

**Waipuna**  
**Halswell-Hornby-Riccarton Community Board**  
**MINUTES ATTACHMENTS**

---

**Date:** Tuesday 4 February 2020  
**Time:** 4pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

---

<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>6.1 Petition - Colligan Street</b>	
A. Janet Mansell - Petition.....	3
B. Janet Mansell - Presentation .....	8
<b>4.3 Sharon Lee</b>	
A. Sharon Lee - Presentation.....	11
<b>4.1 Public Forum - Jadon Dance</b>	
A. Jadon Dance - Presentation.....	26
<b>4.2 Prebbleton Community Association</b>	
A. Prebbleton Community Association - Presentation.....	27
<b>4.4 Greater Hornby Residents' Association</b>	
A. Greater Hornby Residents' Association - Presentation.....	32
<b>5.1 Deputations by Appointment - Pam Brathwaite - Ilam Road/Middleton Road/Riccarton Road Intersection – Safety Improvements</b>	
A. Pam Brathwaite - Presentation .....	34
<b>5.2 Deputations by Appointment - Dianne Downward - Ilam Road/Middleton Road/Riccarton Road Intersection - Safety Improvements</b>	
A. Dianne Downward - Presentation .....	36

---



Colligan St  
Upper Riccarton

20 January 2020

Dear Members of the Halswell-Hornby-Riccarton Community Board

Please find attached my petition regarding the proposed no stopping restrictions in Colligan Street.

As the owner of the house at 32 Colligan St, I was not notified of the proposed stopping restriction until after the decision had been made. Residents outside the driveway at the end are also impacted by this change because of limited parking in the rest of the street, given the high density of dwellings in this street.

The Homeowners within the driveway at the end of Colligan St had been notified and have

1. Contacted Council requesting that the restriction be limited to the 2 parks on the fence that forms part of the Boundary of the Amber Kiwi Holiday Park.
2. Have collaborated to ensure that this parking area is free for the rubbish truck to turn on rubbish Collection Days. The rubbish truck driver has noticed the change in parking behaviour since these residents were notified of the proposed change.

Please can you note on the map that we live at the head of a small cul de sac which has 10 houses on the driveway at the end and then 15 dwellings between there and the corner. As this area is close to the University, a significant number of students live on the street. The street gets very congested already at time without the loss of these car parks.

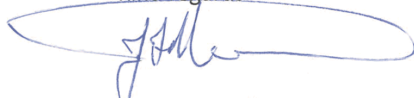
CCC has adopted a policy to increase housing density in inner Christchurch. Care needs to be taken to ensure that no unreasonable restrictions to parking are put in place. It seems unreasonable to instigate a 5 days parking restriction when the purpose of the restriction is to enable the rubbish truck to turn around easily on rubbish collection days.

This petition requests that the Council hear our plea and put in place a one-day restriction at the exact point required by the truck. This street is only used for parking by residents. Residents are aware of what day rubbish collection is scheduled to take place. A one-day restriction should be easily able to be enforced.

We ask this, not just for ourselves but also for other streets that may face the same situation.

Surely there must be a way to make this work. Please allow us to be a hospitable community that has capacity to offer parking for visitors, and others who require it in all but the busiest days of the year.

Kind regards






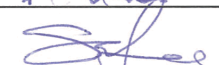
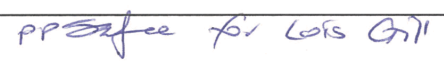




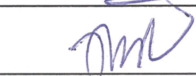
Janet Mansell





## Petition to Christchurch City Council re Proposed No Stopping Zone in Colligan St

- That Christchurch City Council reconsider its plan to put stopping lines around the turning circle at the end of Colligan St from Monday to Friday until 6pm. This proposal seems excessive given that the purpose for this change is to enable the rubbish trucks to turn around more easily. This upper end of the cul de sac provides access for a large number of residents so the loss of this parking would be problematic. The following residents of Colligan Street ask that a notice be placed on the fence adjacent to the holiday park requesting no Parking on Rubbish Collection days only from 6.00 am until 3.00 pm as a more appropriate solution for this problem.

Name	St No.	Ph Number	Email Address	Signature
Janet Mansell				
Craig Lupton				
Peggy Lindner				
Sharon Lee				
Braden Lee				
Lois Gill				
Kathryn Lee				
Mandy Sedze				
Fidelis Sedze				
Sivamusharavishankar				
Ki Ung Wong				

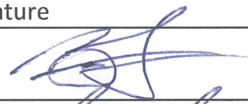
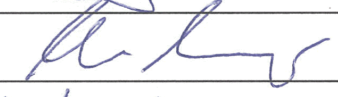
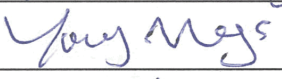
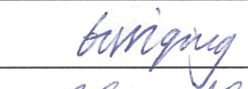
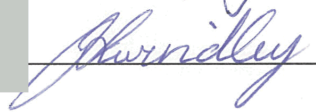
## Petition to Christchurch City Council re Proposed No Stopping Zone in Colligan St

- That Christchurch City Council reconsider its plan to put stopping lines around the turning circle at the end of Colligan St from Monday to Friday until 5pm. This proposal seems excessive given that the purpose for this change is to enable the rubbish trucks to turn around more easily. This upper end of the cul de sac provides access for a large number of residents so the loss of this parking would be problematic. **The following residents of Colligan Street ask that a notice be placed on the fence adjacent to the holiday park requesting no Parking on Rubbish Collection days only from 6.00 am until 3.00 pm as a more appropriate solution for this problem.**

Name	St No.	Ph Number	Email Address	Signature
Y.W. Jung				
A. Hickling				Anita Hickling
D. Hickling				D.R. Hickling
E. Hickling				EH
L. Reich				
S. Reich				S. Reich
S. Susan				Susan
C. S. KODIPPILIARACHCHI				CSK
R Genet				RJ Genet
G Genet				G Genet
O. Itofele				Oleeeee Itofele
A. Bell				

## Petition to Christchurch City Council re Proposed No Stopping Zone in Colligan St

- That Christchurch City Council reconsider its plan to put stopping lines around the turning circle at the end of Colligan St from Monday to Friday until 6pm. This proposal seems excessive given that the purpose for this change is to enable the rubbish trucks to turn around more easily. This upper end of the cul de sac provides access for a large number of residents so the loss of this parking would be problematic. **The following residents of Colligan Street ask that a notice be placed on the fence adjacent to the holiday park requesting no Parking on Rubbish Collection days only from 6.00 am until 3.00 pm as a more appropriate solution for this problem.**

Name	St No.	Ph Number	Email Address	Signature
BRUCE THOMPSON				
Andrew Munnings				
Young Munnings				
GUIQING CHEN				
J Swindley				

## Verbal Submission by Janet Mansell- 32 Colligan St

### Process Issues regarding Colligan St Proposed No Stopping

#### Scope of Consultation too limited- number of households notified

Only people within the lane at the end of the street were consulted- But the top end of Colligan St is short. The amount of parking on the street between the lane and the corner is limited. It is like a concertina- any pressure from either end puts pressure on the bit in the middle.

Households on the street should have been notified- As a resident of 32 Colligan St, I was not along with others on the street

#### Recommendation:

That care be taken to ensure the correct decision is made regarding the impact of a change to ensure that all affected residents have an opportunity to engage in the process.

#### Lack of Clarification regarding how many people were being represented by a submission.

In letter Sharon mentioned neighbours and 'We' but never specified who she represented

In this instance Sharon represented many neighbours who are reasonably recent immigrants some with poor English, and others coming from countries with less community consultation. Neighbours who would therefor never make a personal submission

#### Recommendation

That any time a person contests an issue and uses the word "we" that Council or staff members are then responsible to clarify who "we" is- other members of the household or other members in the neighbourhood. It seems fair that names and street addresses are then provided.

#### Scope of Consultation too limited- number of households notified

Initial proposal was posted to Sharon and Braden Lee as "Homeowners" . It appears that occupiers of rentals within the lane were also not consulted. In this instance it is the occupier who is most impacted.

#### Recommendation

That Occupiers of dwellings are notified for such consultations, not just owners.

#### Range of Options being considered too limited

The Board was presented with only two options

1. Install No Stopping Restrictions 5 days per week 6am to 6pm
2. Do nothing

Recommendation

That the range be broadened to include education before highly punitive options.

Even if not enforceable street signage could be used to regulate this type of parking issue first.



Consider restrictions that minimise impact to residents first, such as One day restrictions only. Include the purpose of the restriction so that residents are able to better handle the few days that rubbish collection takes place that are not standard.



Custom Products Corporatio...  
cpcsigns.com

"Rubbish Collection Day" regarded as non enforceable.

Recommendation

Colligan St is a long cul de sac. No one parks at the upper end of the street unless they are either a resident or visiting a resident. Rubbish bins start being placed on the street by about 6pm the day



before. No one has any excuse in saying that they do not know what day the Rubbish Collection takes place. Use Colligan St to set a precedent for a legal challenge.

Examples of signage that do not specify the actual days.



#### REPORT ON COLLIGAN STREET-PROPOSED NO STOPPING RESTRICTION 4 February 2020

I am Sharon Lee, resident of ■ Colligan Street. I speak on behalf of residents of the shared driveway these carparks are attached to (and were initially part of; refer to appendices 1, 2a and 2b).  
*Appendix 1 is written authority and signatures from these residents that I speak on behalf of now, as I did from October 2019.*

*Appendix 2a 2008 Site Plan we purchased off. Car parks part of shared driveway, 10 households which are not shown in appendix 2b 2019 CCC Plan, nor the sharp corner just up the street. Appendix 3: history of the parks, 2010 CCC Traffic Engineer Paul Forbes email of decision not to install parking restrictions.*

The decision made at the December Community Board meeting was made off a report I believe is incomplete, one-sided, with omitted and misrepresented facts, and in places is inaccurate. *(refer to appendix 6 Report from CCC Traffic Engineer to Community Board with my notations. Especially please note the Advantages and Disadvantages (most notably safety) of both options listed in the report, 7.Community Views and preferences, and the Confirmation of Statutory Compliance section (which was NOT followed).*

The parking issue was treated by CCC Traffic engineer Edwin Tiong as “using a sledgehammer to crack a nut”. *(Refer appendix 5 Email trail between myself and the Traffic Engineer)*. The common-sense approach of education first never occurred. Legislation for a permanent (then multiple days/week) restriction was inflexibly pushed for a 1 day a week occurrence; rubbish collection on a Thursday. Public Holidays falling on a Thursday over the next 10 years are 7 days! 0.01%. My representation of other residents was ignored by the report, despite being stated in my October emails. I was never provided with the “updated plan”/report, nor notified of the date and time of the Community Board meeting where the report was considered despite my submission 25 May 2019 and promises to do both *(appendices 4 and 5)*. We residents are those most affected by the parking restrictions. Not all affected residents received the initial letter of 10 May 2019. *(appendix 4)*.

Last Tuesday I had a constructive phone conversation with the CCC Traffic Engineer now looking after this issue. We spoke about a less rigid proposal of Thursday only parking restrictions (which the Parking Enforcement team are apparently able to police easier than “rubbish collection day”.)  
Semantics!

I therefore request the Community Board rescind their decision from the December 2019 meeting of issuing parking restrictions 5 days a week, to either Thursdays only 6am to 4pm parking restrictions or to leave the matter for us residents to self-police, as we have done so with effect from October 2019.

Thank you for your time and consideration of my presentation.

Appendices: Colligan Street Parking Restrictions Report, Sharon Lee 04 February 2020

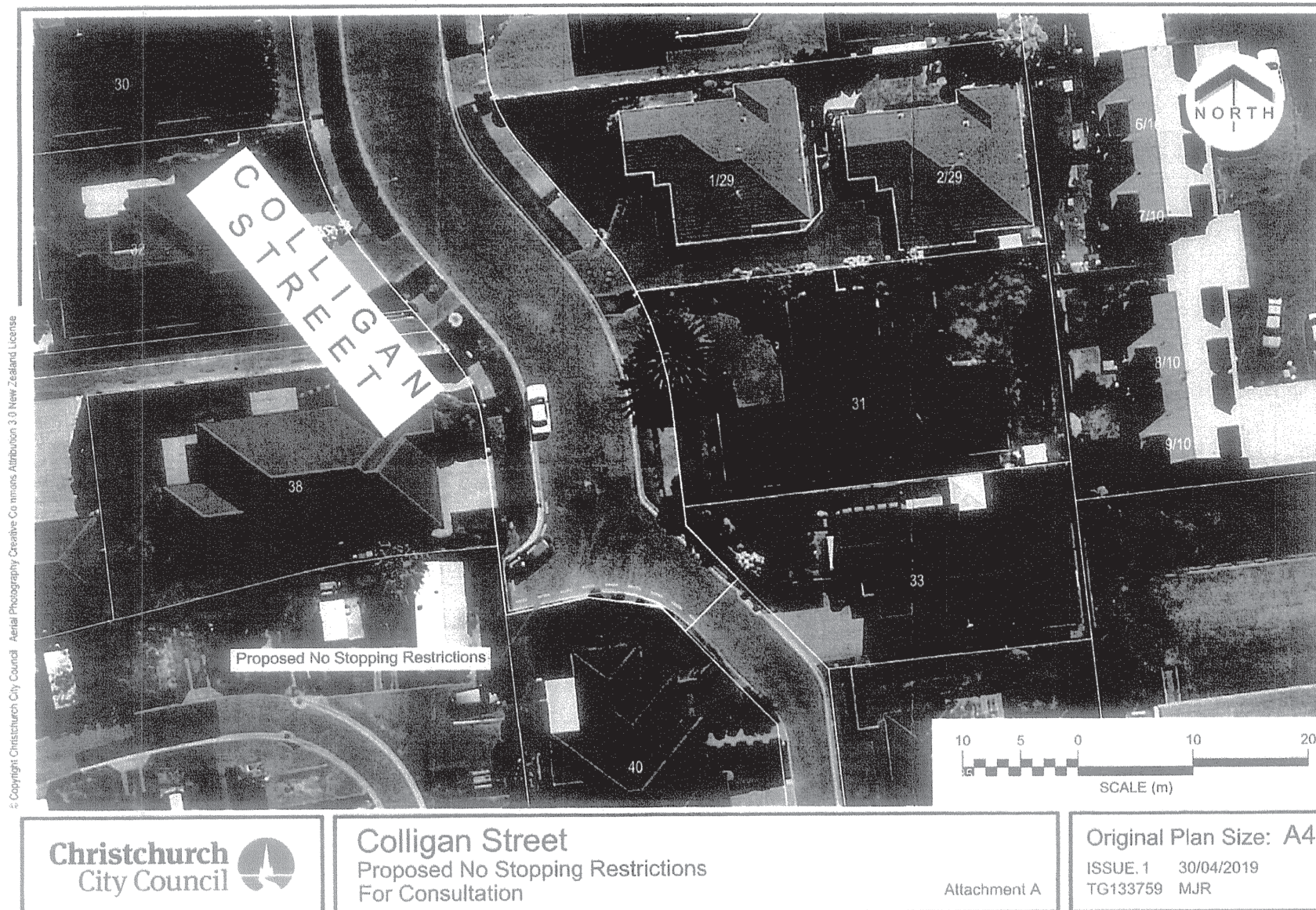
1. Authority to speak on behalf of residents (and confirmation of the same occurring from October 2019).
2. a) Site Plan 2008, 10 house development by Horncastle Homes  
b) Plan 2019 presented from CCC Traffic Engineer (incomplete view of affected area)
3. 2009/2010 CCC Letter about Parking restrictions
4. 10 May 2019 CCC letter re. Parking restrictions
5. Email trail between myself and Edwin Tiong, CCC. Note email 25/05/19 My submission states the great need by residents for the parking spaces, 17/10/19: no copy of updated plan nor report ever sent. 16/10/19 I clearly state I was communicating on behalf of other residents.
6. Report to Halswell, Hornby, Riccarton Community Board by CCC Traffic Engineer. Note my notations highlighting inaccuracies, and incomplete sections
7. 2019 Plan (incomplete view of Colligan Street parking restriction affected households) from CCC report to Community Board.

24 January 2020

I give Sharon Lee (of [redacted] Colligan Street, Upper Riccarton, Christchurch) authority to speak on my behalf against the parking restrictions at the end of our shared driveway in Colligan Street, as I also did from October 2019).

Name	Address	Signature
Sivanushanavi Shankar	[redacted]	
Jared Green	[redacted]	
Greg Luxton	[redacted]	
Ki Ung Wong	[redacted]	
Lois D GILL	[redacted]	
Maudy Sedze	[redacted]	
Andrew Munnings	[redacted]	
ZHE Juliette Sun	[redacted]	
Brooke Lee	[redacted]	







RE: Colligan Street

Forbes, Paul [REDACTED]

Fri 19/02/2010 3:57 PM

To: sharon lee [REDACTED]

Hi Sharon

Thank you for your enquiry.

The request to install no stopping lines initially came to me from the property developers stating that rubbish collection trucks were having problems turning at the end of the street. Following consultation with the public and the rubbish collection contractors I discovered that the rubbish trucks were in fact not experiencing any turning issues and therefore I am no longer intending to install no stopping lines on Colligan Street.

If the situation on Colligan Street changes with the planned future housing development then this may change but at this stage no further action will be taken on my part.

Please don't hesitate to contact me again if you require further clarification on the decision.

Regards

Paul Forbes  
Assistant Traffic Engineer  
Network Operations Team  
Christchurch City Council  
[REDACTED]

---

**From:** sharon lee [REDACTED]  
**Sent:** Friday, 19 February 2010 12:10 pm  
**To:** Forbes, Paul  
**Subject:** Colligan Street

Hello Paul,  
After your letter about No Stopping/Parking Restrictions in our street last year I am curious as to the outcome, and what decision has been made re. it.  
I would appreciate an update if possible please.  
Thankyou.  
Regards  
Sharon Lee

Check on MSN NZ Money for a hand [Feeling the financial pinch?](#)

\*\*\*\*\*  
This electronic email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed.

The views expressed in this message are those of the individual sender and may not necessarily reflect the views of the Christchurch City Council.



10 May 2019


Sharon E & Braden C Lee  
■ Colligan Street  
Upper Riccarton  
Christchurch 8041

Dear Homeowners,

**Colligan Street – Proposed No Stopping Restrictions**

This letter is to inform you of a proposal to install No Stopping restrictions at Colligan Street, as shown on the **attached** plan.

This proposal is at the request of Waste Mangement team. Currently rubbish truck has difficulty turning around when vehicles park at that location. The purpose for installing No Stopping restrictions is to improve turning movement for rubbish truck and emergency vehicles within the cul-de-sac.

Any proposed area of parking restrictions will need to be approved by the Community Board to have legal effect. Please email ■ to put your submission through whether you agree or disagree with the proposal. The end date for submissions will be **7 June 2019**, once all submissions have been received and reviewed a formal report will be prepared for the Community Board. All submitters would be notified of the date and time of the meeting at which the report will be considered by the Board should submitters wish to attend the meeting. 

Yours sincerely



**Edwin Tiong**  
Traffic Engineer  
Traffic Operations  
City Services Transport  
DDI: ■

Civic Offices, 53 Hereford Street, Christchurch, 8011  
PO Box 73010, Christchurch, 8154  
Phone: ■ Facsimile: ■  
Email: ■  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

Re: Colligan Street Proposed "No Stopping" Restriction

sharon lee [REDACTED]

Thu 17/10/2019 1:01 PM

To: Tiong, Edwin [REDACTED]

Edwin,

We are disappointed and frustrated with your heavy handed response. Us residents have made our needs and views clear and you have ignored them.

We will be taking this further.

Regards

Sharon and Braden Lee

Representing residents of Colligan Street.

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "Tiong, Edwin" [REDACTED]

Date: 17/10/19 09:57 (GMT+12:00)

To: sharon lee [REDACTED]

Subject: RE: Colligan Street Proposed "No Stopping" Restriction

Hi Sharon and Braden,

Thank you for your email.

My argument is that the wording 'Rubbish Collection Day' on the signage is only known to the residents in the street, and it may change when a public holiday falls in that week. Visitors have no idea when that day is, so it is difficult to monitor and enforce.

Therefore, going forward I believe signage stating 'No Stopping 6am-6pm Monday-Friday' would remove the confusion. A letter with the updated plan will be sent out to the affected residents shortly.

Let me know if you have further queries.

Kind regards,  
Edwin Tiong  
Traffic Engineer

From: sharon lee [REDACTED]

Sent: Wednesday, 16 October 2019 7:03 PM

To: Tiong, Edwin [REDACTED]

Subject: Re: Colligan Street Proposed "No Stopping" Restriction

Good Evening Edwin,

Thank you for your reply.

After discussing your consideration for signage with our neighbours they wish me to reply and convey to you that our feelings remain the same as I stated in my previous email (of 25 May 2019). We wish the sign to state "NO STOPPING 6am to 6pm on rubbish collection day. Outside these hours parking permitted for residents/visitors of Private Lane ONLY".

As residents we are aware of which day is rubbish collection day, and communicate between ourselves about any variances to this.

A (long term owner/occupier) neighbour has talked with the rubbish truck drivers and they have expressed satisfaction at the usage (and non-usage) of these parks since us residents of the shared driveway have talked amongst ourselves. Our communications have effected the desired awareness and change of parking practice.

As per my May email, residents feel it is heavy handed banning parking outside of rubbish collection days.

Once again we thank you in advance for hopefully providing a well considered, commonsense solution.

Kind Regards  
Sharon and Braden Lee

From: Tiong, Edwin [REDACTED]  
Sent: Monday, 23 September 2019 3:59 PM  
To: sharon lee [REDACTED]  
Subject: RE: Colligan Street Proposed "No Stopping" Restriction

Dear Sharon,

I was considering as to how best to proceed whether to recommend what you have suggested but then it was off my radar. Please accept my apology. I am considering if signage stating 'No Stopping 6am to 6pm Monday to Friday' acceptable by you? The reason is that sometimes it's difficult to identify rubbish collection day, it maybe Friday that you have your rubbish collection day, but if a public holiday fall in that week, then the collection day would shift to other day. If you are happy with the above I will organise for the change.

Thank you!

Kind regards,  
Edwin Tiong  
Traffic Engineer

From: sharon lee [REDACTED]  
Sent: Saturday, 25 May 2019 10:19 PM  
To: Tiong, Edwin [REDACTED]  
Subject: Fw: Colligan Street Proposed "No Stopping" Restriction

Hello Edwin,

On the 13th May residents in our end of the street received the attached letter in our letterboxes.

We strongly DISAGREE with your proposal to permanently put No Stopping Restrictions in place.

What we propose (as I also did back in February 2010 when Paul Forbes last communicated to us on this matter) is a NO STOPPING/ NO PARKING restriction on rubbish days ONLY, (? 6 am to 6 pm).

We certainly support our rubbish contractors having easier access and maneuverability on their collection day. To prohibit parking for 7 days a week when the rubbish trucks only need the area clear one day a week seems heavy handed and unfairly prohibitive.

There has so far been no education or signage and a sign in front of the two parks would be a simple and clear way to communicate. I would have thought that communication (letterbox drop) and signage would have been the obvious first choice for a common sense compromise.

For those of us on our shared driveway/ private lane at the end of Colligan Street parking space is very limited, especially with a couple of properties as rentals with more vehicles per property than owner/occupier households tend to have. So those two parking spaces are well utilised and necessary for us residents and our visitors.

Unfortunately residents/ boarders at number [redacted] Colligan Street (who have their own driveway and road frontage) also frequently use these two parking spaces, so would need the communications on this matter too.

Perhaps signage could state "NO STOPPING 6 am to 6 pm on rubbish collection day. Outside these hours parking permitted for residents/visitors of Private Lane ONLY".

We thank you in advance Edwin for providing what we hope is a well considered, commonsense compromise recommended in your report (to the Community Board), which listens to the points of view from ALL affected parties.

Kind Regards  
Sharon and Braden Lee  
[redacted] Colligan Street  
Upper Riccarton  
Christchurch 8041  
[redacted]

\*\*\*\*\*

This electronic email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed. The views expressed in this message are those of the individual sender and may not necessarily reflect the views of the Christchurch City Council. If you are not the correct recipient of this email please advise the sender and delete.  
Christchurch City Council  
<http://www.ccc.govt.nz>

\*\*\*\*\*

\*\*\*\*\*

This electronic email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed. The views expressed in this message are those of the individual sender and may not necessarily reflect the views of the Christchurch City Council. If you are not the correct recipient of this email please advise the sender and delete.  
Christchurch City Council  
<http://www.ccc.govt.nz>

\*\*\*\*\*



1/28/2020

Mail - sharon lee - Outlook

## 15. Colligan Street - Proposed No Stopping Restrictions

Reference / Te Tohutoro 19/1207259

Presenters / Te Kaiāhoro Barry Hayes, Traffic Engineer

### 1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider options to improve the access for Waste Management's rubbish vehicles using the Colligan Street, Upper Riccarton, cul-de-sac section as proposed in Attachment A.

### 2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 This report is staff generated in response to requests from Waste Management that their trucks are having difficulty turning in the street when vehicles are parked at this location.
- 2.2 These measures have been requested to:
- 2.2.1 Prevent cars parking at the location thereby improving the turning movements for rubbish and emergency vehicles using the short section of cul-de-sac.

### 3. Staff Recommendations / Ngā Tūtohu

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

- 1 Approve that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited between the hours of 6am and 6pm Monday to Friday on that part of Colligan Street as shown as 'Proposed No Stopping 6am to 6pm Monday to Friday' in Plan TG133759 dated 8 October 2019 in Attachment A of the agenda staff 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 1. above
- 3 Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions, are in place

### 4. Key Points / Nga Take Matua

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the Council's Long Term Plan (2018 - 2028)

- 4.2 The following feasible options have been considered:

- Option 1 - Install No Stopping Restrictions (preferred option) *1 Day/week*
- Option 2 - Do Nothing / Education

- 4.3 Option Summary - Advantages and Disadvantages (preferred option)

- 4.3.1 The advantages of this option include:

Improve turning movement for rubbish and emergency vehicles.

- 4.3.2 The disadvantages of this option include:

- Removes approximately two unrestricted car parking spaces.

*Flow an effect of vehicles then parking beside rubbish bins or along street (which is more hazardous as traffic then is reduced to one lane on a corner with poor visibility of oncoming traffic)*

*more of a nuisance*

1/28/2020

Mail - sharon lee - Outlook

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Waste Management has indicated that its rubbish trucks are having difficulty turning around due to vehicles parking in the cul-de-sac section of Colligan Street.

Strategic Alignment / Te Rautaki Tioraro

- 5.2 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.
- 5.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety. *X Decreases road safety as cars find more unsafe parks.*
- 5.4 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 - 2028)

Decision Making Authority / Te Mana Whakatau

- 5.5 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 5.6 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.
- 5.7 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 / Te Aromatawai Whakahirahira

- 5.8 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.9 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision. *X 26 per cent of residents*
- 5.10 The community engagement and consultation outlined in this report reflect the assessment. *X 1 letterbox drop not responsive to residents' points, comments ignored my communications on behalf of other residents*

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install No Stopping Restrictions (preferred option) *Time safety only*
  - Option 2 - Do Nothing
- 6.2 Originally, staff proposed No Stopping At All Times (yellow lines) restrictions but a resident had opposed that proposal, hence the revised no stopping with time and day restrictions now being proposed

Options Descriptions / Ngā Kōwhiringa

- 6.3 Option One: Preferred Option: Install No Stopping Restrictions

6.3.1 Option Description: Install No Stopping restrictions in accordance with Attachment A. *very handied / awkward*

6.3.2 Option Advantages

- Improve turning movement for rubbish truck and emergency vehicles.

1/28/2020

Mail - sharon lee - Outlook

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

6.1 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

6.2 Originally, staff proposed No Stopping At All Times (yellow lines) restrictions but a resident had opposed that proposal, hence the revised no stopping with time and day restrictions now being proposed.

Options Descriptions / Ngā Kōwhiringa

6.3 Option One: Preferred Option: Install No Stopping Restrictions

6.3.1 Option Description: Install No Stopping restrictions in accordance with Attachment A.

6.3.2 Option Advantages

- Improve turning movement for rubbish truck and emergency vehicles.

6.3.3 Option Disadvantages

- Removes approximately two unrestricted car parking spaces.

6.4 Option Two: Do Nothing

6.4.1 Option Description: Do not change traffic management at this location.

6.4.2 Option Advantages - safer as it doesn't push cars to a park near a corner.  
- Supported by adjacent property owner because there is no impact on on-street parking.

6.4.3 Option Disadvantages

- Does not improve turning movements for rubbish and emergency vehicles.

7. Community Views and Preferences / Ngā mariu ā-Hāpori

7.1 Sixteen affected property owners and residents were advised by letter of the original option of the proposed No Stopping At All Times Restrictions (yellow lines). *Not all affected residents received letter box drop*

7.2 One property owner replied in favour of the proposal, and one submission was against the proposal. The submission requested that staff look at no stopping restrictions from 6am to 6pm on Rubbish Collection Day Only.

Staff considered the submission, and upon review, it is difficult to enforce the rubbish collection day, as sometimes it can change to the next day when it falls on a public holiday. *seidon*

In addition, visitors would not know when the rubbish collection day is in the area hence staff are proposing the No Stopping 6am to 6pm Monday to Friday restrictions. *only our visitors as residents can inform them*

7.3 Staff sent the proposal by letter to the sixteen affected property owners and residents. *NOT ALL in English only*

7.4 The Team Leader: Parking Compliance supports the preferred option.

*?why? overkill for 1+5 min period out of a week.*

Item 4.3  
Attachment A

1/28/2020

Mail - sharon lee - Outlook

8. Legal Implications / Ngā Hiraunga ā-Ture

- 8.1 There is a legal context, issue or implication relevant to this decision.
- 8.2 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 outlined in sections 5.5 to 5.7 above.

9. Next Steps / Ngā mahinga ā-muri

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 2	Colligan Street - Proposed No Stopping Restrictions 6am to 6pm Monday to Friday - Plan TG133759 - For Board Approval	111



Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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 / Ngā Kaiwaitohu

Author	Barry Hayes - Traffic Operations
Approved By	Wayne Gallot - Senior Transportation Engineer Stephen Wright - Team Leader Traffic Operations Richard Osborne - Head of Transport

no one sided  
points put  
into  
report

no really  
plenty of  
feedback  
2019

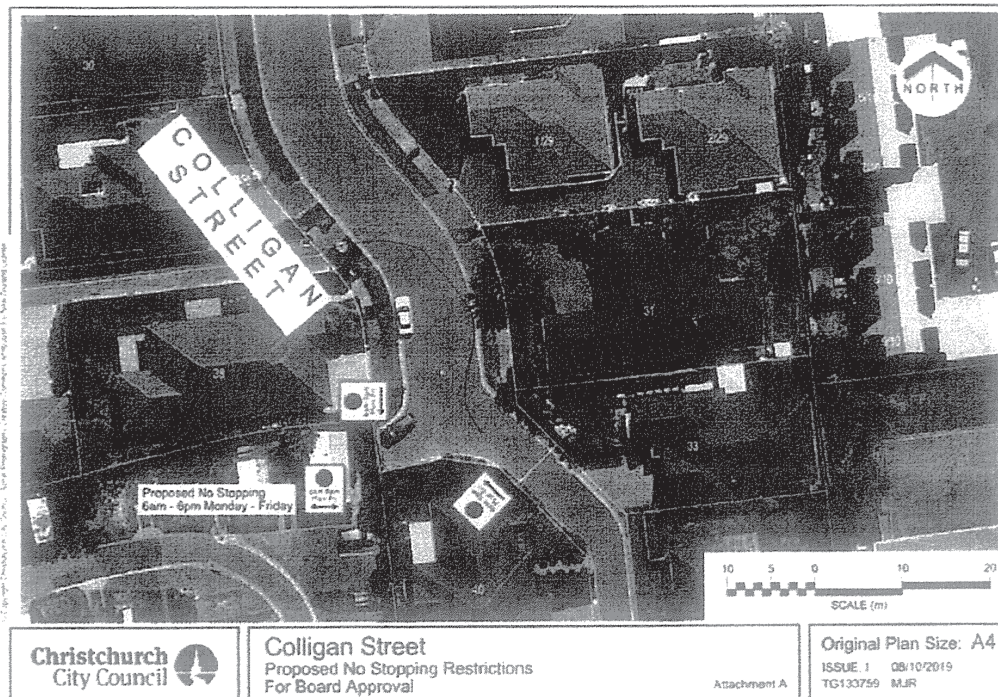
I  
not in line  
of date going  
to community  
Board.  
nor given copy of  
the report despite  
my submission.  
and comments starting  
Edwin Tiorey would do  
so 10 May 2019, and  
17 October 2019.

1/28/2020

Mail - sharon lee - Outlook

Waipuna/Halswell-Hornby-Riccarton Community Board  
10 December 2019

Christchurch  
City Council



Attachment A Item 4.3





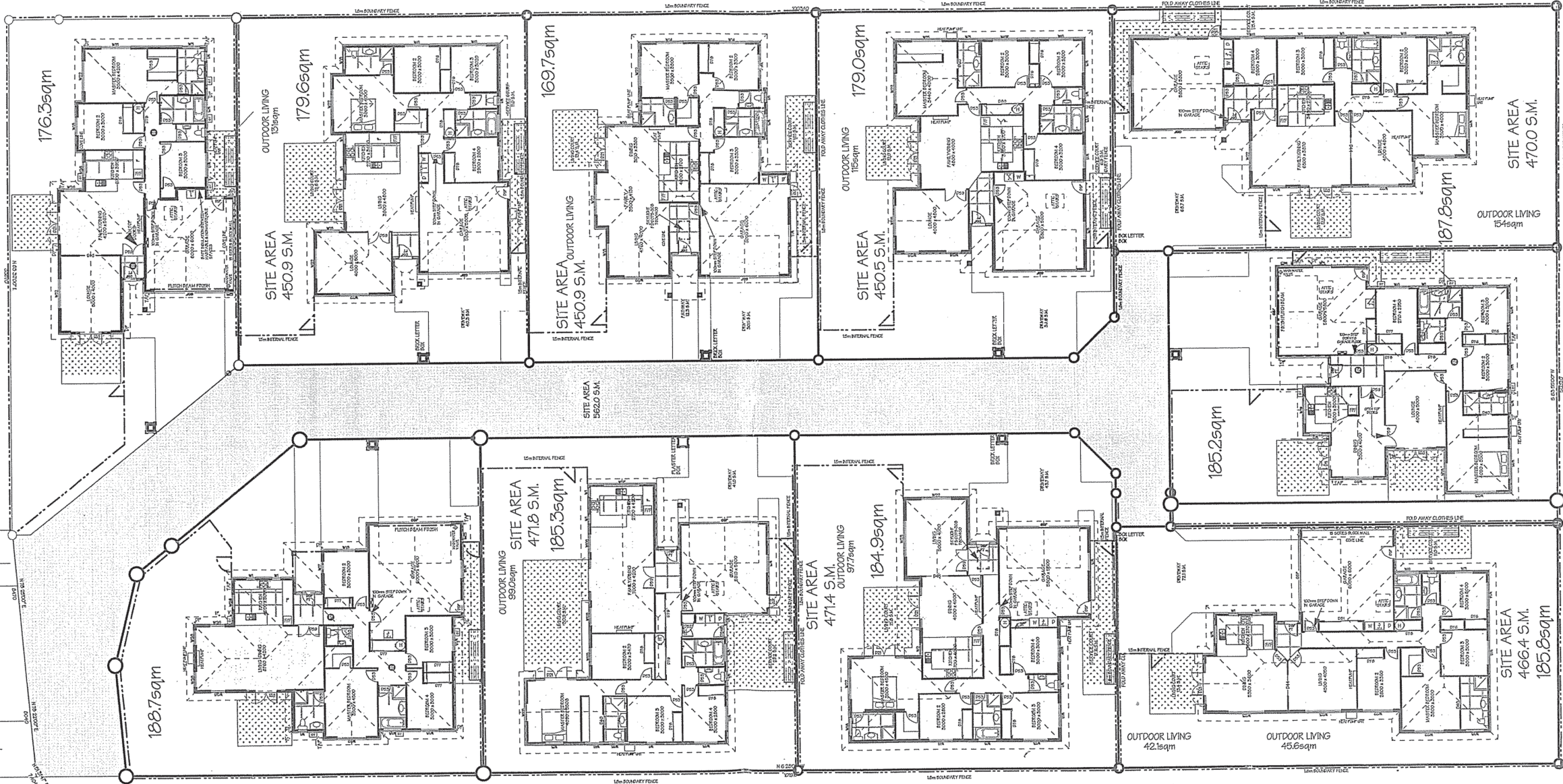
Richard Clark  
 Sales Consultant

T: (03) 348 8905  
 F: (03) 348 8906  
 M: 027 283 2386  
 richard@horncastle.co.nz  
 www.horncastle.co.nz



55 Blenheim Rd | PO Box 8255 | Riccarton | Christchurch 8440

RTH



SITE PLAN 1:300

## Hall Rental Request – Jadon Dance, Waimairi Community Hall

### Background:

Jadon Dance is a partnership between Jacqui Tieleman and Donna Head which provides dance classes in Ballet, Contemporary, Jazz and Hip Hop. The dance school uses the two rooms at the Waimairi Community Hall to provide these classes in the evenings (after school) and on Saturdays. While Jadon Dance is not a community group, Jacqui and I are careful to make the classes affordable and as a result the business barely covers its costs.

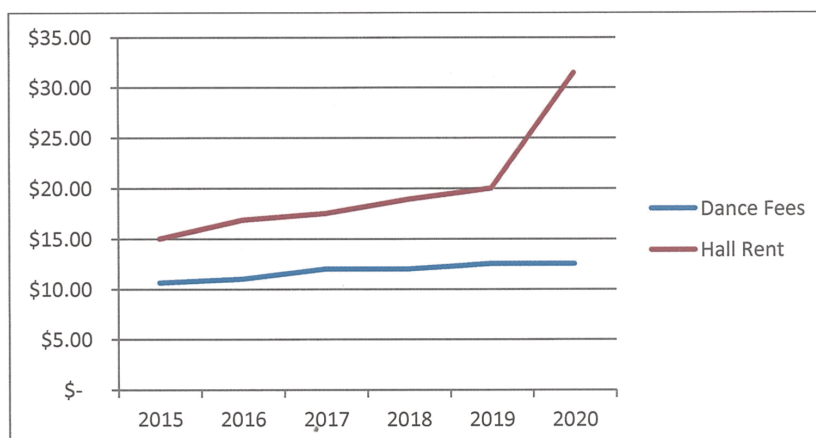
Over the past few years the cost of the hall rental has risen faster than our fees and sharply in the last review. As a result it has become very difficult to keep the fees low so dance classes remain accessible to students and their families. As a result Jadon Dance would like to request a re-classification as a community group, or some other concession around the hall rental fees.

### Details:

The following notes cover some of the key points in favour of Jadon Dance as a tenant of the Waimari Community Hall:

- The dance school has taught classes at the Waimari Community Hall for 15 years
- The school usually books both rooms at the same time (improving council returns)
- The school doesn't use the tables or chairs
- The school takes care to not cause any damage and to clean up after each session so as not to inconvenience other users of the council
- Both of these halls are at the lower end of the Category B classification (small hall accommodates 40 seated or 60 standing, and the big hall accommodates 50 seated and 70 standing) but for dance classes the big hall can support class sizes of 10-12 and the small hall, less than 10.
- The hall rental charges have increased significantly over the past few years, significantly above the CPI and more than the rate of school fees

Price Increases



Contacts: Jacqui Tieleman. Email [REDACTED] cell [REDACTED]

Donna Head. Email [REDACTED] cell [REDACTED]





## History- how did we get here.

2009 A buffer zone was in place between the city and the rural land

2011 Calder Stewart initiated a zone change CCC planner opposed

<http://resources.ccc.govt.nz/files/thecouncil/PlanChange54-CommissionersRecommendation.pdf>

Conditions- 40 metre landscaped setback- no access from Marshs Road

2015 Calder Stewart apply to have set back reduced

2018 Calder Stewart apply to establish and operate a hazardous materials storage and processing 201  
and 305 Marshs Road-granted- non- notified because of zoning

2019 Waste Management apply to discharge to air



## The system is broken

Consultation v Notification

Citizens want their democratic rights to be part of the process

Lack of public knowledge until it's too late- "we can't revisit it"

Industrial creep

Lack of Trust   Lack of Openness

We need help and support  
How can you help us?

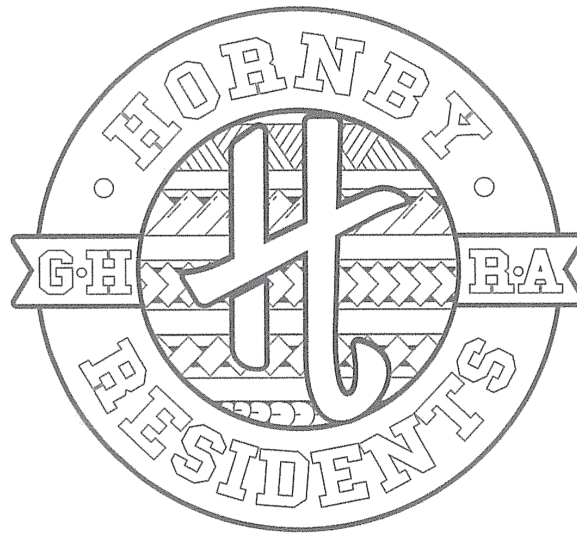
## What next

Buffer zones between rural and Heavy Industrial must be under special protection.

How can you assure me an abbatoir won't be put in next to the hazardous waste plant.

Ind

Ross



**Roberts Road being used as a refuse site.**

**At the Greater Hornby Resident's Assn meeting, held on the 26<sup>th</sup> of January 2020, it was passed that we bring this continuing problem to the attention of the Halswell, Hornby, Riccarton Community Board.**

**With the difficulty of policing this problem, which has been ongoing for many years, it was passed unanimously to request mobile cameras to be installed at each end of Roberts Rd.**

**In this way a record may be able to be obtained of those using trailers with rubbish and how long cars are taking to travel through the distance of the road, thereby, giving an indication of who is fly tipping refuse in this area.**



Although this further statement has not been discussed at Assn. level, I personally feel that with that with these cameras being mobile, they could be further used, at the corner of Gilberthorpes Rd. and Waterloo Rd., which has a high crash rate, and is possibly the most dangerous crossing on the proposed S.W. Cycleway, for monitoring purposes; as well as Waterloo Rd. which has a high rate of misuse by trucking companies.

As a collector road, only trucks of a certain level are allowed to use this, while in fact this is being ignored. Some trucks are not even displaying the correct certification.

Thus, by approving cameras for use in this area we would essentially be helping solve three problems within a small area. (approximately 2km radius).

Their use could also be extended to other areas around the Greater Hornby area, for traffic monitoring or health and safety purposes.

With the fires over last weekend at both Kyle and Denton Parks perhaps the same cameras can be utilized here as well from time to time.

Thank You.

Ross Houliston. G.H.R.A.

### Intersection at Ilam/Middleton/Riccarton Roads

**Pam Brathwaite** (Ilam Road resident for more than 30 years)

It is really good that the dangers of this intersection are being addressed. I have had some very scary moments here – luckily no one has ever crashed into me! But people who are not local do get confused here, understandably.

#### **Point of clarification:**

The suggestion of a T-intersection at Ilam/Middleton has given many of us the perception that we will not be able to cross from Ilam Road to Middleton Road, but some of the online illustrations and at least one submission seem to indicate that it will be possible to cross veering right from Ilam Road and then immediately slip left into Middleton Road. I would like to confirm whether this is true.

If this is correct, I would be in favour of this aspect of the preferred option. I think it is important to retain this because rush-hour traffic in this direction is much more concentrated in the morning than in the rest of the day, and from my observation it comes into Ilam Road from both Memorial Avenue (mostly from the north) and also from the Bryndwr side of Ilam Road. Some may also come from the southern end of Memorial Avenue on the left side when facing north, as the road is too busy to let people turn right out of gateways. And then there are the many cars coming in from the western part of Ilam. Many vehicles are going through to Blenheim Road.

The alternatives (Clyde Road to Wharenui Road and Waimairi Road to Hansons Lane) are not viable for so much extra traffic, because

- (1) The offset roads would make it very hard to cope with so much added traffic turning onto Riccarton Road. This would result in backed-up traffic queues.
- (2) To get through to Waimairi Road on an intersection with lights means turning right at Maidstone Road, but because of cycle lanes in the area coming from the University, there is only a single lane for traffic turning left into Maidstone Road or going straight through, and this means that by the time they have cleared, very few cars can turn right on a single phase. This would make even more of a logjam there than at present.

So I am hoping it will still be possible to go directly from Ilam Road to Middleton Road.

#### **Remaining concerns:**

The left free-turn lane out of Middleton Road may make life easier for locals at off-peak times, but I would personally avoid it because I would worry that drivers may misjudge whether cars turning from Ilam Road are continuing down Riccarton Road or turning left down Middleton Road, and this may lead some drivers to take risks. With the bus lane to

the left, there is little wriggle-room in an emergency. It would be a pity to block this exit, as it would be helpful at off-peak times, but I wonder if there is any way to make it safer.

Suva Street and Lochee Road will both probably have a significant increase in traffic, and this may cause some stress points, as Lochee Road is narrow, and Hansons Lane is very busy at peak times.

If too much afternoon traffic has to go down Clyde Road, that is likely to add to the extreme late afternoon congestion in Memorial Avenue, as cars that would currently use Ilam Road will be added to this. However, some of those cars will no doubt carry on up Clyde Road.

**Comment:**

Much careful thought and analysis has gone into these options (thank you), and it is good that something is being done. I hope the ability to cross from Ilam to Middleton will be retained, and also the ability to turn left from Riccarton Road to Middleton Road. I appreciate the need for bicycles and pedestrians to cross safely. The right-turning arrow into Ilam Road will also be helpful. There is much that is good here, but some concerns remain. Granted the layout of the roads in the area, perfection may be impossible.

First of all I would like to say that no one attending the meeting on the 19 Feb. at the bridge club or any of the neighbours I had asked, had received any notice of the cycle route going through Middleton/Ilam/Riccarton Rd intersection and therefore had not been given a chance to make a submission on the proposed route.

This is important as we were told at the meeting on the 19<sup>th</sup> of Feb. that this proposed cycleway dictated the proposed roading changes, therefore there has been no real consultation over the proposed changes to this intersection, just the illusion of consultation.

There needs to be a look at the big picture not such a myopic view of traffic whether it is foot, cycle or motor.

Need to look at the false view of "one size fits all"

Roading engineer at the Feb 19<sup>th</sup> meeting stated that footpaths have to be so many meters wide and cycleways needed to be so big etc etc. but in reality footpaths are different widths and in some areas, even new areas they are non existent.

There is not a consistent standard for roading, footpaths, and cycleways. (see photos)

I am not against cycleways but I am against the waste of ratepayers money on unnecessarily over expensive, over engineered cycleways when there are cheaper, but still safe options available.

The mayor claims she wants to save money, so here is a good way to save a lot of money by simplifying cycleways.

The yellow and black barriers take up less room and are much cheaper to install than the large cement barriers that are claimed to be necessary.

Yellow and black barriers are good because they are easy to install, don't take up unnecessary room and are visible to both cyclists and cars. The added white paint on either side adds to the visibility.

Considering the fact that some cyclists have stated that "cycleways are for granny's and kids not for 'professional' cyclists" and didn't want to be restricted to riding in cycleways when one is available. ( This was said in response to National wanting to give tickets to cyclist who don't use cycleways when one is available)

Almost 3 km from Straven Rd to Curletts Rd. and in between there are only 3 N/S routes and all have a kink with Ilam/Middleton being the straightest.

If these drivers can no longer use this road for their travels/commute or route home, it will put more pressure on Hansons Lane/ Waimari Rd and Clyde Rd/ Wharenui Rd. – both of which are also non-aligned and have problems with traffic backing up because of this.

If drivers can no longer use Middleton/Ilam Rd. in a N/S direction, all the side streets in the area will become more busy as drivers try to resolve this problem.

\*Both Hansons Lane/ Waimari Rd and Clyde Rd/ Wharenui Rd intersections will become even more busy with traffic backing up even more, causing more driver frustration therefore more bad driving.



\*Increased use of side streets Lochee Rd, Peverel St, Suva St, as drivers find alternate ways to get home and get to destination. This is already popular and will become even more popular and cause problems in the area when the Hornby to City cycleway goes through these streets unnecessary.

The Problems with Middleton/Ilam/Riccarton Rd is with right turning traffic because of the non-alignment of the roads.

The residents proposed having a No R Turn from Middleton onto Ricc. and a R turn signal from Ilam onto Ricc. The representative said that that idea was no good because some would break the rule and turn R anyway! Well some drive through red lights so we better get rid of all red lights because some will break the red light rule. This is not a sound argument but one made to fit the agenda.  
Most people abide by the rules or we wouldn't be safe to drive anywhere.

Redesign Middleton/Ricc/Ilam intersection to make room for through N/S traffic.

You need to think about all the people living in the area and how it will affect them as well as all the commuters.

Directing everyone to go to Wharenui/Clyde Rd or down Ricc to Waimari/Hansons Lane is not a solution when they are already congested and have unaligned roads or travel even further to already congested Curletts Rd in the west or Straven Rd in the east to travel in a N/S direction in this part of the city.

The many residents living between Riccarton and Blenheim Rds from Hansons Lane to Clarence St. ( as well as many commuters) will be affected by this cycle way which is dictating the proposed road changes. They deserve better.

The council members who are in favour of putting cycleways at the forefront of all policy, need to lead by example if they want the people to get on board. Councilors (including the Mayor) and staff should be cycling everywhere. There are many little bike trailers available these days to carry equipment to meetings, and ebikes make it easy for those who are not so fit to be able to cycle.

Lochee Rd, Peverel St are already being used more and more frequently as the only alternative to Blenheim and Riccarton Rd.

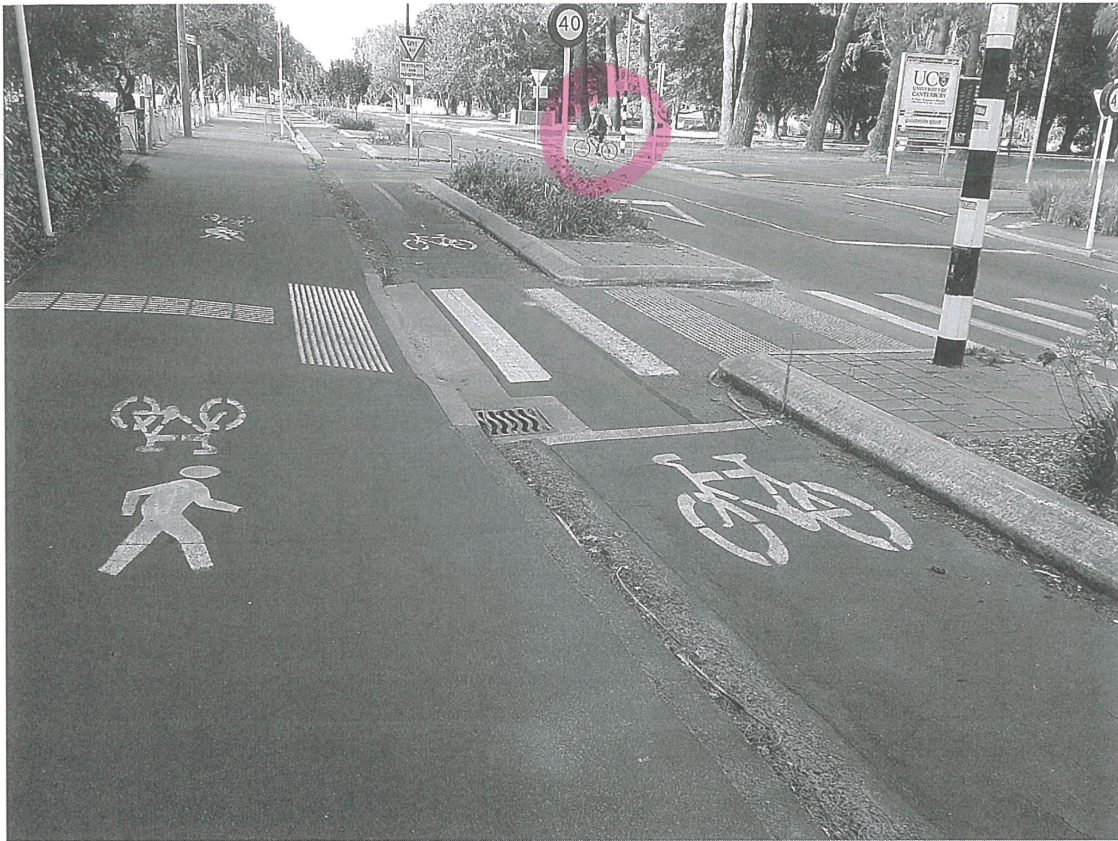
The proposed blocking of Middleton St. and resulting increased traffic on these roads, would make the use of these streets hazardous to the new southern cycle way( Hornby to City) . It has been proposed, after Suva street going through Middleton park and out the **south walkway** (at a reasonable speed) and onto Colligan, Aileen Pl, Janet St, Left onto Wharenui for short way and right onto Puna, Centennial Ave, and Elizabeth st. This will make a much safer route for cyclists as only residents and visitors use these streets. The distance traveled is much the same as with the route using Lochee and Peverel St. and it would only need the painting of cycles with chevrons on the road , the same as used on Hinau St and others on the Unicycle, a much cheaper option.

As I said, the Mayor claims she want to save money, here is a good way to do that.

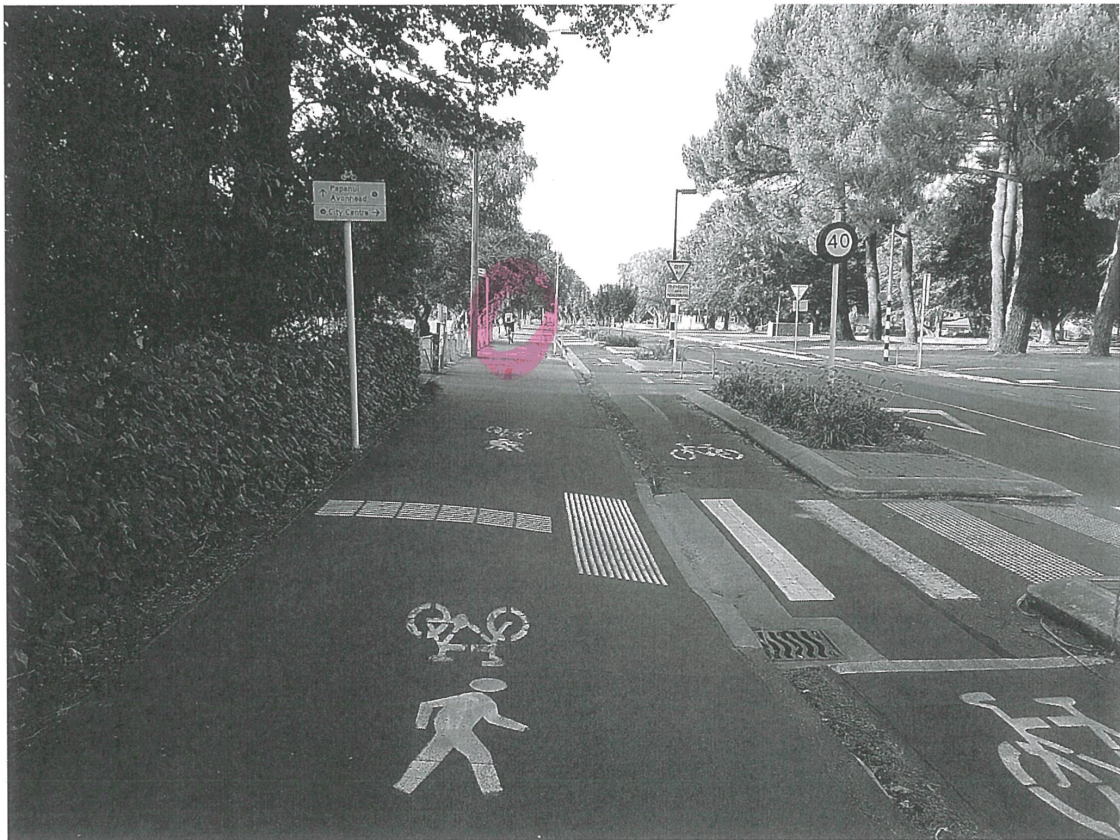


Ilan Rd + Una Dr

1



2





Clyde Rd 3



Ilem Rd 4



5



6



Ilem Rd (east side)