

Waipuna Halswell-Hornby-Riccarton Community Board AGENDA

Notice of Meeting:

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

Date: Tuesday 30 April 2019
Time: 4.30pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road, Halswell

Membership

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

24 April 2019

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

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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

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

Community Outcomes and Priorities

1. Strong Communities

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

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

Our Board Priorities are to:

Community

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

Community Board Engagement

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

Social Wellbeing

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

2. Liveable City

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

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

Our Board Priorities are to:

Roading and Transport

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

Planning

- 2.9 Advocate for improvements to parks, greenspace and recreational facilities.
- 2.10 Advocate for the protection of the quality of residential living.
- 2.11 Monitor the issues of green field subdivisions and increasing intensification across the ward.
- 2.12 Advocate for the community facing the challenges of growth.
- 2.13 Advocate and make decisions on effective traffic management measures that contribute to

meeting the needs and connectivity of local communities.

- 2.14 Monitor planning issues and support community concerns through appropriate channels.

Community Facilities and Playgrounds

- 2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community.

- 2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities.

- 2.17 Ensure that usage of Council facilities is being optimised.

- 2.18 Advocate for the provision of quality playgrounds throughout the wards.

Heritage

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

3. Healthy Environment

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

- 3.1 A commitment to protect and improve the local environment.

- 3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.

Our Board Priorities are to:

- 3.3 Support and advocate to maintain clean drinking water and high standards of air quality.

- 3.4 Monitor pollution issues, quarrying effects and compliance of consents.

- 3.5 Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.

- 3.6 Monitor and respond on parks and tree issues raised by the community.

- 3.7 Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.

- 3.8 Support and advocate for initiatives aimed at addressing climate change.

4. Prosperous Economy

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

- 4.1 Strong local business communities.

- 4.2 An environment where innovative projects are trialled and supported.

- 4.3 Has a strong social enterprise sector.

Our Board Priorities are to:

- 4.4 Continue to liaise with local business networks.

- 4.5 Support initiatives that promote a wide range of innovative practices.

- 4.6 Foster social enterprise initiatives.

- 4.7 Advocate for Council rate increases to be kept as low as possible.

- 4.8 Support the provision of more affordable and social housing.

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

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1. Apologies

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

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday 9 April 2019](#), be confirmed (refer page 7).

4. Public Forum

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

The public forum will be held at 4.30pm.

4.1 Worsley Road – Safety Barrier

Robin Smith, local resident, will address the Board in relation to a safety barrier on Worsley Road.

5. Deputations by Appointment

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

5.1 Harrington Park – Play Space Renewal

Peter Simmonds, local resident, will address the Board in relation to the Harrington Park – Play Space Renewal Report (Item 7 refers).

5.2 Westmorland - Penruddock Rise - Proposed Bus Stop

Peter Griffin, local resident, will address the Board in relation to the Westmorland – Penruddock Rise – Proposed Bus Stop Report (Item 9 refers).

6. Presentation of Petitions

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

Waipuna Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 9 April 2019
Time: 4.33pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road, Halswell

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Ross McFarlane

9 April 2019

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C

Community Board Resolved HHRB/2019/00038

That the apologies received for absence from Anne Galloway, Debbie Mora and Natalie Bryden, be accepted.

Mike Mora/Helen Broughton

Carried

2. Declarations of Interest

Part B

There were no declarations of interest declared.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved HHRB/2019/00039

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 26 March 2019, be confirmed.

Ross McFarlane/Helen Broughton

Carried

4. Public Forum

Part B

4.1 Opawaho Heathcote River Network - Update

Sue Bye and Annabelle Hasselman, on behalf of the Opawaho Heathcote River Network, updated the Board regarding the Collaborative Communities Education Model to grow young people to lead conservation change across New Zealand, with the support of their local community.

After questions from members, the Chairperson thanked Sue Bye and Annabelle Hasselman for their presentation.

4.2 Yaldhurst War Memorial Hall - Update

Michelle Clark, on behalf of the Yaldhurst rural community, updated the Board on the progress being made in developing the business case for retaining the Yaldhurst War Memorial Hall.

After questions from members, the Chairperson thanked Michelle Clark for her presentation.

5. Deputations by Appointment

Part B

5.1 Aidanfield Drive – Proposed Parking Bays, No Stopping, P3 and School Buses Only Parking Restrictions

Mark Peters, on behalf of the Aidanfield Christian School Board of Trustees, and Acting Principal Kay Lawn, addressed the Board indicating support for some elements of the proposed parking changes outside the school frontage on Aidanfield Drive.

They specifically sought a change from the proposed P3 to a P10 parking limit and the deletion of the intended no stopping lines between the new parking bays. They also asked that further consideration be given by the Council to using the adjoining reserve area for general car parking.

After questions from members, the Chairperson thanked Mark Peters and Kay Lawn for their presentation.

Item 9 of these minutes details the Board's decision on this matter.

9. Aidanfield Drive - Proposed Parking Bays, No Stopping, P3 and School Buses Only Parking Restrictions

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputation received from Mark Peters and Kay Lawn (Item 5.1 of these minutes refers).

Staff Recommendations

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

1. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Aidanfield Drive and Nash Road as indicated by 'Proposed No Stopping Lines' in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report, be prohibited.
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Aidanfield Drive as indicated by 'Proposed Parking Bays' in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report, be permitted to stop, stand or park any vehicles in the bays area specified.
3. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Aidanfield Drive as indicated in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff 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 8.15am and 9.15am, 2.30pm and 3.30pm School Days Only.

4. 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 9.15am and 2.30pm School Days Only, be installed on the north side of Aidanfield Drive as indicated in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report.
5. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report, are revoked.
6. That these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the agenda staff report are in place (or removed in the case of revocations).

Community Board Recommendation

Part C

Mike Mora moved, seconded by Ross McFarlane:

That the staff recommendation be adopted.

Helen Broughton moved by way of an amendment, seconded by Catherine Chu:

That in relation to clause 3. of the staff recommendation above, that the maximum time for the parking of any vehicle be changed from three to five minutes.

On being put to the meeting by the Chairperson, the amendment was declared **lost**.

A division was requested and declared lost by one vote for and five votes against, the voting being as follows:

For: Helen Broughton

Against: Mike Mora, Vicki Buck, Jimmy Chen, Catherine Chu and Ross McFarlane

Community Board Resolved HHRB/2019/00040 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Aidanfield Drive and Nash Road as indicated by 'Proposed No Stopping Lines' in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report, be prohibited.
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Aidanfield Drive as indicated by 'Proposed Parking Bays' in drawing TG133435

- Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report, be permitted to stop, stand or park any vehicles in the bays area specified.
3. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Aidanfield Drive as indicated in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff 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 8.15am and 9.15am, 2.30pm and 3.30pm School Days Only.
 4. 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 9.15am and 2.30pm School Days Only, be installed on the north side of Aidanfield Drive as indicated in drawing TG133435 Issue 2, dated 19-3-2019 in Attachment A of the agenda staff report.
 5. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report, are revoked.
 6. That these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the agenda staff report are in place (or removed in the case of revocations).

On being put to the meeting by the Chairperson as the substantive motion, the above was declared carried.

Mike Mora/Ross McFarlane

Carried

Helen Broughton requested that her vote against the above decision be recorded.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Villa Grove - Request for Tree Removals

Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Decline the request to remove the 22 oak trees located in Villa Grove and continue to maintain the trees in accordance with internationally recognised arboriculture practices.

Community Board Resolved HHRB/2019/00041

Part C

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

1. Decline the request to remove the 22 oak trees located in Villa Grove and continue to maintain the trees in accordance with internationally recognised arboriculture practices.
2. That in response to the requests from Villa Grove residents, the Council:
 - a. Remove street tree leaves at least once per month during May and June, and at a greater frequency if required by exceptional circumstances.
 - b. Undertake the pruning of the street trees during the autumn of 2019.

Mike Mora/Helen Broughton

Carried

8. Halswell Domain – Proposed South Car Park Plan

Community Board Resolved HHRB/2019/00042 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve the proposed south car park plan for Halswell Domain.

Vicki Buck/Ross McFarlane

Carried

10. Waipuna/Halswell-Hornby-Riccarton Community Board 2018-19 Youth Development Fund - Applications - Jessica Swan, Kahu Day-Brown, Makaia Day-Brown, Naia Elisara, Tyrisa Elisara, Burnside High School (Hailey Clark), and Michelle Goodman

Community Board Resolved HHRB/2019/00043 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve a grant of \$500 from its 2019-20 Youth Development Fund to Jessica Swan towards attending the Global Young Leaders Conference in Washington D.C, U.S.A, from 29 June to 10 July 2019.
2. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Kahu Day-Brown towards competing at the Australasian Championships in Brisbane, Australia, from 26 to 28 April 2019.
3. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Makaia Day-Brown towards competing at the Australasian Championships in Brisbane, Australia, from 26 to 28 April 2019.
4. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Naia Elisara towards competing at the 2019 Little League International Asia-Pacific Qualifier in Jakarta, Indonesia, from 17 to 22 June 2019.

5. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Tyrisa Elisara towards competing at the 2019 Little League International Asia-Pacific Qualifier in Jakarta, Indonesia, from 17 to 22 June 2019.
6. Approve a grant of \$300 from its 2018-19 Youth Development Fund to Burnside High School (Hailey Clark) towards participation at the Spirit of Adventure Trust Year 10 Trophy Voyage 782C in Auckland, from 16 to 21 June 2019.
7. Approve a grant of \$300 from its 2018-19 Youth Development Fund to Michelle Goodman towards attending the New Zealand Outward Bound Course in the Marlborough Sounds, from 5 to 25 June 2019.

Helen Broughton/Ross McFarlane

Carried

11. Waipuna/Halswell-Hornby-Riccarton Community Board 2018-19 Discretionary Response Fund - Application - Westmorland Residents' Association

Community Board Resolved HHRB/2019/00044 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve a grant of \$1,248 from its 2018-19 Discretionary Response Fund to the Westmorland Residents' Association towards CCTV cameras.

Ross McFarlane/Catherine Chu

Carried

12. Elected Members' Information Exchange

Part B

Board members exchanged information on the following:

- Cruising Bylaw clarification for Deans Avenue
- Longhurst/Knights Stream Subdivisions – lowered speed limit is working well – request for more speed signage within the area
- Draft Annual Plan - Local Growth Related Transport Projects – Board briefing requested

Meeting concluded at 5.43pm

CONFIRMED THIS 30th DAY OF APRIL 2019

MIKE MORA
CHAIRPERSON

7. Harrington Park - Play Space Renewal

Reference: 19/199423

Presenters: Tara King, Senior Engagement Advisor
Marcy McCallum, Project Manager

1. Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the landscape plan for the renewal of the play space at Harrington Park and to consider the inclusion of additional elements to the play space, funded from the Waipuna/Halswell-Hornby-Riccarton Board's 2018-19 Discretionary Response Fund.

2. Executive Summary

- 2.1 Harrington Park is a community park located at 130 Peverel Street in Riccarton.
- 2.2 Community engagement was recently undertaken around the renewal of the play space at Harrington Park.
- 2.3 There was general support of the landscape plan from the community, with ten out of 17 submitters supporting the plan and five out of 17 submitters supporting the plan but with concerns.
- 2.4 Once the landscape plan is approved, the project will proceed to detailed design and construction of the play space.

3. Staff Recommendations

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

1. Approve the landscape plan for the play space renewal at Harrington Park in accordance with the staff report shown in Attachment A.
2. Approve funding of up to \$25,000 from the Waipuna/Halswell-Hornby-Riccarton Community Board's 2018-19 Discretionary Response Fund for three additional elements for the play space area at Harrington Park.

4. Context/Background

Issue or Opportunity

- 4.1 The Parks Unit work on a 25 year renewal programme for play equipment to ensure that play spaces are safe and to maintain an acceptable level of service. The play space at Harrington Park is nearing the end of its life span and funding has been allocated in the 2018-28 Long Term Plan for its renewal.

Strategic Alignment

- 4.2 The Harrington Park Play Space renewal contributes to achieving the community outcome of safe and healthy communities by encouraging people to participate in active recreation.
- 4.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.3.1 Activity: Parks and Foreshore

- Level of Service: 6.8.2.4 Parks are provided managed and maintained in a clean, tidy, safe, functional and equitable manner (Asset Condition) - Playgrounds - condition average or better: 90 per cent

4.4 The Harrington Park Play Space Renewal is funded in the 2018 – 2028 Long Term Plan.

Decision Making Authority

4.5 As per the Christchurch City Council's Delegation Register dated 18 December 2018, the Community Board has the delegation:

- 5.16 Landscape plans – *Power to approve the location of, and construction of, or alteration or addition to, any structure or area, and the design of landscape plans for the same, on reserves, parks and roads, provide the design is within the policy and budget set by the Council.*

Previous Decisions

4.6 There have been no previous decisions in relation to this report. Staff attended a Community Board Seminar on 13 February 2019 to discuss the proposed landscape plan prior to community engagement.

4.7 Following the close of community engagement, staff provided an update to the Community Board on 26 March 2019 on the feedback received and information regarding additional items that the Board could consider funding.

Assessment of Significance and Engagement

4.8 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

4.9 The level of significance was determined by the suggested thresholds for assessing criteria, which has a low level of possible risk to the Council on carrying out the decision and whether the impact of a decision can be easily reserved, a medium-low level of community interest and possible benefits/opportunities to the Council and wider community and a medium assessment on level of impact on those people affected due to areas of the park being closed during construction.

4.10 The community engagement and consultation outlined in this report reflects the assessment.

5. Options Analysis

Options Considered

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

- Approve the landscape plan for the renewal of the play space at Harrington Park and to consider the inclusion of additional elements to the play space, funded from the Board's 2018-19 Discretionary Response Fund (refer **Attachment A**). This option includes the wobbly wood bee rocker as per the community preference.
- Approve the landscape plan for the play space renewal at Harrington Park (refer **Attachment B**). This option includes the wobbly wood bee rocker as per the community preference.
- Do not approve the landscape plan for the play space renewal at Harrington Park and request staff to consider alternative designs and re-consult with the community.

5.2 The following option was considered but ruled out:

- Do nothing – due to the play equipment nearing the end of its life span, this option was ruled out due to public health and safety. The Council Parks unit have an asset condition model that considers asset life span and condition to project a renewal year. The flying fox is due to be renewed this financial year, as well as the playground soft fall, with the rest of the play equipment due for renewal over the next few years. It was deemed appropriate to renew all play equipment at the same time.

Options Descriptions

- 5.3 **Preferred Option:** Approve the landscape plan for the renewal of the play space at Harrington Park and to consider the inclusion of additional elements to the play space, funded from the Boards' 2018-2019 Discretionary Response Fund (refer Attachment A). This option include the wobbly wood bee rocker as per community preference.

5.3.1 **Option Description:** To renew the play equipment at Harrington Park as shown in Attachment A. The proposed equipment consist of the following items:

- A large modular play structure that caters for a wide range of ages from preschool to school aged children. It includes a large hexagonal platform with roof, large mega tunnel slide, nets, monkey bars, basket and gliders, fireman's pole, climbing wall and stepping posts that develop and enhance climbing, balance and co-ordination skills.
- Wobbly wood bee rocker – suitable for the younger age group and to assist with the development of fine motor skills, balance and co-ordination.
- A flying fox that will cater for a wide range of ages. It will be installed on the existing mound to provide some height for the new flying fox.
- A traditional single see-saw that is suitable for a wide range of ages and encourages team work.
- 2.95 metre birds nest carousel – a spinning carousel that is suitable for younger users as well we inclusive play.
- Urban mega swing set – this swing set includes two strap swings and a flying saucer swing. The standard swing set frame is higher than usual so it can be used by young people and adults. The Community Board can consider funding an extra bay on the swing set, which includes a baby seat and toddler seat in this option.
- The landscape plans includes two new accessible picnic tables and three new park benches (with arm rests) and the relocation of one existing seat closer to the play space.
- The plan includes the planting of 13 new trees to provide shade as well as low level planting around the play space.
- Space has been set aside for a new bike/scooter stand, however this item is currently unfunded and will be installed once funding is available.
- Accessibility into the play space has been improved through including asphalt area from the footpath to the play area, with access ramps into each area and between each area where the soft fall level changes. Play items that are accessible such as the carousel and flying saucer swing have been located nearer to the entrance points of the play space.
- The Community Board can consider funding a shade umbrella over a seating area in this option.
- The Community Board can consider funding a nature play/balance trail on the edge of the play space in this option.

5.3.2 Option Advantages

- Removal of play equipment that is reaching the end of its life space, thereby removing potential safety risks to playground users.
- Provision of play equipment that provides a wider range of play value and developmental benefits to the user and meets the current NZS 5828:2016 Playground Equipment and Surfacing Standards.
- Play equipment will be more accessible to a wider range of users.
- Including additional activities for those that are under five, as requested through consultation and funded by the Community Board including a baby and toddler swing, nature play/balance trail and a shade umbrella over a seating area.

5.3.3 Option Disadvantages

- This option includes play items that are dependent on Community Board funding.
- Harrington Park users are affected by this option, due to the closure of the play space during the construction period.

- 5.4 Approve the landscape plan for the play space renewal at Harrington Park (refer Attachment B). This option includes the wobbly wood bee rocker in accordance with community preference.

5.4.1 Option Description: To renew the play equipment at Harrington Park as shown in Attachment A. This is the landscape plan that was consulted on and includes the items listed in the preferred option and does not include the items that are proposed to be funded by the Community Board.

5.4.2 Option Advantages

- Removal of play equipment that is reaching the end of its life space, thereby removing potential safety risks to playground users.
- Provision of play equipment that provides a wider range of play value and developmental benefits to the user and meets the current NZS 5828:2016 Playground Equipment and Surfacing Standards.
- Play equipment will be more accessible to a wider range of users.

5.4.3 Option Disadvantages

- Harrington Park users are affected by this option due to the closure of the play space during the construction period.

- 5.5 Do not approve the landscape plan for the play space renewal at Harrington Park and request staff to consider alternative designs and re-consult with the community.

5.5.1 Option Description: The landscape plan for the play space is not approved and the Community Board request staff to consider alternative play space design for Harrington Park and re-consult with the community.

5.5.2 Option Advantages

- The community has the opportunity to consider alternative play space design.

5.5.3 Option Disadvantages

- This option would have an impact on the existing budget, as the new play space design costs would need to come out of the play space renewal budget. It is likely that one or more items of equipment would need to be removed or the size of the

play space reduced to fit within the available budget (or consider including additional budget in future Long Term Plans).

- The flying fox and playground soft fall is due to be renewed this financial year, delaying this may have some potential health and safety impacts. The flying fox may have to be decommissioned in the short term if required if deemed unsafe while plans are being developed.
- Delay in construction timeframes.

Analysis Criteria

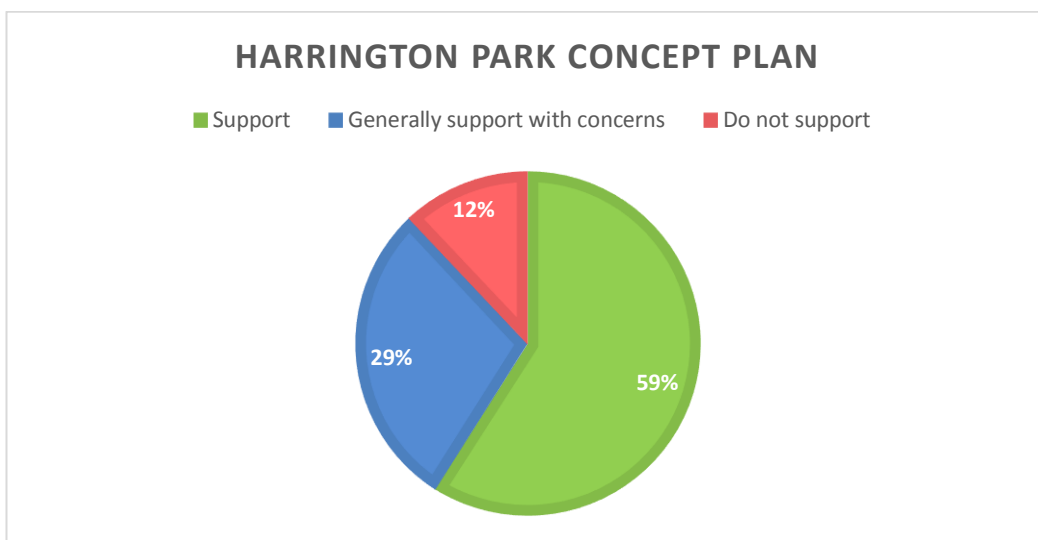
5.6 The options were analysed on their cost and community feedback and preferences.

6. Community Views and Preferences

- 6.1 From Monday 8 October to Monday 29 October 2018 residents were invited to complete a park user survey for Harrington Park. This survey was created to help the project team understand how people use the park and what they would like to do in the park. The survey was available online at <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/188>
- 6.2 A Newsline story was produced on 8 October 2018 in relation to the survey and posted on the Council social media channels <https://ccc.govt.nz/news-and-events/newsline/show/3043>
- 6.3 The project team and members of the local Governance Team were available at the Riccarton Community Day on Saturday 20 October 2018. Local attendees were encouraged to complete the survey form or write an idea up on the ideas board. There were approximately 40 people who spoke with the team and feedback was generally very positive. There was a strong desire from the community to ensure that a flying fox was included in the concept plan.
- 6.4 The Council received 45 completed survey forms and this information was analysed and made available on the Council 'have your say' page for this project (refer **Attachment C**).
- 6.5 The results of the park survey and information received at the Riccarton Community Day were used to put together a landscape plan for the park, suitable for community consultation.
- 6.6 Consultation on the concept plan for Harrington Park was undertaken from Monday 25 February to Monday 18 March 2019.
- 6.7 The submission form for Harrington Park asked submitters to indicate whether they support the landscape plan, generally support the landscape plan but have some concerns or do not support the landscape plan. Submitters were also asked to choose between two play items, either a honeycomb springer or a wobbly bee rocker. Space was also available on the submission form for any additional comments.
- 6.8 Approximately 215 consultation leaflets and submission forms (refer **Attachments D and E**) were hand delivered to properties surrounding Harrington Park, including 64 absentee owners. This information was also emailed to 129 key stakeholders and included those who completed the park survey in October 2018.
- 6.9 The project team was available at Harrington Park on Wednesday 6 March 2019 from 2pm to 4pm to collect any feedback forms and answer any questions about the landscape plan. The team spoke to approximately five people in the park and feedback was generally positive. There were concerns raised around the condition of some of the trees in the area, and ensuring a flying fox was included.

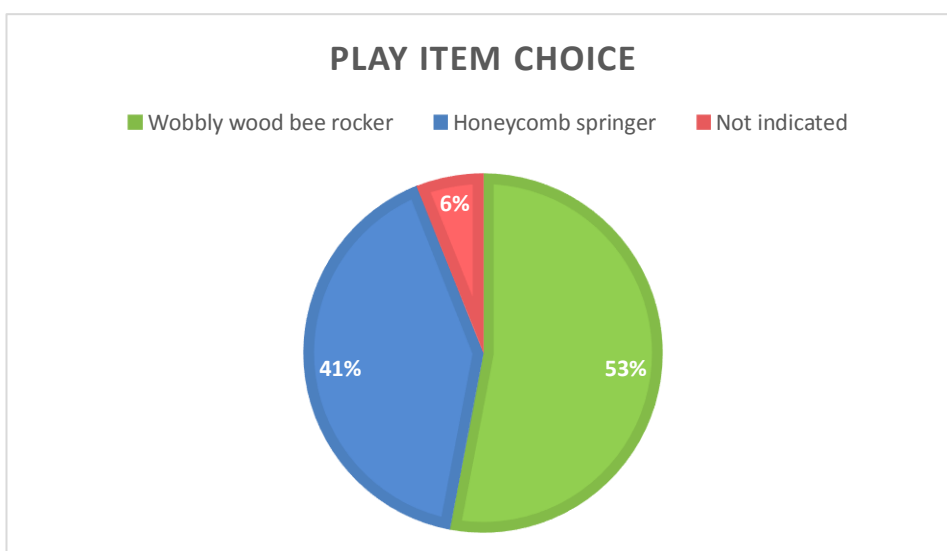
- 6.10 At the close of consultation, 17 submissions were received with 10 submitters supporting the landscape plan for Harrington Park, five who generally supported the concept plan but with concerns and two submitters who did not support the concept plan.

Support the plan	Generally support but with concerns	Do not support the plan	Total
10 (59%)	5 (29%)	2 (12%)	17 (100%)



- 6.11 Of the 17 submitters there were nine who supported the installation of the wobbly wood bee rocker, seven who supported the honeycomb springer and one submitter who did not indicate a preference.

Wobbly wood bee rocker	Honeycomb springer	Not indicated	Total
9 (53%)	7 (41%)	1 (6%)	17 (100%)



- 6.12 For those who indicated that they supported the concept plan for Harrington Park, the most common comments were about:

Type of comment	Submitter ID #	No. of comments
Requests for other items	21506, 21332, 22917, 22917	4
Flying fox	22069, 22064, 21647, 3	3
Greenspace	22069, 21814, 21332	3

Themes from those who support the concept plan

- 6.13 The common themes around supporting the concept plan for Harrington Park related to the flying fox, greenspace and requests for other items. The project team comments in relation to these are as follows (where relevant).

Requests for other items

- 6.14 There were four submitters who made requests for other items these included; more rubbish bins, a public BBQ, paved picnic areas, move the playground closer to the road, shade sail over the picnic areas and re-using any soil to make new pathways.

“Is there any way to use the earth that will be moved to make mound pathways for biking and/or scooters and even skateboards so that children/youth and adults alike can enjoy the paths specifically for that purpose”. Submitter #21332.

The project team checked with our parks contractor around the requirement for extra bins and they have confirmed that the number of bins are sufficient and that the dumping of other rubbish (items too large for park rubbish bins) appears to be the problem.

Installing a BBQ and paved picnic area is outside the current scope and budget for the play space renewal. The request has been acknowledged and can be considered if future funding is available.

The preferred option for this report includes a shade umbrella over a seating area. This is dependent on Community Board funding.

The play space is proposed to stay in its existing location as it has suitable separation from trees and provides opportunity to make cost savings as we are using some of the existing playground edging and the mound for a flying fox. The location of the play space also retains adequate open space for balls games which was requested during the park user survey.

At this stage we are not expecting there to be leftover soil from the project, however if there is, we can consider using this for mounds and jumps alongside a pathway.

Flying fox

- 6.15 There were four submitters who commented on the flying fox. There was one submitter who supported the new flying fox, one submitter who suggested building a smaller flying fox alongside the large one to use up space and one submitter who wanted to ensure that the flying fox would meet the noise limits.

“I like the proposed changes, particularly the tree planting and larger flying fox”. Submitter #22069.

The existing flying fox has reached the end of its life span, therefore is due to be renewed. The Council is installing a new flying fox that caters for a wider range of ages and abilities which complies with New Zealand playground standards.

Greenspace

- 6.16 There were three submitters who made comments relating to the greenspace areas. There was one submitter who supported the tree planting, one submitter who would like to see

more tree planting along with keeping the open greenspaces and one submitter who would prefer to add more BBQ and picnic areas instead of the springer toy or tree planting.

“Clear up trees, more trees around the boundary”. Submitter #21814.

The cost to install a BBQ and picnic area would be more than the springer toy and tree planting. The request for a BBQ has been acknowledged and can be considered if future funding is available.

- 6.17 For those who generally supported the concept plan but with concerns, the most common comments were about:

Type of comment	Submitter ID #	No. of comments
Flying fox	21557, 21556, 22365, 22933	4
Requests for other items	21298, 22365	2

Themes from those who generally support the concept plan but have some concerns

- 6.18 The common themes from submitters who generally support the concept plan for Harrington Park but have some concerns relate to the flying fox, greenspace and requests for other items. The project team comments in relation to these are as follows (where relevant).

Flying fox

- 6.19 There were four submitters who commented on the flying fox and were concerned about it being removed and being unhappy with the proposed replacement flying fox.

“Everyone in our flat and our friends are all pretty fond of the large flying fox. There isn’t a large structure like that around the city that adults can play on”. Submitter #21557.

Refer to project team comments in section 6.15 of the report as to why the flying fox needs to be replaced.

Requests for other items

- 6.20 There were two submitters who made requests for other items these included; security surveillance and adding more swings and a baby seat to the swing set. One submitter requested that the trees in the middle of the park are relocated.

“The new swings to include a baby seat. Hopefully more swings or keep the old ones as there is always a queue to use them over the summer weekends”. Submitter #22365.

The preferred option for this report includes an extra bay in the swing set for a baby seat and toddler seat. This is dependent on Community Board funding.

Installing CCTV cameras into parks has a high install cost and there is currently no budget available to do this. For the best solution to support safety, it is appropriate to consider Crime Prevention Through Environmental Design (CPTED) principles to ensure the site has suitable casual surveillance and visibility.

Four trees that were in the open space area have been removed from the landscape plan.

- 6.21 For those who did not support the concept plan, the most common comments were about:

Type of comment	Submitter ID #	No. of comments
Flying fox	22326, 21508	2
Requests for other items	22326, 21508	2

Themes from those who do not support the concept plan

Flying fox

- 6.22 Both submitters were not supportive of the flying fox being removed and replaced.

“The flying fox which is the main attraction and a source of pride will be demolished and replaced with a lesser model. The fact that you would consider removing the flying fox is an insult to those who use the park...” Submitter #21508.

Refer to project team comments in section 6.15 of the report as to why the flying fox needs to be replaced.

Requests for other items

- 6.23 Both submitters also had requests for other items to be included in the concept plan, which included; using up more of the open space to increase the size of the playground, including water based play equipment, more natural play items (soil, sand, water, plants, logs, rocks), need equipment for 0-3 year olds, need a baby swing, sandpit and exercise equipment.

“I am very disappointed about the fact that a renewal of the playground means that it’s going to be smaller than it is now. Harrington Park is a large park with much potential and lots of unused space. I am very disappointed that there isn’t more funding for the kids in Riccarton while awesome, adventurous playgrounds/water splashing pools were created in Sumner/New Brighton/City Centre and other suburbs”. Submitter #22326.

The preferred option for this report includes an extra bay in the swing set for a baby seat and toddler seat and the inclusion of a nature play/balance trail. This is dependent on Community Board funding. There is no available budget to increase the size of the playground and we have received feedback from the community around the value of the open space for ball games.

- 6.24 In summary across all of the submissions (17) relating to the concept plan for Harrington Park, the most common topic raised related to the flying fox (nine submitters). This means that 47% of submitters had a comment about the flying fox.

Type of comment	Submitter ID #	No. of comments
Do not remove the existing flying fox/do not like the replacement flying fox	21557, 21556, 22326, 21508, 22933	5
New flying fox needs to replicate the existing one – speed and height	22365	1
Like the new flying fox	22069	1
New flying fox needs to meet noise standards	21647	1
Add a smaller flying fox beside the new one	22064	1
	Total	9

- 6.1 The majority of submissions have been received from Riccarton (88 per cent) which is the suburb that that Harrington Park is located in. Of those submitters from Riccarton (15) there

were eight (54 per cent) who support the plan, five (33 per cent) who generally support the plan but with concerns and two (13 per cent) who did not support the plan.

- 6.2 In relation to the gender and age of submitters, for those who provided this information (14 submitters). There were three submitters who did not indicate an age or a gender. The majority of submitters were male and did not provide an age (36 per cent) and then female and aged 25 to 49 years (20 per cent).
- 6.3 All submissions with names and addresses have been provided to the Waipuna/Halswell-Hornby-Riccarton Community Board members. All submissions with names but without address and contact details are available publicly online at <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/222>
- 6.4 All submitters from this consultation (who provided contact details) have been advised of the results of the community feedback, the staff recommendation, the Community Board meeting details and how they can request to speak at the meeting if they wish to do so. They were also provided with the updated concept plan for Harrington Park.

Changes following consultation

- 6.5 The following changes have been made to the concept plan for Harrington Park following consultation. This is dependent on the Board funding the additional items through their Discretionary Response Fund:
- A shade umbrella over a seating area
 - Including an extra bay in the swing set for a baby and toddler swing seat
 - A nature play/balance trail on the edge of the play space
 - Four trees that were in the open space area have been removed from the landscape plan.
 - There were nine (53 per cent) submitters who supported the installation of the wobbly wood bee rocker, so this has been included in the concept plan

7. Legal Implications

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

8. Risks

- 8.1 There is a low risk of increase in costs of play equipment caused through the time delay from estimates at the start of the concept design phase until gaining concept plan approval and placing orders. The treatment of this risk is to confirming estimates and obtaining a final quote as soon as the plan has been approved by the Community Board.

9. Next Steps

- 9.1 Following approval of the Harrington Park Play Space Landscape Plan by the Community Board, detailed design and tendering of the project will begin. Construction is expected to begin in July/August 2019 and if possible will be completed by early October 2019.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 –(Preferred) Approve the landscape plan for the play space renewal at Harrington Park with additional items to be funded by the Waipuna/Halswell-Hornby-Riccarton Community Board (as per Attachment A)	Option 2 - Approve the landscape plan for the play space renewal at Harrington Park (as per Attachment B)	Option 3 - Do not approve the landscape plan for the play space renewal at Harrington Park and request staff to consider alternative designs and re-consult with the community
Financial Implications	Cost to Implement	\$ 254,000	\$228,000	Unknown until new landscape plan is developed.
	Maintenance/Ongoing	The play space currently costs \$318 per annum to maintain. If this option is approved, it will cost \$460 per annum (increase of \$142 per annum)	The play space currently costs \$318 per annum to maintain. If this option is approved, it will cost \$427.60 per annum (increase of \$109.60 per annum)	Unknown until a new landscape plan is developed
	Funding Source	CPMS 51764 Harrington Park – Play Space Renewal \$180,000 CPMS 43660 Delivery Package Community Parks Development \$25,000 (FY20) CPMS 43676 Delivery Package Play and Recreation Development \$24,000 (FY20) Community Board Discretionary Response Fund \$25,000	CPMS 51764 Harrington Park – Play Space Renewal \$180,000 CPMS 43660 Delivery Package Community Parks Development \$25,000 (FY20) CPMS 43676 Delivery Package Play and Recreation Development \$24,000 (FY20)	CPMS 51764 Harrington Park – Play Space Renewal \$180,000 CPMS 43660 Delivery Package Community Parks Development \$25,000
	Impact on Rates	A small impact on rates, as there is an increase of \$142 per annum to maintain play space. Whilst this cost is negligible accumulation of a number of	A small impact on rates, as there is an increase of \$109.60 per annum to maintain play space. Whilst this cost is negligible accumulation of a number of	Unknown until a new landscape plan is developed

		new assets impacts the parks unit maintenance budget.	new assets impacts the parks unit maintenance budget.	
Criteria 1: Climate Change Impacts		Rising groundwater - Drainage for the play space will be considered during detailed design	Rising groundwater - Drainage for the play space will be considered during detailed design	Rising groundwater - Drainage for the play space will be considered during detailed design
Criteria 2: Accessibility Impacts		Accessibility has been improved with inclusion of: Asphalt area from pathway to play space, access ramps into each area and between each area where the soft fall levels change and with the inclusion of some accessible play items, carousel and flying saucer swing.	Accessibility has been improved with inclusion of: Asphalt area from pathway to play space, access ramps into each area and between each area where the soft fall levels change and with the inclusion of some accessible play items, carousel and flying saucer swing.	This option include the development of a new landscape plan. At a minimum it will ensure accessibility into the space and between soft fall areas.
Criteria 3: Health and Safety Impacts		Health and Safety is improved due to a new play space being installed that complies with the NZ Play Standards	Health and Safety is improved due to a new play space being installed that complies with the NZ Play Standards	The flying fox and playground soft fall is due to be renewed this financial year, delaying this project may have some health and safety impacts. The flying fox may have to be decommissioned in the short term while plans are being developed.
Criteria 4: Future Generation Impacts		Increased recreational opportunities for local residents and visitors	Increased recreational opportunities for local residents and visitors	Will be determined when new plan is developed

Statutory Criteria			
Criteria	Option 1 –(Preferred) Approve the landscape plan for the play space renewal at Harrington Park with additional items to be funded by the Waipuna/Halswell-Hornby-Riccarton Community Board (as per Attachment A)	Option 2 - Approve the landscape plan for the play space renewal at Harrington Park (as per Attachment B)	Option 3 - Do not approve the landscape plan for the play space renewal at Harrington Park and request staff to consider alternative designs and re-consult with the community
Impact on Mana Whenua	No significant impact	No significant impact	No significant impact
Alignment to Council Plans & Policies	Parks and Waterways Access Policy 2002 Physical Recreation and Sports Strategy 2002	Parks and Waterways Access Policy 2002 Physical Recreation and Sports Strategy 2002	Parks and Waterways Access Policy 2002 Physical Recreation and Sports Strategy 2002
Other Statutory Criteria	NZS 5828:2015 Playground equipment and surfacing	NZS 5828:2015 Playground equipment and surfacing	NZS 5828:2015 Playground equipment and surfacing

Attachments

No.	Title	Page
A ↓	Harrington Park Play Space - Landscape Plan for Community Board Approval - Preferred Option - LP376801	30
B ↓	Harrington Park Play Space - Landscape Plan 1 (as consulted on) for Community Board Approval - LP376801	31
C ↓	Harrington Park User Survery - November 2018	32
D ↓	Harrington Park Play Space Renewal - Consultation Leaflet	41
E ↓	Harrington Park Play Space Renewal - Feedback Form	45

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	Megan Carpenter - Planner Recreation Marcy McCallum - Project Manager Tara King - Senior Engagement Advisor
Approved By	Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizen and Community



2



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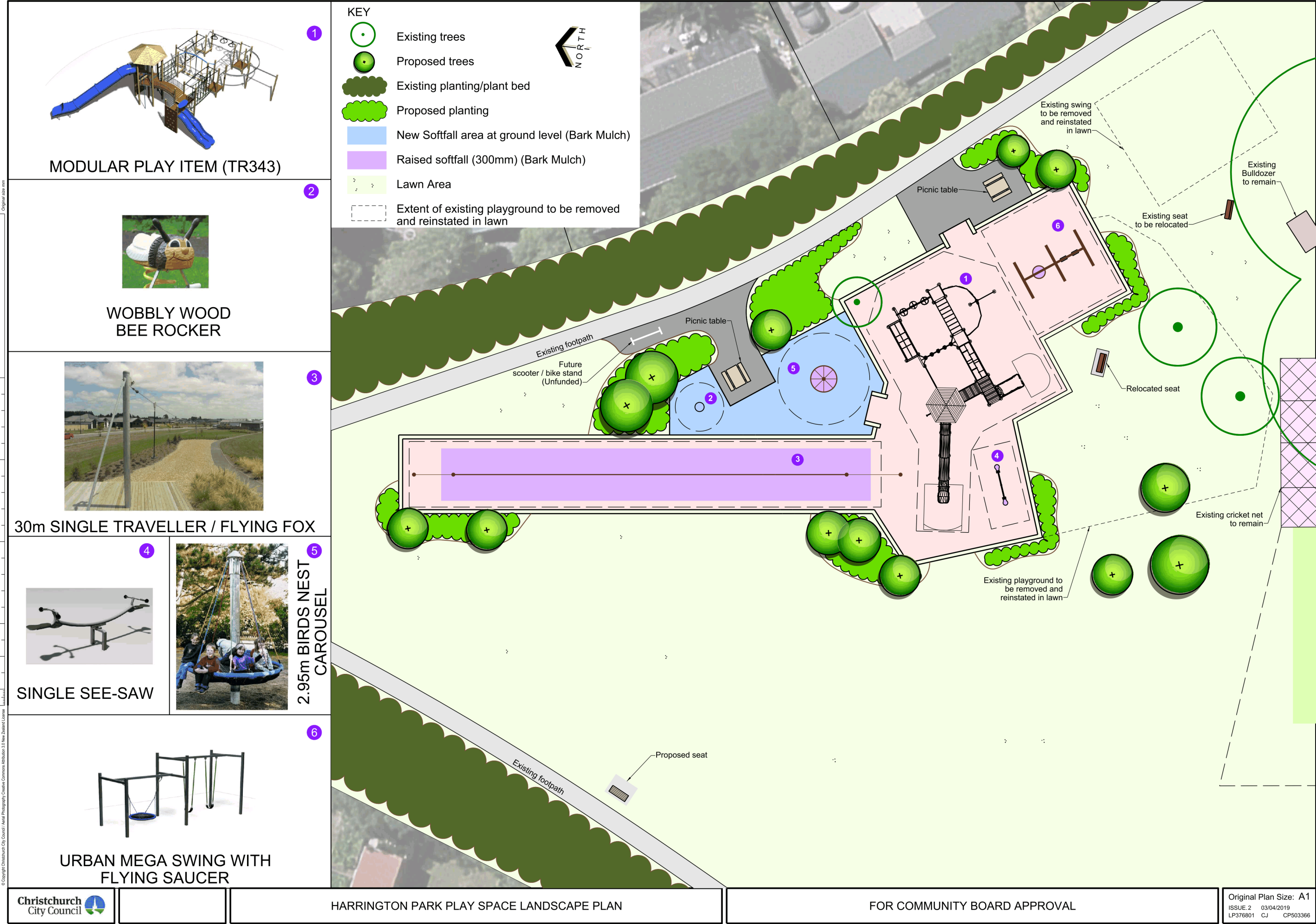


2.95m BIRDS NEST
CAROLISE



7



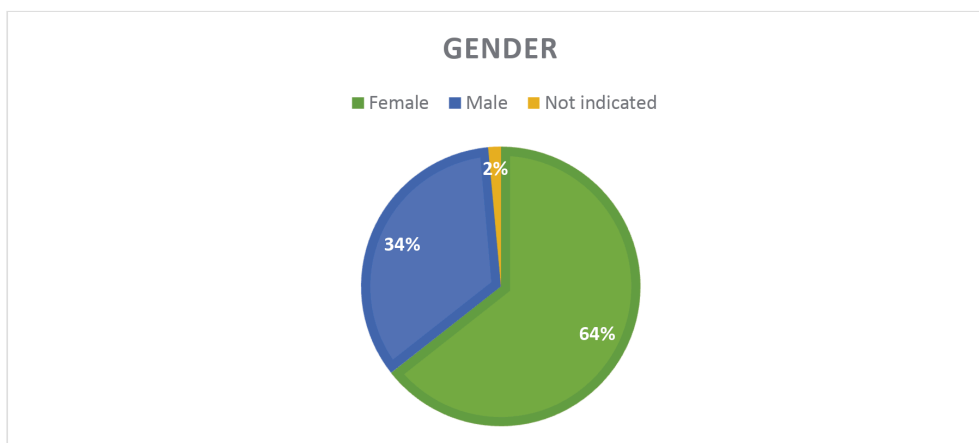


Harrington Park – play space renewal

Survey analysis – 45 respondents in total

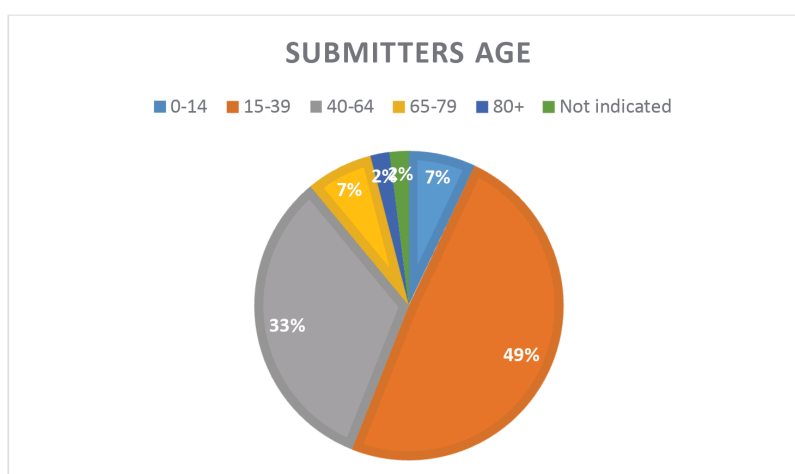
Gender:

Female	Male	Not indicated	Total
29	15	1	45
64%	34%	2%	100%



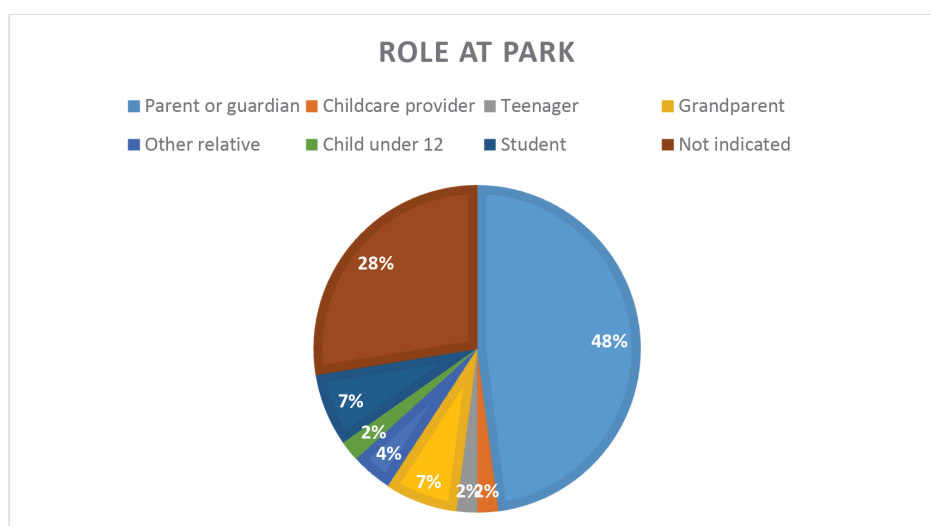
Age of respondent:

0-14 yrs	15-39 yrs	40-64 yrs	65-79 yrs	80+ yrs	Not indicated	Total
3	22	15	3	1	1	45
7%	49%	33%	7%	2%	2%	100%



Main role when visiting the park:

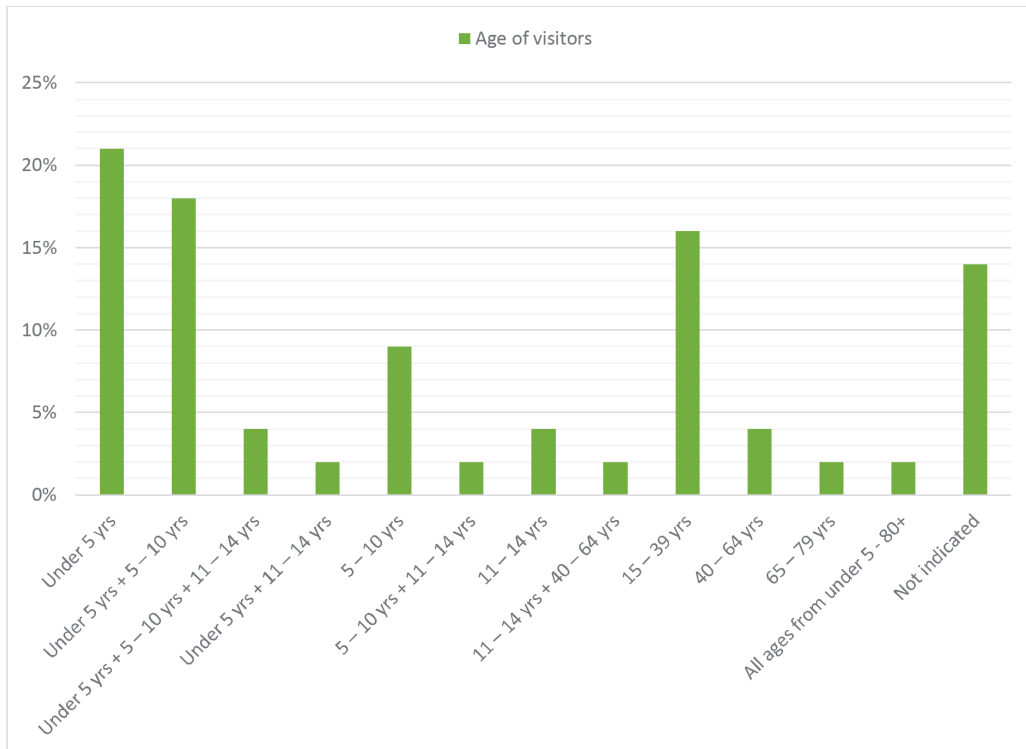
Role	Number	Percentage
Parent or guardian	21	47%
Caregiver	0	0%
Childcare provider	1	2%
Teenager	1	2%
Grandparent	3	7%
Other relative	2	4%
Child under 12	2	4%
Student	3	7%
Not indicated	12	27%
Total	45	100%



Age of the visitors who come to the park:

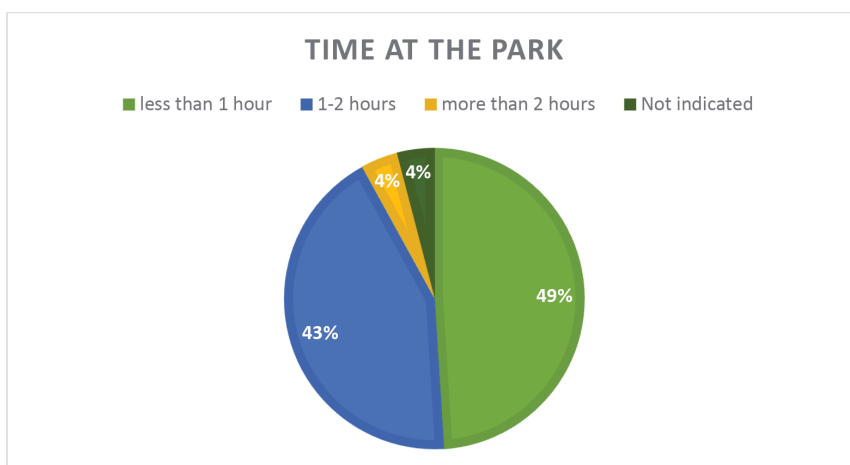
Age	Number	Percentage
Under 5 yrs	9	21%
Under 5 yrs + 5 – 10 yrs	8	18%
Under 5 yrs + 5 – 10 yrs + 11 – 14 yrs	2	4%
Under 5 yrs + 11 – 14 yrs	1	2%
5 – 10 yrs	4	9%
5 – 10 yrs + 11 – 14 yrs	1	2%
11 – 14 yrs	2	4%
11 – 14 yrs + 40 – 64 yrs	1	2%
15 – 39 yrs	7	16%
40 – 64 yrs	2	4%

65 – 79 yrs	1	2%
All ages from under 5 - 80+	1	2%
Not indicated	6	14%
Total	45	100%



Length of time at the park:

Less than 1 hour	1 – 2 hours	More than 2 hours	Not indicated	Total
22	19	2	2	45
49%	43%	4%	4%	100%

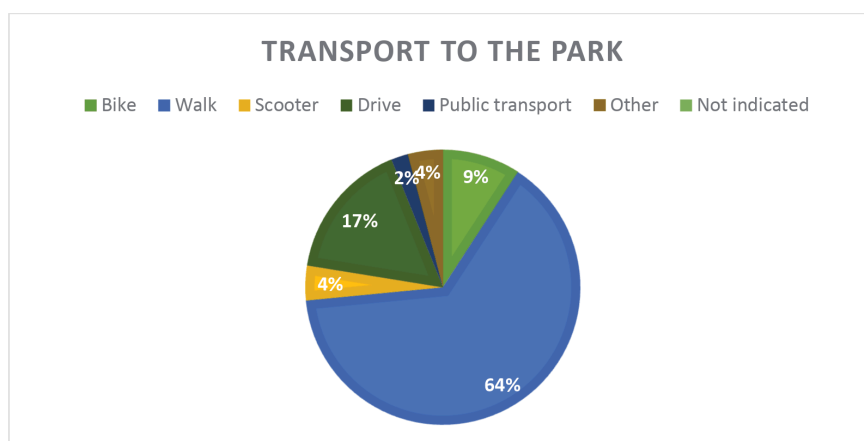


Mode of transport to the park:

Bike	Walk	Scooter	Drive	Public transport	Other	Not indicated	Total
4	28	2	7	1	2	1	45
9%	63%	4%	16%	2%	4%	2%	100%

From the two respondents who indicated other, this was recorded as:

- N/A
- Broomstick



Things that are most important in a park:

Item	No. of submitters who rated each item	Mean score (lowest scoring more popular, higher scoring less popular)
Toilets	34	3
Shade	33	4
Drinking fountain	32	4
Seating	34	4
Picnic area	30	5
Place to read/relax	26	5
Accessibility	23	6
Area for informal sports	25	6
Parking	24	6
Ability to exercise	27	6
Bus route	25	8

With those who chose other items, this included:

Item	No. of comments
Shelter from the rain	2
Chill out area with picnic tables	1

Rubbish bins	1
Dog park	1
Playground	2
Native planting	1
Nature play area	1
Good seating	1

The activities park users enjoy the most:

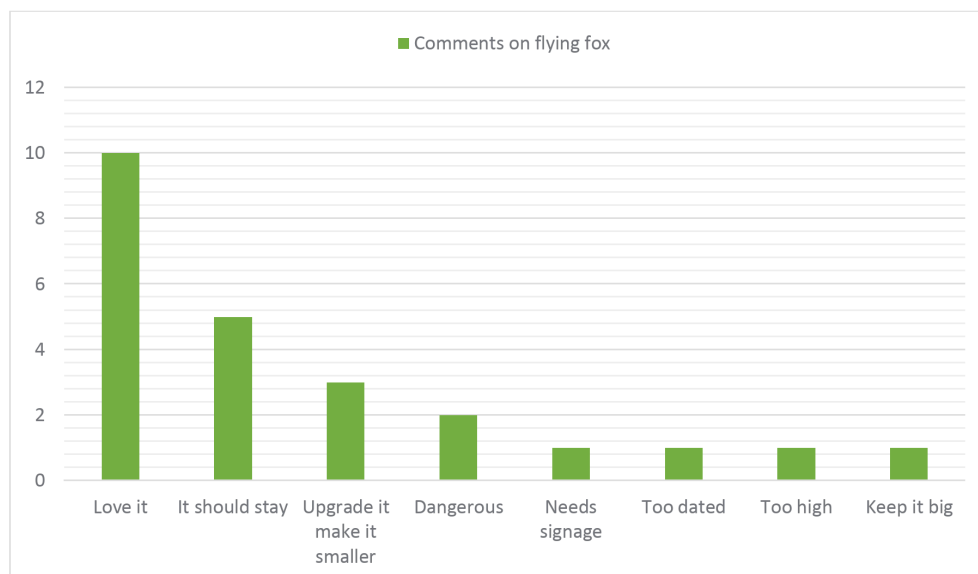
Item (in order of preference)	No. of submitters who rated each item	Mean score (lowest scoring more popular, higher scoring less popular)
Swinging	17	3
Forts and structures	22	3
Rocking	26	3
Nature play	25	3
Spinning	27	3
Climbing equipment	18	5
Balancing	18	5
Imaginative play	17	5
Sliding	19	5
Fitness/exercising	20	6
Bike or scooter tracks	20	6
Sensory play	17	7

With those who chose other items, this included:

Item	No. of comments
All items important	1
For older people equipment (like on TV)	1
Something for older people to enjoy	1
Ball games and grassed open areas	1
Trees for climbing	1
Scooter ramps or skate park	2
Water play	1

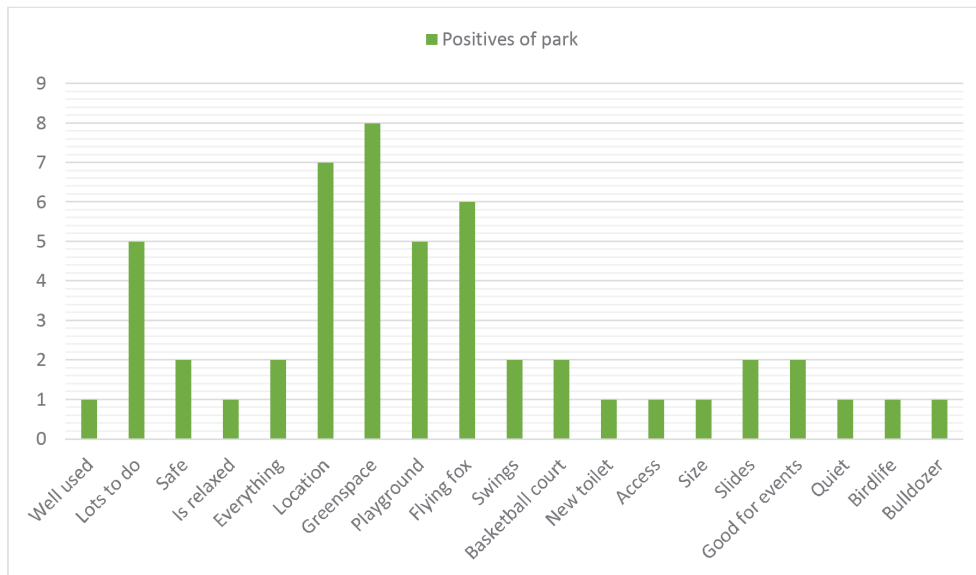
Comments about the flying fox:

Item	No. of comments
Flying fox is good/looks great/best thing in the park/popular	13
Flying fox should stay	5
Would like it upgraded and easier to access for younger children	3
Can be dangerous when lots of children ride it together	2
Signage to say parents/caregivers responsible for supervising flying fox users	1
Too dated	1
Do not like it – too high/big	2
Don't make it smaller	1



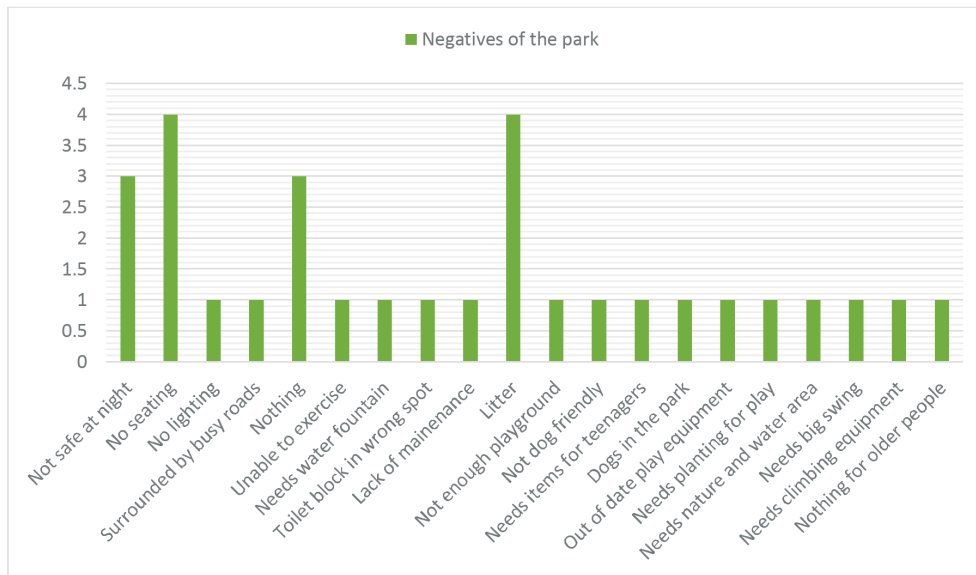
Positives of the park:

Item	No. of comments
Well used	1
Lots to do/Lots of activities for children	5
Open and inviting – it feels safe	2
Feels relaxed	1
Everything	2
Close to home/good location	7
Trees around the edge of the park/natural and shaded/Greenspace	8
The playground	5
Flying fox	6
Swings	2
Basketball court	2
New toilet	1
Its connection to other park areas and access to Riccarton Rd	1
Good size	1
Slides	2
Good for events	2
It's quiet	1
Birdlife	1
Bulldozer	1



Negatives of the park:

Item	No. of comments
Some night time users/lack of security	3
No place to sit	4
Not enough lighting at night	1
No safety fences to keep children off the busy roads	1
Nothing	3
Inability to exercise	1
It needs a water fountain	1
The toilet block – is it in the right place?	1
The bark isn't topped up enough	1
Too much litter	4
Was the lack of toilets, but this has now been resolved	1
Not enough of a playground	1
Not dog friendly	1
Needs more things for teenagers	1
Dogs in the park chasing children	1
Play equipment old fashioned – all the playgrounds look the same	1
Planting to use for play	1
Nature play and water areas	1
Needs a big swing that fits several children at once	1
Needs equipment with ropes to climb	1
Not older person friendly	1



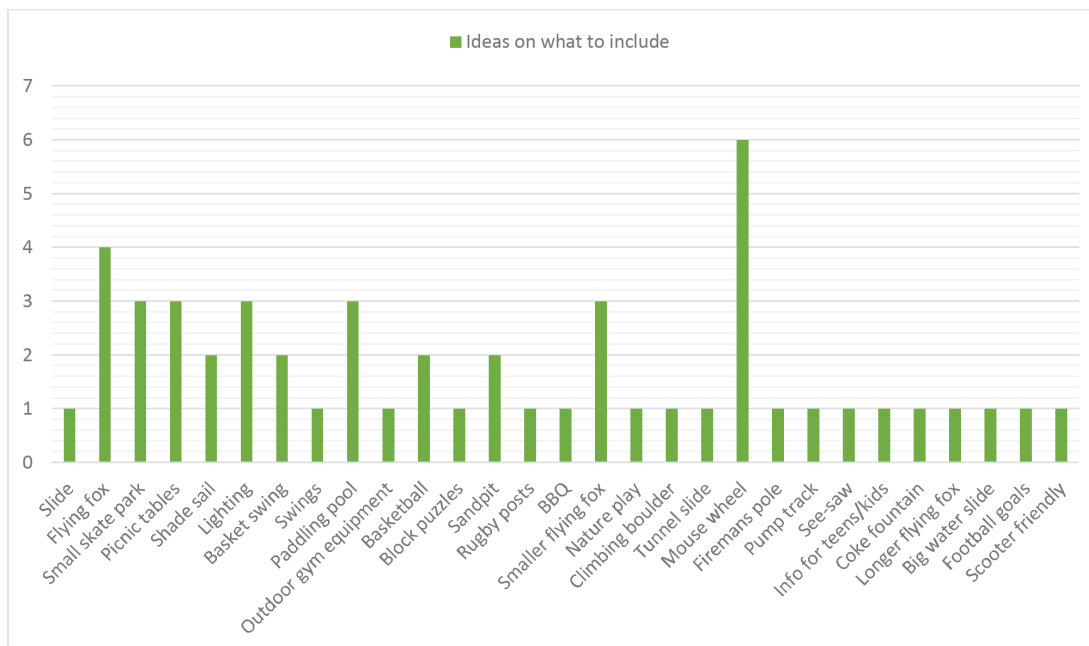
Other comments on the park:

Comment	No. of comments
Need picnic tables for family to sit and eat, maybe two tables	1
More artwork on the fence – could be changed every 5-7 yrs	1
Need equipment for teenagers to play on	1
Keep the park clean	1
Need more rubbish bins	2
Lighting at night	2
Exercise equipment for senior people	1
Maintenance contractor forgets to mow the berm on Piko Crescent that belongs to the park (resident sometimes mows it)	1
Park close to where I live so first option for the children	1
Park looks good, well kept	1
Get a basket swing	1
Get a hamster wheel	1
Beautiful park	1
It could do with some dog activities	1
Love the new toilet	1
Park is a wonderful community asset	1
Would like to see more trees to encourage birdlife	1
Park is well used for all members of the community kids, students, touch rugby etc.	1
Need a paddling pool over this side of town	1
Hope the new toilets will be supervised and cleaned, have already had mis-use issues.	1

White board suggestions from Riccarton Community Day:

Comment	No. of comments
Slide	1
Flying fox	4
Small skate park	3

Picnic tables	3
Shade sail	2
Lighting	3
Basket swing	2
Swings	1
Paddling pool	3
Outdoor gym equipment	1
Basketball	2
Block puzzles	1
Sandpit	2
Rugby posts	1
BBQ	1
Smaller flying fox – not so high	3
Nature play	1
Climbing boulder	1
Tunnel slide	1
Mouse wheel	6
Fireman's pole	1
Pump track	1
See-saw	1
Helpful info for teens and kids	1
Coke drinking fountain	1
Longer flying fox	1
Big water slide	3
Football goals	1
Scooter friendly	1



How to have your say

Consultation is open from Monday 25 February until Monday 18 March 2019.

Written feedback

- Fill out the online submission form at ccc.govt.nz/haveyoursay
- Fill out the submission form included in this leaflet
- Email your feedback to engagement@ccc.govt.nz
- Post a letter (please ensure the letter reaches us before 5 pm on 18 March 2019) to:

Tara King
 Senior Engagement Advisor
 Harrington Park concept plan
 Christchurch City Council
 PO Box 73016
 Christchurch 8154
- Or hand deliver to the Civic Offices at 53 Hereford Street, Christchurch.

What happens next?

Once the consultation period has closed, the project team will analyse the feedback and produce a staff report which will go to the Halswell-Hornby-Riccarton Community Board for approval. At this stage we are expecting that the decision by the Board will be made in sometime in April 2019.

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

If approved construction works within the park are expected to start in May 2019, however this is subject to weather conditions and contractor availability.

Further information

If you would like to read more information on the survey results for Harrington Park please visit <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/188>

To comment on the plan and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

Consultation is open until 5pm Monday 18 March 2019

Timeline:



HAVE YOUR SAY

Harrington Park, Riccarton: concept plan

Closes Monday 18 March 2019

ccc.govt.nz/haveyoursay



What is this project about?

We have some funding available to complete the renewal of the play space and complete some landscaping works in Harrington Park in Riccarton. We would like your feedback on this draft landscape plan and also what choice of spring based play items the community would prefer.

In October last year we asked the community to complete a survey to help us understand who is using the park, how the park is being used and what type of activities the community might like to do in the park. We also spoke to lots of people at the Riccarton Community Day. The results of all of this feedback has helped us to put together a draft landscape plan for the park.

What is due for renewal?

Not every item in the park is up for renewal. The cricket net, basketball court and the bulldozer will remain in their current locations and the cricket pitch will have minor repairs only.

What is included in the draft landscape plan?

The draft landscape plan includes these items:

- Removal of the existing modular play equipment to be replaced with a large modular play item.
- A choice between two spring based pieces of play equipment, either a honeycomb springer or a wobbly wood bee rocker.
- Removal of the existing flying fox and replacement with a new 30 metre flying fox.
- Removal of the existing swing set and replacement with a new mega swing set with a flying saucer swing.
- Installation of a new single see-saw.
- Installation of a new birds nest carousel.
- Installation of two new picnic tables and three park benches.
- Installation of a new scooter/bike stand - currently unfunded, to be installed when funding is available.
- Relocation of one existing seat within the park.
- Planting of 17 new trees and some low level planting.
- Topping up of existing softfall (bark) in the play areas.



Harrington Park in Riccarton

Talk to the team

Wednesday 6 March 2019,
 2 pm to 4 pm (drop in at anytime)
 Harrington Park , Peveral Street
 Riccarton



Harrington Park play space

New large modular play item

The new modular play item we are proposing to install will cater for a wide range of ages, from preschool to school aged children. It includes:

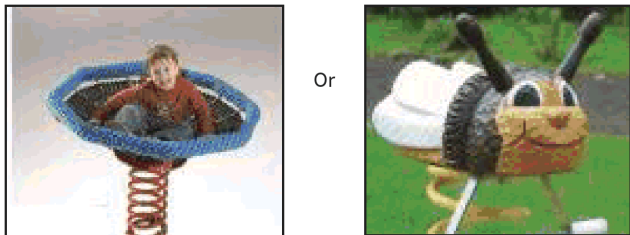
- A hexagonal platform with roof
- Large mega tunnel slide and double wave slide
- Various bridges, nets, overhead monkey bars, baskets and glider, fireman pole, climbing wall and stepping posts that develop and enhance climbing, balance and co-ordination skills.



New modular play item

Spring toy choice

There is enough funding in the budget to include one of the two spring toys in the landscape plan. We would like your feedback on whether we should include the honeycomb springer or the wobbly wood bee rocker.



Honeycomb springer (left)and wobbly wood bee rocker (right)

Flying fox

In discussions with the community there was strong support for a flying fox to be included in the landscape plan. There was also a mix of comments from those who wanted it to be a big flying fox and those who wanted a smaller flying fox for use by the younger children. We have attempted to address this by including a flying fox that is a size to cater for a wide range of ages.

The existing flying fox will be removed, however part of the existing mound will remain to provide height for the new flying fox. The new flying fox will be 30 m single traveller flying fox.



New flying fox being proposed

See-saw and carousel

The landscape plan also includes a new single see-saw and a new 2.95m birds nest carousel.



New single see-saw (left) and carousel (right)

Urban mega swing set

The draft landscape plan includes a swing set to replace the existing swing set in the park. This set includes two strap swings and a flying saucer swing. This swing set is higher than a usual frame so can also be used by older youth and young adults.



Replacement swing set

Seating in the park

During our initial conversations with the community there were lots of comments about the lack of seating in the park. So the landscape plan includes two new wheelchair accessible picnic tables, three new park benches (with arm rests) and the relocation of one existing seat closer to the play spaces.



Example of an accessible picnic table

Landscaping works

As part of the work to improve the visual look of the park and to provide sufficient shade, the plan includes planting of 17 new trees as well as low level planting and the topping up of the soft fall areas around the play equipment with bark.

Unfunded items

The project budget does not include funding for the new bike/scooter stand. However, if the landscape plan is approved, the bike stand will be installed once funding is available.

Accessibility into the park

Accessibility into the play space has been improved through including asphalt areas from the footpath to the play area, with access ramps into each area and between areas where the soft fall level changes. Play items (such as the carousel) that are accessible have been located nearer to entrance points of the play space.

Size of the new play space

Due to the cost associated with the removal of the old play equipment and reinstatement of some of these areas, the new play space area will be smaller in order to meet the budget. On the plan the old play space area and swing set area is marked as a dashed line. So you can see visually how reduced in size the play space area is proposed to be.

Riccarton Community Day

We would like to say a big thank you to those in the community that we talked to about this project at the Riccarton Community Day and who completed the survey for this project. This feedback has been invaluable in helping us to put this plan together. While the project budget does not allow us to include every idea, we have attempted to include as much as we can.



Collecting ideas at the Riccarton Community Day 2018

Why do we need to renew the play equipment?

We plan to renew the playground equipment at Harrington Park as part of its playground renewal programme. This programme ensures that play equipment is safe, meets the current New Zealand Playground standards, and maintains an acceptable level of service for the community





HAVE YOUR SAY

Harrington Park, Riccarton: concept plan

Closes Monday 18 March 2019

Christchurch
City Council 

Save time and do it online ccc.govt.nz/haveyoursay

1. Do you support the Harrington Park concept plan?

☐ Yes ☐ No ☐ Generally support the plan, but have some concerns

2. Do you have any comments on the Harrington Park concept plan?

3. Choice of play equipment:

Please indicate whether you would prefer the honeycomb springer or the wobbly wood bee rocker? (please tick one box only)

☐ A) Honeycomb Springer



☐ B) Wobbly wood bee rocker



Christchurch
City Council 

Name* _____
Address* _____

Postcode* _____
Phone* _____
Email _____
* required

Please note:

We require your contact details as part of your submission - it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board / Committee / Council) to help them make their decision.

Submissions, **with names only**, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

Please fold with the reply paid portion on the outside, seal and return by 5pm, Monday 18 March 2019

Fold

Staple or tape here

Fold

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

Fold

Fold

FREEPOST Authority No.178

Christchurch
City Council 



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

8. Treffers Road - Proposed No Stopping Restrictions

Reference: 19/307104

Presenter: Edwin Tiong , Traffic Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the installation of No Stopping restrictions adjacent to the vehicular access points of 1 Treffers Road (refer **Attachment A**).

2. Staff Recommendations

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

1. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the part of Treffers Road and Parkhouse Road as indicated by 'Proposed No Stopping Restriction' and 'Existing No Stopping Restriction' in drawing TG133727 Issue 1, dated 19-2-2019 in Attachment A of the agenda report.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
3. Approve that the resolutions in 1. and 2. above take effect when there is evidence that the restrictions described in the staff report are in place.

3. Key Points

- 3.1 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 2018-28](#).
- 3.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 3.3.1 The advantages of this option include:
 - Improves sight lines for vehicles exiting the property.
 - Minimises the extent to which vehicles entering the property affect through traffic.
 - Is consistent with resource consent conditions for development within the property.
 - 3.3.2 The disadvantages of this option include:
 - Removes four car parking spaces

4. Context/Background

Issue

- 4.1 The Council has approved a Resource Consent for the development of a gym/café being built on 1 Treffers Road RMA/2018/921, as indicated in **Attachment B**.

4.2 The Resource Consent has the following condition:

4.2.1 *Visibility from the northern access is improved by extending No Stopping restrictions on either side of the northern access. Costs associated with achieving this measure should be borne by the consent holder and undertaken in agreement with the road authority.*

4.3 Although the Resource Consent only requires No Stopping restrictions at the northern access point, it is considered desirable for No Stopping restrictions to also be implemented at the southern access point. The reasons for considering No Stopping restrictions at the northern access are relevant at the southern access point.

Strategic Alignment

4.4 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.

4.5 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4.6 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan 2018-28](#).

Decision Making Authority

4.7 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.

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

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

Assessment of Significance and Engagement

4.10 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

4.11 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

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

5. Options Analysis

Options Considered

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

- Option 1 - Install No Stopping Restrictions (preferred option)
- Option 2 - Do Nothing

Options Descriptions

5.1 **Option One: Preferred Option:** Install No Stopping Restrictions

5.1.1 **Option Description:** Install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide sight lines consistent with Road Traffic Standard 6 Guidelines for Visibility at Driveways. The Resource Consent did not specify a minimum or maximum length of No Stopping necessary for compliance with the relevant condition.

5.1.2 Option Advantages

- Improves sight lines for vehicles exiting the property.
- Minimises the extent to which vehicles entering the property affect through traffic.
- Is consistent with the Resource Consent condition for development within the property.

5.1.3 Option Disadvantages

- Removes four car parking spaces

5.2 Option Two: Do Nothing

5.2.1 **Option Description:** Do not change traffic management at demanding driveways. This option will not meet Council's adopted sight distance requirement.

5.2.2 Option Advantages

- There is no impact on unrestricted on-street parking.

5.2.3 Option Disadvantages

- Frustrates the ability to meet Resource Consent conditions
- Inconsistent with driveway visibility guidelines
- Does not address community concerns over the lack of visibility at the demanding driveways
- Does not support improved road safety at the demanding driveways.

Analysis Criteria

5.3 Options within this report have been assessed against:

- The sight distance requirements of Road Traffic Standard 6 Guidelines for Visibility at Driveways.
- Compliance with the Resource Consent condition to provide No Stopping restrictions.

6. Community Views and Preferences

- 6.1 The No Stopping restrictions under Option 1 only affects the frontage of the development property and the owner supports this option.
- 6.2 The Team Leader Parking Compliance supports the preferred option.

7. Legal Implications

- 7.1 There is a legal context, issue or implication relevant to this decision.
- 7.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

8. Next Steps

- 8.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 8.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

9. Options Matrix

Issue Specific Criteria			
Criteria		Option 1 - Install No Stopping Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	\$50 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report	\$750 for consultation and the preparation of this report
	Maintenance/Ongoing	Covered under the area maintenance contract and effect will be minimal to the overall asset.	\$0
	Funding Source	Traffic Operations Budget. Note that while the Resource Condition requires the consent holder to fund the No Stopping, staff do not intend on recovering the cost as it is minimal, and will be significantly less expensive for Council to implement and manage quality.	Existing staff budgets
	Impact on Rates	No impact	No impact
Sight lines consistent with guidelines for visibility at driveways		Yes	No
Consistent with Resource Consent condition		Yes	No

Attachments

No.	Title	Page
A ↓	Treffers Road - Proposed No Stopping Restrictions - Option 1 - Plan for Board Approval	52
B ↓	1 Treffers Road - Consented Site Plan	53

Confirmation of Statutory Compliance

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

(a) This report contains:

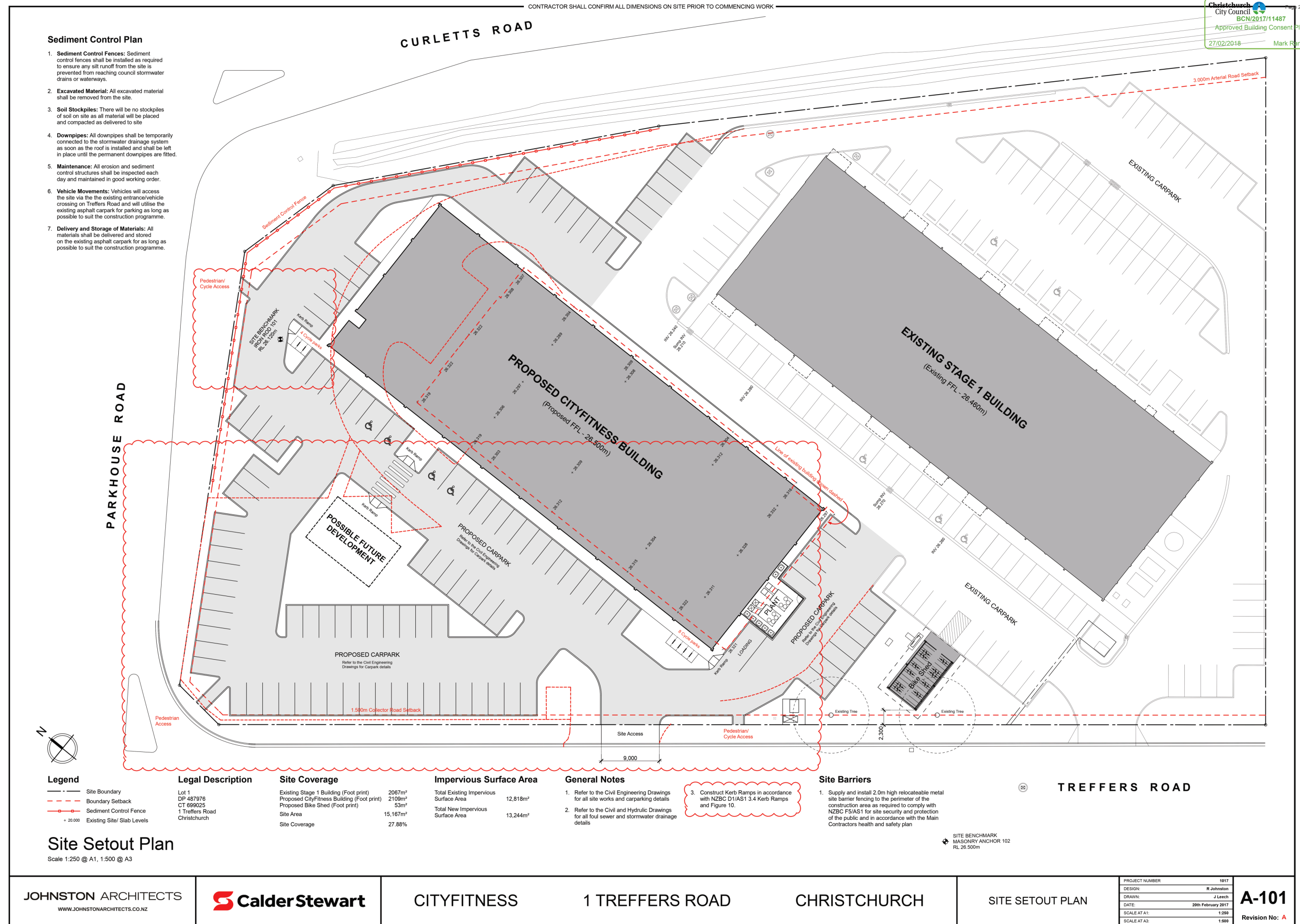
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Edwin Tiong - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport







9. Westmorland - Penruddock Rise - Proposed Bus Stop

Reference: 19/260679

Presenter: Brenda O'Donoghue, Passenger Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the location of a bus stop on Penruddock Rise.
- 1.2 This report is being provided to fulfil Waipuna/Halswell-Hornby-Riccarton Community Board resolution HHRB/2018/00131(15):
 - 1.2.1 Install an interim (unmarked) bus stop at location D2 and that staff be requested to further investigate and respond back to the Board on options for either the Bus Stop Location D2 to be moved away from 126 Penruddock Rise, or for the kerb build out to be modified to accommodate the bus stop on a section of Penruddock Rise located immediately below the existing stormwater grate.

2. Executive Summary

- 2.1 This report is staff generated in response to changes to the bus route in Westmorland, and subsequent changes to bus stops.
- 2.2 The Waipuna/Halswell-Hornby-Riccarton Community Board considered options for bus stop locations in Westmorland on 16 October 2018 (refer **Attachment A** for the agenda item), and requested further information regarding options for the bus stop on Penruddock Rise near Francis Mill Grove.

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Option 1:

Option 1: Adjacent to 126 Penruddock Rise (as shown in Attachment B of the agenda report)

1. Approve that all parking and stopping restrictions on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 12 metres, be revoked.
2. Approve that all parking and stopping restrictions on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 30 metres, be revoked.
3. Approve that all parking and stopping restrictions on the north and south sides of Francis Mill Grove, commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 12 metres, be revoked.
4. Approve that the stopping and standing of vehicles be prohibited at all times on the north and south sides of Francis Mill Grove, commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 12 metres.
5. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 12 metres.

6. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 12 metres.
7. Approve that a marked Bus Stop be installed on the west side of Penruddock Rise, commencing at a point 12 metres north of its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 14 metres.
8. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at a point 26 metres north of its intersection with Francis Mill Grove and extending in a northerly direction for a distance of four metres.

That should the Waipuna/Halswell-Hornby-Riccarton Community Board decline to approve Option 1, that the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Option 2:

Option 2: Adjacent to 132 and 143 Penruddock Rise (as shown in Attachment C of the agenda report)

9. Approve that all parking and stopping restrictions on the west side of Penruddock Rise, commencing at a point 71 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 26 metres, be revoked.
10. Approve that the stopping and standing of vehicles be prohibited at all times on the west side of Penruddock Rise, commencing at a point 71 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of four metres.
11. Approve that a marked Bus Stop be installed on the west side of Penruddock Rise, commencing at a point 75 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 14 metres.
12. Approve that the stopping and standing of vehicles be prohibited at all times on the west side of Penruddock Rise, commencing at a point 89 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of eight metres.

4. Context/Background

Issue or Opportunity

- 4.1 In October 2018, the Community Board considered bus stop locations in Westmorland following a bus route change. The Community Board approved bus stops at four locations, and requested further investigation for the fifth bus stop, on Penruddock Rise near Francis Mill Grove.

Strategic Alignment

- 4.2 The Council's [strategic framework](#) is a key consideration in guiding the recommendations in this report. The provision of bus stops allows our communities access to public transport which in turn allows the Council to achieve:
 - Strong communities,
 - Liveable city,
 - Healthy environment, and
 - Prosperous economy.
- 4.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.

- 4.4 All recommendations in this report, except for “Option 3 – Do nothing” are consistent with the anticipated outcomes of the Service Plan for Public Transport Infrastructure in the [Council’s Long Term Plan \(2018 - 2028\)](#)
- 4.5 All recommendations in this report, except for “Option 3 – Do nothing” align with the [Christchurch Suburban Parking Policy](#) (2019), which provides a framework to address parking related issues and the management of competing demands for public space within the cities suburban areas. As indicated in Table 1, policy one of the Suburban Parking Policy prioritises the provision of bus stops ahead of residential, short stay and commuter parking.

Priority	Commercial Areas	Residential Areas	Other Areas
1 st	Safety	Safety	Safety
2 nd	Movement and amenity	Movement and amenity	Movement and amenity
3 rd	Mobility parking	Mobility parking	Mobility parking
4 th	Bus stops /cycle parks/bike corrals/shared parking (bike share or car share)/ micromobility (e.g. scooters)	Bus stops	Bus stops /cycle parks/ bike corrals/shared parking (bike share or car share)/micromobility (e.g. scooters)
5 th	Taxi ranks (special passenger vehicle stands)	Residents parking	Short stay parking
6 th	Loading zones	Cycle parks/ bike corrals/ shared parking (bike share or car share)/ micromobility (e.g. scooters)	Residents parking
7 th	Short stay parking	Short stay parking	Commuter parking
8 th	Residents parking	Commuter parking	
9 th	Commuter parking		

Table 1: Policy 1, Suburban Parking Policy, prioritisation of road space

Decision Making Authority

- 4.6 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 4.7 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 4.8 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Previous Decisions

- 4.9 On 16th October 2018, a report (**Attachment C**) was presented to the Waipuna/Halswell-Hornby-Riccarton Community Board. The Community Board resolved to:
- 4.9.1 Approve bus stops at locations A1, B1, C, and D1
- 4.10 Install an interim (unmarked) bus stop at location D2 and that staff be requested to further investigate and respond back to the Board on options for either the Bus Stop Location D2 to be moved away from 126 Penruddock Rise, or for the kerb build out to be modified to accommodate the bus stop on a section of Penruddock Rise located immediately below the existing storm water grate.

Assessment of Significance and Engagement

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

Additional Information

Bus stop location planning

- 4.12 Bus stops provide key access connection points to allow personal mobility, by means of public transport. The importance of bus stops is reflected in the [Christchurch Suburban Parking Policy](#) (2019).
- 4.13 It can be a challenge in an urban-residential environment to achieve a balance in bus stop planning criteria, because of the need to work with the space available on-street, and to be considerate to those who live near the bus stop. However, the effects of bus stops in urban settings are generally not site-specific, they will have similar effects along the street irrespective of which property it is placed by.
- 4.14 There are multiple considerations in the location planning of bus stops, however the key topics to consider include:
- Catchment areas and proximity to surrounding services and amenities, including the road slope, which reduces the easy walking distance and so reduces the catchment area
 - Works well for the wider road network, bus network and bus passengers,
 - Accessibility,
 - Capacity,
 - Impact on the surrounding environment, and
 - Information gathered from site visits and feedback from stakeholders.
- 4.15 Environment Canterbury has provided data on passenger numbers at each of the new Westmorland Bus stops, for the month of November 2018 immediately following the start of the 45 bus route on 30 October 2018. It was found that on average, 3 to 4 passengers use the interim bus stop on Penruddock Rise near Francis Mill Grove per day, mostly in the morning around 8am. The other new bus stops in Westmorland also had similar passenger numbers in the first month. This data was collected in the month immediately after the route started, and near the end of the school year, so would be expected to increase slightly as more residents become aware of the route and as more residents move into the area.

Removing the kerb build out and threshold treatment

- 4.16 This kerb build out and threshold treatment was installed by the subdivision developer to act as a gateway to the upper part of the Westmorland subdivision. This also serves as a traffic calming measure.
- 4.17 The threshold treatment was not a condition that Council required in the resource consent, but was installed by the subdivision developer. If it were to be removed, this could result in
- Potential negative impact on the Council's relationship with the subdivision developer
 - Increase of traffic speeds and reduction in driver alertness

- 4.18 The cost to the Council to implement this is estimated at \$38,000.
- 4.19 Due to the cost to remove, the potential negative impact on vehicle speeds and road safety, it is not recommended to remove this threshold.

Drainage Grates at the proposed bus stops

- 4.20 Some concern was raised about the location of drainage grates at the proposed bus stop locations, that they may constitute a hazard to passengers boarding or alighting the bus.
- 4.21 Staff can confirm that the drainage grate is clear of the doors of both the larger buses and the smaller 17 seater buses which service this route, as shown in figure 1 and figure 2.



Figure 1: Larger bus stopped at interim bus stop adjacent to 126 Penruddock Rise. Environment Canterbury indicate that this type of bus is used on the 45 route only during peak times or when smaller buses are not available.



Figure 2: Smaller 17 seater bus stopped at interim bus stop adjacent to 126 Penruddock Rise. This size of bus is most commonly used on the 45 Westmorland Route.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
 - Approve a bus stop adjacent to 126 Penruddock Rise, as shown in **Attachment B**.
 - Approve a bus stop adjacent to 132/143 Penruddock Rise, as shown in Attachment C.
- 5.2 These options were both presented on 16 October 2018 and remain feasible options.
- 5.3 The following options were considered but ruled out:
 - Removing the kerb build out and gateway treatment. This was ruled out as the gateway treatment provides traffic calming, was installed by the subdivision developer as a gateway to the upper part of the subdivision, and is estimated to cost approximately \$38,000 to remove.

- Placing the bus stop downhill of the kerb build out. This was ruled out because placing the bus stop downhill of the kerb build out and threshold treatment moves the bus stop away from the target catchment area for this bus stop location, which is centred on the side streets of Dove Grove and Francis Mill Grove. Staff observations during the morning peak times (8am) is that all passengers walking to the bus stop came from uphill of the temporary bus stop location, including Dove Grove and Francis Mill Grove.
- Placing the bus stop on the approach to the Francis Mill Grove intersection. This was ruled out because best practice is to place bus stops on the departure side of the intersection, as here they do not impact upon sight lines for traffic on the side street.

Options Descriptions

- 5.4 **Preferred Option (Option 1):** Approve a bus stop adjacent to 126 Penruddock Rise, as shown in Attachment B.

5.4.1 Option Description

- 5.4.2 This bus stop serves the catchment area of Penruddock Rise including the surrounding Dove Grove, Francis Mill Grove and Penruddock Rise properties. This option is closer to Francis Mill Grove than Dove Grove.

- 5.4.3 Objections were received to this bus stop location during consultation. One submission was received from the adjacent property owners/occupiers, opposed to the bus stop at this location. Concerns raised include the impact on privacy.

- 5.4.4 The property at 126 Penruddock Rise does not currently have a formalised pedestrian or vehicle access off Penruddock Rise, and the building is not directly oriented towards Penruddock Rise (access is via Francis Mill Grove). There is a short fence along the property boundary, behind which is a covered wastewater access point and some planting. The property owner has indicated that a subdivision covenant related to the public wastewater line which runs through the property prevents construction of a full height fence for privacy.

5.4.5 Option Advantages

- Provides access to public transport to residents of the area.

5.4.6 Option Disadvantages

- Reallocation of on-street parking presently available for residents and visitors.
- Impacts related to bus stops, such as loss of privacy, loss of amenity, and noise.
- Not supported by adjacent residents.

- 5.5 **Option 2** – Approve a bus stop adjacent to 132 and 134 Penruddock Rise, as shown in Attachment C.

5.5.1 Option Description

- 5.5.2 Similar to the preferred option, this bus stop serves the catchment area of Penruddock Rise including the surrounding Dove Grove, Francis Mill Grove and Penruddock Rise properties. This option is closer to Dove Grove than Francis Mill Grove.

- 5.5.3 Objections were received to this bus stop location during consultation. Two submissions were received from the adjacent property owners/occupiers, both opposed to the bus stop at this location. Concerns raised include the impact on privacy and loss of parking.

5.5.4 The property at 132 Penruddock Rise has a shorter, partially transparent fence and some ornamental planting, and both properties 132 and 134 have pedestrian and vehicle access to Penruddock Rise.

5.5.5 **Option Advantages**

- Provides access to public transport to residents of the area.

5.5.6 **Option Disadvantages**

- Reallocation of on-street parking presently available for residents and visitors.
- Impacts related to bus stops, such as loss of privacy, loss of amenity, and noise.
- Not supported by adjacent residents.

5.6 **Option 3** – Do not install a bus stop in this area.

5.6.1 **Option Description**

5.6.2 Do not install a bus stop in this area, and remove the existing temporary bus stop.

5.6.3 This option disadvantages the residents of the area who will no longer have easy and convenient access to public transport.

5.6.4 While there has been no consultation specifically proposing this option, it should be noted that the extension of the 45 bus route to include more of Westmorland was largely supported by the Westmorland Residents association, and Council is likely to continue to receive requests from residents in the area for a bus stop to be installed in this general area.

5.6.5 Data from Environment Canterbury indicates that approximately 3-4 passengers use this bus stop per day. This option would remove convenient access and these passengers and to any others living in the area who may in the future use the bus.

5.6.6 **Option Advantages**

- Maintains the status quo: has no impact on on-street parking and has no other impacts related to bus stops.

5.6.7 **Option Disadvantages**

- Does not provide access to public transport to residents of the area.
- Does not align with the Council's Long Term Plan (2018-2028) and does not align with the Christchurch Suburban Parking Policy (2019) (see section 4.4 and 4.5)

Analysis Criteria

5.7 All new bus stops are planned in accordance with the Christchurch Bus Stop Guidelines (2009).

5.8 The bus stop planning criteria as outlined in Section 4.12-4.14. The criteria is used to assess all bus stop location options considered.

Options Considerations

5.9 Options 1 and 2 are consistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028).

5.10 The "Do Nothing" option is inconsistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028):

5.10.1 Inconsistency – The "Do Nothing" option has the potential to not contribute to increase number of trips made by public transport.

5.10.2 Reason for inconsistency – No bus stops are provided, restricting access to public transport

5.10.3 Amendment necessary – Install bus stops as per Options 1 or 2 of this report.

6. Community Views and Preferences

- 6.1 Affected property owners and residents were involved in the consultation during August and September 2018, as described in Attachment A. During consultation, objections were received to putting bus stops at both proposed locations. Two objections were received from the properties adjacent to Option 2, and one objection from the property adjacent to Option 1.
- 6.2 Following the start of the 45 bus service in late 2018, another resident of Westmorland contacted the Council, concerned that the bus stop was not installed at the location indicated on the brochure (near Dove Grove, Option 2) that Environment Canterbury distributed during consultation for the extension of the bus route.

7. Legal Implications

- 7.1 There is a legal context, issue or implication relevant to this decision.
- 7.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit.

8. Risks

- 8.1 There are no known risks identified.

9. Next Steps

- 9.1 Approval is required from the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 9.2 If approved, the recommendations will be implemented approximately six weeks on from the Community Board approval.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 – Approve a bus stop adjacent to 126 Penruddock Rise	Option 2 – Approve a bus stop adjacent to 132/134 Penruddock Rise	Option 3 – Do nothing
Financial Implications	Cost to Implement	\$1500 for the installation of traffic controls, plus \$2,000 for the consultation and the preparation of this report.	\$1500 for the installation of traffic controls, plus \$2,000 for the consultation and the preparation of this report.	\$2,000 for the consultation and the preparation of this report.
	Maintenance/Ongoing	Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.		\$0
	Funding Source	Traffic Operations, Capital Expenditure budget for bus stop installations, plus existing staff budgets		Existing staff budgets
	Impact on Rates	No impact	No impact	No impact
Environmental Impacts		Bus stops provide access to public transport. Public transport is part of a wider transport package to support mode shift to reduce greenhouse gas emissions, reduce traffic congestion and traffic crashes. This in turn helps the Council provide a healthy environment and a liveable city (Council's strategic framework).		Not providing access to public transport, does not support mode shift and the associated benefits to the environment.
Social & Community Impacts		Option 1 and 2 will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.		Negative impact on social and community impacts, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.
Accessibility Impacts		Shorter walking distances results in the best accessibility outcome for residents of Francis Mill Grove, however residents of	Shorter walking distances results in the best accessibility outcome for residents of Dove Grove, however residents of Francis Mill Grove will have	Negative impact on accessibility, as it restricts the freedom of movement for people who have limited choices in how they access

	Dove Grove will have slightly longer walking distances. This in turn helps the Council provide for strong communities and a liveable city (Council's strategic framework).	slightly longer walking distances. This in turn helps the Council provide for strong communities and a liveable city (Council's strategic framework).	education, employment and social activities.
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Statutory Criteria			
Criteria	Option 1 – Approve a bus stop adjacent to 126 Penruddock Rise	Option 2 – Approve a bus stop adjacent to 132/134 Penruddock Rise	Option 3 – Do nothing
Impact on Mana Whenua	No impact	No impact	No impact
Alignment to Council Plans & Policies	This option is consistent with the Council's Plans and Policies.	This option is consistent with the Council's Plans and Policies.	This option is not consistent with the Council's Plans and Policies.

Attachments

No.	Title	Page
A ↓	Westmorland Bus Stops Report - 16 October 2018	70
B ↓	Option 1 - Bus Stop Adjacent to 126 Penruddock Rise - Plan for Board Approval	118
C ↓	Option 2 - Bus Stop Adjacent to 132/134 Penruddock Rise - Plan for Board Approval	119

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	Peter Rodgers - Traffic Engineer Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport

Waipuna/Halswell-Hornby-Riccarton Community Board
16 October 2018

Christchurch
City Council 

8. Westmorland - Proposed Bus Stops Associated With 145 Route Change

Reference: 18/703913

Presenter: Peter Rodgers, Graduate Traffic Engineer

Item 8

Attachment A Item 9

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 approve bus stop changes on Penruddock Rise and Ravensdale Rise associated with the extended 145 Westmorland bus route.

Origin of Report

- 1.2 This report is staff generated, resulting from confirmed changes to the 145 Westmorland bus route operated by Environment Canterbury.

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 assessment of the number of properties affected by the preferred option.

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 approve Option 1:

Option 1: Revoke redundant bus stops on Woodside Common

1. Revoke all parking and stopping restrictions, including the Bus Stop adjacent to 1 Woodside Common, on the southeast side of Woodside Common commencing at a point 34 metres west of its intersection with Ravensdale Rise and extending in a southwesterly direction for a distance of 12 metres.
2. Revoke all parking and stopping restrictions, including the Bus Stop between 21 and 23 Woodside Common, on the southern and eastern side of Woodside Common commencing at a point 274 metres west of its intersection with Ravensdale Rise (measured along the kerb line) and extending in a westerly direction for a distance of 12 metres.

Option 1: Location A1, adjacent to 71 Ravensdale Rise

3. Approve that all parking and stopping restrictions on the eastern side of Ravensdale Rise commencing at a point 27 metres south of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a southerly direction for a distance of 26 metres be revoked.
4. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 27 metres south of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a southerly direction for a distance of eight metres.

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5. Approve that a marked Bus Stop be installed on the eastern side of Ravensdale Rise commencing at a point 35 metres south of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a southerly direction for a distance of 14 metres.
6. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 49 metres south of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a southerly direction for a distance of four metres.

Option 1: Location B1, adjacent to 111 Ravensdale Rise

7. Approve that all parking and stopping restrictions on the eastern side of Ravensdale Rise commencing at a point 131 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of 26 metres, be revoked.
8. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 131 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of eight metres.
9. Approve that a marked Bus Stop be installed on the eastern side of Ravensdale Rise commencing at a point 139 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of 14 metres.
10. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 153 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of four metres.

Option 1: Location C, adjacent to Ravensdale Park

11. Approve that all parking and stopping restrictions on the southeast side of Ravensdale Rise commencing at a point 66 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of 26 metres, be revoked.
12. Approve that the stopping and standing of vehicles be prohibited at all times on the southeast side of Ravensdale Rise commencing at a point 66 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of four metres.
13. Approve that a marked Bus Stop be installed on the southeast side of Ravensdale Rise commencing at a point 70 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of 14 metres.
14. Approve that the stopping and standing of vehicles be prohibited at all times on the southeast side of Ravensdale Rise commencing at a point 84 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of eight metres.

Option 1: Location D2, adjacent to 126 Penruddock Rise

15. Approve that all parking and stopping restrictions on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 12 metres, be revoked.

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Attachment A Item 9

Waipuna/Halswell-Hornby-Riccarton Community Board
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16. Approve that all parking and stopping restrictions on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 30 metres, be revoked.
17. Approve that all parking and stopping restrictions on the north and south sides of Francis Mill Grove, commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 12 metres, be revoked.
18. Approve that the stopping and standing of vehicles be prohibited at all times on the north and south sides of Francis Mill Grove, commencing at its intersection with Penruddock Rise and extending in a westerly direction for a distance of 12 metres.
19. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 12 metres.
20. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 12 metres.
21. Approve that a marked Bus Stop be installed on the west side of Penruddock Rise, commencing at a point 12 metres north of its intersection with Francis Mill Grove and extending in a northerly direction for a distance of 14 metres.
22. Approve that the stopping and standing of vehicles be prohibited at all times on the western side of Penruddock Rise, commencing at a point 26 metres north of its intersection with Francis Mill Grove and extending in a northerly direction for a distance of four metres.

Option 1: Location E, adjacent to 112 Penruddock Rise

23. Approve that all parking and stopping restrictions on the south western side of Penruddock Rise, commencing at its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 40 metres, be revoked.
24. Approve that the stopping and standing of vehicles be prohibited at all times on the south western side of Penruddock Rise, commencing at its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 18 metres.
25. Approve that a marked Bus Stop be installed on the south side of Penruddock Rise, commencing at a point 18 metres southeast of its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 14 metres.
26. Approve that the stopping and standing of vehicles be prohibited at all times on the south western side of Penruddock Rise, commencing at a point 32 metres southeast of its intersection with Sedbergh Place and extending in a south easterly direction for a distance of eight metres.

Item 8

Attachment A Item 9

Waipuna/Halswell-Hornby-Riccarton Community Board
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That should the Waipuna/Halswell-Hornby-Riccarton Community Board decline to approve Option 1, that the Waipuna/Halswell-Hornby-Riccarton Community Board approve Option 2:

Option 2: Revoke redundant Bus Stops on Woodside Common

27. Revoke all parking and stopping restrictions, including the Bus Stop adjacent to 2 Woodside Common, on the southeastern side of Woodside Common commencing at a point 34 metres west of its easternmost intersection with Penruddock Rise and extending in a southwesterly direction for a distance of 12 metres.
28. Revoke all parking and stopping restrictions, including the Bus Stop between 21 and 23 Woodside Common, on the south side of Woodside Common commencing at a point 274 metres west of its intersection with Penruddock Rise (measured along the kerb line) and extending in a westerly direction for a distance of 12 metres.

Option 2: Location A2, adjacent to 63 Ravensdale Rise

29. Approve that all parking and stopping restrictions on the eastern side of Ravensdale Rise commencing at a point 13 metres north of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a northerly direction for a distance of 26 metres, be revoked.
30. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 13 metres north of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a northerly direction for a distance of four metres.
31. Approve that a marked Bus Stop be installed on the eastern side of Ravensdale Rise commencing at a point 17 metres north of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a northerly direction for a distance of 14 metres.
32. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 31 metres north of its intersection with the prolongation of the northern kerb line of Woodside Common and extending in a northerly direction for a distance of eight metres.

Option 2: Location B2, adjacent to 109 Ravensdale Rise

33. Approve that all parking and stopping restrictions on the eastern side of Ravensdale Rise commencing at a point 105 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of 26 metres, be revoked.
34. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 105 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of eight metres.
35. Approve that a marked Bus Stop be installed on the eastern side of Ravensdale Rise commencing at a point 113 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of 14 metres.
36. Approve that the stopping and standing of vehicles be prohibited at all times on the eastern side of Ravensdale Rise commencing at a point 127 metres south of its intersection with the prolongation of the southern kerb line of Petworth Place and extending in a southerly direction for a distance of four metres.

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Attachment A Item 9

Waipuna/Halswell-Hornby-Riccarton Community Board
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Item 8

Attachment A Item 9

Option 2: Location C, adjacent to Ravensdale Park

37. Approve that all parking and stopping restrictions on the southeast side of Ravensdale Rise commencing at a point 66 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of 26 metres, be revoked.
38. Approve that the stopping and standing of vehicles be prohibited at all times on the southeast side of Ravensdale Rise commencing at a point 66 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of four metres.
39. Approve that a marked Bus Stop be installed on the southeast side of Ravensdale Rise commencing at a point 70 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of 14 metres.
40. Approve that the stopping and standing of vehicles be prohibited at all times on the southeast side of Ravensdale Rise commencing at a point 84 metres northeast of its intersection with Penruddock Rise, measured along the kerb line, and extending in a north easterly direction for a distance of eight metres.

Option 2: Location D1, adjacent to 132 and 143 Penruddock Rise

41. Approve that all parking and stopping restrictions on the west side of Penruddock Rise, commencing at a point 71 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 26 metres, be revoked.
42. Approve that the stopping and standing of vehicles be prohibited at all times on the west side of Penruddock Rise, commencing at a point 71 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of four metres.
43. Approve that a marked Bus Stop be installed on the west side of Penruddock Rise, commencing at a point 75 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of 14 metres.
44. Approve that the stopping and standing of vehicles be prohibited at all times on the west side of Penruddock Rise, commencing at a point 89 metres south of its intersection with Francis Mill Grove and extending in a southerly direction for a distance of eight metres.

Option 2: Location E, adjacent to 112 Penruddock Rise

45. Approve that all parking and stopping restrictions on the south western side of Penruddock Rise, commencing at its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 40 metres, be revoked.
46. Approve that the stopping and standing of vehicles be prohibited at all times on the south western side of Penruddock Rise, commencing at its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 18 metres.
47. Approve that a marked Bus Stop be installed on the south side of Penruddock Rise, commencing at a point 18 metres southeast of its intersection with Sedbergh Place and extending in a south easterly direction for a distance of 14 metres.
48. Approve that the stopping and standing of vehicles be prohibited at all times on the south western side of Penruddock Rise, commencing at a point 32 metres southeast of its intersection with Sedbergh Place and extending in a south easterly direction for a distance of eight metres.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

Waipuna/Halswell-Hornby-Riccarton Community Board
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4.1.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.1.0 More people are choosing to travel by bus - =+0% (13,467,570 pax)

4.2 The following feasible options have been considered:

- Option 1 – Approve Bus stops at locations A1, B1, C, D2 and E (preferred option).
- Option 2 – Approve Bus stops locations A2, B2, C, D1 and E.
- Option 3 – Do nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.4 The advantages of this option include:

- Provides better access to public transport to Westmorland residents to align with the 145 Westmorland bus route extension.

4.5 The disadvantages of this option include:

- Reallocation of on-street parking presently available for residents and visitors.
- Other real or perceived impacts related to bus stops, such as loss of privacy, loss of amenity, and noise.
- Some stops not supported by adjacent property owners.

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Attachment A Item 9

5. Context/Background

Bus Route Extension: 145 Westmorland

- 5.1 Environment Canterbury is responsible for the operation of bus routes and Christchurch City Council is responsible for the location of bus stops along the routes. Bus stops are a form of parking restriction and the authority to approve bus stops locations is delegated to the Community Boards.
- 5.2 In early 2018, Environment Canterbury consulted on the possibility of removing several bus routes as part of their Long Term Plan, which included removing the 145 Westmorland to Eastgate bus route.
- 5.3 As a result of feedback received during the Long Term Plan process, Environment Canterbury agreed to retain the Westmorland part of the route, enlarge the loop at the Westmorland end to reach more properties, and extend it into the central city. Five new bus stops are required along the new route, to meet the spacing of bus stops 300 to 400 metres apart (accounting for elevation changes which reduce this distance) recommended in the Christchurch City Council Bus Stop Guidelines. The two existing bus stops on the smaller loop of Woodside Common will become redundant. The proposed bus stop locations and options are shown in **Attachment H**.
- 5.4 On 21 July 2018, Environment Canterbury and Christchurch City Council began public consultation on the extension of the bus route and bus stops. The consultation closed on 10 August 2018.
- 5.5 Christchurch City Council staff initiated a second round of consultation for alternative locations for the bus stops on 10 September 2018. This consultation closed on 28 September 2018.
- 5.6 Environment Canterbury intends to reduce the need for lengthier layovers or timing points on this route with tighter timetables, and to use the central city terminus and other existing timing points for timing purposes. As a result, buses will only need to stop at the proposed bus stops long enough to pick up or drop off passengers. This means the bus stops will be unoccupied for the majority of time, minimising the impact to nearby residents.
- 5.7 Bus stops proposed are designed to the minimum standards recommended in the Christchurch City Council Bus Stop Guidelines.

6. Option 1 – Install bus stops at locations A1, B1, C, D2 and E (preferred)

Option Description

- 6.1 Install bus stops at locations A1 (71 Ravensdale Rise), B1 (111 Ravensdale Rise), C (135R Ravensdale Rise), D2 (126 Penruddock Rise) and E (114 Penruddock Rise) as per **Attachments A to E**, and revoke the two redundant bus stops on Ravensdale Rise (**Attachment F and G**). **Attachment H** (page 2) indicates the location of the bus stops in Option 1.

Location A1: Bus stop outside 71 Ravensdale Rise (Attachment A)

- 6.2 The property at 71 Ravensdale Rise has a full height fence and the proposed bus stop is along the northwest corner of the property, shown in Figure 1. **Attachment A** shows an aerial view of this location. There is an existing streetlight directly above the proposed bus stop. Topography, catchment area, and distance between bus stops is similar for both locations A1 and A2.

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Attachment A Item 9



Figure 1: Location A1, adjacent to 71 Ravensdale Rise

- 6.3 Objections were raised to this bus stop location during consultation, regarding the impact on privacy and loss of parking. Concerns raised during consultation include impact on privacy, pollution, noise, and risk of damage to property.
- 6.4 The proposed bus stop at location A1 is located adjacent to an existing full height fence which will mitigate the potential impact on privacy. As discussed in section 5.6, this bus stop is only intended to be used for pickup and drop off of passengers and buses will not layover. This differs from the current situation, which residents are familiar with, where buses are waiting at the bus stop for longer periods of time to keep on schedule. This change will mitigate impact on privacy, pollution and noise.

Location B1: Bus stop outside 111 Ravensdale Rise

- 6.5 The property at 111 Ravensdale Rise has a full height fence and the proposed bus stop is along the northwest edge of the property, shown in Figure 2. There is an existing streetlight on the opposite side of the road from the proposed bus stop, approximately 15 to 20 metres away.

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Attachment A Item 9



Figure 2: Location B1, adjacent to 111 Ravensdale Rise

- 6.6 Objections were raised to this bus stop. Concerns raised include loss of parking in the immediate area, sight lines from the adjacent residential driveways, proximity of the bus stop to Cumbria Lane and effect on property prices.
- 6.7 The Christchurch City Council Parking Strategy prioritises parking for public transport on a public road over all other types of parking. All properties in this area have some off-street parking and there is a large supply of on-street parking in the area.
- 6.8 When pulling in or out of driveway, drivers must give way to all pedestrians on the footpath and all traffic on the road, including buses. Certain sight lines for movements to and from the driveway will be restricted while the bus is stopped. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.
- 6.9 Concerns were also raised about the proximity of the bus stop to Cumbria Lane, and the possibility of vehicles crossing the centreline conflicting with traffic turning from Cumbria Lane onto Ravensdale Rise. Cumbria Lane is a private lane providing access to 11 properties. The location of the bus stop will not permanently nor temporarily restrict sight lines for traffic exiting Cumbria Lane. Ravensdale Rise has a carriageway approximately 11 metres in width at Location B, which is sufficient for two cars travelling in opposite directions to pass each other safely if cars and/or buses are stopped or parked on both sides of the street.

Location C (Attachment C)

- 6.10 This bus stop is adjacent to a council reserve, as shown in Figure 3, and is located where a bus driver cresting the hill has sufficient time to see and react to any passengers to stop, and a motorist has time to react to the presence of the bus. The bus stop is directly opposite a streetlight to improve visibility of the bus stop and passengers waiting.

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Attachment A Item 9



Figure 3: Location C, adjacent to Ravensdale Park

- 6.11 No objections were received to this bus stop during consultation.

Location D2 (Attachment D)

- 6.12 This bus stop serves the catchment area of Penruddock Rise including the surrounding Dove Grove, Francis Mill Grove and Penruddock Rise properties.
- 6.13 Objections were received to this bus stop location. Concerns raised include the impact on privacy.
- 6.14 As shown in Figure 4, the property at 126 Penruddock Rise does not currently have a formalised pedestrian or vehicle access off Penruddock Rise, and the building is not directly oriented towards Penruddock Rise (access is via Francis Mill Grove). There is a short fence along the property boundary, behind which is a covered wastewater access point and some planting. The property owner has indicated that a subdivision covenant related to the public wastewater line which runs through the property prevents construction of a full height fence for privacy.

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Attachment A Item 9



Figure 4: Location D2, adjacent to 126 Penruddock Rise

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Attachment A Item 9

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Location E (Attachment E)

- 6.15 This bus stop location, shown in Figure 5, is located near Sedbergh Place and serves the surrounding residential catchment areas of Sedbergh Place, Rosthwaite Place and Penruddock Rise properties. Rosthwaite Place also provides a pedestrian link via steps to the western part of Woodside Common.
- 6.16 No objections were received during consultation.



Figure 5: Location E, adjacent to 112 Penruddock Rise

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Attachment A Item 9

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Significance

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

Impact on Mana Whenua

- 6.19 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

- 6.20 **Attachment I** shows the submissions received during consultation, separated by location. One submission which includes figures and photos is attached separately as **Attachment J**.

Location A1

- 6.21 Six submissions were received from the adjacent property owners/occupiers, two in support, two in support but with some concerns, and two opposed to the bus stop at location A1, suggesting location A2 as an alternative.

Location B1

- 6.22 Four submissions were received from the adjacent property owners/occupiers, two in support, one in support but with some concerns, and one opposed to the bus stop at location B1.

Location C

- 6.23 One submission was received, in support of the location C bus stop.

Location D2

- 6.24 One submissions was received from the adjacent property owners/occupiers, opposed to the bus stop at location D2.

Location E

- 6.25 One submission was received, in support of the location E bus stop, from a property opposite Location E.
- 6.26 No feedback was received from the properties directly adjacent to the proposed bus stop. On 10th September, a follow up letter was hand delivered to the directly adjacent properties and mailed to the property owners to inform them of the results of consultation and advise them of the Community Board meeting date. No response or other feedback was received.

Other submissions

- 6.27 Several other submissions were received which were not from properties in the immediate vicinity of the proposed bus stops. Some of these submissions were shared with Environment Canterbury when they related to the bus route, and all of these have been included in **Attachment I**.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.29 Cost of Implementation - \$7,000 for the installation of five bus stops and removal of two redundant bus stops, plus \$1,500 for the consultation and the preparation of this report.
- 6.30 Maintenance/Ongoing Costs – Public Transport Infrastructure budgets

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Item 9
Attachment A

Waipuna/Halswell-Hornby-Riccarton Community Board
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- 6.31 Funding source - Covered under the area maintenance contract and effects will be minimal to the overall asset.

Legal Implications

- 6.32 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.33 Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. Approval of bus stops is delegated to Community Boards.
- 6.34 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.35 No risks identified

Implementation

- 6.36 Implementation dependencies - Community Board approval
- 6.37 Implementation timeframe – bus stops are intended to be installed to coincide with the commencement of the new 145 Route, which Environment Canterbury has indicated will be on 29 October 2018.

Option Summary - Advantages and Disadvantages

- 6.38 The advantages of this option include:
- Provides access to public transport to Westmorland residents to align with the 145 Westmorland bus route.
- 6.39 The disadvantages of this option include:
- Reallocation of on-street parking presently available for residents and visitors.
 - Impacts related to bus stops, such as loss of privacy, loss of amenity, and noise.
 - Some stops not support by adjacent property owners.

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Attachment A Item 9

7. Option 2 – Install bus stops at location A2, B2, C, D1 and E

Option Description

- 7.1 Install bus stops at locations A2 (63 Ravensdale Rise), B2 (109 Ravensdale Rise), C (135R Ravensdale Rise), D1 (114 Penruddock Rise) and E (114 Penruddock Rise) as per the attached plans, and revoke the two redundant bus stops on Ravensdale Rise (**Attachment F and G**). Locations A2, B2 and D1 are not the locations that staff recommend installing the bus stops. **Attachment H** (page 3) indicates the location of the bus stops in Option 2.

Location A2: Bus stop outside 63 Ravensdale Rise (Attachment A)

- 7.2 This location, shown in Figure 6, is on the approach to the intersection with Woodside Common. The roadside adjacent has for some time been an 'unofficial' bus layover.



Figure 6: Location A2, adjacent to 63 Ravensdale Rise

- 7.3 The adjacent vacant site is to be developed in the near future, and the living area of the house is designed to face onto the street (for further details see the submission in **Attachment J**). There is an existing streetlight on the opposite side of the road, approximately 20 to 30 metres from the proposed bus stop. The illumination at this bus stop is likely to be reduced somewhat relative to location A1, but the street is lit to standard for a residential street. Topography, catchment area, and distance between bus stops is similar for both locations A1 and A2.
- 7.4 Objections were raised to this bus stop during consultation regarding the impact on privacy and loss of parking.
- 7.5 As discussed in section 5.6, this bus stop is only intended to be used for pickup and drop off of passengers and buses will not layover. This differs from the current situation, which residents are familiar with, where buses are waiting outside 63 Ravensdale Rise or at the nearby bus stop on Woodside Common for longer periods of time to keep on schedule. Environment Canterbury intends to have minimal layovers on this route, and to use existing layovers along the route to eliminate the need to layover in Westmorland. This change will mitigate impact on privacy,

pollution and noise, however this may be mitigated to a lesser extent than A1 due to the current and future layout and location of houses and fences along Ravensdale Rise.

Location B2: Bus stop outside 109 Ravensdale Rise

- 7.6 The property at 109 Ravensdale Rise does not have any fencing, and the proposed bus stop is along the northwest edge of the property, shown in Figure 7. There is an existing streetlight near the rear of the bus stop, and the road is on a slightly greater slope relative to location B1.



Figure 7: Location B2, adjacent to 109 Ravensdale Rise

- 7.7 Objections were also received for this bus stop. Concerns raised included loss of parking in the immediate area, sight lines from the adjacent residential driveways, and proximity of the bus stop to Cumbria Lane.
- 7.8 Cumbria Lane is a private lane providing access to 11 properties. The location of the bus stop will not restrict sight lines for traffic exiting Cumbria Lane. Ravensdale Rise has a carriageway approximately 11 metres in width at Location B, which is sufficient for two cars travelling in opposite directions to pass each other safely if cars and/or buses are stopped or parked on both sides of the street.
- 7.9 This location may also have a greater impact on privacy to residents of 109 Ravensdale Rise compared to other locations as there is currently no fence along the property boundary.

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Location C (Attachment C)

7.10 Refer to sections 6.10 and 6.11

Location D1 (Attachment D)

- 7.11 This bus stop serves the catchment area of Penruddock Rise including the surrounding Dove Grove, Francis Mill Grove and Penruddock Rise properties. Location D1 is near the side street of Dove Grove.
- 7.12 As shown in Figure 8, the proposed bus stop is located adjacent to a short fence and some planting. This may somewhat mitigate any potential intrusion on privacy.



Figure 8: Location D1, adjacent to 132 and 134 Penruddock Rise

- 7.13 Objections were received to this bus stop location. Concerns raised include the impact on privacy and loss of parking.
- 7.14 The property at 132 Penruddock Rise has a shorter, partially transparent fence and some ornamental planting, and both properties 132 and 134 have pedestrian and vehicle access to Penruddock Rise.

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Attachment A Item 9

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Location E (Attachment E)

- 7.15 Refer to sections 6.15 and 6.16

Significance

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

Impact on Mana Whenua

- 7.18 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

- 7.19 **Attachment I** shows the submissions received during consultation, separated by location. One submission relating to location A2 which includes figures and photos is attached separately as **Attachment J**.

Location A2

- 7.20 Location A2 was developed as an alternative to location A1. Four submissions were received from the adjacent property owners/occupiers. All four affected property owners opposite the bus stop at location A2.

Location B2

- 7.21 Location B2 was developed as an alternative to location B1. Two submissions were received from the affected property owners, opposed to both options B1 and B2.

Location C

- 7.22 One submission was received, in support of the location C bus stop.

Location D

- 7.23 Two submissions were received from the adjacent property owners/occupiers, both opposed to the bus stop at location D1.

Location E

- 7.24 One submission was received, in support of the location E bus stop, from a property opposite Location E.
- 7.25 No feedback was received from the properties directly adjacent to the proposed bus stop. On 10th September, a follow up letter was hand delivered to the directly adjacent properties and mailed to the property owners to inform them of the results of consultation and advise them of the Community Board meeting date. No response or other feedback was received.

Other submissions

- 7.26 Several other submissions were received which were not from properties in the immediate vicinity of the proposed bus stops. Some of these submissions were shared with Environment Canterbury when they related to the bus route, and all of these have been included in **Attachment I**.

Alignment with Council Plans and Policies

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

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Attachment A Item 9

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Attachment A Item 9

Financial Implications

- 7.28 Cost of Implementation - \$7000 for the installation of five bus stops and removal of two redundant bus stops, plus \$1,500 for the consultation and the preparation of this report.
- 7.29 Maintenance/Ongoing Costs – Public Transport Infrastructure budgets
- 7.30 Funding source - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 7.31 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 7.32 Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. Approval of bus stops is delegated to Community Boards.
- 7.33 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 7.34 No risks identified

Implementation

- 7.35 Implementation dependencies – Community Board approval.
- 7.36 Implementation timeframe – full implementation within three months of Community Board approval.

Option Summary - Advantages and Disadvantages

- 7.37 The advantages of this option include:
- Provides access to public transport to Westmorland Residents to align with the 145 Westmorland bus route.
- 7.38 The disadvantages of this option include:
- Reallocation of on-street parking presently available to residents and visitors.
 - Impacts related to bus stops, such as loss of privacy, loss of amenity, and noise.
 - Some stops not supported by adjacent property owners.

8. Option 3 – Do Nothing

Option Description

- 8.1 Install none of the proposed bus stops.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

- 8.4 See sections 6.20 to 6.27 above.
- 8.5 This option does not align with requests to Environment Canterbury for better access to public transport in Westmorland.

Alignment with Council Plans and Policies

- 8.6 This option is inconsistent with the Council's Plans and Policies
- 8.6.1 Inconsistency – Christchurch City Council Long Term Plan (2018-2028)
 - 8.6.2 Reason for inconsistency - It does not provide public transport access along a bus route to meet level of service "10.4.1.0 More people are choosing to travel by bus"
 - 8.6.3 Amendment necessary – Adopt Option 1 or 2 of this report

Financial Implications

- 8.7 Cost of Implementation – No capital costs, staff costs of \$1,500 associated with the consultation and preparation of this report.
- 8.8 Maintenance/Ongoing Costs – not applicable
- 8.9 Funding source – not applicable

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 Not applicable

Implementation

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

Option Summary - Advantages and Disadvantages

- 8.15 The advantages of this option include:
- None
- 8.16 The disadvantages of this option include:
- Does not provide access to public transport
 - Does not reflect the desires of the community as expressed to Environment Canterbury through their Long Term Plan consultation process and as expressed through the subsequent CCC and Environment Canterbury consultation regarding the route extension and proposed bus stops.

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Attachment A Item 9

Waipuna/Halswell-Hornby-Riccarton Community Board
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Attachments

No.	Title	Page
A ↓	Location A: Proposed Bus stop Ravensdale Rise near Woodside Common	40
B ↓	Location B: Proposed Bus Stop Ravensdale Rise near Cumbria Lane	41
C ↓	Location C: Proposed Bus Stop Ravensdale Rise outside Ravensdale Park	42
D ↓	Location D: Proposed Bus Stop Penruddock Rise near Dove Grove/Francis Mill Grove	43
E ↓	Location E: Proposed Bus Stop Penruddock Rise near Sedbergh Place	44
F ↓	Woodside Common - Redundant Bus Stop near Ravensdale Rise	45
G ↓	Woodside Common - Redundant Bus Stop near Studfold Row	46
H ↓	Overview of Bus Stop locations and Confirmed Route	47
I ↓	Consultation Submissions	50
J ↓	Submission from Caroline Hutchison regarding site A2 (Option 2)	55

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Confirmation of Statutory Compliance

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

(a) This report contains:

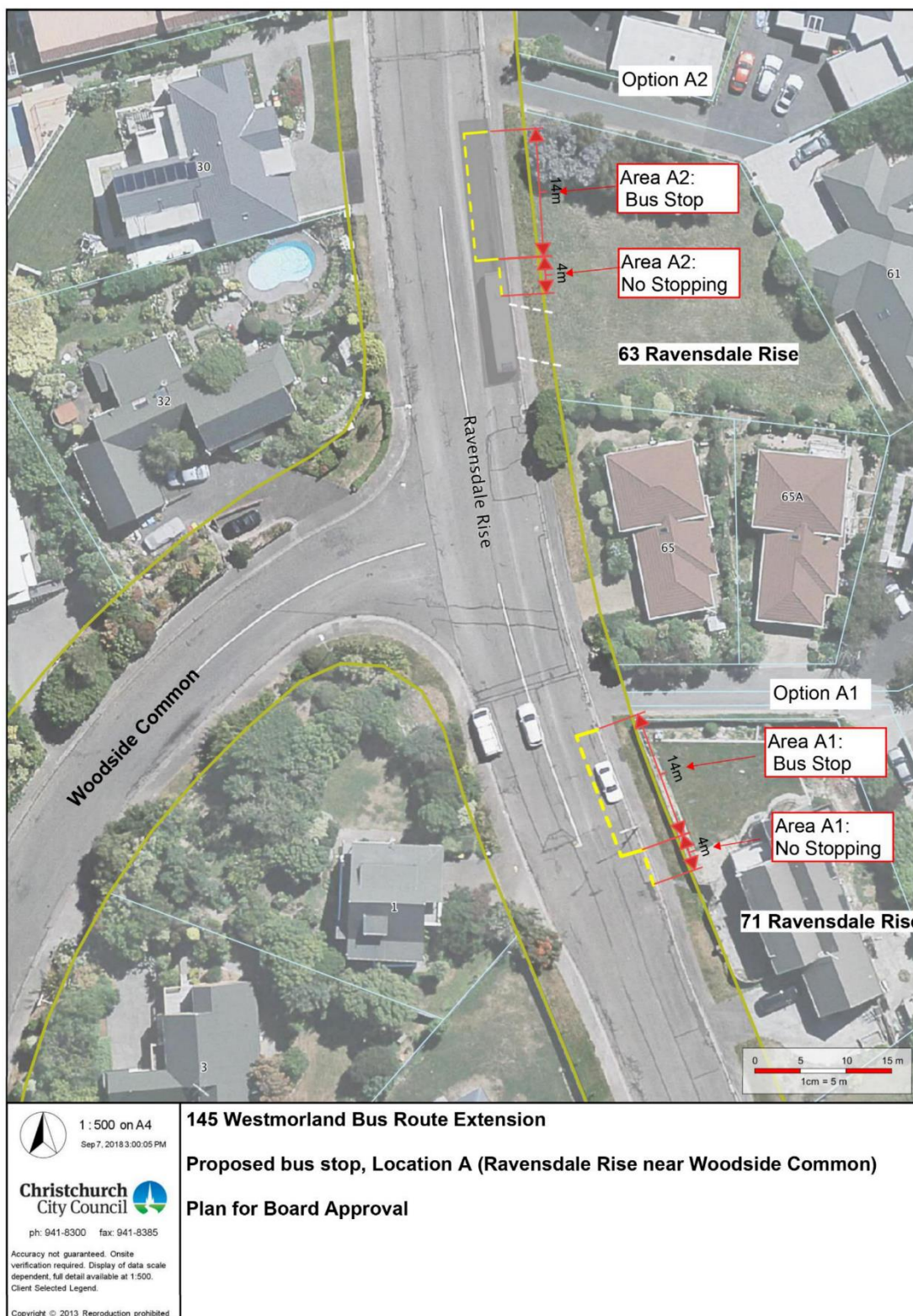
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

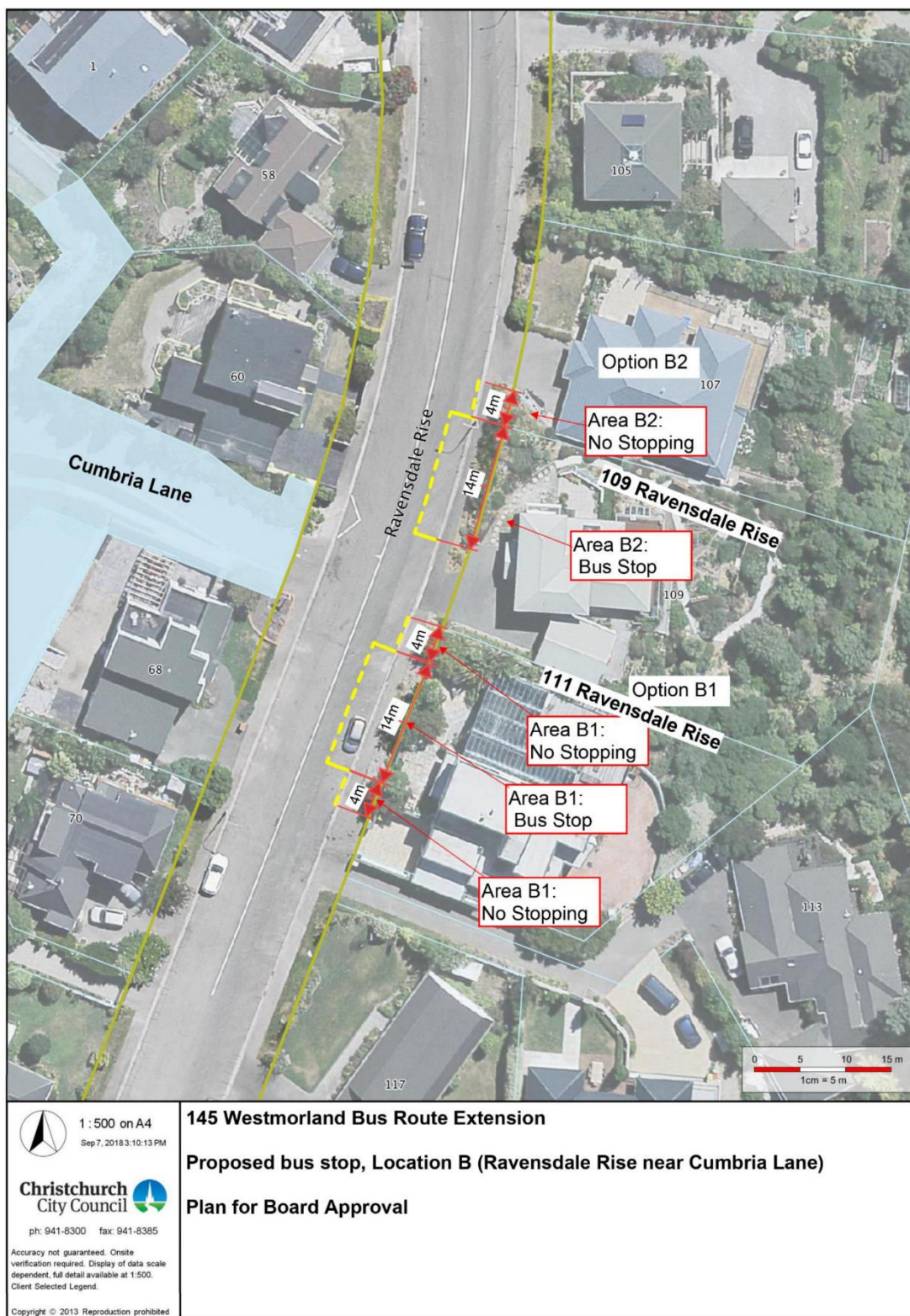
Authors	Peter Rodgers - Passenger Transport Engineer Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations

Attachment A Item 9



Attachment A Item 8

Attachment A Item 9



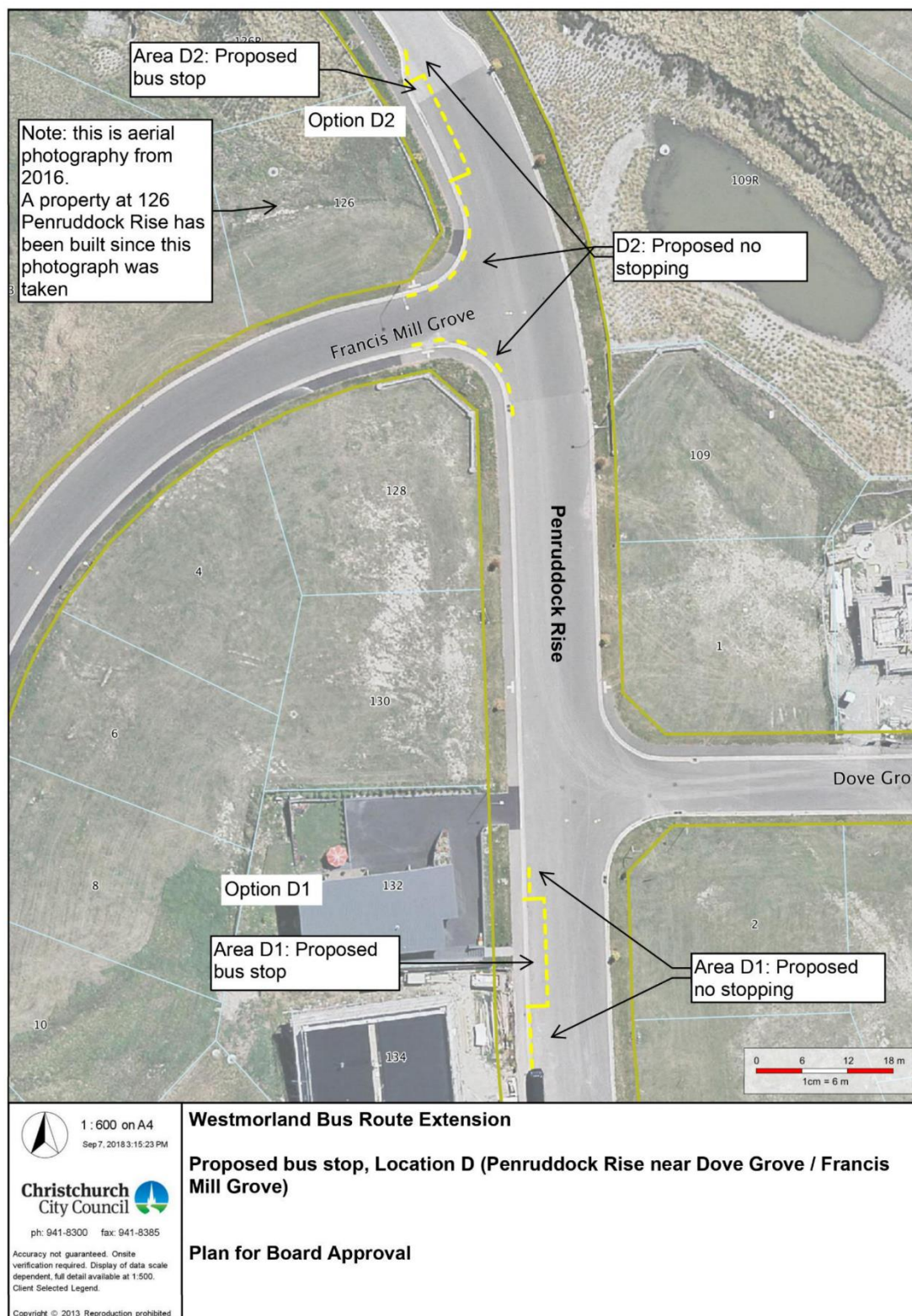
Attachment B Item 8

Attachment A Item 9



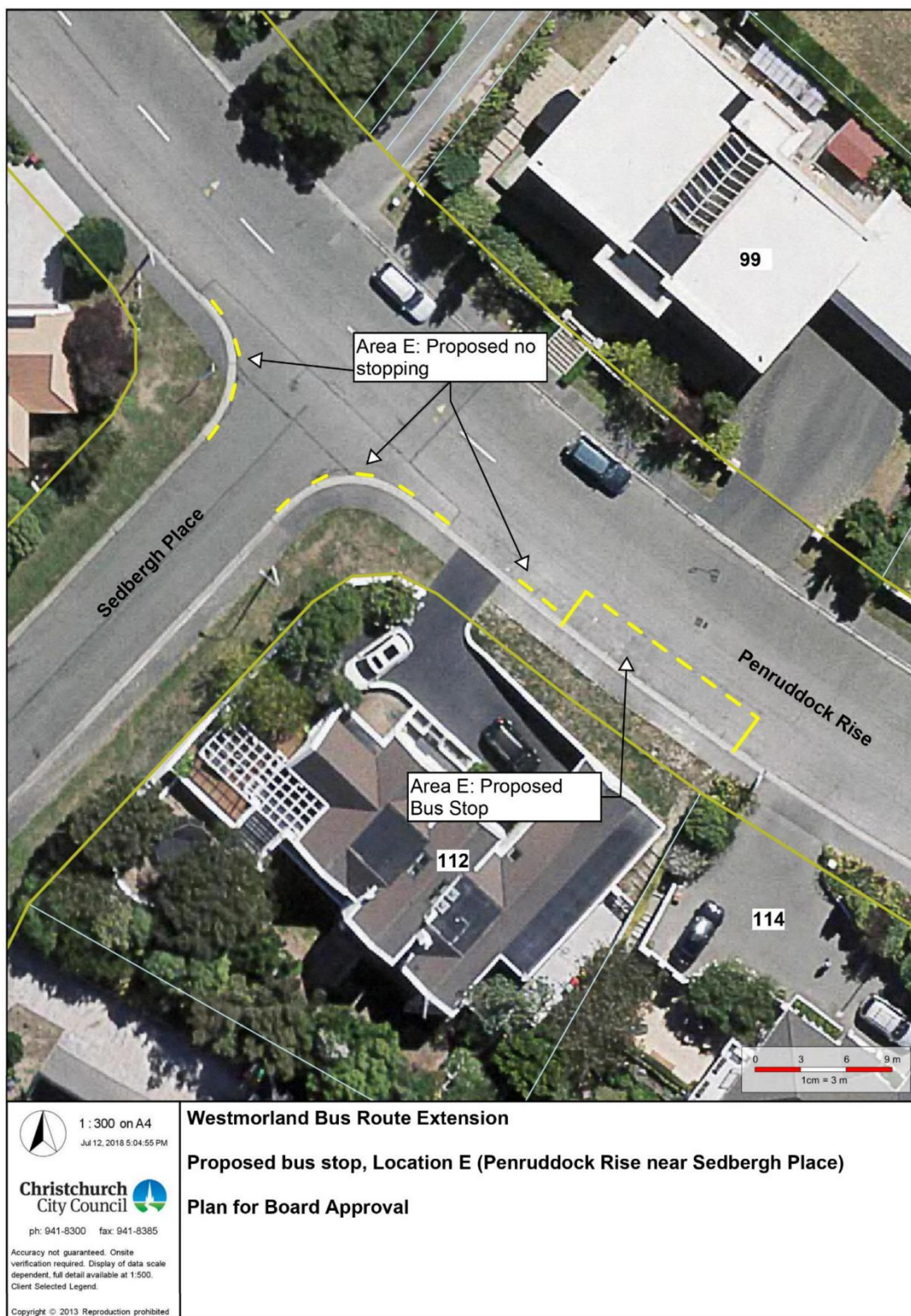
Attachment C Item 8

Attachment A Item 9



Attachment D Item 8

Attachment A Item 9



Attachment E Item 8

Attachment A Item 9



Attachment F Item 8

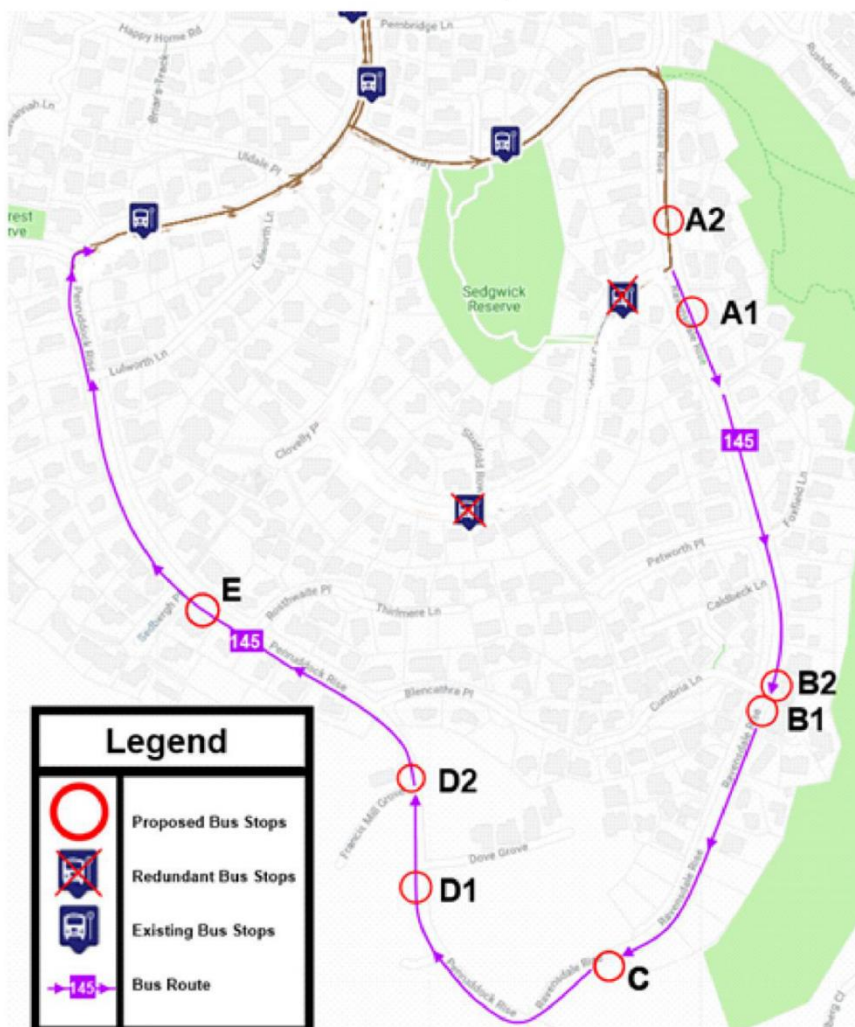
Attachment A Item 9



Attachment G Item 8

Attachment A Item 9

All bus stops



Summary of all proposed bus stop locations (both Options) and confirmed bus route

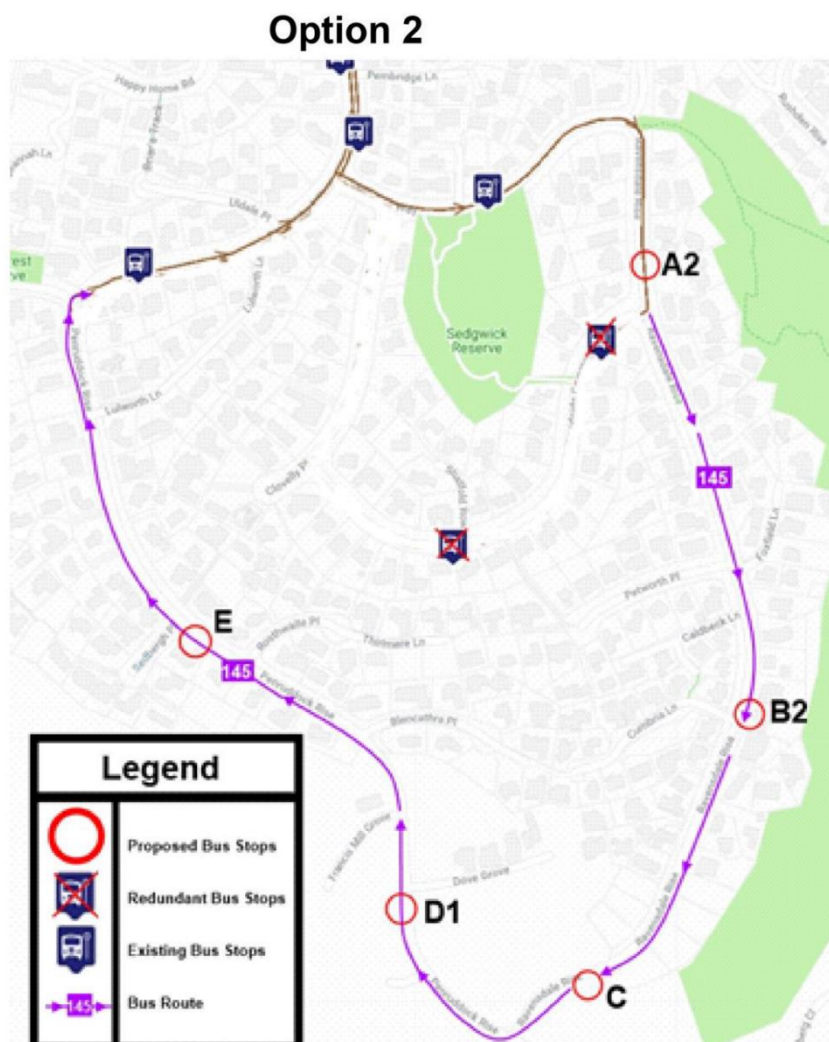
Attachment H Item 8
Attachment A Item 9

Option 1



Option 1 bus stops (new and redundant)

Attachment H Item 8
Attachment A Item 9



Option 2 bus stops (new and redundant)

Attachment H Item 8

Attachment A Item 9

Name	Generally support the plan	Do not support the plan	Generally supports the plan but has some concerns	Location A1
Rachel Young			✓	Changing the bus route to go up Ravensdale Rise is a sensible idea and we support the plan. We the residents of ██████████ think through observation (25 years) the bus stop should be before the Woodside Common / Ravensdale Intersection. The reasons being - Visibility of turning the corner. - Speed cars pick up coming down the hill (safety issue) - Speed up the hill (Safety issue) - The bus would take space for turning traffic into Ravensdale Rise from the Corner of Woodside common. - At present where the bus stops just down from 65 Ravensdale Rise is a perfect safe place to stop. People cross the road before the corner.
Roy + Elsa Ah Kuoi	✓			I did not put my name on submission but 100% agree with proposed bus route. I am positive bus patronage will increase significantly with new bus stops and new route into the city. I will definitely no longer take my car instead I will be taking the bus to places on the new route. Hopefully fare prices will not increase greatly. Thank you
Mark Robertson / Hilary Jones		✓		The westmorland bus route runs empty 99% of the time. Changing the route will not fix this issue. As a city we should be trying to reduce our carbon emissions and in the process reduce the empty bus services! Westmorland needs a bus service but not all day every day. Mon-Fri it should run a few in the morning, x1 turning mid day and 2 or 3 late arvo early evening. Currently the bus is so empty it waits for its run outside of non-allocated bus stops, radios are loud & dropping cigarette butts on the footpath & taking naps. They currently park outside our home so have witnessed this regularly. Please take this into consideration and reduce the empty bus service to our area
Louise and Ray Baldasara	✓			It sounds like an excellent route. It certainly has our full support
Pauline and Peter Clegg			✓	We would prefer the bus to not 'rest' for any length of time outside 71 Ravensdale Rise: a) as the bus will damage the kerb and road (as seen by the damage it has caused at its current resting place a little lower down on Ravensdale Rise, b) and to rest and continue with the motor running will create fumes. Our preference would be for any resting place to be alongside the playground / reserve area at the top of Ravensdale Rise (with no motor running). Also, any damage to road / kerb needs to be fixed regularly (which it hasn't to date)
Damien O'Regan		✓		The disruption and impact is too great in our view. Busses are regularly parked at 63 Ravensdale Rise and this would seem a better alternative. Please see comments in attached. Unfortunately, based on present bus operation, we cannot faithfully support a bus stop at 71 Ravensdale Rise. We believe the use of 63 Ravensdale Rise is evidently historic and offers significantly reduced impact. Our concerns relate to the noise / contaminants of busses operating from 6:30am till after 10pm, the privacy and well-being of our children and the increased risk of damage to our property. As illustrated, the suggested bus stop is already used and a bus is shown parked at this location. The following picture shows damage to road from busses being parking for extended durations. In many instances these busses will remain with engines running both there or at the existing bus stop nearby.
Name	Generally support the plan (A2)	Do not support A2 (prefer A1)	Do not support either A1 or A2	Location A2
Hilary & Mark			✓	I think for residents to be able to make an informed decision on any proposed route a trial of the new stops should take place. If this is not an option then Option A1 would be preferred.
Marlys Donaldson		✓		[no comments]
Elizabeth Anne Scragg		✓		[no comments]
Caroline & Gavin Hutchinson		✓		[See Attachment I for full submission]

Name	Generally support the plan	Do not support the plan	Generally supports the plan but has some concerns	Location B1
Lynette Hartley	✓			We live at [REDACTED] so will have the bus stop next door to us. We are happy about this. We will be unhappy if the bus is left running for long periods of time. I notice the road surface where the bus currently waits is badly damaged as the drivers leave the buses running for extended periods. Our garage and house would also fill up with diesel fumes if the bus is left running because of the shape of the walls. No problems with the bus stop location as long as the buses are not left running.
Sally Vossler	✓			We are very pleased to have the bus change its route. It will definitely be used more by our family the convenience is a huge help to us.
Janice and Michael Corner			✓	Yes, thank you for the opportunity to comment. We have concerns about the proposed bus stop in front of 111 Ravensdale Rise directly opposite #68 Ravensdale Rise. "We understand #111 is occupied by 4-5 different rental persons/groups, with many vehicles and on-street parking needs. The road outside 68 Ravensdale Rise is often used by residents of #111 and/or their visitors. The frequency & number of this use would increase if there was no parking outside #111. "We are concerned the vehicles parked outside #68 and buses pulling in/ stopping / pulling out outside #111 could cause traffic hazards for vehicles entering & exiting Cumbria Lane. "The road uphill from #111 is still on the level for some way, and siting the proposed Bus stop there could remove congestion at the Cumbria Lane / Ravensdale Rise junction
Matthew O'Donoghue		✓		I do not support this plan. My reasons are: - A bus stop outside my property would seriously devalue it. - a bus stop in this location is dangerous as there is an obscure driveway servicing three households adjacent. - Loss of visitor car parking at the front of my property. - I question the market research in not only proposing this bus stop but in the actual existence of Route 145. An article in Stuff 14th February 2018 titled: "Six Christchurch bus routes face axe as ECan seeks to plug funding shortfalls" quotes 145 Westmorland to Eastgate as one of six routes at risk. Quote from this article "Some bus routes [of these six] are so unprofitable that only 10% of the cost of running them is covered by fares - meaning rate payers subsidises each passenger journey by up to \$20.00". Further quoting from this article "The six routes under threat account for just 2.3% of all bus travel between them". Therefore my objection is also as a ratepayer who not only sees this bus route as a waste of ratepayers' money, let alone wasting further ratepayers' money on another bus stop
Name	Generally support the plan	Do not support the plan (prefer B1)	Do not support either B1 or B2	Location B2
Jeff Hall			✓	Our main concern is if the bus is parked at B2 or B1 any vehicles coming out of Cumbria Lane into Ravensdale Rise may crash into vehicles coming up Ravensdale Rise that have moved out to overtake the parked bus. This is particularly dangerous at option B2 where there is a crest in the road and there are several cars parked outside 60 Ravensdale Rise. This will just be an accident waiting to happen. Suggest move bus park further along the flat away from Cumbria Lane
Mark Hyde			✓	I do not support your proposal for reasons of safety & that there is a better option available to consider. <ul style="list-style-type: none"> • The proposed location is not on a flat section of road. It is also located just above the top of a rise in the road. This would not provide on-coming traffic a clear view of any pedestrian traffic crossing the road. Any parked bus would also obscure the viewing from my drive & also from the driveway of number [REDACTED] • A better site would be outside number 111 Ravensdale Rise, where the road is more level & there is better line of site for on-coming traffic. • Traffic coming out of Cumbria Lane also needs some consideration. Even though there is not a significant number of vehicles coming & going from the lane, it does create an issue when turning right into the lane when a bus is parked at the proposed location. • There are a number of houses around the proposed location, including mine, which have more than 2 vehicles parked on the street at any given time. Having a bus stop only increases the congestion on the road around the proposed site. There is a more space outside number 111 Ravensdale Rise. In conclusion, a better option would be to place this proposed bus stop outside number 111 Ravensdale Rise.

Name	Generally support the plan	Do not support the plan	Generally supports the plan but has some concerns	Location C
Deanna Groome	✓			[no comments]
Name	Generally support the plan	Do not support the plan	Generally supports the plan but has some concerns	Location D1
David and Wendy Plank		✓		As the affected party we would like you to reconsider this proposed bus stop for the following reasons * our property has views onto the road and patrons waiting at this stop will be looking directly into our home as it is slightly below the pavement level and this will ahve a detrimental impact on our privacy *The stop is positioned right outside our front entrance - visitors will no longer be able to park outside our entranceway and access the home easily. "the position proposed receives the full effect of the prevailing and bitterly cold easterly wind which makes it a very unpleasant location to wait for a bus. We would like to suggest a much better alternative would be to reposition the stop a mere 70 metres downhill to a position outside no 126 Penruddock Rise (see attached plan) This position has the following advantages * The property at 126 Pendruddock Rise is a 2 storey property and sits high above the road, its outlook faces north and west, away from the road so passengers will not look into their home - this house also has its access from francis mill grove thus a stop in this location would have virtually no impact on the property owner. *This position is not used by local people for parking - it is also opposite a reserve so no impact on niehgbours here either - there is also an intend in the road line at this point which makes it a natural position for a bus stop. *This position receives a lot of protection from the prevailing wind (due to the hill on the east side) and makes it a much more pleasant position to wait for a bus service. This matter is extremely important to us and we would ask that you please give this your serious reconsideration it would be appreciated if you would be able to meet with us for a site inspection to review our concerns and enable us to discuss the matter
Lindsay & Carolyn Dove		✓		The proposed bus stop as shown on the consultation plan supplied will effectively remove all street parking outside our property at ■ Penruddock Rise. There is another area for this bus stop which offers not only a more sheltered area for patrons to wait for a bus but also does not inhibit parking for residents (see attached plan) This would mean moving the proposed stop outside 132 and 134 Penruddock 60 metres down the street to just below francis mill grove. This area is sheltered from
Name	Generally support the plan	Do not support the plan (prefer D1)	Do not support either D1 or D2	Location D2
Nino Kozlevcar		✓		We generally support option D1. On the other hand we are oppose option D2 due to privacy issues. 126 Penruddock Rise is a corner section with its own challenges just for being on corner section, but also due to public sewer line that runs over the section. Subdivision covenant restrictgn any privacy fencing on EAST side of the section, which makes this side of the section even more exposed. Not being able to fence this side is already critical. Having a bus stop on this exact corner is simply not appropriate. Option D1 is better since there are no corner sections exposed, and fencing is allowed there!!! Alternative we see an option further down from 126, where there is a reserve and no residential sections.

Name	Generally support the plan	Do not support the plan	Generally supports the plan but has some concerns	Location E
Yu-Shium Tang & Hui Ying Chang	✓			[no comments]
Name				Other submissions
Jamie Billings				<p>As part of the proposed new bus-stops for the extension of the 145 bus, can we also ask a couple of existing stops are enhanced please as well?</p> <p>The western stop at the bottom of Penruddock Rise for the route into town has a small seat only. Given this particular stop services a number of surrounding streets not on the network and a likely increase of people wanting to use the bus now that it goes into town, can this stop be provided with a full shelter or roof?</p> <p>The same applies for the next stop on Cashmere Road, I often see two poor school girls huddling in the rain for this one waiting for the bus and cars speed past at 60km per hour. There is a gully and a seat which is quite dangerous to access. Some sort of enhancement here might be feasible too. Alternatively the stop removed completely, quite a dangerous place for the bus to stop.</p>
Dorothy Aitken-Edwards				<p>I am very pleased with the proposed bus stops on the extended 145 Westmorland bus service. They are ideal because there are many interconnecting footpaths in the suburb of Westmorland.</p> <p>Please convey to Environment Canterbury that I am extremely pleased with the direct bus to the City Interchange. I am fortunate that I am still driving, however if I am going to Ballantynes/ central city I will take the bus rather than circling around a parking building looking for a space. Congratulations to Environment Canterbury on that decision.</p>
Shane Morrow and Maree Hawtin-Morrow				<p>We enthusiastically support the change to the 145 route on Westmorland and to the bus stops as outlined in the consultation flyer.</p> <p>We are hopeful the bus company will next consider scheduling a full-sized bus for the 145 route to coincide with the end of the school day at Cashmere High. There have been several occasions when our teenagers have been left outside their school because a small bus has arrived and was already full.</p> <p>This review is great progress in making sure the bus service better meets the needs of Westmorland residents with the hope that the service will be used more.</p>
Alisia Hynes				<p>I am writing to give back feedback on the current proposals to change the 145 bus route and add 5 more bus stops. The plan that you have on the website is exactly what is needed. The stops are in the same place I would have suggested. I look forward to being able to use this service now that the bus comes all the way up the hill. It makes it a viable option for school now there is a bus stop outside our street.</p> <p>Thanks so much in being a part of this much needed change.</p>
Peter Griffen				<p>We would like to provide some feedback for the Proposal to extend the 145 Westmorland Bus Service – Bus Stops</p> <ol style="list-style-type: none"> 1. We agree with the new proposed bus stops detailed in the metro pamphlet. 2. We think the proposed bus stops suggested in the metro pamphlet are in good locations. 3. We think that the new proposed stops will cover the expanding area of Westmorland much better than at present. 4. We think the new proposed bus stops will serve the needs of Westmorland residents much better than at present.
David Rollinson				<p>Westmorland residents are delighted that the Westmorland Bus Service is not only to be retained but improved through an extended route in Westmorland and into the city bus exchange. These were the two main areas of feedback we got when doing the petition with local residents.</p> <p>Part of the submission was about the type of bus, we are still seeing larger busses during off peak and the smaller 'My Bus' being used during the school route times? Which seem to be the wrong way around? I hope a solution of the smaller buses being able to use the bus exchange gets resolved.</p> <p>There was mention of a dedicated school bus service as a result of consultation, is that still being explored??? It is good that the proposed route can still service Cashmere High School and Christchurch South Intermediate which are the locally zoned schools.</p> <p>Peter, a covered bus shelter in Westmorland would also be a good idea nearer the bottom of the hill where it could be used by most of the community if bad weather.</p> <p>We also need residents to receive a new timetable and how to get a metrocard so more people start to use the service (is their an easier way than having to go into the bus exchange with ID – can it be done online)?</p>

Name	Other submissions		
Rachel Rollinson			<p>I agree with the extension of the proposed route for the Westmorland 145 and most of the proposed bus stops, although I think the last stop coming along Penruddock Rise downhill to Highcrest/Pendruddock roundabout could be further down the road.</p> <p>It would be beneficial to a number of families and community members if there was a bus shelter at the last stop, at the bottom of the hill, before it turns right along Cashmere Rd. On cold, wet mornings children could take shelter here and remain dry and out of the prevalent winds which Westmorland is well known for.</p>
Paul Burnett			<p>We fully support the proposed new route for the bus, travelling to the CBD. At long last !</p> <p>Regarding the proposed new bus stop location in Ravensdale Rise, near (I think) Woodside Common corner, can a shelter also be provided, as the easterly wind can be ferocious across the brow of the hill ? This would not have been such a problem previously in Woodside Common, as with the dip down to the bus stop there, it was a bit sheltered.</p> <p>Also are you able to give a more accurate idea as when this new route would be implemented ?</p>
Deborah Fitchett			<p>Thank you for the opportunity to provide feedback on the proposed 145 route change and new stops. I support both the proposed route and the proposed stops, and I make below a recommendation for the location of the terminus point for the route.</p> <p>I catch the 145 bus on a weekly basis to visit my parents for family lunch. I travel all the way to Woodside Common for this, so the proposed changes will inconvenience me personally. However I'm in favour of extending routes to serve more passengers as a matter of principle. The proposed route also ameliorates the current tight 180 degree turn at the Penruddock Rise roundabout. For both these reasons I SUPPORT the proposed route change.</p> <p>The proposed new bus stops appear to be appropriately sited. In particular, I SUPPORT the location of the proposed stop opposite the eastern end of Woodside Common. This location is already used by buses waiting between the end of one journey and the start of the next, so it's proven to be without issues. It's also convenient to residents in Woodside Common who are losing their existing stops.</p> <p>The proposal is not clear where the terminus will be with the new route - that is, where the bus will wait between routes. This is important because the route is one-way at this point and the wait can be substantial, eg 15 minutes:</p> <p>a) If the terminus remains at Woodside Common, then a resident riding home to Highcrest Heights would have to either sit waiting for those 15 minutes, or get out and walk the remainder of the way.</p> <p>b) If the terminus was moved to one of the new Penruddock Rise stops, then a resident leaving from Cumbria Lane would either have to leave early to catch the bus coming to the terminus, and then sit waiting for 15 minutes, or would have to walk the extra distance to the terminus (which may well take just as long).</p> <p>c) Alternatively the bus could make the loop once at the end of its route if passengers remain aboard, and again at the start of its route (similarly to how it currently treats Penruddock Rise). This would be the most convenient for passengers. However it may cut into needed restbreaks for bus drivers, which I support on both humanitarian and safety grounds.</p> <p>On balance, I would RECOMMEND the terminus remain at the proposed stop outside Woodside Common, on the following grounds:</p> <p>1) It would be most personally convenient for me personally :) and most convenient for residents of Woodside Common, thus acting as some compensation for losing their own stops;</p> <p>2) There is proven to be sufficient space at this location. I'm not familiar with most of the other proposed stops on Ravensdale Rise or Penruddock Rise, but I know there isn't space at the existing stop on Penruddock Rise.</p> <p>3) If a passenger does decide not to wait the extra time on a bus, it's preferable to have the walk at the end of the bus ride, rather than at the start of the bus ride. If the walk takes longer than expected, in the former case the passenger will get home a few minutes later; but in the latter case they risk missing their bus entirely.</p> <p>This terminus stop should obviously be clearly marked on maps and timetables.</p>

SUBMISSION ON PROPOSED BUS STOP ON RAVENSDALE RISE NEAR WOODSIDE COMMON – PART OF THE NEW 145 WESTMORLAND BUS ROUTE EXTENSION

Introduction and Context

Thank you for the opportunity to submit on the proposed bus stop. I am supportive of a bus service and I submitted on keeping a form of bus service to Westmorland during the ECAN LTP 18-21 process in April. I was not consulted on the revised new route in July, which is unfortunate, but I generally support the new route, but think some of the proposed stop locations have not been carefully considered.

One of two options for a bus stop is proposed outside our property at 63 Ravensdale Rise (A2), along with another option at 71 Ravensdale Rise (A1). It's my understanding that Council will make a decision on one of these options. Below I detail my concern with the proposed bus stop given the current experience and circumstances with buses outside our property, do my own analysis of the proposed options using the Christchurch City Council bus stop guidelines, and highlight what I see as the effects on our property.

Just for context, our site is currently vacant (i.e. has no building on it). We purchased the land in March 2017, and are currently in the detailed design phase of a residential building for the site, which we will reside in as the Family home. A PIM for our development was lodged with Council in April 2018, and we plan on lodging building consent before the end of October this year. I also have 20 years of RMA and transport planning expertise, so I draw on my professional experience in my submission.

Existing Situation

The existing Bus Route in Westmorland is detailed in Figure 1. The run starts at the Woodside Common Bus Stop, see Figure 2. The woodside bus stop is marked by the red circle. Our site (63 Ravensdale Rise) is also identified on Figure 2, and is identified by the blue star.

Figure 1: Existing Bus Route

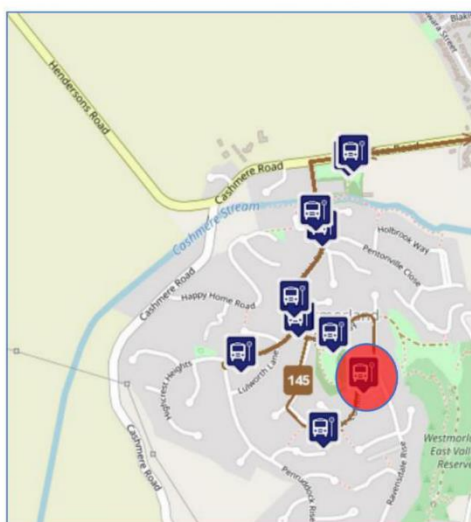
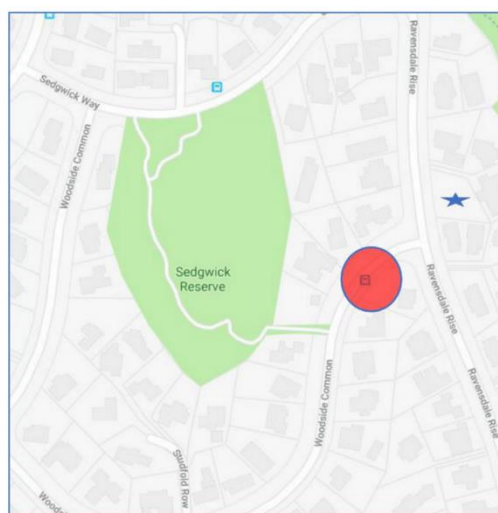


Figure 2: Woodside Common Bus Stop



What happens at the moment is that rather than wait at the Woodside Common official bus stop for the start of their bus run, the buses wait outside our property. I asked a bus driver on the weekend of the 22nd of September why they wait outside our site, which is not a bus stop, instead of the official bus stop. I was told that the Woodside Common road is a bit narrower and the bus stop is located just below a bend down from the intersection with Ravensdale Rise, and that it feels a bit tight for the buses to park. The bus driver also stated that because our section has no building on it they think that it is an appropriate place to wait until their run starts.

You will see from the photo's below (Refer Figure 3), the use of the front of our site has been damaged from the buses stopping there as a default layby. There are diesel markings on the road and damage to the kerb and channel, inconsistent with other property frontages, and clearly attributable to buses stopping there. A majority of the time I visit my section there would be a bus parked out front. I have also talked to the neighbours, at number 65 (the front building) and they have told me of the nuisance and disturbance the buses parking there make. They say that the buses idle there with their engines on and that it vibrates their house, the bus drivers smoke and drop cigarette butts on the footpath and play radios loud (I believe they submitted these comments as part of this process).

Figure 3: Photos of Damaged Kerb and Channel outside 63 Ravensdale Rise and Diesel Stains

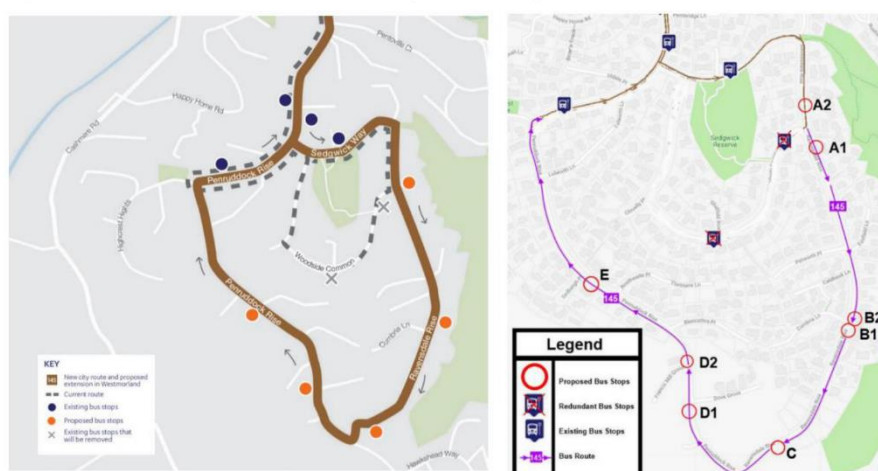


The key point is that there is already issues outside our site, and it is not even an official bus stop. So our experience to date has not been positive. I accept that we don't live there yet, and that the front of our site has probably been seen as an easy target, however, we will be living there by the end of next year. I will draw on the effects of this later in my submission. I also want it on record, before we start building that the damage to the kerb and channel is an existing situation, that should be remedied by Council and returned to the same level of standard as the majority of the road and kerb in this area.

Suitability of the Proposed Bus Stop Site – 63 Ravensdale Rise

A new extended route is proposed for Westmorland, refer Figure 4:

Figure 4: New Westmorland 145 Route and Proposed Bus Stops.



I submitted on the LTP in April to continue the bus service in Westmorland, but I was not consulted on the new route and proposed bus stops which fell out of that process, identified in Figure 4. This route was consulted on during July and August. I support a service to Westmorland, and the proposed route looks sensible. But there needs to be careful consideration of bus stop sites and robust analysis around their locations.

The most substantive issue here is the appropriateness of the front of our site as a bus stop. Under the Local Government Act 2002, under Section 82A and 77, Council must provide an analysis of the reasonably practical options and assess the options on their advantages and disadvantages.

In terms of the information sent out for consultation on options A1 (71 Ravensdale Rise) and A2 (63 Ravensdale Rise), there was no analysis or criteria provided as to why these options were chosen. Only a photo of the site with indicative yellow lines. I accept that Council needs to look at alternatives, and our site has been identified, but only after the other option was opposed. Sites need to be selected based on robust analysis and not because they are seen as an easy target. There is probably an unrealistic expectation from some in the local community that this site might be appropriate due to the site being vacant and being used as a default layby by the buses on the existing route (which will soon not be the case), but this is not the appropriate way to select a site, and must be seen in context of the new route proposed.

Nationally there are numerous guidelines on Bus Stops. I will use the Christchurch City Bus Stop Guidelines¹ on which to base my own analysis, and see that these generally align with other such guidelines around the country, for example, the NZTA Guidelines for Public Transport Infrastructure, and the Auckland Regional Transport Authority Bus Stop Infrastructure Guidelines, May 2009.

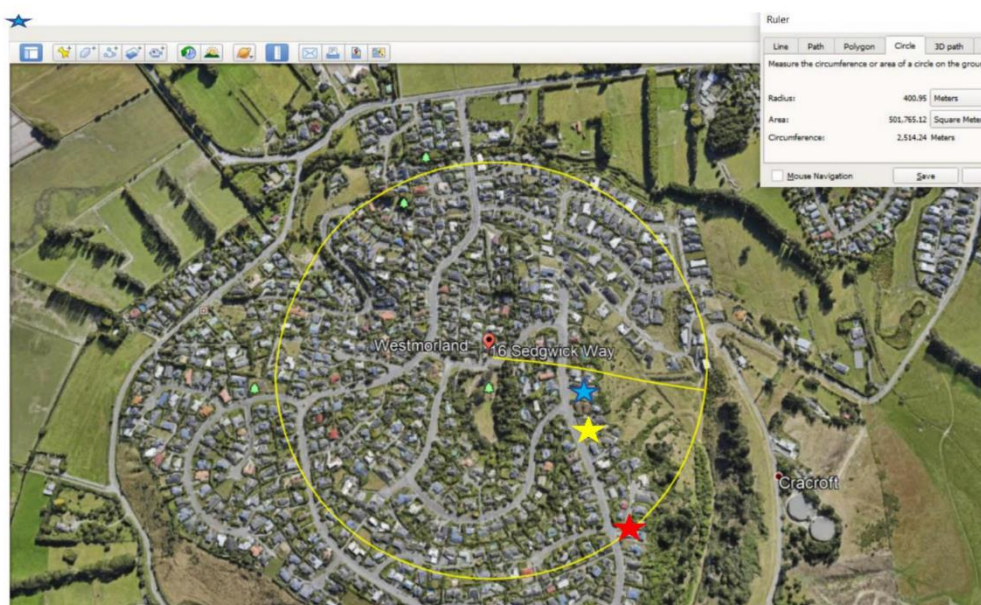
Bus Stop Locations - Catchment Area

The bus stop prior to those proposed (A1 and A2) is at 16 Sedgewick Way, and is relevant to considering the catchment a bus stop serves, and the necessity and spacing of subsequent bus stops. The criteria considered relevant is listed in the CCC guidelines states the following:

- buses stops be located to maximise the population within 400m (5 minute walk) of a stop;
- Where possible locate bus stops near an intersection with a side street to decrease walking distance for bus passengers living on side streets;

In regard to the first bullet point, below Figure 4 shows a 400m radius around the Sedgewick Way bus stop (Yellow circle). What this shows is that this bus stop covers the catchment adequately without the need for the proposed A2 bus stop site (blue star), or the A1 site (yellow star). The bus stop at Sedgewick way covers the area up to Petworth Place. What this picture also shows is that based on the 400m radius, the next stop required beyond Sedgewick Way is the proposed bus stop by Cumbria Lane (B1/B2 – refer Figure 4) represented by the red star.

Figure 4: Catchment Area – Sedgewick Way bus stop – 400m Radius



However, I recognise that the topography of the area means that accessibility may be affected, so I have applied a 200m and 300m radius to account for this, which is overly generous. Refer Figure 5.

¹ Christchurch City Bus Stop Guidelines 01 February 2009

In both scenarios option A2 (63 Ravensdale Rise, refer blue star) falls within the walkable accessible catchment of the Sedgewick Way stop. The A1 site (71 Ravensdale Rise) falls out of the Sedgewick Way catchment area at 200m and sits within it at 300m. The key point here is that in all scenarios, option A2 is not necessary as it falls within the Sedgewick Way catchment for accessibility.

Figure 5: 200 and 300 metre Sedgewick Bus Stop Catchment



In regard to the second bullet point I accept both proposed A1 and A2 sites are near an intersection with a side street to decrease walking distance for bus passengers living on side streets. However, this consideration should be secondary to the first bullet point, with the words 'where possible' being important. The primary consideration is the 400m catchment envelope. The guide notes that studies show that most people will walk around 400m or 5 minutes to a bus stop. The guide does talk about when the 400m radius distance may not be appropriate in regard to walking access and safety, but in this example, there is good footpath access, and it is safe, with street lights.

Distance Between Stops

The following criteria applies:

Distances should be standardised as much as possible, while bearing in mind the other criteria in these guidelines. The following are recommended distances:

- High frequency corridors (<10 min between buses at peaks): 400-500m
- Medium frequency corridors (10-30 min between buses at peaks): 300-400m
- Low frequency corridors (>30 min between buses at peaks) 200-300m

My understanding is that the new 145 route will have a half-hour frequency during peak times and less frequent services off-peak. As such the medium frequency corridor criteria would apply during peak times (between 300-400m). These distances are about providing a balance between access and efficiency.

Below is the distance between the Sedgewick Way stop and proposed bus stop A1 & A2 (Figure 6).

The A2 site is 284m (blue star) from the Sedgewick way site, and A1 (yellow star) site is 350 meters. In terms of the criteria the more appropriate site is A1, at 71 Ravensdale Rise, which falls within the recommended 300 – 400m.

Figure 6: Distance Between Bus Option Sites and previous stop at Sedgewick Way



Topography

The following criteria applies:

- Where possible locate bus stops on a level section of road to maximise accessibility and safety for mobility impaired passengers
- Bus stops on hills may need to be located closer together to allow for reduced walkability. A suggested guideline is to reduce the maximum walk distance of 400m to a bus stop by 10 metres for every 1 metre rise or fall

The A1 and A2 sites both have level sites for access. Refer photos below in Figure 7. Photo 1 is taken looking up the road (taken opposite our site) and shows the proposed A1 (yellow triangle) site. It has a reasonably level gradient, and as Photo 2 shows, the hill gradient rises more at about 79 Ravensdale Rise. Key point is that there is no advantage of our site A2 over A1 on this criteria. Certainly no circumstance exists that would justify in this area bus stops located closer together than the recommended 300 – 400m.

Figure 7: A1 Site (71 Ravensdale Rise)



Safety and Security

The guide recommends to consider the location of existing lighting in selecting bus stops, and that lighting can be expensive to install, so the location of existing lighting should be considered when placing a bus stop. Proposed Bus Stop A1 (71 Ravensdale Rise), already has street lighting in place Refer Figure 8 below. Proposed Bus Stop A2 does not have any existing lighting directly where the bus stop would be.

Figure 8: Street Light at A1 Bus Stop (71 Ravensdale Rise)



Conclusion

After applying the CCC Bus Stop Guidelines, the A1 site is more appropriate due to the following advantages over the A2 site:

- A1 is a more appropriate stop in terms of the catchment guidelines of 400m (5 minute walk) of a stop based on the previous stop at Sedgewick Way, and remains so with a 200 – 300m distance applied;
- A1 is a more appropriate distance between bus stops, being within the 300 – 400m recommended distance;
- Is safer, due to existing lighting.

If Council accepts that a 400m catchment for a stop is appropriate, then neither A1 nor A2 would be necessary, with the next stop after the Sedgewick Way stop being B1 or B2 by Cumbria Lane.

Effects on Privacy and Amenity

In April 2018 we lodged a PIM to give notice of our plans to build on our site (63 Ravensdale Rise). We are looking to lodge building consent in mid to late October and have finalised our design and structural engineering at significant cost. Below are some finalised design drawings to give you context of the building location on the site and its proximity to the road (Figure 9 – 11). Our house has been sited to maximise sun, and minimise building costs by siting the building to reduce earthworks. The house will be reasonably level with the road, being elevated about 0.75 of a metre above ground level at the north west corner. Part of our living area faces the road directly.

Figure 9: Visual of western perspective adjoining Ravensdale Rise



Figure 10 and 11 apply the dimensions for a kerb side bus stop from the CCC Bus Stop Guidelines. This visual gives a perspective of how it will relate to our house. At its closest point it would be 7 meters from the footpath to our living area, and 9.5 metres from the furthest point. Also based on the guideline dimensions, the bus would stop directly outside our front door. So the proximity of the stop will in my view significantly decrease our feeling of privacy and amenity for our family, which I believe landscaping would only partially mitigate, as we don't want to restrict sun into the house or feel like we are caged in.

Attachment J
Item 8

Attachment A
Item 9

Figure 10: Site Plan and Building footprint, and Recommended Bus Stop Dimensions for kerb side bus stops from CCC Bus Stop Guidelines

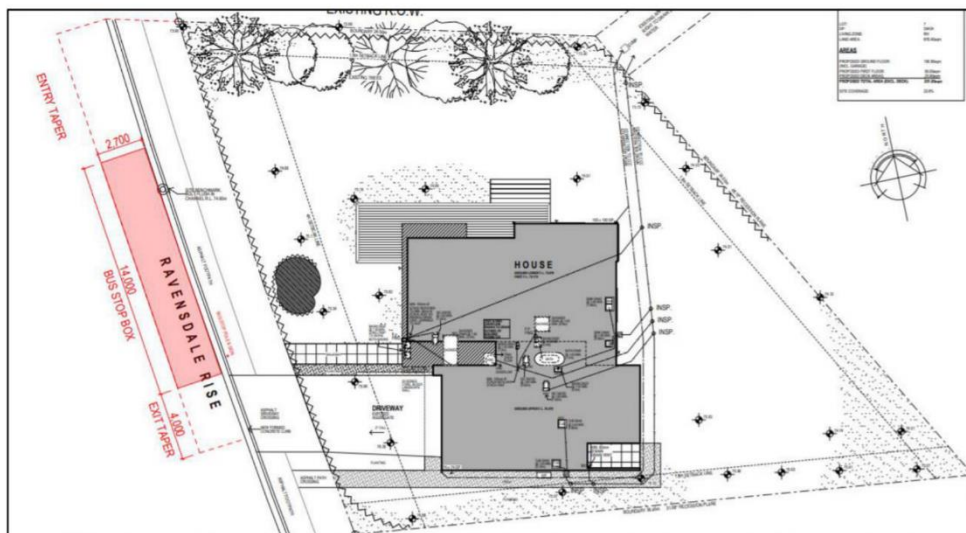
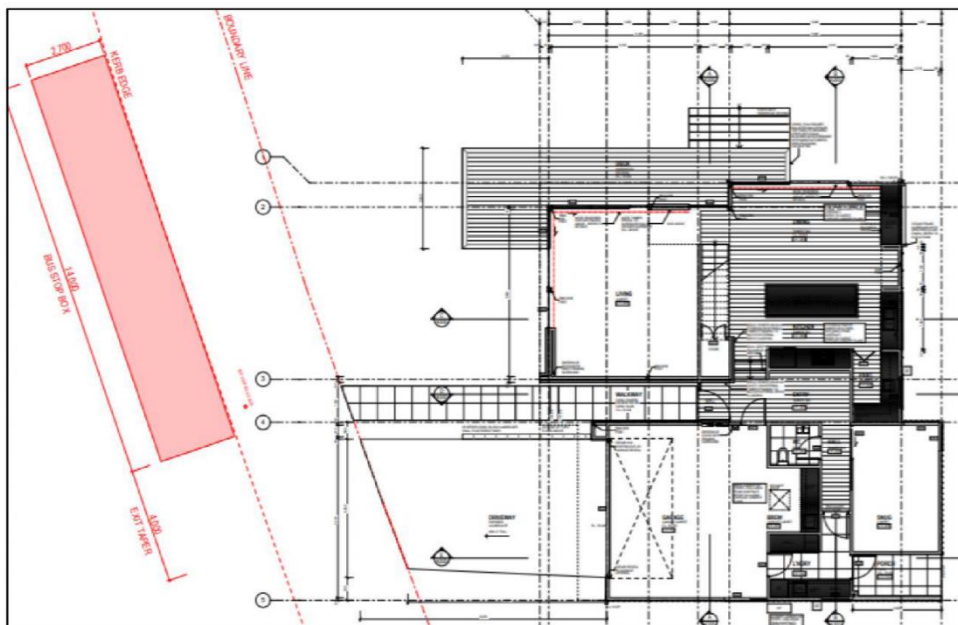


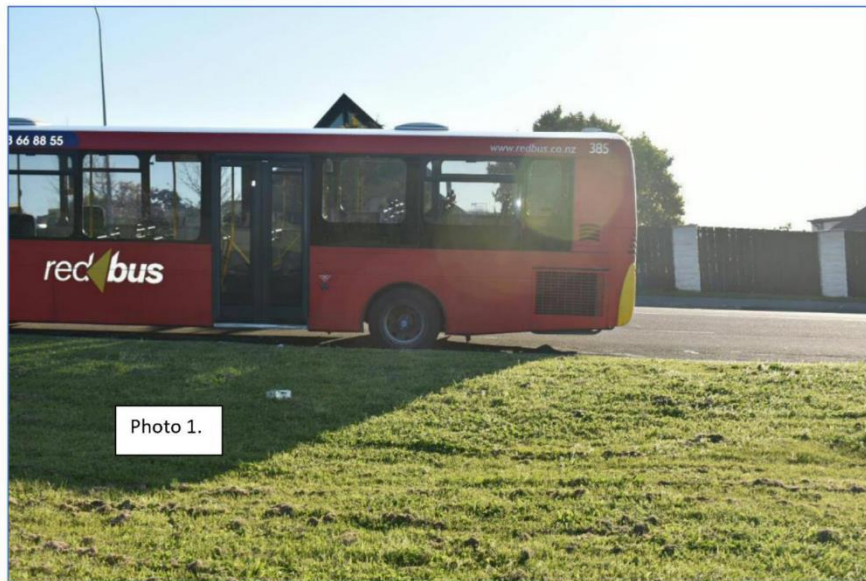
Figure 11: Site Plan and Ground Floor Building footprint, and Recommended Bus Stop Dimensions for kerb side bus stops from CCC Bus Stop Guidelines



Attachment J Item 8
Attachment A Item 9

Below are some photos of the buses parked outside our property. You can see that they are quite dominant when they are parked up. Photo 1 is taken from approximately where our living area windows will be.

Figure 12



Bus Routes Layby Stop

I have asked Ecan about the new route and where the 'layover' will be officially. There is no timetable available yet which shows the starting point. This is really important, as I am sure submitters would like to understand if a bus stop on Ravensdale Rise will result in the existing situation we have now at our site.

The response from an ECAN officer is that the bus stop on Sedgewick Way is the nominal terminus for the new service, but the timetable will be quite tight so buses sitting over should be kept at a minimum after the service is extended around the larger loop.

Lack of Information on Bus Infrastructure

There is a lack of information about infrastructure and marking for the site. Is Council simply talking about a bus stop sign and poll, or are you proposing a bus shelter and yellow marked out bus line. This requires clarification.

Conclusion/Summary/Requested Decision:

I submitted and supported a continued bus route in Westmorland through the ECAN LTP process. I firmly support a good local bus services. But there needs to be robust criteria applied to selecting stops, and in this case I suspect that identification of the A2 site was just an easy target as discussed above.

For the reasons above we OPPOSE the proposed bus stop A2 and will vigorously defend our position beyond this process. The reasons we oppose are:

1. Council has not provided sufficient robust analysis and evidence of the appropriateness of the A2 site under Section 82A and 77 of the Local Government Act. Council must provide an analysis of the reasonably practicable options and assess the options advantages and disadvantages.
2. There is not sufficient information on the exact nature and extent of the infrastructure proposed at the bus stop;
3. Our privacy, amenity and wellbeing will be significantly affected by the proposed A2 stop.

In terms of the most appropriate location of a bus stop in terms of the lower Ravensdale Rise area, after applying the CCC Bus Stop Guidelines, we Submit and Request that the A1 site is more appropriate due to the following advantages over the A2 site:

- A1 is a more appropriate stop in terms of the catchment guidelines of 400m (5 minute walk) of a stop based on the previous stop at Sedgewick Way, and remains so with a 200 – 300m catchment distance applied;
- A1 is a more appropriate distance between bus stops, being within the 300 – 400m recommended distance;
- Is safer, due to existing lighting

If Council accepts that 400m catchment for a stop is appropriate, then neither A1 or A2 would be necessary, with the next stop after the Sedgewick Way stop being B1 or B2 by Cumbria Lane.

In terms of the existing situation we would like the kerb and channel fixed and road seal cleaned or resealed so that the kerb and street frontage to our site is returned to the same condition as the other street frontage in the area. We have made ECAN, who procures the services of the buses, aware of the situation, and would like Christchurch City Council and Ecan to work together to remedy the situation.

Thank you for your consideration of our concerns. I do wish to be heard in support of our submission at the Halswell-Hornby-Riccarton Community Board on 16th of October. It would certainly be helpful if an ECAN representative could be available at this meeting to give more detail around the frequency of buses during the day and the times that the bus would operate.

Kindest Regards,

Caroline and Gavin Hutchison

Item 8

Attachment J

Item 9

Attachment A



1 : 500 on A4

Christchurch
City Council

ph: 941-8300 fax: 941-8385

Accuracy not guaranteed. Onsite
verification required. Display of data scale
dependent, full detail available at 1:500.
Client Selected Legend.

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Westmorland Bus Route Extension

Proposed Bus Stop (Penruddock Rise) Option 1

For Board Approval



1 : 500 on A4

Christchurch
City Council

ph: 941-8300 fax: 941-8385

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Westmorland Bus Route Extension

Proposed Bus Stop (Penruddock Rise) Option 2

For Board Approval

10. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - April 2019

Reference: 19/280004

Presenter: Matthew Pratt, Community Governance Manager

1. Purpose of Report

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

2. Staff Recommendations

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

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for April 2019.
2. Receive for record purposes, the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board's Submissions Committee meeting held on 19 March 2019 to complete a Board submission on the Christchurch City Council's Draft Annual Plan 2019-20.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

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

3.1.2 **Withdrawal of Agenda Item re Proposed Road Name - 473 Yaldhurst Road - Hornby Ward**

At its meeting on 27 November 2018, the Board considered a report titled *Proposed Road Name - 473 Yaldhurst Road - Hornby Ward*.

The purpose of the report was to consider and approve the proposed road name in a local subdivision and consequently, readdress Lot 22 properties in the subdivision.

The Board resolved inter alia, "*That the matter of the proposed road naming at 473 Yaldhurst Road be left to lie on the table...*"

As set out in the report, the New Zealand Transport Agency planned to close the access for Lot 22 property owners from Yaldhurst Road, resulting in new access arrangements for property owners and in turn, a requirement for the re-addressing of the east-west running Lot 22 properties and the north-south running properties.

The report stated that "*Road naming and re-addressing needs to be completed by 30 November 2018 so that these properties have a legible address and to ensure that essential services such as mail delivery, are maintained once the existing access is closed by NZTA.*"

Following the Board's decision to defer the report, and the subsequent closure of the access from Yaldhurst Road for the Lot 22 property owners, re-addressing occurred for the east-west running Lot 22 properties and the north-south running properties; all of which are now addressed to George Noble Road.

Given that the readdressing of the properties has taken place, the report made to the Board on 27 November 2018 has been withdrawn pursuant to Standing Order 6.8 (Withdrawal of agenda item).

A new report proposing road names for unnamed roads in the subdivision will come to the Board for consideration in due time.

3.2 Board area Consultations/Engagement/Submission opportunities

3.2.1 Proposed Roydon Quarry - Update

The resource consent applications earlier lodged by Fulton Hogan Ltd for the proposed Roydon Quarry in Yaldhurst were publicly notified by the Selwyn District Council and Environment Canterbury (ECan) on 6 April 2019.

Submissions close on Thursday 6 June 2019.

Janette Dovey, Independent Planning Consultant, has been appointed by the Council's as the 'Friend of the Submitter'.

She is available to advise people on the process for lodging submissions, and how they might present their views in a submission.

Contact details for this service are via the Selwyn District Council on 03 3472889 or email friendofsubmitter@selwyn.govt.nz

Further information on this service is also provided on ECan's website at quarrymail@ecan.govt.nz

The Waipuna/Halswell-Hornby- Riccarton Community Board is continuing to progress the preparation of its submission on the applications in accordance with the delegated authority given by the Christchurch City Council.

3.3 Draft Annual Plan 2019-20

3.3.1 Submissions Committee – Meeting Minutes of 19 March 2019

Presented for record purposes (refer **Attachment A**) are the minutes of the Board's Submissions Committee meeting held on 19 March 2019 to prepare and complete the Board's submission to the Council on the Draft Annual Plan 2019-20.

3.4 Board Reporting

3.4.1 Board members are invited through the issued weekly meetings schedule, to forward to local staff, any items they would like highlighted for inclusion in the Board's monthly Newsletter, Newline releases and the monthly report to the Council.

3.5 Youth Development Funding

- 3.5.1 At a Board Workshop on funding held on 26 March 2019, members present agreed to trial on-line decision making regarding applications made to its Youth Development Fund. The same administration procedures used for the Board's Off the Ground Fund are being applied.
- 3.5.2 This process revision is to enable the more efficient and timely processing of decisions by the Board on these small grant allocations.
- 3.5.3 The Youth Development Fund scheme criteria remains unchanged with individuals/groups still required to complete and lodge an application.
- 3.5.4 Details of the decisions made by Board members will be reported back to the Board for record purposes in the monthly Area Report.

4. Community Board Plan – Update against Outcomes

- 4.1 A summary is provided of the measures recorded against the Outcomes and Priorities contained in the Community Board Plan 2017-19 as at 9 April 2019 (refer **Attachment B**).

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

5.1.1 Clarence/Dilworth Reserve – Picnic Table

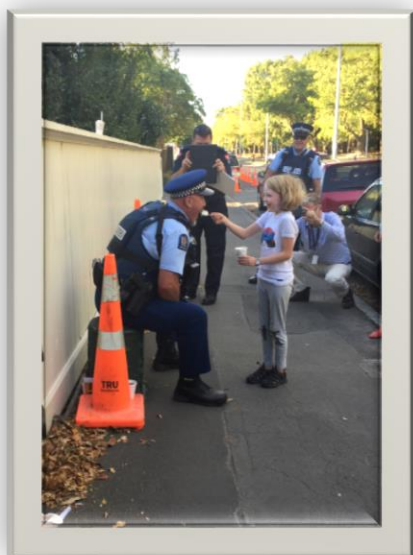
The picnic table funded by the Community Board, has been installed at the Clarence/Dilworth Reserve.



5.2 Other partnerships with the community and organisations

5.2.1 Deans Avenue Drop-Ins

Staff have attended a number of drop-in sessions in the Deans Avenue area in collaboration with the City Mission and the New Zealand Fire Service. These have taken the form of connecting with neighbours over a barbecue, coffee, baking and/or ice-creams.



The Deans Avenue Precinct Society's Annual General Meeting in mid-April 2019 was preceded by their usual community conversation.

This year's conversation took the opportunity of allowing residents the space to take stock of the events of 15 March 2019 as it has affected them.

An independent facilitator was used to give all residents the opportunity to participate in the conversation.

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

6.1 Women's Exercise Classes

Sport Canterbury has initiated a project targeted at refugee and migrant women providing an accessible weekly exercise class and a platform to connect and generate networks and friendships.

The project is a result of research conducted by Sport Canterbury and Christchurch Resettlement Services looking to establish more opportunities for refugee and migrant women to exercise in a safe, friendly and segregated environment. The women's exercises classes will be aimed at providing a fun and safe place to exercise and a chance to meet and mix with other women living in Christchurch. Riccarton was chosen as a location as there was a high number of refugee and migrant women residing in that ward area, so it would make it accessible to as many people as possible.

The Women's Exercise Classes will be launched on Saturday 18 May 2019 from 11am at Riccarton High School and will continue from the 25 May at Riccarton Baptist Church.

6.2 **25th Anniversary – Community Patrol**

Staff have been assisting the Hornby Community Patrol and three other city patrols to prepare for their 25th Anniversary celebrations to be held on Tuesday 18 June 2019 at 2pm at The Atrium, Hagley Avenue.

6.3 **Events - Report Back**

6.3.1 **Sockburn Park Community Fun Day**

The Sockburn Community Fun Day was held on Sunday 24 March 2019 at Sockburn Park.

Around 600 people enjoyed a range of activities including slippery slide, three-legged sack and egg and spoon races and an Easter egg scramble.

Delivered by the Westside Community Trust, the event brought together over 15 different local organisations who provided entertainment, free food and information displays as well as providing lots of prizes.



6.3.2 Community Pride Garden Awards 2019

The Board-hosted function for the Halswell-Hornby-Riccarton Community Pride Garden Awards 2019 was successfully held on Monday 18 March 2019 at Riccarton Park.

It was a very well attended occasion with 122 certificates being issued by Board members.

Guest speakers were Ron Andrew, President, Christchurch Beautifying Association, and Dr Antony Shadbolt, Biodiversity Team Leader, Christchurch City Council.

Trees for Canterbury generously contributed plants to make the event special for the award recipients.

Certificates were subsequently forwarded to those recipients unable to attend.

6.3.3 New Zealand Community Boards' Conference 2019 - Award

At the New Zealand Community Boards' Conference 2019, held from 11 to 13 April 2019 in New Plymouth, the Waipuna/Halswell-Hornby-Riccarton Community Board was awarded the New Zealand Community Boards' Executive Committee Best Practice Award for Excellence in Engaging with your Community.

The category was for initiatives in which Community Boards have taken an innovative approach to consultation and engagement. The award-winning initiative submitted was for The Halswell Junior Council.

The Halswell Junior Council was initiated by Councillor Anne Galloway in March 2018 and involved three local schools; Oaklands School, Aidanfield Christian School and Seven Oaks School.

The Project began as a means to connect with young people in the area and as an opportunity to teach civics and participation at a local level. The Junior Council group identified and discussed issues that were relevant to them and, over a period of a year, identified solutions and proposed three projects that they could initiate themselves.

The projects included making a deputation to the Community Board about traffic speed and safety from a child's perspective; addressing child safety outside Aidanfield School; and creating a clean plastic-free environment in a local park.



6.3.4 Ngā Puna Wai Sports Hub - Planting Afternoon

Around 50 people came together for a planting afternoon at Ngā Puna Wai on Friday 12 March 2019. The group was made up of Council and Sport Canterbury staff and volunteers from the sports clubs for whom Ngā Puna Wai is now their home.

Around 1,500 perennials were planted on the embankments of the new Rugby League field to complete the last section of the sports hub and draw this stage of the project to a close.



6.3.5 Kidsfest

Kidsfest is a two week festival to be held from 6 to 20 of July 2019, designed especially for children up to thirteen years of age.

Applications to be part of the festival are now closed, and the team is finalising the hundreds of events which will entertain children and families over the July school holiday period.

7. Updates from Other Units

Parks Unit

Winter sports turf maintenance was undertaken this month.

The Meteorological Office has predicted cool to warm temperatures ranging from the low to high teens, with increasing rainfall.

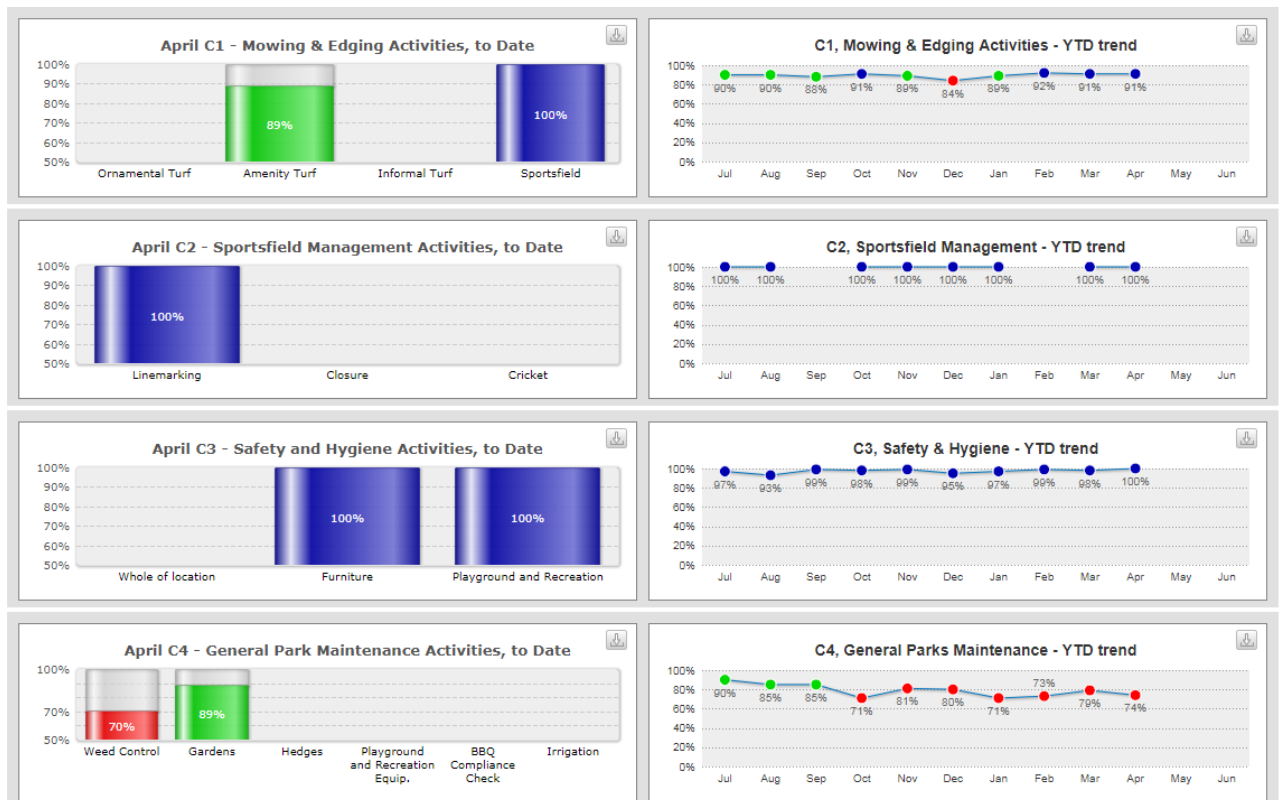
At this time of year, it is typical that growth rates decrease. As there has been differing weather patterns in the last 12 months, this cannot be entirely counted on.

Contract key performance: Delta

April 2019

Quality: 89 per cent

Breakdown of KPI scores by activity



Item 10

Current Maintenance Programme

Scheduled Parks Maintenance Programme for April 2019

Activity	Frequency per month
Ornamental Mowing	2
Amenity Mowing	2
Informal Mowing	1
Winter Sport Mowing	5
Winter Cricket Block Maintenance	2
Winter Sport Line Marking	3
Chemical Weed Control	1
Ornamental Garden Maintenance	2
BBQ Clean	4
Drinking Fountain Clean	4

Scheduled Parks Maintenance Programme for May 2019

Activity	Frequency per month
Ornamental Mowing	2
Amenity Mowing	2
Informal Mowing	0
Winter Sport Mowing	4
Winter Cricket Block Maintenance	2
Winter Sport Line Marking	3
Chemical Weed Control	1
Ornamental Garden Maintenance	2
BBQ Clean	2
Drinking Fountain Clean	4

Kyle Park

Parks staff are meeting with potential contractors to gain pricings on a future maintenance plan. This is in relation to the fenced off area that is already under a mowing regime. This work will include the removal and use of mulch located behind the velodrome which has been of recent concern to the community.

Council staff were on site on 29 March 2019 and conducted extra line trimming of the vegetation that runs along the railway fencing/boundary.

Carrs Road - Gate/Road Closure

Parks staff are currently working in conjunction with the Road/Transport Unit on a solution to the ongoing dumping related issues. Thea area continues to be monitored and actions taken arising from any new tickets received.

Upper Riccarton Playground

The old playground equipment on the Yaldhurst Road frontage has now been removed due to health and safety concerns.

The area has been re-sown with grass and will soon be available for access by the public.



Shands Reserve

Parks staff are working with the Council's Alcohol Licensing Team to improve education and enforcement of the local alcohol ban areas, including Shands Reserve.

Signage will be placed both outside and inside the reserve. The New Zealand Police will be informed of the changes which will aid the policing of the ban.

The below image shows the location of double sided signage to be placed.



8. Community Board Funding Update

- 8.1 For the Board's information, a summary is provided (refer **Attachment C**) on the status of the Board's 2018-19 Funding as at April 2019.
- 8.2 The End of Project Summary from the Waipuna/Halswell-Hornby-Riccarton Community Board Strengthening Communities Fund 2017/18 has been completed.

All recipient groups have returned their accountability reports and are eligible for future funding. The full document is available for viewing by members in the Hub.

Attachments

No.	Title	Page
A ↓	Waipuna/Halswell-Hornby-Riccarton Community Board Submissions Committee -19 March 2019 Meeting Minutes	132
B ↓	Waipuna/Halswell-Hornby-Riccarton Community Board Plan 2017-2019 - Measuring Progress Against Outcomes and Priorities	139
C ↓	Waipuna/Halswell-Hornby-Riccarton Community Board Funding Update - April 2019	148

Signatories

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



Halswell-Hornby-Riccarton Community Board Submissions Committee OPEN MINUTES

Date: Tuesday 19 March 2019
Time: 4pm
Venue: Koaro Room, Te Hāpua: Halswell Centre
341 Halswell Road

Present

Chairperson	Debbie Mora
Deputy Chairperson	Ross McFarlane
Members	Helen Broughton
	Mike Mora

19 March 2019

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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matthew.pratt@ccc.govt.nz
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Halswell-Hornby-Riccarton Community Board Submissions
Committee
19 March 2019



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

At the commencement of the meeting, Committee members observed a short period of silence as a mark of respect to the victims of the tragic events in Christchurch on 15 March 2019.

1. Apologies

Committee Resolved HRSC/2019/00001

That the apologies for absence received from Catherine Chu and Natalie Bryden, be accepted.

Mike Mora/Ross McFarlane

Carried

2. Declarations of Interest

There were no declarations of interest recorded.

Suspension of Standing Orders

Committee Resolved HRSC/2019/00002

That pursuant to Standing Orders 3.5 (Temporarily Suspension of Standing Orders), the following Standing Orders be suspended to enable informal discussion regarding Agenda Item 3:

- 17.5 Members may speak only once;
- 17.6 Limits on number of speakers;
- 18.1 General procedure for speaking and moving motions.

Debbie Mora/Ross McFarlane

Carried

3. Christchurch City Council Draft Annual Plan 2019-20 - Board Submission

The purpose of the meeting was for the Submissions Committee to formulate on the Board's behalf, a submission on the Council's Draft Annual Plan 2019-20.

The Committee reviewed the following documentation:

- Draft Annual Plan 2019-20
- Consultation Document – 'Our Draft Annual Plan'
- Council/Community Boards Draft Annual Plan 2019-20 Workshop on 4 December 2018 – Board Comments
- Waipuna/Halswell-Hornby-Riccarton Community Board – Submission on the Draft Long Term Plan 2018-28
- Council Long Term Plan 2018-28 – Capital Works Programme by Ward

**Halswell-Hornby-Riccarton Community Board Submissions
Committee
19 March 2019**



Arising from its considerations, the Committee finalised the completion of the **attached** submission on behalf of the Board.

Resumption of Standing Orders

Committee Resolved HRSC/2019/00003

That the Standing Orders as suspended above, be resumed.

Mike Mora/Ross McFarlane

Carried

Committee Resolved HRSC/2019/00004

Part C

The Waipuna/Halswell-Hornby-Riccarton Community Board Submissions Committee resolved:

1. That the Board's submission on the Christchurch City Council Draft Annual Plan 2019-2020 be adopted.
2. To note that given the consultation timetable, the Submissions Committee has exercised its delegated authority to complete and lodge a submission on behalf of the Board.

Debbie Mora/Helen Broughton

Carried

Meeting concluded at 5.40pm

CONFIRMED THIS 29TH DAY OF MARCH 2019



**DEBBIE MORA
CHAIRPERSON**

Halswell-Hornby-Riccarton Community Board Submissions
Committee
19 March 2019



SUBMISSION TO: Christchurch City Council

ON: Draft Annual Plan 2019-2020

BY: Waipuna/Halswell-Hornby-Riccarton Community Board

CONTACT: Mike Mora
Chairperson
C/- PO Box 73045
CHRISTCHURCH 8025

Phone: 03 941 6501
Email: peter.dow@ccc.govt.nz

1. INTRODUCTION

The Waipuna/Halswell-Hornby-Riccarton Community Board (the Board) appreciates the opportunity to make this submission on the Council's Draft Annual Plan 2019-20.

The Board **wishes to be heard** in support of its submission.

2. SUBMISSION

The Board does not have any direct savings or swaps to offer up in relation to those projects contained in the proposed capital programme, as set out on pages 43 to 68 inclusive of the Draft Plan.

The Board is indeed very appreciative that the Draft Annual Plan is proposing to retain key projects of importance to local communities across the Halswell, Hornby and Riccarton wards.

As such, the Board does request that the Council keep the full capital programme as consulted on, when adopting its Annual Plan for 2019-20.

Bradshaw Terrace

The sole exception to the above though is the Board's understanding that the kerb and channel renewal for Bradshaw Terrace is no longer in the remaining second and third years of the current capital programme.

The Board records its extreme disappointment about this, especially given that on 26 June 2018 in response to a media enquiry, the Council publicly advised that the renewal package included Bradshaw Terrace which would be undertaken in the years 2019-20 and 2020-21.

The Board reiterates its viewpoint communicated to the Council last year that such assurances which were relied upon by both the Board and the local community at the time, have now seemingly changed through the removal of Bradshaw Terrace from the renewal programme for at least the next four to six years.

Halswell-Hornby-Riccarton Community Board Submissions
Committee
19 March 2019



The Board submits that given its history of deferment and ongoing delay, Bradshaw Terrace should be assessed as a special case for reinstatement back into the programme for completion in the financial years previously communicated by the Council in June 2018.

The Board also understands that arising from last year's Long Term Plan, Bradshaw Terrace will be part of the programme proposed for the Capital Acceleration Fund for roading improvements in the Riccarton area.

The Board seeks an assurance that this will be the case.

Major Cycle Routes (MCR)

The Board records its appreciation on the extent of the scheduled MCR programme proposed for completion in the Halswell, Hornby and Riccarton wards over the next three years.

Flood Protection

The Board acknowledges the extensive land drainage programme (page 46) on budget to occur in the south west areas of the city through until 2021-22.

On a related matter, the Board notes the mention made in the Draft Plan on page 6 regarding the proposed land drainage retention basin maintenance allocation of \$0.45 million towards the costs of mowing and maintenance of the storm water reserves in residential areas, previously unbudgeted.

Given the extent of the proposed flood protection works in the south west, the Board does ask the question whether this maintenance amount is sufficient to meet the extent of the programmed expansion of these new land drainage assets, a number of which are to be located adjacent to new housing areas.

Rates

The Board acknowledges the attention given by the Council to the proposed level of rate increase across all ratepayers of 4.96 per cent compared with the projected figure of 5.5 per cent.

Additionally, the Board comments as follows.

• **Residential**

The Board supports the Council's approach of increasing the Uniform Annual General Charge and the waste minimisation rate and believes that both should be adjusted annually in line with inflation.

Halswell-Hornby-Riccarton Community Board Submissions
Committee
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The Board notes in the documentation the charts showing the rates changes for 2019-20 compared to 2018-2019 and that these are helpful to the reader.

The Board has a view that the Council and the media have tended in the past to focus on the rates impacts on the 'median' house, however it is important to acknowledge also the impacts on an 'above median' house.

In its submissions made in previous years, the Board did provide information to show the compounding effects of annual rate increases on an above median property.

- **Targeted Rates**

The Board fully supports the Akaroa community's desire for a new health centre for Akaroa.

While noting that separate consultation is to occur on the possible introduction of a new Akaroa Community Health Trust Targeted Rate, the Board is disappointed that this approach has had to be taken when in its view, the provision of core health facilities is the responsibility of central government agencies.

- **Remote Rural Rate Policy**

The Board wishes to again reinforce that the application of the "Remote Rural Rate" remains inequitable.

The present policy requires a subjective interpretation by Council staff when a property by property review is required.

The Board accepts the pragmatic approach that this will remain as a work in progress, with a comprehensive review to be undertaken for change as part of the Long Term Plan in 2021.

Halswell Swimming Pool – Operating Hours

At its meeting on 14 February 2019, the Council inter alia, resolved *'to approve a trial of extended summer operating hours for the Halswell Swimming Pool should the Waipuna/Halswell-Hornby-Riccarton Community Board allocate funds for this purpose in the 2019-20 financial year.'*

While the Board has yet to formally make a decision on funding a trial, it does ask that if this proves to be a success that the Council consider adjusting this associated operational change in service, in its future budgets.

Former Sockburn Service Centre Site – Building Demolitions

The Board received information from Council staff in November 2018 advising that in the next immediate years there was insufficient operational funding available to undertake the full demolition of all buildings on this large site.

Halswell-Hornby-Riccarton Community Board Submissions
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Board members continue to receive adverse feedback from some in the community about the ongoing presence and poor state of these derelict buildings.

The Board therefore requests that the Council further address this budget gap so that the affected buildings can be removed as soon as possible.

M. Mora

Mike Mora
Chairperson

WAIPUNA/HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD

29 March 2019

HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD PLAN 2017-2019 MEASURING PROGRESS AGAINST OUTCOMES AND PRIORITIES

1 July 2017 – 9 April 2019

1. Strong Communities

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

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

Our Board Priorities are to:

Community

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

Community Board Engagement

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

Social Wellbeing

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

Measure	Board Activities - Progress made
1.16 Providing funding to support leadership, diversity, neighbourhood connectivity and community contributions.	<u>On-going</u> – All priorities are considered when Strengthening Communities, Discretionary Response Fund, Youth Development Fund and Off The Ground funds are allocated. Specific Board projects also include Summer with Your Neighbours, Ward Enhancement Projects, Culture Galore, ANZAC Day 2018 Local Events Expenses, Leadership Day 2018 and Community Board Promotional Material.

	<ul style="list-style-type: none"> • Discretionary Response Fund – 30 applications received and decided on in 2017-2018 • Discretionary Response Fund – 24 applications received and decided on from 2018-2019 to date • Strengthening Communities Fund – 51 applications for the 2017-2018 funding round • Strengthening Communities Fund – 33 applications for the 2018-2019 funding round to date • Youth Development Fund - 40 applications received and decided on in 2017-2018 • Youth Development Fund - 41 applications received and decided on in 2018-2019 to date • Off the Ground Fund – six applications received and decided on in 2017-2018 • Off the Ground Fund – three applications received and decided on in 2018-2019 to date • Local Response Fund – one application received and decided on in 2018-2019 to date.
1.17 Providing funding to support initiatives that develop strong communities.	<u>On-going</u> – All priorities are considered when Strengthening Communities, Discretionary Response Fund, Youth Development Fund and Off The Ground funds are allocated to the community. Board projects also include Summer with Your Neighbours, Ward Enhancement Projects, Culture Galore, ANZAC Day 2018 Local Events Expenses, Leadership Day 2018 and Community Board Promotional Material.
1.18 Providing effective representation on outside organisations.	<u>22 November 2016</u> – Ongoing contributions are being made including to Priorities 1.10 and 1.11 with member's appointments to represent the Board on outside organisation for the term 2016-2019. <u>19 June 2018</u> - Priority 1.8, 1.11 was considered when recognising approving representatives to the Greater Hornby Residents' Association.
1.19 Continuing to meet with schools, residents' associations and other community organisations.	<u>On-going</u> - Attendance at network meetings, residents' association meetings and other meetings as they arise.
1.20 Decisions made arising from consultations are processed and implemented.	<u>6 July 2018</u> – Priority 1.10, 1.11 was considered when the Hearings Committee report was approved regarding the Denton Park Management Plan and Part Reservation Classification.
1.21 Advocating and supporting the Strong Communities Priorities as issues and opportunities arise.	<u>On-going</u> - Attendance at network meetings, residents' association meetings and other meetings as they arise. <u>On-going</u> – Received correspondence and hear deputations and public forum presentations from community groups and residents on their issues and the work they are carrying out. In relevant instances referred matters raised to staff for consideration and response. <u>15 May 2018</u> - Priority 1.8 was considered when granting the lease of Paterson House to the Conservation Volunteers NZ. <u>19 June 2018</u> - Priority 1.8, 1.11 was considered when recognising the Greater Hornby Residents' Association. <u>27 November 2018</u> – Priority 1.8, 1.13, 1.14 and 1.15 was considered when approving plans for an extension of the Model Engineers Train Shed.

	26 March 2019 – Priority 1.4, 1.6, 1.8, 1.15 was considered when setting up the Local Response Fund to the Shooting Incident in March 2019.
1.22 The Board continuing to be an active submitter to the Council on its Annual and Long Term Plans and other matters of importance to the community.	<p><u>March 2018</u> - The Board was involved in hosting community 'drop-in' sessions on the Draft Long Term Plan 2018-2028 in the three wards during March 2018, and the preparation of a Board submission to the Council.</p> <p><u>17 August 2018</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Brothels Bylaw 2013, Cemeteries Bylaw 2013 and Public Places Bylaw 2008.</p> <p><u>22 August 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Alcohol Restrictions in Public Places Bylaw 2008 and Freedom Camping Bylaw 2015 – Akaroa.</p> <p><u>31 October 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Draft Heritage Strategy 2019-2029.</p> <p><u>19 March 2019</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Draft Annual Plan 2019-20.</p>
2. Liveable City Outcomes for the Halswell-Hornby-Riccarton Community Board area: <ul style="list-style-type: none"> 2.1 Residents feel safe in their communities and neighbourhoods. 2.2 Residents have ready access to parks and greenspace for recreational facilities and activities. 2.3 The cultural, natural and built heritage is acknowledged, valued and enhanced. 2.4 Children are provided with fun and safe environments. 2.5 Community facilities are provided that meet the needs of communities. 2.6 A safe, efficient and sustainable transport and local roading network. <p>Our Board Priorities are to:</p> <p><u>Roading and Transport</u></p> <ul style="list-style-type: none"> 2.7 Work with schools and community groups to ensure safe crossings and road networks near schools and along key transit routes. 2.8 Support public transport and cycling initiatives that promote increased usage. <p><u>Planning</u></p> <ul style="list-style-type: none"> 2.9 Advocate for improvements to parks, greenspace and recreational facilities. 2.10 Advocate for the protection of the quality of residential living. 2.11 Monitor the issues of green field subdivisions and increasing intensification across the ward. 2.12 Advocate for the community facing the challenges of growth. 2.13 Advocate and make decisions on effective traffic management measures that contribute to meeting the needs and connectivity of local communities. 2.14 Monitor planning issues and support community concerns through appropriate channels. <p><u>Community Facilities and Playgrounds</u></p> <ul style="list-style-type: none"> 2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community. 2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities. 	

2.17	Ensure that usage of Council facilities is being optimised.
2.18	Advocate for the provision of quality playgrounds throughout the wards.
<u>Heritage</u>	
2.19	Support and advocate for the enhancement and protection of local heritage assets.
Measures	Board Activities - Progress made
2.20 Advocating for the scheduled completion of the Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre in accordance with the Council's Long Term Plan.	<p>12 September 2017 – Priority 2.15 and 2.16 fulfilled when providing Board input into the Riccarton Community Centre – Concept Design.</p> <p>28 November 2017 – Priority 2.15 and 2.16 achieved when recommending to the Council the commencement of the consultation process for a part changes in reserve classification and the Management Plan for Denton Park.</p> <p>6 July 2018 – Priority 2.9, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16 was considered when the Hearings Committee report was approved regarding the Denton Park Management Plan and Part Reservation Classification.</p>
2.21 Advocating and supporting the Liveable City Priorities as issues and opportunities arise.	<p><u>On-going</u> – The approval of new roads and reserves naming in the wards that generally reflects the history of the area being developed.</p> <p><u>On-going</u> – Heard from deputations given by individuals and community groups on speed, traffic noise and parking issues in the ward and referral of matters raised to staff for consideration and response.</p> <p><u>25 July 2017</u> – Priority 2.13 was considered when approving Proposed No Stopping Restrictions at various local locations.</p> <p><u>8 August 2017</u> – Priority 2.7 and 2.13 was considered when approving South Hornby School Proposed School Speed Zone, Kea Crossing and P3 Parking and Restrictions.</p> <p><u>22 August 2017</u> – Priority 2.7, 2.11 and 2.13 was considered when approving Augustine Drive/Halswell Road Intersection Improvements.</p> <p><u>22 August 2017</u> - Priority 2.13 was considered when approving Acheron Drive – Proposed Loading Zone Extensions.</p> <p><u>12 September 2017</u> – Priority 2.9 was considered when approving Nga Puna Wai Sports Hub and Wigram Basin Extension – Landscape Plans.</p> <p><u>12 September 2017</u> – Priority 2.7, 2.8, 2.9 and 2.13 was considered when approving Sparks Road at Halswell Road Intersection – New Footpath.</p> <p><u>10 October 2017</u> – Priority 2.7, 2.8 and 2.13 was considered when approving Aidanfield Drive – Aidanfield Christian School – Proposed School Speed Zone.</p> <p><u>14 November 2018</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving Proposed No Stopping Restrictions at various local locations</p> <p><u>14 November 2017</u> – Priority 2.7 and 2.8 was considered when approving the various provision of Bus Stops in various local locations.</p>

	<p><u>28 November 2017</u> – Priority 2.8 and 2.13 was considered when deciding on the removal of Redundant Bus Stops.</p> <p><u>12 December 2017</u> – Priority 2.7, 2.8 and 2.13 was considered when approving the Proposed Bus Stop in Rotherham Street, Proposed Bus Passenger Shelter Installations and Bus Stop Line Marking Remediation and Provision of Layover Bus Stop on Corsair Drive South of the Runway.</p> <p><u>30 January 2018</u> – Priority 2.13 and 2.14 was considered regarding the Halswell Junction Road Extension Project.</p> <p><u>30 January 2018</u> – Priority 2.7, 2.8 and 2.13 was considered when approving the Wigram Bus Stop and Intersection Sightline Improvements and the Skyhawk Road provision of bus stops.</p> <p><u>13 February 2018</u> – Priority 2.10, 2.12, 2.13 and 2.14 was considered when approving No Stopping Restrictions on Cashmere Road.</p> <p><u>13 February 2018</u> – Priority 2.10, 2.11, 2.12 and 2.13 was considered with the Proposed Angled Parking Changes in Ayr Street.</p> <p><u>13 March 2018</u> – Priority 2.9 and 2.18 was considered when allocating the Annual Plan funding provision for local playground equipment towards upgrading Sockburn Park.</p> <p><u>13 March 2018</u> – Priority 2.9, 2.10, 2.14 and 2.16 was considered when allocating the Annual Plan provision for safety lighting towards the completion of the public toilet at Harrington Park.</p> <p><u>24 April 2018</u> – Priority 2.9 was considered when regarding the electricity easement of Aidanfield Reserve.</p> <p><u>15 May 2018</u> - Priority 2.9, 2.17, 2.19 was considered when granting the lease of Paterson House to the Conservation Volunteers NZ.</p> <p><u>15 May 2018</u> - Priority 2.9, 2.10 was considered when approving the public toilet and landscape plan for Harrington Park.</p> <p><u>29 May 2018</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving Proposed No Stopping Restrictions at Rubicon Place, Freyberg Avenue and Tower Street.</p> <p><u>19 June 2018</u> - Priority 2.10, 2.12, 2.13 and 2.14 was considered when approving level crossing approaches.</p> <p><u>19 June 2018</u> – Priority 2.7, 2.10, 2.12, 2.13 and 2.14 was considered when approving proposed speed limit changes on Buchanans Road.</p> <p><u>10 July 2018</u> - Priority 2.10, 2.11, 2.12, 2.14 was considered when reviewing the Council Property list to be retained in the ward.</p> <p><u>10 July 2018</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving proposed parking restrictions at various local locations.</p> <p><u>24 July 2018</u> - Priority 2.7, 2.10, 2.12, 2.13 and 2.14 was considered when approving existing heavy vehicle restrictions at various local locations.</p>
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	<p><u>24 July 2018</u> – Priority 2.7, 2.8, 2.10, 2.12, 2.13 and 2.14 was considered when approving proposed pathways in Longhurst to West Halswell School.</p> <p><u>14 August 2018</u> – Priority 2.17 was considered when approving the demolition of the Sockburn Service Centre and Testing Station Building.</p> <p><u>11 September</u> – Priority 2.16, 2.17 was considered when approving the lease for the Christchurch Woodturners Association at Auburn Reserve.</p> <p><u>11 September</u> – Priority 2.7 and 2.8 was considered when approving the installation of a bus shelter on Clarence Street.</p> <p><u>11 September 2018</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving proposed parking restrictions in various locations.</p> <p><u>22 September 2018</u> – Priority 2.10 and 2.12 was considered when declining the remove 22 oak trees in Villa Grove.</p> <p><u>16 October 2018</u> – Priority 2.7, 2.8, 2.10, 2.12, 2.13 and 2.14 was considered when accepting proposed bus stop changes in Westmorland.</p> <p><u>30 October 2018</u> – Priority 2.7, 2.10, 2.12, 2.13 and 2.14 was considered when approving proposed speed limit changes in the Templeton area.</p> <p><u>30 October 2018</u> - Priority 2.7, 2.10, 2.12, 2.13 and 2.14 was considered when approving no U-turn restrictions on Blenheim/Annex Road and Main South Road.</p> <p><u>13 November 2018</u> - Priority 2.7, 2.10, 2.12, 2.13 and 2.14 was considered when approving Knights Stream and Longhurst speed limit changes.</p> <p><u>27 November 2018</u> – Priority 2.9 was considered when approving plans for an extension of the Model Engineers Train Shed.</p> <p><u>27 November 2018</u> - Priority 2.7, 2.8 and 2.13 was considered when approving the Main South Road bus stop relocation.</p> <p><u>27 November 2018</u> - Priority 2.8, 2.12 and 2.13 was considered when approving Halswell Unction Road/Nicholls Road, proposed intersection improvements.</p> <p><u>27 November 2018</u> – Priority 2.7, 2.8, 2.10, 2.12, 2.13 and 2.14 was considered when approving traffic calming solutions for Knights Stream School.</p> <p><u>27 November 2018</u> – Priority 2.7, 2.8, 2.10, 2.12, 2.13 and 2.14 was considered when approving traffic calming solutions for Wigram Primary School.</p> <p><u>5 December 2018</u> – Priority 2.9, 2.15 and 2.16 was considered when approving Kyle Park as the preferred location for the new Hornby Library, Customer Services and the South West Leisure Centre.</p> <p><u>29 January 2019</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving proposed P10 parking restrictions for Hayton Road.</p> <p><u>13 February 2019</u> – Priority 2.7, 2.8, 2.10 and 2.13 was considered when approving proposed intersection control in Knights Stream Park and Longhurst.</p>
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	<p><u>26 February 2019</u> – Priority 2.9, 2.15 and 2.16 was considered when approving the Reserve Act processes for the new Hornby Library, Customer Services and the South West Leisure Centre.</p> <p><u>12 March 2019</u> - Priority 2.9, 2.10 was considered when approving the landscape plan for West Broken Run Reserve.</p> <p><u>9 April 2019</u> – Priority 2.9, 2.10, 2.14 was considered when declining the request to remove trees in Villa Grove.</p> <p><u>9 April 2019</u> – Priority 2.7, 2.9, 2.11, 2.12 was considered when approving the south car park plan in Halswell Domain.</p> <p><u>9 April 2019</u> – Priority 2.7, 2.8, 2.10, 2.12, 2.13, 2.14 was considered when approving the Aidanfield Drive parking changes outside Aidanfield School.</p>
2.22 The Board continuing to be an active submitter to the Council on its Annual and Long Term Plans and other matters of importance to the community such as planning and environmental issues.	<p><u>6 September 2017</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Proposed Traffic and Parking Bylaw 2017.</p> <p><u>6 September 2017</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Proposed Stock on Roads Bylaw 2017</p> <p><u>6 September 2017</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Proposed General Bylaw 2017.</p> <p><u>March 2018</u> - The Board was involved in hosting community 'drop-in' sessions on the Draft Long Term Plan 2018-28 in the three wards during March 2018, and the preparation of a Board submission to the Council.</p> <p><u>17 August 2018</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Brothels Bylaw 2013, Cemeteries Bylaw 2013 and Public Places Bylaw 2008.</p> <p><u>22 August 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Alcohol Restrictions in Public Places Bylaw 2008 and Freedom Camping Bylaw 2015 – Akaroa.</p> <p><u>31 October 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Draft Suburban Parking Policy, Earthquake Prone Buildings, and Proposed Lincoln Road and Moorhouse Avenue Bus Priority Improvements.</p> <p><u>19 March 2019</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Draft Annual Plan 2019-20.</p>
<p>3. Healthy Environment</p> <p>Outcomes for the Halswell-Hornby-Riccarton Community Board area:</p> <p>3.1 A commitment to protect and improve the local environment.</p> <p>3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.</p> <p>Our Board Priorities are to:</p> <p>3.3 Support and advocate to maintain clean drinking water and high standards of air quality.</p>	

3.4	Monitor pollution issues, quarrying effects and compliance of consents.	
3.5	Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.	
3.6	Monitor and respond on parks and tree issues raised by the community.	
3.7	Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.	
3.8	Support and advocate for initiatives aimed at addressing climate change.	
Measures		Board Activities - Progress made
3.9	The funding of new and replacement planting projects and enhancements across the wards.	<u>On-going</u> – The Community Board Ward Enhancement Fund enables the implementation of projects that enhance communities that are outside of the Long Term Plan.
3.10	Existing community gardens are maintained and/or increased in number across the wards.	<u>On-going</u> – Heard deputations from individuals and community organisations on community gardens in the area. In relevant cases referred matters raised to staff for consideration and response.
3.11	Advocating and supporting the Healthy Environment Priorities as issues and opportunities arise.	<u>12 September 2017</u> – Priority 3.6 considered when declining Rempstone Drive – Request for Trees Removal. <u>13 February 2018</u> – Priority 3.6 considered when approving the removal and replacement of trees at Sutherlands/Hoon Hay and Sparks Road Stormwater Basins. <u>13 March 2018</u> – Priority 3.6 and 3.7 was considered when approving the landscape place for the Wilmers Basin and Owaka Awatea Corridor. <u>19 June 2018</u> - Priority 3.6 was considered when approving the removal of trees in Eastman Wetland and Sutherlands Basin. <u>17 August 2018</u> – The Board will prepare Submissions on Councils reviews of the Cemeteries Bylaw 2013 and Public Places Bylaw 2008. <u>22 August 2018</u> - The Board will prepare Submissions on Councils reviews of the Freedom Camping Bylaw 2015 – Akaroa.
3.12	The Board continuing to be an active submitter to the Council on its Annual and Long-term Plans and other matters of importance to the community such as planning and environmental issues.	<u>March 2018</u> - The Board was involved in hosting community 'drop-in' sessions on the Draft Long Term Plan 2018-28 in the three wards during March 2018, and the preparation of a Board submission to the Council. <u>17 August 2018</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Brothels Bylaw 2013, Cemeteries Bylaw 2013 and Public Places Bylaw 2008. <u>22 August 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Alcohol Restrictions in Public Places Bylaw 2008 and Freedom Camping Bylaw 2015 – Akaroa. <u>19 March 2019</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Draft Annual Plan 2019-20.
4. Prosperous Economy		
Outcomes for the Halswell-Hornby-Riccarton Community Board area		
4.1	Strong local business communities.	
4.2	An environment where innovative projects are trialled and supported.	

4.3	Has a strong social enterprise sector.	
Our Board Priorities are to:		
4.4	Continue to liaise with local business networks.	
4.5	Support initiatives that promote a wide range of innovative practices.	
4.6	Foster social enterprise initiatives.	
4.7	Advocate for Council rate increases to be kept as low as possible.	
4.8	Support the provision of more affordable and social housing.	
Measures		Board Activities - Progress made
4.9	Attending and contributing at local business network forums and meetings.	<u>On-going</u> – Board members attendance at local business network meetings and assisting social enterprise activities in the ward
4.10	Funding support for innovative local projects.	<u>On-going</u> – Priorities 4.5 and 4.6 considered when Strengthening Communities, Discretionary Response Fund, Youth Development Fund and Off The Ground funds are allocated.
4.11	Advocating and supporting the Prosperous Economy Priorities as issues and opportunities arise.	<u>On-going</u> – Received correspondence and heard deputations from individuals and business owners on their concerns in the community regarding the Riccarton Road upgrade. In relevant cases referred matters to staff for consideration and response. <u>17 August 2018</u> – The Board will prepare Submissions on Councils reviews of the Brothels Bylaw 2013, Cemeteries Bylaw 2013 and Public Places Bylaw 2008. <u>22 August 2018</u> - The Board will prepare Submissions on Councils reviews of the Alcohol Restrictions in Public Places Bylaw 2008 and Freedom Camping Bylaw 2015 – Akaroa.
4.12	The Board continuing to be an active submitter to the Council on its Annual and Long Term Plans and other matters of importance to the community.	<u>March 2018</u> - The Board was involved in hosting community 'drop-in' sessions on the Draft Long Term Plan 2018-28 in the three wards during March 2018, and the preparation of a Board submission to the Council. <u>17 August 2018</u> – The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Brothels Bylaw 2013, Cemeteries Bylaw 2013 and Public Places Bylaw 2008. <u>22 August 2018</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the review of the Alcohol Restrictions in Public Places Bylaw 2008 and Freedom Camping Bylaw 2015 – Akaroa. <u>19 March 2019</u> - The Board (via its Submissions Committee) made a submission to the Christchurch City Council on the Draft Annual Plan 2019-20.

	Waipuna/Halswell-Hornby-Riccarton Community Board Funding 2018-19		
2018-19	Discretionary Response Fund	Allocated	Funds Remaining
	Discretionary Response Fund Carryover	\$8,939	
	2018/19 Allocation	\$167,383	
	Shape your place took kit	\$1,500	
	Refund of Grant - Hornby Croquet Club	\$1,589	
	Total Amount	\$179,411	
19-Jun	Allocation to 2018-19 Youth Development Fund	\$17,000	
19-Jun	Allocation to 2018-19 Off the Ground Fund	\$1,200	
24-Jul	Halswell-Hornby-Riccarton Community Board towards the costs of the installation of a three-phase power distribution box for Harrington Park toilets	\$9,950	
28-Aug	Board Bid - Anzac Day 2019 local event expenses	\$1,500	
28-Aug	Board Bid - Culture Galore 2019 Event	\$12,000	
28-Aug	Board Bid - Summer with Your Neighbours/Neighbourhood Week Events	\$1,500	
28-Aug	Board Bid - Ward Enhancement Projects	\$5,000	
28-Aug	Central Riccarton Residents' Association towards costs associated with support and community involvement in the Central Riccarton area.	\$500	
28-Aug	Deans Avenue Precinct Society towards its Neighbourly Neighbourhood initiatives	\$1,000	
28-Aug	Church Corner Toy Library towards the librarian/co-ordinator wages	\$3,000	
28-Aug	Halswell Toy Library towards wages	\$3,000	
28-Aug	Hornby Toy Library towards wages	\$3,000	
28-Aug	Board Bid - Community Board promotional material	\$1,000	
28-Aug	Halswell Residents' Association towards administration costs, ANZAC Commemorations and community engagement expenses	\$3,000	
28-Aug	Our Lady of Victories School towards their Year Eight cultural excursion to Wellington	\$1,000	
28-Aug	South Christchurch Christian Community Trust towards the costs of delivering Carols@Westlake.	\$2,000	
28-Aug	Templeton Residents' Association towards their Community Day and administration expenses.	\$2,600	
28-Aug	Westmorland Residents' Association towards the annual resident's picnic	\$750	
11-Sep	Hei Hei Broomfield Community Development Trust towards the Council Resource Consents for relocating a building on to 126 Hei Hei Road.	\$6,000	
11-Sep	Riccarton High School towards assisting eight kapahaka students support their speaker at Ngā Manu Kōrero competition in Gisborne.	\$800	
16-Oct	2018 Neighbourhood Week	\$2,900	
30-Oct	Allocation to 2018-19 Off the Ground Fund	\$1,500	
27-Nov	Allocation to 2018-19 Youth Development Fund	\$10,000	

27-Nov	Community Development Trust towards the costs of delivering the Hornby Hoops event	\$1,892	
11-Dec	Halswell Hall Incorporated towards the interior repainting of the Hall	\$2,000	
11-Dec	Wigram Primary School towards the installation of a junior climbing frame	\$5,000	
29-Jan	Chinese Joyful Club towards its Older Adults Programme	\$1,200	
29-Jan	Halswell-Hornby-Riccarton Community Board towards the purchase and installation of a picnic table at the Clarence Reserve in Riccarton	\$7,000	
29-Jan	Hornby Rugby Football Club towards the purchase of 20 pairs of junior shorts for its 2019 season	\$500	
13-Feb	Community Development Trust towards the venue hire of Hei Hei Community Centre	\$2,388	
13-Feb	Knights Stream School towards a tunnel house	\$4,032	
26-Feb	Acorn Trust towards the installation of a defibrillator for the Halswell MenzShed	\$1,000	
12-Mar	SHARP Trust towards the Halswell After-School Programme	\$5,000	
26-Mar	Local Response Fund	\$10,000	
9-Apr	Westmorland Residents' Association towards CCTV Cameras	\$1,248	
		\$131,460	\$47,951
2018-19	Youth Development Fund	Allocated	Funds Remaining
19-Jun	Allocation from 2018-19 Discretionary Response Fund	\$17,000	
27-Nov	Allocation from 2018-19 Discretionary Response Fund	\$10,000	
18-Jan	Return of unspent funds - Hornby High School towards Schick Southern Secondary Schools Basketball Tournament in Ashburton.	\$571	
	Total Amount	\$27,571	
24-Jul	St Thomas of Canterbury College - two students to compete in the Under 15 Rugby tour in Japan	\$500	
24-Jul	Tom Mackintosh towards representing New Zealand in the Under 23s World Rowing Championships in Poland	\$500	
24-Jul	Davina Waddy towards representing New Zealand in the Under 23s World Rowing Championships in Poland	\$500	
24-Jul	Jessika Rowe towards representing New Zealand in the Under 20 Mixed Touch World Cup 2018 in Malaysia	\$500	
24-Jul	Angus Gilbert towards representing New Zealand in the Junior World Rowing Championships in the Czech Republic	\$500	
14-Aug	Peni Junior Iva towards participating in the New Zealand Secondary Schools Rugby League Tournament in Auckland	\$100	
14-Aug	St Thomas of Canterbury College - 25 students towards participating in the New Zealand Secondary Schools Rugby League in Auckland	\$1,700	
14-Aug	Villa Maria College - 9 students towards participating in the Big Sing Finale in Wellington	\$900	
14-Aug	Harry McLeod towards participating in the 2019 Aspiring Leaders Forum in Wellington	\$300	

28-Aug	Hornby High School - towards 21 students competing in the Schick Southern Secondary Schools Basketball Tournament in Ashburton.	\$2,560	
28-Aug	Emily Austin towards participating in the Secondary Schools Netball Tournament in Dunedin.	\$500	
11-Sep	Ashleigh O'Neill towards participating in the National Rhythmic Gymnastics Championships in Tauranga.	\$300	
25-Sep	Brianna Greaves towards competing in the 2019 Pee Wee International Friendship Ice Hockey Tournament in Japan	\$500	
25-Sep	Molly Brown towards competing in the Showcase Australian Dance Championships in Australia	\$500	
25-Sep	Ferrymead Bays Football Club on behalf of Daniel Metherell and Reuben Harrison to compete in the South Island Football Tournament in Dunedin	\$600	
16-Oct	Cashmere Croquet Club on behalf of Myles Duggan and James Duggan towards competing in the New Zealand Under 21 Golf Croquet Championships in Matamata	\$600	
16-Oct	Lucina Pearce towards competing in the 2018 National Gymnastics Championships in Tauranga	\$300	
16-Oct	Elle-Roze Ilkiw towards competing in the 2018 National Gymnastics Championships in Tauranga	\$300	
30-Oct	Catherine Boyle towards the research trip in Beijing, China	\$500	
30-Oct	Anna Lee School of Dane on behalf of Keisha Jones, Shinlan Wang and Bridget Egan towards performing in the She Shines On Dance Tour in New York	\$1,500	
13-Nov	Zak Osborne towards World Challenge Trip to Cambodia and Thailand	\$500	
13-Nov	Oaklands School towards Charlie Barnes, Keisha Byrne, Madison McKenzie and Thomas White competing in the New Zealand Schools Community Problem Solving Competition in Auckland	\$1,200	
13-Nov	Ryder Due towards competing in the South Island Touch Championships in Oamaru	\$245	
27-Nov	Dinuki Karunasekera towards the 2019 United Nations Youth Globalisation Tour to South East Asia	\$500	
27-Nov	Rosa Murray towards attending the Showcase Australian National Dance Competition in Australia	\$500	
27-Nov	Luke White towards competing in the National Age Group Tournament in Wellington	\$300	
11-Dec	Amy Bachelor towards representing New Zealand at the 2019 Special Olympics World Summer Games in Abu Dhabi	\$750	
29-Jan	Jack Robin towards attending the Valencia CF 2019 Football Tour in Spain	\$500	
29-Jan	Aditi Sharma towards attending the Vex Robotics National Competition in Auckland	\$190	
29-Jan	Alisha Sangwan towards attending the Vex Robotics National Competition in Auckland	\$190	
29-Jan	Aarya Advilkar towards attending the Vex Robotics National Competition in Auckland	\$190	
26-Feb	Tim Marshall towards attending the Global China Connection Summit in Washington DC	\$500	

12-Mar	Anna Taylor towards competing in an International Gymnastics Tour	\$500	
26-Mar	Jox Blue Blades Rowing Society Inc on behalf of Luke Mangels, Josh Kelly, Nick Dravitzki and Cameron Anisey towards competing in the Maadi Cup, Rowing Championships at Lake Karapiro	\$1,200	
9-Apr	Jessica Swan towards attending the Global Young Leaders Conference in Washington DC	\$500	
9-Apr	Kahu Day-Brown towards competing at the Australasian Championships in Brisbane	\$500	
9-Apr	Makaia Day-Brown towards competing at the Australasian Championships in Brisbane	\$500	
9-Apr	Naia Elisara towards competing at the 2019 Little League International Asia-Pacific Qualifier in Jakarta, Indonesia	\$500	
9-Apr	Tyrisa Elisara towards competing at the 2019 Little League International Asia-Pacific Qualifier in Jakarta, Indonesia	\$500	
9-Apr	Burnside High School (Hailey Clark) towards participation at the Spirit of Adventure Trust Year 10 Trophy Voyage 782C in Auckland	\$300	
9-Apr	Michelle Goodman towards attending the New Zealand Outward Bound Course in Malborough Sounds	\$300	
10-Apr	Milla Harper towards attending the Global Youth Ambassador Programme in China	\$500	
16-Apr	Frances Liebert towards attending the World Future Problem Solving Conference in Massachusetts, USA.	\$500	
16-Apr	Hugh Ryan towards attending the World Future Problem Solving Conference in Massachusetts, USA.	\$500	
		\$25,525	\$2,046
2018-19	Off the Ground Fund	Allocated	Funds Remaining
19/06/2018	Allocation from 2018-19 Discretionary Response Fund	\$1,200	
30/10/2018	Allocation from 2018-19 Discretionary Response Fund	\$1,500	
	Total Amount	\$2,700	
4/09/2018	Oaklands School for costs towards a Clean-up project at Westlake Park	\$343	
18/09/2018	Nerida Britten for costs towards a Community Produce Stand on Middleton Road	\$400	
18/10/2018	Robert Flavell for costs towards holding a BBQ in the playground on the corner of Wales Street and Shamrock Place	\$150	
18/02/2019	Food Resilience Network for costs towards running a community event on food resilience in Wigram	\$400	
15/04/2019	Sport Canterbury towards a launch event to promote Women's Exercise Classes	\$400	
		\$1,693	\$1,007

2018-19	Local Response Fund	Allocated	Funds Remaining
26/03/2019	Allocation from 2018-19 Discretionary Response Fund	\$10,000	
	Total Amount	\$10,000	
5/04/2019	University of Canterbury Muslim Students Association (UCMUSA) towards self defence lessons for female students	\$1,000	
10/04/2019	Deans Avenue Precinct Society towards providing Community Conversation Facilitation	\$1,000	
15/04/2019	University of Canterbury Muslim Students Association (UCMUSA) towards an Arthurs Pass Retreat for Muslim youth	\$1,000	
		\$3,000	\$7,000

11. Elected Members' Information Exchange

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.