens are classified as Local Purpose (Botanic Gardens) Reserve and administered under the Reserves Act 1977. In essence this Act requires any use within the building to exist with a purpose that is consistent with the classification (Botanic Gardens) and to support patrons of the grounds.
- 1.3 The Botanic Gardens are administered under the Reserves Act 1977 and deemed a metropolitan asset, therefore final decision needs to be made by the full Council, via recommendation from the Community Board.

Origin of Report

- 1.4 This report is being provided to fulfil Council resolution CNCL/2018/00150:

Council Resolved CNCL/2018/00150

That the Council:

1. *Approve the operational use for the available premises within the Botanic Gardens Tea Kiosk building be determined as community based for the duration of a fixed term lease.*
2. *Issue a closed Request for Proposals (RFP) process to both Request for Information applicants. This 'RFP' to include a definition of what constitutes a 'community use', with relevant evaluation attributes in order to allow effective comparison. The results of that process would then be reported via the Community Board to Council for decision.*

Councillor Swiggs/Councillor Templeton

Carried

- 1.5 Staff have now completed a closed RFP evaluation process. The results of which are now presented to the Council for consideration and final decision.

2. Significance

- 2.1 The decisions in this report are of low-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 project being low cost and affecting a limited group of residents (visitors to the Botanic Gardens). While the decision is not easily reversible, this is not significant enough to change the overall significance value.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

[That the Waikura/Linwood-Central-Heathcote Community Board recommend to Council:](#)

1. A new lease be granted to the Canterbury Horticultural Society, pursuant to Section 61(2) of the Reserves Act 1977, for a period of five years, over premises located within the Botanic Gardens Tea Kiosk building, being approximately 200 square metres, on terms as consistent with the report.
2. Note the willingness of the Canterbury Horticultural Society to promote the building as a shared community space, with a portion of the premises able to be utilised by other groups.
3. Note upon expiry of the five year lease term, the Council will review and determine, in their sole discretion, whether a further extension be granted.
4. Grant delegated authority to the Manager Property Consultancy to conclude all necessary lease negotiations and documentation with respect to Recommendation 1.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.1.1 Activity: Parks & Foreshore

- Level of Service: 6.2.2.0 Overall customer satisfaction with the presentation of the City's Parks - Botanic Gardens & Mona Vale presentation: resident satisfaction =95%.

- 4.2 The following feasible options have been considered:

- Option 1 - Grant new lease to the preferred respondent (preferred option)
- Option 2 - Decline new lease to preferred respondent, negotiate with second respondent
- Option 3 – Do not grant a lease to either party

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

4.3.1 The advantages of this option include:

- Certainty will be provided on the medium term operational use for the Tea Kiosk building.
- A fixed term lease will be granted to a stable Lessee with strong ties to the Botanic Gardens.
- The premises layout will invite the public to enter at no cost.
- The majority of the premises will be reconfigurable space and utilised by the Lessee for various uses which support the surrounding area.
- The Lessee will work with other like-minded community groups and incorporate these groups into a booking schedule (for uses that support visitors to the Botanic Gardens).
- The premises will not be altered and the heritage value will be preserved.
- The Council will be able to review progress in 5 years and consider whether any further term is warranted.

4.3.2 The disadvantages of this option include:

- The Council will only receive a market rent over a portion of the leased space (approximately 25%).
- No other entity will be able to book the space on a permanent basis.

- 4.4 Staff are recommending an option which seeks to accommodate an established community group with existing ties to the Botanic Gardens, whilst also ensuring continued access for other groups and the general public.
- 4.5 Should the Council elect to grant a new lease to the Canterbury Horticultural Society, the Council will have the ability to review progress upon the five year expiry and determine whether any further term is appropriate.
- 4.6 The Canterbury Horticultural Society understand the significance of the Tea Kiosk Building and have recorded a willingness to work with the Council in order to achieve a positive outcome for patrons of the Botanic Gardens.

5. Context/Background

Botanic Gardens Tea Kiosk Building

- 5.1 The land encompassing the Botanic Gardens is classified as Local Purpose (Botanic Gardens) Reserve and administered under the Reserves Act 1977. The grounds receive approximately 1.2 million visitors per year and are a major draw card for tourists and locals alike.
- 5.2 The Tea Kiosk building is situated in a pivotal location within the Botanic Gardens. As patrons enter the grounds via the Armagh Street foot bridge, they are immediately greeted with the building entrance. Originally constructed in 1910, the facility sustained fire damage and was rebuilt in the 1920's. Historically, the building has mainly housed public café operations, hence the 'Tea Kiosk' name. Following the Canterbury Earthquake events in 2011, this heritage building received a full repair and strengthening programme.
- 5.3 Currently, a portion of the building is leased by the operators of the 'Duck Duck' Ice Cream Shop, this lease also includes an adjoining commercial kitchen which services the Ilex Café (located in the new Visitor Centre). That lease will remain in place and has a term which expires 29 October 2032. The balance of the building (which is the focus of this report) comprises of an octagon shaped room with internal toilet/storage area. This space has been occupied by a Floral Art Exhibition since late 2016.
- 5.4 With the current occupant's agreement now approaching expiry, it has been prudent for the Council to consider all uses for the building in order to ensure value is achieved for the public. As such, the Council's Property team were instructed to initiate a process to gauge leasing interest. That process resulted in the Council resolving to allocate the space for a community use.

Premises Limitations

- 5.5 The building and location constrains the ability for any Lessee:
 - **Reserves Act Classification** – The land upon which the grounds are located is classified as Local Purpose (Botanic Gardens) Reserve. The governing legislation (Reserves Act 1977) requires any use of the building to be in keeping and exist to serve patrons of the surrounding grounds. Therefore this rules out a portion of the general leasing market i.e. a shop could not operate which sold items that had no obvious link or benefit to the gardens and visitors.
 - **Fit-out Limitations** – The building fabric is of a heritage nature and fit-out alterations are likely to be extremely limited. The building has undergone a substantial repair and strengthening programme post-earthquake. The premises are being made available in an 'as is' state with only portable fit-out being preferable.

Procurement Practices

- 5.6 The Council's leasing policy states:

- Where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee.
- However, when seeking to lease premises where there is an obvious and potentially broader market and public interest, the Council shall not deal unilaterally, but shall seek tenants through an open transparent and public process e.g. by tender, by request for proposal or by using a sound public advertised marketing process to attract tenants.

5.7 In this case, recent enquiries have shown there exists a broader market (multiple applications) and public interest in these premises.

Request for Information (RFI) Process

- 5.8 On 14 February 2018 the Council advertised a public Request for Information (RFI) process. The purpose being to determine potential uses and receive interest in leasing the available Tea Kiosk premises. The key driver from Council staff is to ensure the premises are utilised in a capacity which will provide benefit to visitors of the Botanic Gardens.
- 5.9 Results of the RFI process were submitted within an options report to the Community Board (2 July 2018) and Council (2 August 2018). The Council resolved for a community use to be applied to the premises in question. Staff were instructed to complete a closed RFP evaluation process between the two remaining applicants, being:
- The Canterbury Horticultural Society (CHS)
 - The Jenny Gillies Art Exhibition (incumbent tenant)

Request for Proposals (RFP) Process

- 5.10 On 22 August 2018 Council staff issued RFP documentation to both parties. The RFP documentation included the Council's requirements for use of the premises, including a definition of what the Council considers to be a 'Community Use':

"A community use is envisaged as a space which may meet the following general criteria:

- *A space which is open, inviting and accepting of visitors to the Botanic Gardens*
- *A space which has potential to cater for adaptable uses*
- *A use that is affordable for visitors of the Botanic Gardens*
- *A use that is aligned to the nature of the Botanic Gardens*

A premises used for a community use provides either artistic, social or cultural facilities or community support services to the public. The tenant will be a not for profit organisation in that the use of the premise would not be primarily commercial in purpose and profits are not distributed to a set of directors, stockholders or managers. Generally non-profit organisations can generate surpluses in the course of their operations, but any such surpluses must be reinvested in the objectives of the organisation.

The Lessee must provide:

- *An image that is welcoming and vibrant*
- *A high standard of presentation*
- *A high level of general cleanliness*
- *A philosophy and presentation style which is 'in keeping' and appropriate for this Property*
- *A friendly and accessible environment*
- *Cooperation with the Council operations team with in the Botanic Gardens"*

- 5.11 Legal advice previously sought by the Council staff, did not conclusively determine whether or not the Jenny Gillies Exhibition should be considered a 'community use'. This uncertainty

remains, however for the purposes of achieving a balanced outcome to this process, this issue has been put to the side.

- 5.12 Responses to the RFP were to be received on or before 19 September 2018. Both responses were received on time - refer **Attachments A & B**.

RFP Evaluation

- 5.13 An evaluation panel was established to review, discuss and score the received proposals. This team consisted of a chairperson, three evaluators and a probity service provided by the Council's procurement team. The appointed evaluators were Council staff that hold a professional connection to the premises and are well versed in the applicable subject matter.

- 5.14 RFP responses were graded on the following criteria:

- A. Personnel and Track Record – 30%
- B. The Proposed Use meets the Community Use Criteria – 35%
- C. Lease and Conformity with Management Plan – 35%
- D. Financial Viability – Pass/Fail

- 5.15 Criteria sections A, B & C included a number of specific questions that delve into the history, operating model and relevance to the Council's specific requirements. Section D is a straight forward pass or fail score based on the Respondent's financial operating status.

- 5.16 Proposal Evaluation:

Upon receipt of all information, consideration and discussion between the evaluation panel members concluded the final consensus scoring as follows:

Section	Canterbury Horticultural Society (CHS)	Jenny Gillies Art Exhibition (JG)
TOTAL	75.3	63.3

- 5.17 Evaluation commentary (summarised):

Section A - Personnel and Track Record

CHS - The Respondent has solid experience relating to the ownership and management of a large community space. Several good references provided and no issues noted with their approach to health & safety. An established hierarchy of staff on hand to assist with operations, along with members/volunteers.

JG - The Respondent has operated the existing lease without issue. It appears the operation relies heavily on the involvement of Jenny Gillies with part time staff in support. Basic health and safety statement provided, which is acceptable.

Section B - The Proposed Use meets the Community Use Criteria

CHS - Detailed information has been provided, including a large range of diverse uses proposed for the premises. The Respondent has clarified and reassured the evaluation panel of the group's core offering. The group has outlined an ambitious vision which includes other community groups and volunteers. The group understands how to connect and interact with visitors of the Botanic Gardens. The group facilitates many events including educational programmes. The panel noted it may be a test for the group to coordinate the large volumes of projected participation.

JG - The proposal includes a static exhibition which does hold relevance to the surrounding setting. However the offering is limited in certain areas, such as flexibility to incorporate other

uses and what level the use connects to wider community outcomes. There was discussion amongst the panel that the exhibition is potentially more aligned with art/fashion than horticulture or botany.

Section C - Lease and Conformity with Management Plan

CHS - The respondent has requested a longer lease term than offered. The proposed use(s) would be a clear fit within the Botanic Gardens. The Respondent provides a series of objectives and a primary goal which is consistent with the Reserve Management Plan. Clarity was needed around the Group's funding model, which has been advised as a combination of; grants, membership fees, sponsorship and community events. The respondent is offering a market rental over 25% of the premise and a nominal rental for the balance.

JG - The respondent is able to meet lease terms offered under the RFP. A link has been provided to the Reserve Management Plan, the relationship appears to hold a greater connection to art with a lesser effect on horticultural education. The respondent is offering a nominal rental over the entire premises, in return for a three yearly painting obligation.

Section D – Financial Viability

CHS - No financial concerns are noted. The respondent holds substantial funds and investment scheme from the sale of their building in Hagley Park. The letter of support from ANZ and the CHS's accountant provides sufficient reassurance. Pass mark determined.

JG - The respondent's financial viability is supported by their accountant and the company is solvent. However the Tea Kiosk operation itself has run at a loss (for the year ended 31 March 2018) and there are concerns whether the Tea Kiosk operation is viable. In response, the company directors have committed to personally guaranteeing any shortfall incurred by the Tea Kiosk operation. Pass mark determined.

- 5.18 The tender process was managed within the Property team with probity support, to ensure the evaluation was conducted in a transparent manner and was fair to all participants, from the Councils Procurement and Contracts unit. A professionally qualified procurement manager attended all of the appropriate evaluation sessions to confirm no bias was applied to either respondent based on professional or personal knowledge and that the recommendations were sourced directly from the information provided in support of each prospective tenant.
- 5.19 Further clarifications sought from each party were also witnessed and assurance provided as to the overall robustness of the tender and evaluation process. In the professional opinion of the procurement manager acting as probity, this process was free from undue influence and focussed solely on determining the best outcome for the community and people of Christchurch.

RFP Evaluation Summary and Recommendation

- 5.20 A Preferred respondent has been appointed by the evaluation panel and a subsequent recommendation is made, that a lease be granted to The Canterbury Horticultural Society, for the following primary reasons:
- Tenure would be provided to a group with clear ties to the Botanic Gardens, including horticulture, education and sustainability.
 - The Council will seek a balance between community benefit and financial return.
 - The CHS are in a strong financial position to meet ongoing lease obligations.

- The group have shown a willingness to promote and operate the space as an 'open door' community facility on a no fee basis.
 - The CHS coordinate many different initiatives throughout the year, these events will seek to increase park patronage and general community engagement with the grounds.
 - The CHS will incorporate several other community groups within their endeavours.
- 5.21 Staff believe in these circumstances, an important factor to consider is visitation frequency. If the space is flexible in layout and offering, then the chance of repeat visitation is increased. The preferred Respondent has detailed in their proposal the varied uses they are able to apply to the premises.
- 5.22 When reviewing the available use options, elected members need to consider which avenue will provide a balance of certainty for the building, a financial return and also maximum benefit to the majority of park visitors.

Proposed Lease – Canterbury Horticultural Society

- 5.23 The CHS are an Incorporated Society administered by a board of nine members. The Canterbury Horticultural Society began with the colonisation of Canterbury in the 1850's. It was originally called the Christchurch Agricultural, Botanical and Horticultural Society. In 1861 the group split and the horticultural arm became the Christchurch Horticultural Society. This changed its name in 1898 to become the Canterbury Horticultural Society, which today is the largest horticultural club for home gardeners in New Zealand. Further information is publically available on the group's website - www.chsgardens.co.nz
- 5.24 Under the group's proposal, the CHS intend to partner with other like-minded entities, including 'The Friends of the Botanic Gardens', who would also occupy the space sporadically. 'The Friends' currently utilise the adjacent 'Old Information Centre' building. This building is booked for Council staff exercises and earmarked for a new Science Hub within the Long Term Plan. As a spin off benefit, any new lease of the Tea Kiosk premises would also solve a future issue for that group.
- 5.25 Summarised, the CHS propose to use the space for a diverse number of activities which would benefit both their members and general visitors;

Office Space / Hot desks	Seminars/Workshops	Speaker Series
Education / Training	Displays/Exhibitions	Society Member Meetings
Digital Displays	Tea/Coffee Facilities	Meeting Space (other groups)
Floral Design	Base for Guided Tours	Plant Sales
Information/Conservation Hub	CCC Programmes	Use within Autumn Garden Show

- 5.26 The CHS have signalled their intent to ensure the adaptable portion of the premises (150m²) are utilised to their potential and will be promoted for the use by other groups. The CHS intend to promote availability of the space on their website and other mediums.
- 5.27 It is noted CHS membership numbers have declined by approximately 10% over the period 2016-2017. Council staff understand that the group are currently prioritising efforts to promote the benefits of Society membership to the younger generation and regain growth into the future.
- 5.28 Staff have not pre-determined the decision of elected members, however in order for full consideration of this option to take place, indicative lease terms have been discussed with the respondent to ensure the option is viable.
- 5.29 A rent structure would be likely based on the following apportionment:

- A market rent for the area of permanent office space, being 50m² (subject final measure and registered Valuer's report). Rental reviews to be completed an annual Consumers Price Index (CPI) basis.
 - The balance of the space, being 150m² will be leased on a nominal rate which would allow the Lessee to recoup their costs including management of the space and consumables.
- 5.30 The CHS have provided the Council with their Annual report for year end 31 December 2017. The Council's Finance team have reviewed the group's position and provide comment:
- "The CHS having sold its building in Hagley Park and settled its insurance claim on that building have an investment portfolio of \$2.2 million. This is currently invested via ANZ Private Bank in conservative investment funds. The CHS has indicated that it is looking to preserve the capital value of the portfolio long term.*
- The CHS has a strong balance sheet at 31 December 2017 which can support the financial obligations which the proposed lease would place on the organisation."*
- 5.31 Staff are satisfied that the CHS hold sufficient ties to the Botanic Gardens and regional horticulture in order to recommend a lease be granted under the Reserves Act. Staff are also confident in the ability of this group to perform as their proposal promises including a continued level of access to the space for other groups.

Transition and Fit-out

- 5.32 Should the Council elect to proceed with a lease to the Canterbury Horticultural Society, Council staff would seek to accommodate a smooth transition from the current occupant to a new lessee.
- 5.33 Given the heritage nature of the building and post-earthquake refurbishment, any incoming lessee would only be permitted free-standing fit-out items. Alterations to the building structure are unlikely to be approved.
- 5.34 The CHS have provided an indicative layout plan for the premises, which is included on page 46 within **Attachment A**.

Delegations

- 5.35 Section 61(2) of the Reserves Act 1977 determines the administering body of a local purpose reserve (that is vested in the administering body) to be a 'leasing authority' of that reserve for the purposes of the Public Bodies Leases Act. Under Sections 7(c) and 8(6) of the Public Bodies Leasing Act, the 'leasing authority' may grant a lease of up to five years at will without necessarily running a public tender. Granting a lease pursuant to Section 61(2) of the Reserves Act does not require a public notification process.
- 5.36 The Linwood-Central-Heathcote Community Board hold the delegation to grant new leases over reserve land. However, the Botanic Gardens as a whole is considered a metropolitan asset, i.e. a local asset with city-wide recognition. Therefore the recommendations contained within this report require the resolution of the Council.

6. Option 1 - Grant new lease to the preferred Respondent (preferred)

Option Description

- 6.1 The Community Board recommend, that the Council grant a new lease to the Canterbury Horticultural Society for five years.
- 6.2 This option seeks to achieve a positive balance for both rental income and community benefit.
- 6.3 The Society proposes to pay a commercial rental on a 50m² area allocated for permanent office space, the balance of 150m² would be an adaptable area that can be utilised by other like-minded groups.

Significance

- 6.4 The level of significance of this option is low-medium and consistent with section 2 of this report.
- 6.5 Engagement requirements for this level of significance have been met. The Council, as territorial authority, holds existing powers to grant leases over Local Purpose Reserves to a voluntary organisation, under Section 61 (2A) of the Reserves Act 1977.

Impact on Mana Whenua

- 6.6 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

- 6.7 Patrons of the Botanic Gardens are affected as the Tea Kiosk building is located in a prime location within the park. The space has historically been occupied by lessees that exists to serve public clients.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.9 Cost of Implementation – Staff time to finalise lease negotiation and documentation.
- 6.10 Maintenance / Ongoing Costs – Lease management over five years.
- 6.11 Funding source – Existing budgets.

Legal Implications

- 6.12 There is a legal context, issue or implication relevant to this decision.
- 6.13 This report has not been reviewed and approved by the Legal Services Unit.
- 6.14 The legal consideration is lease documentation requires drafting.

Risks and Mitigations

- 6.15 There is a risk that the lessee may not facilitate use of the space as agreed. This will result in the premises not being used to their potential. In the unlikely event this occurs, Council staff would enforce lease conditions and monitor the situation through to resolution.

Implementation

- 6.16 Implementation dependencies - Council decision, time to finalise lease terms and draft agreement.
- 6.17 Implementation timeframe – Three months.

Option Summary - Advantages and Disadvantages

6.18 The advantages of this option include:

- Certainty will be provided on the medium term operational use for the Tea Kiosk building.
- A fixed term lease will be granted to a stable Lessee with strong ties to the Botanic Gardens.
- The premises layout will invite the public to enter at no cost.
- A majority of the space will be adaptable and utilised by the Lessee for multiples uses which support the surrounding area.
- Lease conditions will allow other community groups to book a portion of the space (for uses that support visitors to the Botanic Gardens).
- The premises will not be altered and the heritage value will be preserved.
- The Council will be able to review progress in five years and consider whether any further term is warranted.

6.19 The disadvantages of this option include:

- The Council will only receive a market rent over a portion of the leased space.
- No other entity will be able to book the space on a permanent basis

7. Option 2 - Decline new lease to preferred Respondent, negotiate with Second Respondent

Option Description

7.1 Following recommendation from the Community Board, should the Council determine that the Canterbury Horticultural Society are unsuitable for valid reasons in accordance with the RFP terms, then endorse staff to commence negotiations with the second respondent.

Significance

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

7.3 Engagement requirements for this level of significance have been met. The Council, as territorial authority, holds existing powers to grant leases over Local Purpose Reserves to a voluntary organisation, under Section 61 (2A) of the Reserves Act 1977.

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 Patrons of the Botanic Gardens are affected as the Tea Kiosk building is located in a prime location within the park. The space has historically been occupied by lessees that exists to serve public clients.

Alignment with Council Plans and Policies

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

7.6.1 Inconsistency – Declining a new lease over Council premises.

7.6.2 Reason for inconsistency – The Council would generally approve an operator that is recommended via an evaluated RFP process.

7.6.3 Amendment necessary – Elect to resolve on Option 1 as recommended.

Financial Implications

- 7.7 Cost of Implementation - Additional staff time will be incurred.
- 7.8 Maintenance / Ongoing Costs - Lease management over five years.
- 7.9 Funding source - Existing budgets.

Legal Implications

- 7.10 There is 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.
- 7.12 The legal consideration is lease documentation requires drafting.

Risks and Mitigations

- 7.13 There is a risk of negative media or even legal challenge from the preferred respondent.

Implementation

- 7.14 Implementation dependencies - Council decision, time to finalise lease terms and draft agreement.
- 7.15 Implementation timeframe - Three months.

Option Summary - Advantages and Disadvantages

- 7.16 The advantages of this option include:
 - A lease would be installed and provides certainty for the building's medium term future.
- 7.17 The disadvantages of this option include:
 - Time will be incurred to negotiate with the runner up respondent.
 - A lesser rental income will be received than option 1, The Jenny Gillies Exhibition has requested a nominal rental charge i.e. \$1 per annum.
 - A negative perception of the Council's decision making processes may be incurred.

8. Option 3 – Do not grant a lease to either party

Option Description

- 8.1 Following recommendation from the Community Board, should the Council determine that neither the Canterbury Horticultural Society, nor The Jenny Gillies Exhibition are suitable for valid reasons in accordance with the RFP terms, then terminate the process and request staff to source a future operator through a different process. The current operator will continue to occupy the premises on a month to month basis until a future occupant is sourced (or a different use is determined for the premises).

Significance

- 8.2 The level of significance of this option is low-medium and consistent with section 2 of this report.
- 8.3 Engagement requirements for this level of significance are not required as no lease is being granted.

Impact on Mana Whenua

- 8.4 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

- 8.5 Patrons of the Botanic Gardens are affected as the Tea Kiosk building is located in a prime location within the Park. The space has historically been occupied by lessees that exists to serve public clients.

Alignment with Council Plans and Policies

- 8.6 This option is inconsistent with Council's Plans and Policies.
- 8.6.1 Inconsistency – Declining a new lease over Council premises.
- 8.6.2 Reason for inconsistency – The Council would generally approve an operator that is recommended via an evaluated RFP process.
- 8.6.3 Amendment necessary – Elect to resolve on Option 1 as recommended.

Financial Implications

- 8.7 Cost of Implementation – Additional staff time will be incurred in order to either source a different operator or review the Council's use of the premises.
- 8.8 Maintenance / Ongoing Costs – None.
- 8.9 Funding source – Existing budgets.

Legal Implications

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

Risks and Mitigations

- 8.12 There is a risk of negative media should the Council elect not to make a decision on the future use of the premises. There is also potential for the building to become unoccupied should the incumbent tenant decide to make other arrangements.

Implementation

- 8.13 Implementation dependencies - A new Request for Proposals process to be run, followed by Council reporting for decision.
- 8.14 Implementation timeframe – 6 to 8 months.

Option Summary - Advantages and Disadvantages

- 8.15 The advantages of this option include:
- None.
- 8.16 The disadvantages of this option include:
- Substantial time and staff resource will be incurred to re-run a tenant sourcing process in order to find a new kiosk operator.
 - A negative perception of the Council's decision making processes may be incurred.

Attachments

No.	Title	Page
A	Botanic Gardens Tea Kiosk Request for Proposal -Canterbury Horticultural Society Response - CONFIDENTIAL	
B	Botanic Gardens Tea Kiosk Request for Proposal - Jenny Gillies Response - CONFIDENTIAL	

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	Luke Rees-Thomas - Property Consultant Keith Murphy - Manager Procurement
Approved By	Angus Smith - Manager Property Consultancy Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizen and Community

20. Draft submission on the National Disaster Resilience Strategy

Reference: 18/1213363

Presenter(s): Rob Orchard, Head of Civil Defence and Emergency Management

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Council to approve the draft submission on the National Disaster Resilience Strategy.

Origin of Report

- 1.2 This report is staff generated in response to the Ministry of Civil Defence and Emergency Management's consultation document.
- 1.3 The full consultation document is on the Ministry's website:
<https://www.civildefence.govt.nz/cdem-sector/plans-and-strategies/proposed-national-disaster-resilience-strategy/>. Consultation closes on Friday 7 December 2018.

2. Staff Recommendations

That the Council:

1. [Approve the draft submission on the National Disaster Resilience Strategy \(Attachment A\).](#)

3. Context/Background

National Disaster Resilience Strategy

- 3.1 The Civil Defence Emergency Management Act 2002 (the Act) governs the operation of New Zealand's civil defence emergency management framework. In addition to the Act, the framework is comprised of the national civil defence emergency management strategy, the national civil defence emergency management plan, civil defence emergency management group plans, and non-legislative guidelines.
- 3.2 The Minister of Civil Defence is required to ensure there is a national civil defence emergency management strategy at all times. The strategy (of up to 10 years' duration) sets the Crown's long-term goals, objectives and measurable targets in relation to civil defence emergency management. There is no provision for the strategy to have directive powers but the Director of Civil Defence Emergency Management and Civil Defence Emergency Management Groups (which are comprised of a region's local authorities) must not act inconsistently with the strategy.
- 3.3 The current strategy expires on 9 April 2019. It pre-dates lessons learned from the past decade, including significant and damaging emergencies in New Zealand and overseas.
- 3.4 The proposed new strategy:
 - Reflects lessons learned, an increased understanding of national risks, and increased performance expectations built up over the past 10 years;
 - Builds on the core concept of resilience established in the current strategy – confined to disaster-related aspects of resilience;

- Incorporates many of the decisions resulting from the Ministerial reviews on better responses to natural disasters and other emergencies;
- Has a more explicit focus on communities and societal resilience, including building partnerships with iwi, recognising the need for a strategic approach to recovery and the importance of reflecting culture and cultural differences in building resilience.

Key submission points

- 3.5 Overall, the Council is supportive of the proposed strategy but makes the following recommendations to the Ministry:
- Ensure that the strategy is capable of translating into action by cascading items of critical importance through the National CDEM Plan and also the Group CDEM plan.
 - Support the strategy by providing an in-depth implementation plan that complements the Minister's response to the TAG review, the National and also the Group CDEM plans.
 - Consider also giving effect to the 'Recovery' component of emergencies through this strategy.
 - Continue to enable territorial authorities to manage community development activities, inclusive of facilitating resilience capacity and capability. Emergency response may need to be focused at regional level, with community resilience and development continuing to be the focus of Councils.
 - Enable the Regional CDEM function to establish 'Disaster' risks within each regional boundary and work collaboratively with all sectors public, private and societal.
 - Consider making ongoing strategy governance and implementation arrangements more explicit, including the role of CDEM Groups.
 - Reduce the deadline for Controller accreditation to no later than 2025.

Attachments

No.	Title	Page
A ↓	Draft CCC submission National Disaster Resilience Strategy November 2018	262

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	Jenna Marsden - Senior Policy Analyst Libby Elvidge - Policy Analyst Nancy Bonner - Business Support Administrator Claire Bryant - Team Leader Policy
Approved By	Robert Orchard - Head of Civil Defence & Emergency Management Mary Richardson - General Manager Citizen and Community

Item 20



7 December 2018

Ministry of Civil Defence and Emergency Management
PO Box 5010
Wellington 6145

Email: NationalStrategy@dpmc.govt.nz

Christchurch City Council submission on the National Disaster Resilience Strategy

Introduction

Christchurch City Council (the Council) thanks the Ministry for the opportunity to provide comment on the National Disaster Resilience Strategy.

Overall, the Council is supportive of the proposed Strategy but recommend the strategy consider making ongoing strategy governance and implementation arrangements more explicit including the role of civil defence emergency management groups.

Please find attached the Council's submission in response to the Ministry's proposed questions. The Council has also provided specific comments on each objective of the strategy in the attachment.

For any clarification on points within this submission please contact Rob Orchard, Head of Civil Defence and Emergency Management at robert.orchard@ccc.govt.nz.

Yours faithfully

Lianne Dalziel
Mayor of Christchurch

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TRIM:



Christchurch City Council Submission

Consultation Question	Council comment	Council recommendations
<p>1. Do you agree with the purpose, vision and goal of the proposed strategy? If not, which of these do you disagree with and what changes would you suggest? We would also appreciate your views if you do agree with these factors.</p>	<p>Whilst CCC welcomes and celebrates the aspirational targets of the strategy, it does need to be reinforced with a detailed implementation plan that compliments the outcomes of the minister's response to the TAG review, the National Plan and also the Group CDEM plan.</p> <p>We have the following specific comments on the purpose, vision and goals of the proposed strategy:</p> <p>Purpose The purpose of the strategy isn't clear enough and could be more explicit. For example:</p> <ul style="list-style-type: none"> The draft strategy document states that the purpose is to "outline the vision and long term goals for CDEM in New Zealand" however the purpose also refers strongly to the CDEM Act e.g. the six bullet points in s1.1 are a truncated version of the Act's purpose. The purpose might be better expressed as "To enable (or give effect) to the purpose of the Act." <p>Vision The vision could be more closely aligned to giving effect to the CDEM Act if that is the intent of the draft strategy.</p> <p>The tagline on page 9 "Our Vision" is very broad so does not help to clarify the focus of the strategy. For example:</p> <ul style="list-style-type: none"> 'Safe' is a very broad term, i.e. safe from what: crime, vehicle accidents, disease, natural hazards?. 	<p>Ensure that this strategy is capable of translating into action by cascading items of critical importance through the National CDEM Plan and also the Group CDEM plans.</p>

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	<ul style="list-style-type: none"> Delivering 'prosperity' is not a component of the draft strategy and may be better addressed with in other national strategies. We agree with the alignment of this draft strategy with the Living Standards Framework including risk and resilience across all 4 Capitals (section 2.2). However, the strategy should address the linkages and interconnectedness of all the capitals to avoid cultural matters such as heritage can be treated as a non-essential. <p>Goals</p> <ul style="list-style-type: none"> The goal as currently worded is too "abstract". It puts resilience as the destination however the strategy and the creation of a resilient New Zealand is more about the journey. We suggest rewording and using language from within the strategy. e.g. "Create a nation that understands risk and is better prepared for future challenges" is a bit more intuitive. Cultural heritage should also be recognised as being vital to our local community identity. Heritage comes into the natural and built environment aspects of resilience. Additionally, moveable heritage (objects and documentation) should be linked to the cultural heritage of the community. Moveable heritage was not recognised or provided for in the aftermath of the Canterbury earthquakes. A broad definition of heritage would assist in this respect. We suggest including a role for 'narrative and story-telling' alongside Mātaurangi (knowledge and understanding) as 'meaning and feeling' are equally important for encouraging action. 	
<p>2. Do you agree with the priorities of the proposed strategy? If not, which of these do you disagree with and what changes would you suggest? We would also appreciate</p>	<p>The Council agrees with the proposed priorities of the strategy. The priorities of managing risk, having effective responses to and recovery from emergencies and strengthening societal resilience, all align with the current 4 Rs approach to emergency management.</p> <p>The Council notes that the Minister's response to the TAG review, and the report itself, focuses largely on the 'response' component of emergencies. The 'recovery' component should also be given effect through this strategy.</p>	<p>That the 'recovery' component of emergencies is also given effect to through this strategy.</p>

your views if you do agree with these factors.	We anticipate that a detailed implementation plan would provide greater clarity on how and who will implement these.	
3. Do you agree with the objectives and success factors of the proposed strategy? If not, which of these do you disagree with and what changes would you suggest? We would also appreciate your views if you do agree with these factors.	<p>The Council agrees with the objectives and success factors of the strategy.</p> <p>The Council notes that the Minister's response to the TAG review, and the report itself, focuses largely on the 'response' component of emergencies. The 'recovery' component should also be given effect through this strategy.</p> <p>We anticipate that a detailed implementation plan would provide greater clarity on how and who will implement these.</p>	That the 'recovery' component of emergencies is also given effect to through this strategy.
4. Do you agree that a broader range of stakeholders needs to be involved in governance of the strategy? If so, what ideas do you have for achieving this aim? We would also appreciate your views if you disagree with this proposition.	<p>The Council agrees that a broad range of stakeholders should be involved in the governance of the strategy.</p> <p>The Council considers that community resilience is best discussed/developed at the local level with close cooperation and involvement of all relevant stakeholders. At local level this should include the support of existing governance structures at Community Board level for assistance with monitoring and evaluating required outcomes. Steps need to be taken to identify what is required to support community, cultural (including heritage), economic and social wellbeing for future events.</p> <p>The Council suggests governance and implementation arrangements are made more explicit in the strategy. It is unclear in the strategy who is responsible for implementation. Particularly, CEG's and Joint committee functions are spelt out in the act but their role in the implementation or governance of this strategy isn't clear.</p> <p>The Council suggests clarifying these matters will provide a better understanding of how the draft strategy will be implemented.</p>	<p>Continue to enable territorial authorities to manage community development activities, inclusive of facilitating resilience capacity and capability.</p> <p>Emergency response may need to be focused at regional level, with community resilience and development continuing to be the focus of Councils.</p> <p>Consider making the governance and implementation arrangements more explicit in the strategy.</p>

5. Are there particular strengths of the proposed strategy that you would like to comment on?	We would like to acknowledge the holistic view of resilience and the need for greater stakeholder engagement and input. This is particularly so in regards to the broader whole-of-society risks and the inclusion of Maori principles. The layout is friendly and inviting. The content and imagery is broad enough for other groups (not just CDEM) to see their place in the strategy.	None.
6. Are there any gaps or challenges with the current national civil defence emergency management strategy that are not addressed by the proposed strategy?	<p>This new strategy is best viewed as a forward focusing strategy that deals with the environment in which we find ourselves now, and also what future resilience looks like in our communities.</p> <p>The Council suggests the Ministry considers:</p> <ul style="list-style-type: none">• the use of a National Risk Agency as an implementation vehicle.• If there is a timeframe for which CDEM plans must align with the strategy once it is adopted this could be included as an objective.	Consider the use of a National Risk Agency as an implementation vehicle.

Christchurch City Council's feedback specific to the objectives of the proposed strategy

Chapter 5 Managing Risks, page 24, The six objectives designed to progress the priority of managing risks are at all levels to:				
No	Objective	What success looks like	Council Comments	Council Recommendations
1	Identify and understand risk scenarios (including the components of hazard, exposure, vulnerability, and capacity), and use this knowledge to inform decision-making	By 2030, there is an agreed, standardised, and widely-used methodology for assessing disaster risks at a local government, large organisation, and central government level. Risks can be aggregated and viewed at a national or sub-national level, and the results inform the risk assessment efforts of others. Businesses and small organisations can make use of a simplified version to assess their own risks, and make decisions about courses of action.	Agree in principle. Risks relating to the built environment could and should continue to be managed through appropriate consenting processes and resource management as required. Specific Disaster risks should be identified and managed through the CDEM function. Ultimately, these risks should be identified and managed at the Regional CDEM level in conjunction with individual territorial authority representation along with appropriate industry experts.	Enable the Regional CDEM function to establish 'Disaster' risks within each regional boundary and work collaboratively with all sectors public, private and societal.
2	Put in place organisational structures and identify necessary processes to understand and act on reducing risks	By 2030, the governance of risk and resilience in NZ is informed by multi-sectoral views and participation including the private sector, civil society, and other community representatives. Progress on risk management and towards increased resilience is publicly tracked, and interventions evaluated for effectiveness.	Agree in principle. At local level this could include governance at Community Boards for monitoring and evaluating required outcomes.	This strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National and also the Group CDEM plans.
3	Build risk awareness, risk literacy, and risk management capability,	By 2030 we have an agreed 'plain English' lexicon for risk, including better visual products for describing the risk of any situation, hazard, product, or	Agree in principle. This is a highly aspirational target in regards to the proposed scope and will need	Provide further clarity regarding 'products' and whether there is already a recommended system that can

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	including the ability to assess risk	process; government agencies and science organisations regularly communicate with the public about risks in a timely and transparent manner, and in a way that is understandable and judged effective by the public.	further clarification for implementation.	communicate risks in an appropriate format, and one that can receive feedback from the public regarding its effectiveness.
4	Address gaps in risk reduction policy (particularly in the light of climate change adaptation)	By 2030 we have had a national conversation – including with affected and potentially-affected communities – about how to approach high hazard areas, and we have a system level-response (including central and local government) with aligned regulatory and funding/financing policies in place.	Agree in principle. Natural Hazard Coordination Groups at regional level could provide the forum from which regional alignment regarding regulation and financing could be addressed.	Enable CDEM Groups to facilitate the conversation between regional and local. This strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National and also the Group CDEM plans.
5	Ensure development and investment practices, particularly in the built environment, are risk-sensitive, taking care not create any unnecessary or unacceptable new risk	By 2030, communities value and accept having resilience as a core goal for all development, recognising that this may involve higher upfront costs through greater net benefits in the long term; plans, policies and regulations are fit for purpose, flexible enough to enable resilient development under a variety of circumstances, and can be easily adapted as risks become better understood; developers aim to exceed required standards for new development, and may receive appropriate recognition for doing so; earthquake prone building remediation meets required timeframes and standards.	Agree in principle. Earthquake Prone Buildings should be assessed and managed within agreed timeframes and standards, but also pragmatically to ensure economical impact is appropriately limited.	National legislation needs to reflect any increased requirements to building standards, and where practical, supported by development contributions that turn this target from aspirational for developers, into tangible safety and resilience outcomes for communities.

6	Understand the economic impact of disaster and disruption, and the need for investment in resilience. Identify and develop financial mechanisms that support resilience activities.	By 2030, there is an improved understanding of the cost of disasters and disruption, including the economic cost of social impact; we are routinely collecting data on disruption, and using it to inform decision-making and investment in resilience; there is a clear mix of funding and incentives in place to advance New Zealand's disaster risk management priorities and build resilience to disasters.	Agree in principle. The cost of disasters are becoming easier to track. However, it should be kept in mind that direct cost comparisons between different disasters may not be possible as each disaster is unique.	Involve the private sector in any cost/benefit analysis for building in resilience. This should be lead at the national level and include conversations with insurers.
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Chapter 6 Effective Response to and recovery from emergencies, page 26, The six objectives designed to progress the priority of effective response to and recovery from emergencies are to:

No	Objective	What success looks like	Council Comments	Council Recommendations
7	Implement measures to ensure that the safety and wellbeing of people is at the heart of the emergency management	By 2025, there is renewed levels of trust and confidence in the emergency management system. A partnership approach with iwi means a collaborative approach and full engagement in relation to emergency management. In emergencies, the safety, needs, and wellbeing of affected people are the highest priority. The public know what is going on, what to expect, and what to do: hazard warnings are timely and effective, and incorporate new technology and social science; strategic information is shared with stakeholders, spokespeople, and the media, so they get the right advice at the right time; and public information management is resourced to communicate effectively with the public,	Agree in principle. Acknowledge the holistic view of resilience and the need for greater stakeholder engagement and input. This is particularly so in regards to the broader whole-of-society risks and the inclusion of Maori principles. The timelines for achieving some of this target are more stringent than that of providing training to Controllers.	Review target date in-line with other targets linked to technology. Resourcing for foreign language messaging needs to be considered at regional level to ensure the capacity exists to undertake this work.

		through a variety of channels, in formats that are sensitive to the particular needs of people and groups, such as people with disabilities or non-English speakers.		
8	Strengthen the national leadership of the emergency management system	By 2025, more directive leadership of the emergency management system, including setting national standards for emergency management, so there is a consistent standard of care across the country. The Hazard Risk Board provides strengthened stewardship of the system, and there is clear understanding of, and arrangements for, lead and support roles for the full range of national risks.	Agree. The national standards will need to be in place sooner to allow for further development of response capability in Controller and other functional areas.	The strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National Plan and also the Group CDEM plan.
9	Improve policy and planning to ensure it is clear who is responsible for what, nationally, regionally, and locally, in response and recovery	By 2025, legislative and policy settings support plans at all levels that are clearer about how agencies will work together and who will do what. An updated incident management doctrine provides clarity about roles and functions, and is used by all agencies to manage all events. At a regional level, shared service arrangements are clear about local and regional roles, and mean better use of resources and better holistic service delivery to communities.	Shared service arrangements at regional levels need to be addressed before 2025 in order for any gains to be made from their implementation. Legislation will need to be in-place prior to embedding any new regional structures.	The strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National Plan and also the Group CDEM plan.
10	Build the capability and capacity of the emergency management workforce for response and recovery	By 2030, all Controllers are trained and accredited; people fulfilling incident management roles have the appropriate training, skills, experience and aptitude and volunteers are appropriately trained,	Agree that all controllers are trained and accredited. However, the target of 2030 is too distant given the timeline used for other	Reduce the deadline for Controller accreditation to no later than 2025. This needs to be supported by an in-depth implementation plan that

		recognised, and kept safe in the system. Fly-in Teams supplement local capability and capacity.	and more difficult targets in this strategy.	complements the minister's response to the TAG review, the National and also the Group CDEM plans.
11	Improve the information and intelligence system that supports decision-making in emergencies	By 2025, all stakeholders in the emergency management system have access to the same operational and technical information, which provides greater awareness of the situation at hand, and allows timely and effective decision making.	Agreed. The Common Operating Picture will be essential in managing incidents at local, regional and national level.	It is recommended to move away from a prescriptive nationally standardised system to a system that is capable of compatibility across multiple formats that cater for a variety of uses at local level. The strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National Plan and also the Group CDEM plan.
12	Embed a strategic approach to recovery planning that takes account of risks identified, recognises long-term priorities, and ensures the needs of the affected are at the centre of recovery	By 2030, there is significantly increased understanding of recovery principles and practice by decision-makers; readiness for recovery is based on a strong understanding of communities and the consequences local hazards might have on these communities; in particular, it focuses on long-term resilience by linking recovery to risk reduction, readiness, and response through actions designed to reduce consequences on communities.	Agree in principle. However, Recovery needs to be at the forefront of the conversation regarding resilience. The timeline of 2030 needs to be brought forward to ensure that Recovery is brought into the same space as 'Response' when dealing with emergencies.	The Minister's response to the TAG review, and the report itself, focuses largely on the 'Response' component of emergencies. It is recommended that 'Recovery' is given effect through this strategy. Recovery is not just the built environment. The impacts at the societal level can be buffered with good Recovery practices being an early part of the Response.

Chapter 6 Effective Response to and recovery from emergencies, page 28, The six objectives designed to progress the priority of strengthening societal resilience are at all levels to:

No	Objective	What success looks like	Council Comments	Council Recommendations
13	Build a culture of resilience, including a 'future-ready' ethos, through promotion, advocacy, and education	By 2030, the concept of, and requirements for, resilience are observably built in to more facets of New Zealand society, culture, and economy than in 2019. Resilience is an accepted part of who we are and what we need to do to maintain our wellbeing and prosperity, including in policy, plans, job descriptions, and other statutory or contractual obligations	Agree.	Consider diversity and communities with particular vulnerabilities, and building innovation into our culture of resilience
14	Promote and support prepared individuals, households, organisations, and businesses	By 2030, emergency preparedness is part of everyday life. More people are able to thrive through periods of crisis and change because they have a plan to get through an emergency that they regularly practise, and have emergency supplies that are regularly checked and updated. Public, private, and civil society organisations are able to thrive through periods of crisis and change because they understand what they can do to improve their resilience, and are investing in improving their resilience. People and groups who have particular needs, or who are likely to be disproportionately affected by disasters, are engaged in planning and preparedness, and supported to build their resilience.	It would be appropriate to acknowledge our resilient communities and the work that has happened in the resilience space already. We are gaining traction, and learning more and more. For example, Point 8 in Barriers to Resilience (p42) describes a lack of translating resilience theory to action. This is already happening in Christchurch and across the country.	None.
15	Cultivate an environment for social connectedness which promotes a culture of mutual	By 2030, new methodologies and approaches mean that communities are more knowledgeable about risks, are	Agree. Community resilience is best discussed/developed at the local level with close cooperation	None.

	help; embed a collective impact approach to building community resilience	empowered to problem-solve, and participate in decision-making about their future.	and involvement of all relevant stakeholders. At local level this should include the support of existing governance structures at Community Board level to ensure communities are empowered to make decisions about their future.	
16	Take a whole of city/district/region approach to resilience, including to embed strategic objectives for resilience in key plans and strategies	By 2030, local authorities have adopted strategic objectives aimed at building resilience in their city/district, and work collaboratively with a broad range of partners to steward the wellbeing and prosperity of the city/district.	Agree. There needs to be clarity provided in regards to who holds the portfolio for developing resilience goals within their communities. Group CDEM plans may try to address regional resilience, but this should be delivered by local authorities.	The strategy needs to be supported by an in-depth implementation plan that complements the minister's response to the TAG review, the National Plan and also the Group CDEM plan.
17	Recognise the importance of culture to resilience, including to support the continuity of cultural places, institutions and activities, and to enable to the participation of different cultures	By 2030, there is an increased understanding and recognition of the role culture plays in resilience; there are improved multi-cultural partnership approaches to disaster planning and preparedness; and there is substantially increased resilience to disasters including cultural heritage.	Agreed. This needs to factor in the wider ranging cultural diversity of New Zealand and not just mainstream cultures.	Ensure this links into any foreign language messaging programme along with the potential for partnering with cultural entities to ensure understanding of cultures is embedded into emergency response as well as recovery.
18	Address the capacity and adequacy of critical infrastructure systems, and upgrade them as practicable, according to risks identified	By 2030, we more fully understand infrastructure vulnerabilities, including interdependencies, cascading effects and impacts on society; we have clarified and agreed expectations about levels of service during and after emergencies, and see infrastructure providers that are working to meet those levels (including through	Agree. Lifeline utility providers are best placed to provide an holistic understanding of critical infrastructure and its capabilities and capacities before, during and after an emergency.	A national review of critical infrastructure could provide the basis for development of future work plans that increase resilience and ensure levels of service before, during and after an emergency.

		planning and investment), and; we have improved planning for response to and recovery from infrastructure failure.		
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DRAFT

21. Refining the Committee structure

Reference: 18/1267197

Presenter(s): Mary Richardson, General Manager Citizens and Community

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to provide advice on a governance and decision-making structure for the Council.

Origin of Report

- 1.2 This report is in response to the resolution made as part of adopting the 2018-28 Long Term Plan (LTP), that the Mayor would report to Council on a proposal for adjustments to the Committee and Council meeting structure, in order to facilitate the establishment of a Capital Programme Review Committee.

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.

3. Staff Recommendations

That the Council:

1. Resolves that the Finance and Performance Committee be a Committee of the Whole of Council and appoints the Mayor and all Councillors to the Committee.
2. Adopts the revised Terms of Reference for the Finance and Performance (Attachment A).
3. Delegates to the Finance and Performance Committee all the powers, responsibilities and duties set out in the Terms of Reference in Attachment A.
4. Notes that these delegations to the Finance and Performance Committee excludes those powers that the Council cannot legally delegate. For the avoidance of doubt, where the Council has made a specific delegation for certain capital projects to a different decision-making body or decisions are delegated to the Chief Executive or staff which overlap with this general delegation, the specific delegation shall take precedence.
5. Discharges the Strategic Capability Committee.
6. Discharges the Insurance Committee and notes that the Finance and Performance Committee will establish an Insurance Sub-Committee.
7. Establishes a Chief Executive Performance and Employment Committee.
8. Delegates to the Innovation and Sustainable Development Committee the authority to make decisions on all applications to the Enliven Places Projects Fund beyond the staff delegations.
9. Delegates to the Social, Community Development and Housing Committee authority to approve:
 - a. all Heritage Incentive Grant applications;
 - b. extensions of up to two years for the uptake of Heritage Incentive Grants; and
 - c. applications to the Events and Festivals Fund.

10. Requests that the Social, Community Development and Housing Committee establish a Disability Issues Taskforce to be Chaired by Councillor Keown.
11. Adopts the revised Terms of Reference for the Social, Community Development and Housing Committee (Attachment B).
12. Adopts the revised Terms of Reference for the Innovation and Sustainable Development Committee (Attachment C).
13. Adopts the revised Terms of Reference for the Infrastructure, Transport and Environment Committee (Attachment D).
14. Adopts the Terms of Reference for the Chief Executive Performance and Employment Committee (Attachment E).
15. Appoints Councillor Scandrett to the Infrastructure, Transport and Environment Committee and accepts his resignation from the Innovation and Sustainable Development Committee.
16. Appoints the Mayor as the Chair of the Chief Executive Performance and Employment Committee.
17. Appoints the Deputy Mayor and Chairs of Finance and Performance; Innovation and Sustainable Development; Social, Community Development and Housing; Infrastructure, Transport and Environment and Regulatory Committees to the Chief Executive Performance and Employment Committee.
18. Agree that when establishing future Working Groups or Taskforces, the Council will consider whether there should be a finite time the body has to fulfil its purpose and tasks.
19. Adopts the calendar of scheduled Council meetings, noting that there are two Council meetings per calendar month on a Thursday (one of which will include reports from the seven Community Boards), and another Thursday in the month scheduled for the meeting of the new Finance and Performance Committee of the Whole.
20. Delegates to the Hearings and Council Support Manager the ability to make any changes to the calendar of scheduled Council meetings as necessary to meet circumstances as required.
21. Agree that these Resolutions take effect from 1 January 2019.

4. Key Points

- 4.1 The appointment and establishment of Council Committees facilitates the efficiency and effectiveness of Council's business.
- 4.2 Section 41A of the Local Government Act 2002 (LGA 2002) provides mayors with a discretionary power to establish the committees of the Council, and appoint the chairperson of each committee.
- 4.3 The Council can establish committees, discharge committees, appoint the membership and make delegations to committees, as long as the Council complies with set out in [Schedule 7](#) of the [Local Government Act 2002](#).
- 4.4 The Mayor and Council have identified several issues associated with the current Committee structure, which impact on the effectiveness of the decision-making processes. Along with a resolve to look at establishing a capital programme review Committee, the Council wishes to look at ways to:
 - 4.4.1 Ensure alignment between Committees' terms of reference and the Council's strategic priorities and community outcomes;
 - 4.4.2 Improve alignment between Committees;

- 4.4.3 Reduce repetition of matters at Committee and Council meetings;
- 4.4.4 Address the high volume of reading and Committee and Council time commitments for Mayor and Councillors, contributing to a lack of time for elected members to fulfil their community representation and liaison roles.
- 4.4.5 Ensure adequate time for meetings and sufficient support and advice to Committees.
- 4.5 Options for alleviating these identified problems have been informally discussed with the Strategic Capability Committee.
- 4.6 Based on this, a revised Committee structure is proposed.
- 4.7 It is proposed to:
 - 4.7.1 Re-establish the Finance and Performance Committee as a Committee of the Whole Council. The Committee of the Whole's Terms of Reference would include monitoring the delivery of the capital programme, along with all that is in the scope of the current Finance and Performance Committee. It is noted that the new Committee will require the proposed delegations to make certain decisions as final decision-maker, if it is to achieve the time-use efficiencies sought.
 - 4.7.2 Discharge the Strategic Capability Committee, and reassign most of its responsibilities to the Finance and Performance Committee; and also establish a Chief Executive Performance Committee to deal with matters related to the Chief Executives performance and remuneration.
 - 4.7.3 Some other minor changes to the Terms of Reference of two Committees are also suggested, to delegations and financial thresholds for funding decisions they can make.

5. Context/Background

- 5.1 The Council makes decisions on behalf of the public interest, taking into account the needs of current and future generations and its vision and priorities for the city. The appointment and establishment of Council committees ensures that the decision-making processes are robust and open, transparent, and democratically accountable.
- 5.2 Section 39 of the [Local Government Act 2002](#) (LGA 2002) sets out a number of principles in relations to governance that the Council is required to act in accordance with.
- 5.3 Under section 41A of the LGA 2002 the Mayor has the power to establish the Committees of the governing body and appoint the chairperson of each Committee of the governing body before the other members of the Committees are determined.
- 5.4 This does not limit or prevent the Council from discharging or reconstituting a Committee established by the Mayor; appointing more Committees in addition to any established by the mayor; or discharging the appointment of the chairpersons. However, the Council must comply with the rules in Schedule 7 of the LGA.
- 5.5 The Council can establish:
 - A Committee of the whole of Council (Committee of which all Councillors are members i.e. the Council forms itself into a Committee);
 - A standing Committee or special Committee appointed by the Council (membership is confined to a limited number of Councillors);
 - A standing Committee or special Committee appointed by the Mayor;
 - A joint Committee appointed under clause 30 of Schedule 7 of the Local Government Act 2002;

- A Sub-Committee (noting that Committee may also establish their own subcommittees; and
 - A subordinate decision-making body.
- 5.6 Over the last 30 years the Council has tried different models of governance involving Committees, portfolio groups and the various timing of Council meetings. It has had periods with a number of Committees and a triennial with no Committee but portfolio groups.
- 5.7 Committees of the Whole Council have not been a significant part of the Christchurch City Council's decision making, apart from the Metropolitan Funding Committee, the Long Term Plan Committee and the Earthquake Recovery Committee of the Whole.
- 5.8 The Council has the discretion to delegate powers unless expressly provided otherwise in the Local Government Act 2002, or any other Act.
- 5.9 Clause 32 (4) of [Schedule 7](#) of the LGA states that a Committee, Sub-Committee or other subordinate decision-making body to which powers or duties are delegated may exercise or perform those powers or duties with same effect as that of the local authority. Therefore, where a Committee exercises a power legally delegated to it the Council cannot rescind or amend the decision. The Council does have the ability to change or revoke the delegation.
- 5.10 However, while the Committee to which powers are delegated will usually exercise the delegated power, it is not obliged to do so. For example, if a matter has become publicly or politically contentious and finely balanced the committee with the delegation might choose not to exercise the particular power or function and to the refer decision back to Council.

6. Rationale for Change

- 6.1 Along with resolving to look at a mechanism to ensure closer oversight of the capital programme, the Council has identified a number of issues with the current governance structure, that are affecting its ability to consider and make decisions in the most effective way. These include:
- Subject overlaps between committees' agendas – there is confusion about which Committee a particular matter should be referred. At times more than one Committee is considering similar matters and asking for similar advice;
 - Repetition and re-litigation of matters at Committee and Council meetings, for example overall, 58% of staff reports going to first tier committees go on as Part A reports to Council. 84% of reports going to Finance and Performance go on as Part A reports to Council. 49% of reports to Council were made up of Committee Part A reports (29%, 184) and Committee Minutes (20%, 124). This repetition is perceived to be a misuse of valuable time;
 - High volume of reading for Mayor and Councillors - the number of Committees directly impacts on the amount of reports elected members are required to read;
 - Committee commitments contribute to a lack of time for elected members to fulfil their community representation and liaison roles;
 - Logistical difficulties finding adequate time for meetings – the number of Committees and frequency of meeting means that it is difficult to find time for critical meetings and hearings.
 - Operational difficulties providing sufficient support and advice to Committees – the organisation is finding it difficult to provide the appropriate support to governance structures, both secretariat and advisory support. There has been a 54% increase in reports over the last four years. There has been a significant increase in resolutions requiring action;

6.2 A number of options were suggested:

- Establishment of a Capital Committee;
- Establishment of Portfolios rather than Committees;
- Disestablishment or reduction of Committees with all significant reports going to Council for decision;
- Mix of Committees of the whole and smaller committees with a limited number of members.

6.3 Some Councillors believed that a Capital Committee would ensure:

- Direct governance of all major capital projects;
- Capital project are significant expenditure;
- Consideration at a governance level of potential coordination and alignment on capital projects;

6.4 However, a capital Committee has some disadvantages:

- Lack of alignment between capital and service delivery;
- Focus on development and construction and not on outcomes i.e. building a facility with little alignment to the services that will be delivered from it, demographic trends or trends in provision.

7. Proposed Governance Structure

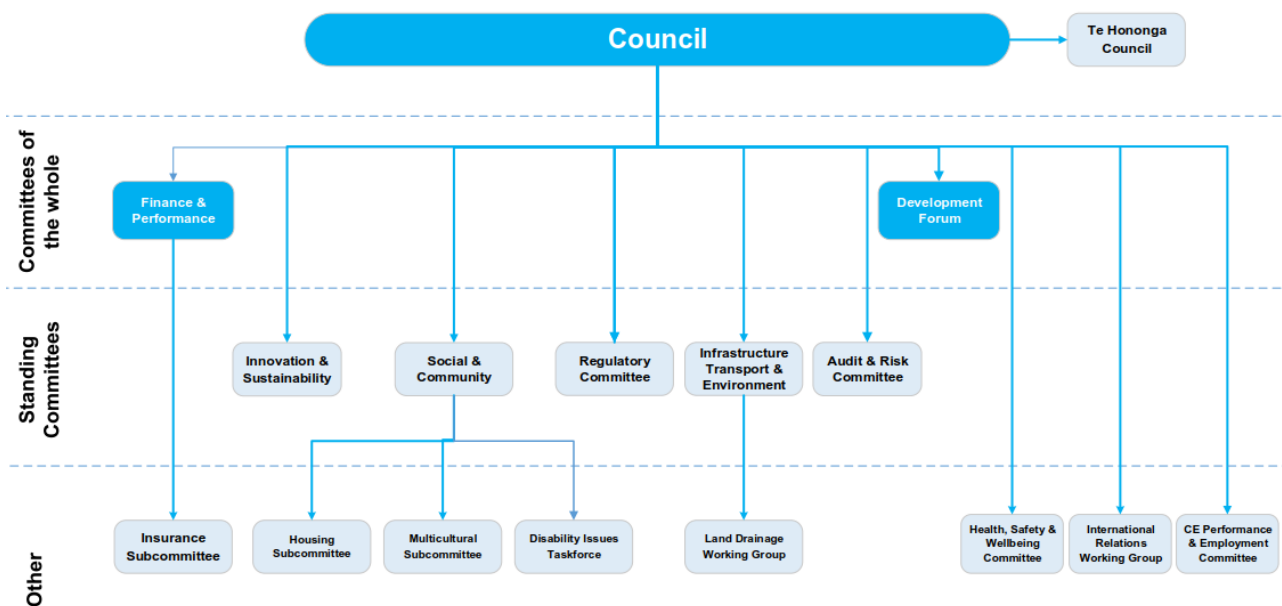
Critical Factors for Success

7.1 The proposed governance structure has been developed in accordance with the provisions and requirements of the Local Government Act 2002 and is based on the following factors:

- To have as few governance levels as possible;
- The decision-making of Council is transacted transparently and inclusively, whenever possible;
- Decisions are made once, not twice;
- Committees are strategically aligned to Council's priorities;
- Delegations to Committees and the Chief Executive are optimised;
- The expectation of full attendance by Elected Members at Council and Committee of the Whole meetings;
- Task force groups or working groups be established as needed to address special or particular issues; these will report directly to Council or the relevant Committee but must be approved by Council.

Proposed Structure

7.2 The following structure is proposed:



Note: not all committees and subordinate bodies are illustrated on this diagram

7.3 The following adjustments to the Committee structure are proposed:

- 7.3.1 Re-establish the Finance and Performance Committee as a Committee of the Whole. The Committee's scope would include monitoring of the delivery of the Capital Programme, along with all that is in the current Finance and Performance Committee's Terms of Reference and most of what is in the current Strategic Capability Committee's Terms of Reference;
- 7.3.2 Alter the schedule of Council meetings so that there are two Council meetings per calendar month on Thursdays (one of being primarily reports from the Community Boards), with a third Council meeting day on a Thursday each month becoming the Finance and Performance Committee meeting time (and thus freeing up the current monthly Finance and Performance meeting time);
- 7.3.3 Disband the Strategic Capability Committee and re-assign the responsibilities in its Terms of Reference to the Finance and Performance Committee of the Whole, with exceptions of matters which will be the responsibility of the proposed Chief Executive Performance Committee (see section 7.7);
- 7.3.4 Establish a Chief Executive Performance Committee, with Terms of Reference encompassing the relevant matters currently with the Strategic Capability Committee;
- 7.3.5 Make adjustments to the delegations with regard to financial decisions by Committees as outlined in this report.

Proposed Responsibilities of Finance and Performance Committee

- 7.4 The focus of the Finance and Performance Committee is the financial and non-financial performance of the Council and its subsidiaries, and monitoring the delivery of the Council's Capital Programme.
- 7.5 The Finance and Performance Committee would consider and, if the matter is not within the Committee's delegated authority, report to Council on issues and activities relating to:

- 7.5.1 The delivery of the Council's Capital Programme. Where another decision making body has the delegated decision making authority for a specific capital project, the Finance and Performance Committee's role will be to monitor the delivery of that project once construction or delivery of the project has commenced.
- 7.5.2 Monitoring the Council's operational and capital expenditure, and inquiring into any material discrepancies from planned expenditure.
- 7.5.3 Leading and overseeing specific strategic projects of shared interest and interface with the Crown, including the Cost Share Agreement and matters under the Greater Christchurch Regeneration Act.
- 7.5.4 Monitoring the financial and non-financial performance of the Council and Council Controlled Organisations.
- 7.5.5 Exercising the Council's powers under Schedule 8 of the Local Government Act 2002 which relates to Statements of Intent for Council Controlled Organisations.
- 7.5.6 Exercising the Council's powers as a shareholder or given under a trust deed, including but not limited to modification of constitutions and/or trust deeds, granting shareholder approval of major transactions, appointing directors or trustees, and approving policies related to Council Controlled Organisations.
- 7.5.7 Approving the Council's financial and funding policies under section 102 of the Local Government Act 2002.
- 7.5.8 Debt write-offs.
- 7.5.9 Approval of submissions to external bodies if the submission is within the terms of reference of the committee.
- 7.6 Refer to Attachment A for the proposed revised Committees' Terms of Reference.

Proposed Responsibilities of Chief Executive Performance and Employment Committee

- 7.7 The Chief Executive Performance and Employment Committee would consider and, if the matter is not within the Committee's delegated authority, report to the Council on issues and activities relating to:
 - 7.7.1 Overseeing the performance of the Chief Executive in line with the performance agreement and his/her ongoing relationship with the Council, and report regularly to the Council on his or her performance.
 - 7.7.2 Facilitating regular performance reviews of the Chief Executive and reporting on a regular basis to the Council.
 - 7.7.3 Undertaking reviews of the Chief Executive's remuneration package in accordance with the employment agreement and make recommendations to the Council.
 - 7.7.4 Engaging relevant external advice including independent legal advice to assist the committee with all or any of these matters, as appropriate, ensuring such advisors are not otherwise contracted to the Council for similar services.
 - 7.7.5 As may be necessary from time to time, matters relating to succession planning and the appointment of a Chief Executive, including:
 - 7.7.6 Overseeing the recruitment and selection process for a Chief Executive.
 - 7.7.7 Recommending candidates and remuneration to the Council for consideration.

Discharging the Strategic Capability Committee

- 7.8 It is proposed that the Strategic Capability Committee (comprising the Mayor, Deputy Mayor and chairs of Committees) be discharged.

- 7.9 The Committee has, in its Terms of Reference, been tasked with maintaining strategic alignment across all aspects of the Council decision-making and service delivery.
- 7.10 As part of the 2018-28 LTP, the Council adopted a Strategic Framework which identifies 16 outcomes across four broad areas and six strategic priorities. The intention is that having this framework at the forefront of decision-making discussions will help ensure that decisions are aligned with *‘what we want to achieve together as our city evolves’* and *‘focus on improvement’* in the six priority areas.
- 7.11 Inclusion of the strategic priorities in all Committee and Council decision-making will reduce the need for the separate Strategic Capability Committee (SCC). Agendas for all Committees now include the Strategic Framework, to encourage consideration of alignment in all decision-making discussion and debate.
- 7.12 The current Strategic Capability Committee has other responsibilities set out in its Terms of Reference:
- 7.12.1 Advising and supporting the Mayor to lead the development of the Long Term Plan and Annual Plan, including setting the overall parameters, strategic direction and priorities, and the development of a consultation document.
- 7.12.2 Leading and overseeing the Council’s strategic relationship with the Crown.
- 7.12.3 Leading and overseeing specific strategic projects of shared interest and interface with the Crown, including the Cost Share Agreement and matters under the Greater Christchurch Regeneration Act.
- 7.12.4 Matters relating to the performance of the Chief Executive, including appointment and succession planning as may be necessary from time to time.
- 7.12.5 Organisational capability, workforce planning and development.
- 7.12.6 Council remuneration and employment policy.
- 7.13 It is proposed that the responsibilities detailed in 7.12.1, 7.12.2, 7.12.3 and 7.12.6 (above) are reassigned to the Finance and Performance Committee; 7.12.4 becomes the responsibility of the proposed, new Chief Executive Performance Committee; and that 7.12.5 is incorporated into the existing Chief Executive’s Report to the Council when required.

Amendments to delegations of other Committees

- 7.14 To reduce the ‘double-handling’ of reports, discussion and decisions at Council meetings the following changes are proposed:
- 7.14.1 That the Innovation and Sustainable Development Committee has authority to make decisions on applications to the Enliven Places Projects Fund beyond the staff delegations.
- 7.14.2 That the Social, Community Development and Housing Committee has authority to:
- Approve Heritage Incentive Grant applications.
 - Approve extensions of up to two years for the uptake of Heritage Incentive Grants.
 - Approve applications to the Events and Festivals Fund.

Advantages and Disadvantages

- 7.15 It is anticipated that this proposal can alleviate some of the issues with the current structure:
- 7.15.1 Provide all Councillors with much closer oversight of the Capital Programme delivery, capital projects’ progress and budgets;

- 7.15.2 The establishment of a Whole of Council Committee, with oversight of financial, organisational performance and the delivery of the capital programme, will assist all Councillors by providing them a more effective forum to better express and represent constituent interests and concerns, and provide them with closer and greater knowledge of Council business and performance;
 - 7.15.3 Reduce the 'double-handling' of reports, discussion and decisions at Council meetings by delegating a greater number of decisions to the Finance and Performance Committee of the Whole;
 - 7.15.4 Encourage timely and full discussion at Committee and Sub-Committee stage about alignment of reports' proposals with strategic priorities and outcomes, so that decision-makers have greater assurance at the Council table that reports coming through from Committees have been considered with a strategic lens.
 - 7.15.5 Free up some additional time for the Mayor and Councillors to engage in other aspects of their duties as elected members, including community engagement
 - 7.15.6 Provide stronger focus by all Committees on aligning planning and decisions with the Strategic Framework;
- 7.16 However, the proposal will not necessarily reduce the volume of reports and there will still be significant meeting commitments for elected members.

8. Impact on Mana Whenua

- 8.1 The proposal 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.
- 8.2 However, it is important to note that the proposed changes to the Committees continues to affirm the Council's firm commitment to its relationship with Ngā Papatipu Rūnanga.
- 8.3 Te Hononga Council – Papatipu Rūnanga Committee will continue to be a formal partnership Committee, with its membership of the Mayor, Standing Committee chairs, the chair of the Multicultural Sub-Committee and the leaders of the district's six Rūnanga.

9. Community Views and Preferences

- 9.1 The Council's LTP resolution to revise its Committees' structure sought to ensure that all Councillors have closer oversight of the performance and delivery of Council services and, in particular, the budgets and progress with major capital projects. In expressing this, they are confident they echo the views of their constituents, who want to know that their elected representatives are overseeing achievement of the commitments made (and consulted on) through annual and long term planning.
- 9.2 Though there has not been explicit consultation with the community to ascertain their views and preferences on the proposed Committees' structure, elected members understand that citizens want to be able to easily understand and participate in the democratic processes of Council, and can be assured that decision-making is being carried out transparently. The proposed changes will contribute to achieving this.

10. Alignment with Council Plans and Policies

- 10.1 This option fulfils the Council's resolution made as part of the adopting the 2018-28 LTP. Also, it supports the Council's strategic priority of enabling active citizenship by making improvements to the way in which elected members participate in decision making, on citizens' behalf.

11. Financial Implications

- 11.1 Any costs associated with making the technical and administrative changes to support the revised structure will fall within existing operational budgets of the Citizens and Community Group.
- 11.2 Whilst delivering greater efficiencies in use of time, cost savings are not anticipated from the changes as the same level of staff governance and secretariat support will be required, albeit servicing a different configuration of meetings.

12. Legal Implications

- 12.1 The proposed governance structure has been developed in accordance with the provisions and requirements of the Local Government Act 2002. The Council will need to follow the provisions required in Schedule 7 of the Act in giving effect to the proposal.

13. Risks and Mitigations

- 13.1 There is a short-term, low risk that the changes to the Committee structure will cause confusion for citizens who have become familiar with the current Committee names, scope of Committee terms of reference and agendas, and cycle of meetings. This can be mitigated by providing clear public communications in advance, explaining the changes and assisting with redirection.

14. Implementation

14.1 Implementation dependencies:

- Technical changes to InfoCouncil, the information/document management system used to manage reports, agenda and meeting minutes;
- Updating of Elected members and public calendars;
- Minor re-assignment of advisors and secretariat to support Committee and Council meetings;
- Rollout of a short communications plan to citizens;
- Update of Council's delegations register required.

14.2 Implementation timeframe:

- The commencement of the Finance and Performance Committee as a Committee of the Whole would start in the New Year, 2019.

Attachments

No.	Title	Page
A ↓	Terms of Reference Finance and Performance Committee of the Whole	288
B ↓	Terms of Reference Social, Community Development and Housing	290
C ↓	Terms of Reference Innovation and Sustainability Committee	292
D ↓	Terms of Reference Infrastructure, Transport and Environment Committee	294
E ↓	Terms of Reference Chief Executive Performance and Employment Committee	296
F ↓	2019 Calendar of scheduled Council meetings	297

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	Mary Richardson - General Manager Citizen and Community
Approved By	Vivienne Wilson - Associate General Counsel Mary Richardson - General Manager Citizen and Community

Terms of Reference Finance and Performance Committee

Chair	Councillor Manji
Membership	The Mayor and all Councillors.
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Area of focus

The focus of the Finance and Performance Committee is the financial and non-financial performance of the Council, including the delivery of the Council's Capital Programme, CCHL and its subsidiaries, and any other Council Controlled Organisations,.

In making recommendations or exercising its delegations, the Committee must manage the matters referred to in section 101 of the Local Government Act 2002 which includes that the Council must manage its revenues, expenses, assets, liabilities, investments, and general financial dealings prudently and in a manner that promotes the current and future interests of the community.

The Finance and Performance Committee considers and, if the matter is not within the Committee's delegated authority, reports to Council on matters relating to:

- The delivery of the Council's Capital Programme
- The Council's operational and capital expenditure, including any material discrepancies from planned expenditure
- Specific strategic projects of shared interest and interface with the Crown, including the Cost Share Agreement and matters under the Greater Christchurch Regeneration Act 2016
- The financial and non-financial performance of the Council and Council Controlled Organisations, and governance decisions related to Council Controlled Organisations
- The Council's financial and funding policies under section 102 of the Local Government Act 2002
- Debt write-offs and status of Council debtors
- Acquisition or disposal of property where required for the delivery of the Capital Programme
- Council insurance policies and related matters and litigation
- The development of the Annual Report for consideration by Council
- Submissions to external bodies relating to the area of focus of the Finance and Performance Committee

Delegations

The Council delegates to the Finance and Performance Committee authority to:

- Monitor the delivery of the Council's Capital Programme, including inquiring into any material discrepancies from planned expenditure

- Monitor the financial and non-financial performance of the Council and Council Controlled Organisations, including carrying out all of the Council's obligations under sections 65 to 72 of the Local Government Act 2002
- Exercise the Council's powers directly as the shareholder, or through CCHL, or in respect of an entity (within the meaning of section 6(1) of the Local Government Act 2002) in relation to –
 - (without limitation) the modification of constitutions and/or trust deeds, and other governance arrangements, granting shareholder approval of major transactions, appointing directors or trustees, and approving policies related to Council Controlled Organisations
 - in relation to the approval of Statements of Intent and their modification (if any)
- Purchase or dispose of property where required for the delivery of the Capital Programme, in accordance with the Council's Long Term Plan, and where those acquisitions or disposals have not been delegated to another decision-making body of the Council or staff.
- Adopt funding and financial policies other than those that must be adopted as part of the Council's Long-Term or Annual Plans
- As may be necessary from time to time, approve amendments to the Capital Programme outside the Long Term Plan or Annual Plan processes
- Approve preferred suppliers for capital projects where the value of the contract exceeds \$15 Million
- Approve preferred suppliers and contracts from both capital and operational budgets relating to the Council's Information Technology systems where the value of the contract exceeds \$15 Million of capital expenditure or \$10 Million of operational expenditure.
- Amend levels of service targets, unless the decision is precluded under section 97 of the Local Government Act 2002
- Approve debt write-offs where those debt write-offs are not delegated to staff
- Insurance matters, including considering legal advice from the Council's legal and other advisers, approving further actions relating to the issues, and authorising the taking of formal actions.
- Authorise submissions to external bodies relating to the area of focus of the Finance and Performance Committee

Social, Community Development and Housing Committee - Terms of Reference

Chair	Councillor Clearwater
Membership	Councillor Livingstone (Deputy Chair), Councillor Chen, Councillor Galloway, Councillor Keown, Councillor Johanson, Councillor Scandrett
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Areas of Focus

The focus of the Social, Community Development and Housing Committee is the governance of operational matters relating to social and community wellbeing.

The Committee:

- Promotes active citizenship, community participation and community partnerships
- Seeks to address cultural, social and economic disadvantage and promote equity for all citizens
- Works in partnerships with key agencies, organisations and communities of place, identity and interest
- Is innovative and creative in the ways it contributes to social and community wellbeing

The Social, Community Development and Housing Committee considers and reports to Council on operational matters and, if specifically authorised by the Council, capital projects relating to:

- Arts and culture including the Art Gallery
- Heritage protection, including heritage grant funding
- Housing across the continuum of social, affordable and market housing, including innovative housing solutions that will increase the supply of affordable housing
- Libraries (including community volunteer libraries)
- Museums
- Sports, recreation and leisure services and facilities
- Parks (sports, local, metropolitan and regional), gardens, cemeteries, open spaces and the public realm
- Hagley Park, including the Hagley Park Reference Group
- Community facilities and assets
- Public Health and health in all policies
- Community safety and crime prevention, including family violence
- Civil defence and rural fire management including disaster planning and local community resilience plans
- Community events, programmes and activities

- Community development and support, including grants and sponsorships
- Citizen services
- Community engagement and participation
- Communities of place, identity and interest.

Delegations

The Council delegates to the Social, Community Development and Housing Committee authority to:

- Approve Heritage Incentive Grant applications.
- Approve extensions of up to two years for the uptake of Heritage Incentive Grants.
- Approve applications to the Events and Festivals Fund.

The Committee delegates to the following subcommittees or working groups the responsibility to consider and report back to the Committee:

- Safer Communities Council for matters relating to Safety and Crime Prevention, including Family Violence
- Housing Subcommittee for matters relating to housing as stated in its terms of reference
- Multicultural Subcommittee for matters relating to the Multicultural Strategy

Innovation and Sustainable Development Committee - Terms of Reference

Chair	Councillor Buck
Membership	Deputy Mayor Turner, Councillor Davidson, Councillor Gough, Councillor Livingstone, Councillor Swiggs, Councillor Templeton
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Areas of Focus

The focus of the Innovation and Sustainable Development Committee is driving the concept of innovation, as in the City vision of a “City of Opportunity, where anything is possible” and to do so in ways that may be experimental and different.

The Committee considers and reports to Council on issues and activities relating to:

- Strategies and priorities in relation to innovation and sustainable development.
- Climate change and sustainability initiatives such as electric vehicles, carbon reduction and waste minimisation.
- City Promotion initiatives such as Christchurch Narrative and Visitors Strategy,
- Innovative or disruptive strategies and programmes, including Smart Cities programme of work
- Innovative approaches to the delivery of issues that often go across levels of government
- Allocation of funds related to the innovation and sustainability sector, including a new Innovation and Sustainability Fund.
- Council’s Brand and Communications strategies.

Delegations

The Council delegates to the Innovation and Sustainable Development Committee the authority to make decisions on applications to the Enliven Places Projects Fund of more than \$15,000

The Innovation and Sustainable Development Committee has the delegated authority to approve Applications to the Innovation and Sustainability Fund seeking between \$10,001 and \$100,000 *and Council approval will be required for Committee funding recommendations over \$100,001*. The following resolution was passed at the Council meeting of 28 September 2017 and 28 June 2018.

42. Innovation and Sustainability Fund Establishment

Council Resolved CNCL/2017/00001

That the Council:

1. Approve the creation of an Innovation and Sustainability Fund (“Fund”) for 2017/18 funded by:
 - a. \$400,000 from the Capital Endowment Fund as provided in the 2017/18 Annual Plan; and

- b. Additional funding from donations in lieu of the Councillors Director Fees as provided for in the Policy for the Appointment of Directors to Council Organisations (adopted 28 September 2017, reference CNCL/2017/00002).
2. Approve the funding in the draft 2018-28 Long Term Plan for future years until 2025:
 - a. \$400,000 per year from the Capital Endowment Fund for the first three years; and
 - b. additional funding from donations in lieu of the Councillors Director Fees as provided for in the Policy for the Appointment of Directors to Council Organisations.
3. Delegate to:
 - a. the Head of Urban Design, Regeneration and Heritage, the delegated authority to approve Innovation and Sustainability Grant applications of up to and including \$10,000 in accordance with the Terms Of Reference for the Fund; and
 - b. the Innovation and Sustainable Development Committee, the delegated authority to approve Innovation and Sustainability Grant applications between \$10,001 and \$100,000, in accordance with the Terms Of Reference for the Fund; and
 - c. the Head of Urban Design, Regeneration and Heritage the delegated authority to determine and carry out the administration requirements for this Fund, and to enter into Funding Agreements with Grant recipients.
4. Approve the Fund's Terms of Reference, as amended by these resolutions (Attachment A of the report).
5. Approve that any unallocated funds remaining at financial year end (30 June annually) will be recognised as committed, but unallocated on the Balance Sheet and added to the total funding available for allocation.

Councillor Buck/Councillor Scandrett

Carried

Council Resolved CNCL/2018/00130

That the Council:

1. Approve the following amendment to the Innovation and Sustainability Fund's Terms of Reference (word changes in italics):
 - a. Applications seeking between \$10,001 and \$100,000 will be delegated to the Innovation and Sustainable Development Committee, *and Council approval will be required for Committee funding recommendations over \$100,001.*
2. Delegate to the Head of Urban Design, Regeneration and Heritage the decision to publicly release this report when there is no longer any commercial sensitivity relating to any of the applications.

Councillor Buck/Councillor Davidson

Carried

Infrastructure, Transport and Environment Committee - Terms of Reference

Chair	Councillor Cotter
Membership	Councillor Davidson (Deputy Chair), Councillor Buck, Councillor Clearwater, Councillor Galloway, Councillor Keown, Councillor Templeton, Councillor Scandrett
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Areas of Focus

The focus of the Infrastructure, Transport and Environment Committee is the governance of roading and transport, three waters, waste management, and natural hazards protection.

The Infrastructure, Transport and Environment Committee:

- Encourages opportunities for citizenship, community participation and community partnerships
- Works in partnerships with key agencies, groups and organisations

The Infrastructure, Transport and Environment Committee considers and reports to Council on issues and activities relating to:

- Water supply, conservation and quality
- Stormwater drainage including the Land Drainage Recovery Programme
- Natural environment, including the waterways, aquifers, ecology and conservation of resources
- Natural hazards protection, including flood protection and river control
- Solid waste minimisation and disposals
- Sewage collection, treatment and disposal
- Roads, footpaths and streetscapes
- Transport including road operations, parking, public transport, cycle ways, harbours and marine structures consistent with Greater Christchurch Public Transport Joint Committee Terms of Reference.

Delegations

The Committee delegates to the following working group the responsibility to consider and report back to the Committee:

- Land Drainage Working Group matters relating to the Land Drainage Recovery Programme, including opportunities for betterment.

Major Cycleway Route (MCR) Programme

At the Council meeting of 9 March 2017:

It was **resolved** that the Council:

1. Delegates to the Infrastructure, Transport and Environment Committee the authority to make all decisions in connection with the Major Cycleway Routes (MCR) programme, including final route selections and anything precedent to the exercise by the Council of its power to acquire any property, subject to:
 - a. The Infrastructure, Transport and Environment Committee and affected Community Boards being briefed prior to any public consultation commencing on any Major Cycleway Route project.
 - b. The relevant Community Board Chair(s) will be invited by the Infrastructure, Transport and Environment Committee to participate in the relevant Major Cycleway Route item discussion and give their Board's feedback or recommendations.
2. Notes and reconfirms Council's previous decision to designate the MCR programme a metropolitan project, as set out in the Council's resolutions on 29 January 2015.
- 13.4 Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.

At the Council meeting of 20 June 2017:

It was **resolved** that the Council:

5. Delegate authority to the Infrastructure, Transport and Environment Committee to consider and approve applications to the Christchurch Biodiversity Fund.

Terms of Reference Chief Executive Performance and Employment Committee

Chair	The Mayor
Membership	Deputy Mayor and Chairs of Finance and Performance; Innovation and Sustainable Development; Social, Community Development and Housing; Infrastructure, Transport and Environment and Regulatory Committees
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Meetings will be held as required
Reports To	Council

Areas of Focus

The Chief Executive Performance Committee is responsible for:

- Overseeing the performance of the Chief Executive in line with the performance agreement and his/her ongoing relationship with the Council, and report regularly to the Council on his or her performance
- Facilitating regular performance reviews of the Chief Executive and reporting on a regular basis to the Council
- Undertaking reviews of the Chief Executive's remuneration package in accordance with the employment agreement and make recommendations to the Council
- Engaging relevant external advice including independent legal advice to assist the committee with all or any of these matters, as appropriate, ensuring such advisors are not otherwise contracted to the Council for similar services
- As may be necessary from time to time, matters relating to succession planning and the appointment of a Chief Executive, including:
 - Overseeing the recruitment and selection process for a Chief Executive
 - Recommending candidates and remuneration to the Council for consideration
- Organisational capability, workforce planning and development
- Council remuneration and employment policy.

DRAFT

WEEK	◀ December	January 2019						February ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1		1 NEW YEARS PUBLIC HOLIDAY	2 NEW YEARS PUBLIC HOLIDAY	3 RECESS WEEK	4 RECESS WEEK	5	6	
2	7	8 RECESS WEEK	9 RECESS WEEK	10 RECESS WEEK	11 RECESS WEEK	12	13	
3	14	15 RECESS WEEK	16 RECESS WEEK	17 RECESS WEEK	18 RECESS WEEK	19	20	
4	21	22 Hearings Panel	23 Hearings Panel	24 9.30 Council	25 Hearings Panel Canterbury Regional Landfill Joint Committee 9-10	26	27	
5	28	29	30 Social, Community Development & Housing 9.30-1 Parking Restrictions 2-3 Regulatory Performance 2-5	31 Hearings Panel				

DRAFT

WEEK	February 2019						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
5					1 Multicultural Subcommittee 9-11 Audit and Risk (Annual Plan)	2	3
1	4 Hearings Panel Housing Subcommittee 9-11	5	6 WAITANGI DAY PUBLIC HOLIDAY	7 9.30 Committee of the Whole	8 Hearings Panel Land Drainage 1-3	9	10
2	11 Hearings Panel VBase 12.30-1.30 Civic Building Trust 2-3	12 9.30 Council (Annual Plan)	13 Infrastructure, Transport & Environment 1.30-5	14 9.30 Council	15 Hearings Panel	16	17
3	18 COMMUNITY WEEK Hearings Panel	19 COMMUNITY WEEK Hearings Panel	20 COMMUNITY WEEK Hearings Panel	21 COMMUNITY WEEK Hearings Panel	22 COMMUNITY WEEK Hearings Panel	23	24
4	25 Hearings Panel VBase 1.30-3.30	26	27 Innovation & Sustainable Development 9-12 Audit and Risk 1-3 Funding Review Working Group 3.30-5	28 9.30 Council			

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WEEK	March 2019						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
5					1 Hearings Panel Civic Awards 9.30-11.30 International Relations Working Group 1.30-3.30	2	3
1	4 Hearings Panel	5	6 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3	7 9.30 Committee of the Whole	8	9	10
2	11 Hearings Panel	12	13 Infrastructure, Transport & Environment 1.30-5	14 9.30 Council	15 Development Forum 9-12 Housing Subcommittee 1-3 Health and Safety Committee 1-3	16	17
3	18 COMMUNITY WEEK Hearings Panel	19 COMMUNITY WEEK Hearings Panel	20 COMMUNITY WEEK Hearings Panel 9am-12pm	21 COMMUNITY WEEK Hearings Panel Te Hononga 5.30-7.30	22 COMMUNITY WEEK Hearings Panel	23	24
4	25 CE Performance (Placeholder) 9-11 Disability Issues Taskforce (Placeholder) 1-3 VBase 1.30-3.30	26	27 Innovation & Sustainable Development 9-12 Funding Review Working Group 1-3	28 9.30 Council	29 Canterbury Regional Landfill Joint Committee 10-11	30	31

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WEEK	◀ March	April 2019						May ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1	1 Hearings Panel	2	3 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3	4 9.30 Committee of the Whole	5 Multicultural Subcommittee 9-11 Rockfall Protection 10-11 Housing Subcommittee 1-3	6	7	
2	8 Hearings Panel	9	10 Hearings Panel Infrastructure, Transport & Environment 1.30-5	11 9.30 Council	12 Land Drainage 1.30-3.30	13	14	
3	15 COMMUNITY WEEK	16 COMMUNITY WEEK Hearings Panel	17 COMMUNITY WEEK Hearings Panel	16 COMMUNITY WEEK Hearings Panel	17 COMMUNITY WEEK Hearings Panel	20	21	
4	22 EASTER MONDAY PUBLIC HOLIDAY	23 RECESS WEEK	24 RECESS WEEK	25 ANZAC DAY PUBLIC HOLIDAY	26 RECESS WEEK	27	28	
1	29 Annual Plan Hearings VBase 1.30-3.30	30						

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WEEK	◀ April	May 2019						June ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1			1 Annual Plan Hearings	2 9.30 Committee of the Whole	3 Annual Plan Hearings	4 Annual Plan Hearings	5	
2	6 Civic Building 2-3	7	8 Annual Plan Hearings	9 9.30 Council	10	11 Annual Plan Hearings	12	
3	13 COMMUNITY WEEK Annual Plan Hearings	14 COMMUNITY WEEK Annual Plan Hearings	15 COMMUNITY WEEK	16 COMMUNITY WEEK	17 COMMUNITY WEEK	18 Annual Plan Hearings	19	
4	20 VBase 1.30-.30	21	22 Annual Plan Hearings	23 9.30 Council	24 Annual Plan Hearings	25	26	
5	27	28	29 Audit and Risk 9-12	30	31			

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WEEK	June 2019						
	◀ May						July ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
5						1	2
1	3 QUEENS BIRTHDAY PUBLIC HOLIDAY	4	5 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3	6 9.30 Committee of the Whole	7 Multicultural Subcommittee 9- 11 Health and Safety Committee 9- 11	8	9
2	10 Civic Awards 9.30-11.30	11	12 Hearings Panel 9-1 Infrastructure, Transport & Environment 1-5	13 9.30 Council	14 International Relations Working Group 9.30-11.30 Housing Subcommittee 1-3	15	16
3	17 COMMUNITY WEEK Audit and Risk 1-4 (tbc for Annual Plan)	18 COMMUNITY WEEK Audit and Risk 1-4 (tbc for Annual Plan)	19 COMMUNITY WEEK	20 COMMUNITY WEEK Te Hononga Council – Papatipu Runanga 5.30-7	21 COMMUNITY WEEK	22	23
4	24 VBase 1.30-3.30	25 9.30 Council (Annual Plan)	26 Innovation & Sustainable Development 9-12 Development Forum 1-5	27 9.30 Council	28 Land Drainage 1.30-3.30	29	30

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WEEK	July 2019						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	2	3 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3	4 9.30 Committee of the Whole	5 Housing Subcommittee 1-3	6	7
2	8	9	10 Hearings Panel Infrastructure, Transport & Environment 1-5	11 9.30 Council	12	13	14
3	15 RECESS WEEK	16 RECESS WEEK	17 RECESS WEEK	18 RECESS WEEK	19 RECESS WEEK	20	21
4	22 VBase 1.30-3.30	23	24 Innovation & Sustainable Development 9-12	25 9.30 Council	26	27	28
1	29	30	31 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3				

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WEEK	◀ July	August 2019						September ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1				1 9.30 Committee of the Whole	2 Housing Subcommittee 1-3	3	4	
2	5 Civic Building 2-3	6	7 Development Forum 9-12 Infrastructure, Transport & Environment 1-5	8 9.30 Council	9 Multicultural Subcommittee 9-11 Land Drainage 1.30-3.30	10	11	
3	12 COMMUNITY WEEK	13 COMMUNITY WEEK	14 COMMUNITY WEEK	15 COMMUNITY WEEK	16 COMMUNITY WEEK Metro Funding Workshop 9-1	17	18	
4	19 VBase 1.30-3.30	20	21	22 9.30 Council	23 Canterbury Regional Landfill Joint Committee 1-2.30 Canterbury Waste Joint Committee 2.30-4.30	24	25	
5	26 Innovation & Sustainable Development 9-12	27	28 Audit and Risk 9-12	29 9.30 Council (Metro Funding)	30	31		

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WEEK	◀ August	September 2019						October ▶
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
5							1	
1	2 Civic Building Joint Venture 2-3	3	4 Social, Community Development & Housing 9.30-1 Regulatory Performance 2-5 Parking Restrictions 2-3	5 9.30 Committee of the Whole	6 Health and Safety Committee 9-11 Civic Awards 1-3	7	8	
2	9 VBase 12.30-1.30 Civic Building 2-3	10	11 Hearings Panel 9-1 Infrastructure, Transport & Environment 1.30-5	12 9.30 Council	13 Land Drainage 9-11 International Relations 9.30-11.30	14	15	
3	16 COMMUNITY WEEK	17 COMMUNITY WEEK	18 COMMUNITY WEEK	19 COMMUNITY WEEK Te Hononga Council – Papatipu Runanga 5.30-7	20 COMMUNITY WEEK	2	22	
4	23 Innovation & Sustainable Development 9-12 VBase 1.30-3.30	24	25 Development Forum 9-12 Audit & Risk 1-5	26 9.30 Council	27	28	29	
1	30							

22. Resolution to Exclude the Public

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

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

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

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

Note

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

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
19	BOTANIC GARDENS TEA KIOSK - REQUEST FOR PROPOSALS RESULTS AND NEW LEASE (L-C-H)				
	ATTACHMENT 1 - BOTANIC GARDENS TEA KIOSK REQUEST FOR PROPOSAL -CANTERBURY HORTICULTURAL SOCIETY RESPONSE	S7(2)(I)	CONDUCT NEGOTIATIONS	PROTECTION OF APPLICANT'S SUBMITTED INFORMATION	UPON EXPIRY OF SAID LEASE
	ATTACHMENT 2 - BOTANIC GARDENS TEA KIOSK REQUEST FOR PROPOSAL - JENNY GILLIES RESPONSE	S7(2)(I)	CONDUCT NEGOTIATIONS	PROTECTION OF APPLICANT'S SUBMITTED INFORMATION	UPON EXPIRY OF SAID LEASE
23	PROPOSED SALE OF LAND (H-H-R)	S7(2)(I)	CONDUCT NEGOTIATIONS	THIS MATTER INVOLVES THE POSSIBLE SALE OF LAND NOT REQUIRED FOR LAND DRAINAGE OR OTHER PURPOSES. IF APPROVED STAFF WILL NEED TO NEGOTIATE THE SALE. THE RELEASE OF INFORMATION IN THIS REPORT MAY AFFECT THE ABILITY TO OBTAIN THE BEST OUTCOME FOR COUNCIL.	ONCE SETTLEMENT IS COMPLETE
24	COMMUNITY MEMBER APPOINTMENTS TO ZONE COMMITTEES	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	TO GIVE THE COUNCIL THE OPPORTUNITY TO CONSIDER THE RECOMMENDED COMMUNITY MEMBERS FOR THE THREE ZONE COMMITTEES, PRIOR TO APPLICANTS	AFTER THE SUCCESSFUL NOMINEES HAVE BEEN CONFIRMED BY THE COUNCIL, ENVIRONMENT CANTERBURY AND

				BEING ADVISED OF THE OUTCOME OF THE SELECTION PROCESS	SELWYN DISTRICT COUNCIL.
25	UPDATE ON CENTRAL CITY REDUCED FEE PARKING	S7(2)(H), S7(2)(I)	COMMERCIAL ACTIVITIES, CONDUCT NEGOTIATIONS	IF COUNCIL IMPLEMENTS SOME OF THE OPTIONS WITHIN THE REPORT, IT MAY NEED TO ENTER INTO, AND AGREE, COMMERCIALY CONFIDENTIAL AGREEMENTS WITH INDIVIDUAL PARKING BUILDING OWNERS AND OPERATORS. SOME ASPECTS OF THOSE INDIVIDUAL AGREEMENTS MAY SUBSEQUENTLY CONTAIN COMMERCIALY SENSITIVE INFORMATION.	ON ACTIVATION DATE OF INDIVIDUAL AGREEMENTS (NOTING SOME INFORMATION IN THOSE MAY REMAIN COMMERCIALY SENSITIVE)