

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 4 August 2020**

Time: **4pm**

Venue: **Horoea Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch**

Membership

Chairperson	Mike Mora
Deputy Chairperson	Andrei Moore
Members	Helen Broughton
	Jimmy Chen
	Catherine Chu
	Gamal Fouda
	Anne Galloway
	Debbie Mora
	Mark Peters

30 July 2020

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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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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Ōtautahi-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

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	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
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies / Ngā Whakapāha

That the apology received from Andrei Moore for absence, be accepted.

2. Declarations of Interest / Ngā Whakapuaki Aronga

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 / Te Whakaāe o te hui o mua

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday, 14 July 2020](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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 4pm.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

5.1 Relocation of an existing bus passenger shelter and bus stop extension beside 59 Waimairi Road

Linda Crooks will address the Board regarding relocation of an existing bus passenger shelter and bus stop extension beside 59 Waimairi Road (item 8 of this agenda refers).

6. Presentation of Petitions / Ngā Pākikitanga

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

Waipuna Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 14 July 2020
Time: 4pm
Venue: Horoeaka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mike Mora
Andrei Moore
Helen Broughton
Jimmy Chen
Catherine Chu
Gamal Fouda
Anne Galloway
Debbie Mora
Mark Peters

14 July 2020

Matthew Pratt
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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 / Ngā Whakapāha

Part C
Community Board Decision

There were no apologies.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C
Community Board Resolved HHRB/2020/00054

That the open and public excluded minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 30 June 2020 be confirmed subject to the following amendments:

Item 4.1 Halswell Football Club - The name of the presenter “Craig Brown” to be deleted and replaced with “Craig Bowen” in the first and third paragraphs.

Item 9 the note that “A point of order was raised pursuant to standing order 21.2(b). The meeting adjourned at 5.31pm and reconvened at 5.37pm. The Chairperson decided in respect of the point of order raised that there had been no breach of Standing Orders.” to be moved to Item 10.

Andrei Moore/Mark Peters

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Disc Golf

Paul Deacon, Chairperson of the Christchurch Disc Golf Association, addressed the Board regarding a proposal for a Disc golf course to be installed in Warren Park. Mr Deacon requested Board support for its application to the Christchurch City Council for the Association’s proposal.

The Christchurch Disc Golf Association’s aim is to promote, maintain and develop the game of Disc Golf and it has recently applied for the status of registered charity. The Association

believes that Warren Park is ideal for a Disc Golf course, the park has mature trees allowing for an interesting course design, public toilets, drinking water and extensive parking. Many families live within walking distance of the park.

Mr Deacon said that the course will not infringe on either summer or winter sport pitches and has been designed with safety in mind. He explained that disc golf is a multi-use activity that shares the multi-use spaces of parks with other park users (who, by the rules of the game take priority).

After questions from Board members, the Chairperson thanked Mr Deacon for his presentation, on behalf of the Christchurch Disc Golf Association.

4.2 Halswell Rugby League Club

Lance Austin and Colin Fenwick, representing the Halswell Rugby League Club, addressed the Board providing an update on the club's proposal to build new clubrooms.

Halswell Rugby League have obtained a building consent for a new building and is currently going through the process to obtain a resource consent. The proposed building will not occupy the current footprint of the clubrooms and will be elevated.

The Board were informed that there is an opportunity to consolidate the three current leases over areas of Halswell Domain into a single lease and is working with Council staff to do so.

After questions from Board members, the Chairperson thanked Mr Austin and Mr Fenwick for their presentation, on behalf of Halswell Rugby League Club.

4.3 Christchurch Holiday Homes

Sue Harrison and Debbie Rehu, addressed the Board on behalf of Christchurch Holiday Homes regarding proposed changes to the Christchurch District Plan in order to better manage short term rental and home-share accommodation in Christchurch.

Ms Harrison and Ms Rehu expressed their concerns regarding the proposed changes and specifically how these will affect those providing self-catering homes in the wider Christchurch area.

Ms Harrison and Ms Rehu consider that there is a need for self-catering temporary accommodation houses and believe that there is an opportunity for the Council to recognise the role that holiday homes and Airbnb's play, stating that they would be keen to work with the Council.

After questions from Board members, the Chairperson thanked Ms Harrison and Ms Rehu for their presentation, on behalf of Christchurch Holiday Homes.

Attachments

- A Christchurch Holiday Homes Presentation

4.4 Greater Hornby Residents Association

Ross Houliston, representing the Greater Hornby Residents' Association, addressed the Board regarding the Discretionary Response Funding Application from Southern Christchurch Residents Air Protection Incorporated for an Air Quality Expert.

The Greater Hornby Residents Association fully supports the application.

Additionally, Mr Houlston signalled the Association's intention to request that the Christchurch City Council re-zone the area between (i) Springs Road and Shands Road and (ii) Marshs Road and the Southern Motorway (that has not already been developed), to rural or light industrial and that it be operated only between the hours of 6am and 8pm. This change would be to enable a buffer zone between heavy industrial and residents.

After questions from members, the Chairperson thanked Mr Houlston for his presentation, on behalf of the Greater Hornby Residents' Association.

Attachments

- A Greater Hornby Residents Association Presentation

4.5 Halswell Residents Association and Halswell Community Project

Ross McFarlane on behalf of the Halswell Residents Association and Halswell Community Project, addressed the Board regarding the proposal for sale of surplus land at 66 Quaifes Road in Halswell.

Mr McFarlane thanked the Community Board for laying the report on the table noting that both groups believe that area is too valuable to sell.

Mr McFarlane stated that considerable funds were received by Council through developer contributions as a result of developments in Halswell. The area is currently in a phase of extensive development and the site should be kept for future community use such as a neighbourhood or sport park, this is an investment in the community's future.

Finally Mr McFarlane suggested that perhaps it was time for Council to revisit its current model of developer contributions, resulting in a change to the developer contributions policy.

After questions from members, the Chairperson thanked Mr McFarlane for his presentation.

Attachments

- A Halswell Residents Association and Halswell Community Project Presentation

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

8. Mona Vale Avenue, Riccarton - Proposed P120 Restrictions

Community Board Resolved HHRB/2020/00055 (Original Officer Recommendations accepted without change)

Part C

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

1. Pursuant to section 591 of the Local Government Act 1974 and Part 1 section 8 of the Christchurch City Council Traffic and Parking Bylaw, approves that the part of Mona Vale Avenue, as indicated in Plan TG136520 dated 25 February 2020 in **Attachment A** of the agenda staff report, forming part of the resolution, is specified as a parking place for any vehicles and be restricted to a maximum period of 120 minutes between the hours of 9am and 6pm Monday to Friday.
2. Approves that a parking place for any vehicles and be restricted to a maximum period of 120 minutes between the hours of 9am and 6pm Monday to Friday on the east side of Mona Vale Avenue commencing at a point 19 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 12 metres.
3. Approves that a parking place for any vehicles and be restricted to a maximum period of 120 minutes between the hours of 9am and 6pm Monday to Friday on the east side of Mona Vale Avenue commencing at a point 35 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 14 metres.
4. Revokes 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, 2 or 3.
5. Approves that the resolutions take effect when parking signage and road markings that evidence the restrictions, are in place.

Helen Broughton/Catherine Chu

Carried

9. Waipuna Halswell-Hornby-Riccarton Community Board - Representation on the Cashmere Stream and Port Hills Working Group.

Officer Recommendation / Ngā Tūtohu

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

1. Appoints a member to the act as the Board's representative on the Cashmere Stream and Port Hills Working Group.

Community Board Resolved HHRB/2020/00056

Part C

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

1. Appoints Mike Mora to the act as the Board's representative on the Cashmere Stream and Port Hills Working Group.

Debbie Mora/Mark Peters

Carried

10. Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Applications - Southern Christchurch Residents Air Protection Inc

Officer Recommendations / Ngā Tūtohu

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

1. Approves a grant of \$3,000 from its 2020-21 Discretionary Response Fund to Southern Christchurch Residents Air Protection towards an Air Quality Expert.

Community Board Decisions under Delegation

Part C

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

1. Approves a grant of \$10,000 from its 2020-21 Discretionary Response Fund to Southern Christchurch Residents Air Protection Incorporated towards an Air Quality Expert.

Mark Peters/Helen Broughton

Anne Galloway moved by way of amendment seconded by Catherine Chu:

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

1. Approves an initial grant of \$3,000 from its 2020-21 Discretionary Response Fund to Southern Christchurch Residents Air Protection Incorporated towards an Air Quality Expert.

The division was declared **lost** by 4 votes to 5 votes the voting being as follows:

For: Mike Mora, Andrei Moore, Catherine Chu and Anne Galloway.

Against: Helen Broughton, Jimmy Chen, Gamal Fouda, Debbie Mora and Mark Peters.

Community Board Resolved HHRB/2020/00057

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

1. Approves a grant of \$10,000 from its 2020-21 Discretionary Response Fund to Southern Christchurch Residents Air Protection incorporated towards an Air Quality Expert.

The division was declared **carried** by 7 votes to 0 votes the voting being as follows:

For: Mike Mora, Andrei Moore, Helen Broughton, Jimmy Chen, Gamal Fouda, Debbie Mora and Mark Peters.

Against: Nil.

Abstained: Catherine Chu and Anne Galloway.

Mark Peters/Helen Broughton

Carried

The meeting adjourned at 5:16pm and reconvened at 5:24pm.

7. Proposed Road Names - 458 Sparks Road & 12 Quaifes Road

Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve the following new right of way name for:

1. 458 Sparks Road (RMA/2019/2480):
 - a. Shorthorn Lane
2. 12 Quaifes Road (RMA/2018/164):
 - a. Road 1 - James MacKenzie Drive

- b. Road 2 - Pritchards Way

Community Board Decisions under Delegation

Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves the following new right of way name for:

1. 458 Sparks Road (RMA/2019/2480):
 - a. Shorthorn Lane
2. 12 Quaifes Road (RMA/2018/164):
 - a. Road 1 - James Mackenzie Drive
 - b. Road 2 - Pritchards Way

Jimmy Chen/Debbie Mora

Mike Mora moved by way of amendment seconded Andrei Moore:

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve the following new right of way name for:

1. 458 Sparks Road (RMA/2019/2480):
 - a. Cow Lane
2. 12 Quaifes Road (RMA/2018/164):
 - a. Road 1 – Glengael Drive
 - b. Road 2 - Pritchard Way

The amendment was lost.

Mark Peters moved by way of amendment seconded Mike Mora

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves the following new right of way name for:

1. 458 Sparks Road (RMA/2019/2480):
 - a. Shorthorn Lane
2. 12 Quaifes Road (RMA/2018/164):
 - a. Road 1 – Glengael Drive
 - b. Road 2 - Pritchard Way

The amendment was carried.

Community Board Resolved as a Substantive Motion HHRB/2020/00058

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves the following new right of way name for:

1. 458 Sparks Road (RMA/2019/2480):
 - a. Shorthorn Lane

2. 12 Quaifes Road (RMA/2018/164):
 - a. Road 1 – Glengael Drive
 - b. Road 2 - Pritchard Way

Mark Peters/Mike Mora

Carried

11. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - July 2020

Community Board Resolved HHRB/2020/00059 (Original Officer Recommendations accepted without change)

Part B

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

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for July 2020.
2. Receive and note for record purposes, the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board's Submissions Committee meeting held on 29 June 2020 to complete the Board submission on the Christchurch City Council Draft Annual Plan 2020-21 and to lodge the submission on behalf of the Board.

Catherine Chu/Mark Peters

Carried

12. Elected Members' Information Exchange

Part B

Board members exchanged information on the following:

- Penrudrick/Cashmere intersection.
- Cycleway between Blenheim road and Kilmarnock Street changes to the funding provisions in the Draft 2020-21 annual plan were noted.
- Parking again an issue in Hornby, during the Rugby League season, with particular Glenora Place, Witham Street, Dunstan Crescent and Oriana Crescent.
- Zoom meeting took place regarding Halswell Playcentre
- A Member plans to meet with the property owner of the premises at Waterloo Road/Moffatt Street/Gilberthorpes Road/Parker Street.
- Letter from the Templeton Resident Association has been received by the Board Chairperson expressing the Association's thanks for the Board's support regarding the Roydon Quarry application.
- Waste Management Limited's application is currently with the Environment Court.
- Halswell's Got Talent is on 16 August 2020 at the Halswell Town Hall

- Halswell Hornets Rugby League team have returned to form.
- The Christchurch City Council's draft 2020/21 Annual Plan.
- Hornby Toy Library future accommodation options are still being explored.

Meeting concluded at 6.12pm.

CONFIRMED THIS 4TH DAY OF AUGUST 2020.

MIKE MORA
CHAIRPERSON

Unconfirmed

7. Correspondence

Reference / Te Tohutoro: 20/905219

Report of / Te Pou
Matua:

Bronwyn Frost, Support Officer, bronwyn.frost@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Thomas Moot	Waimairi Road Marking Upgrade – Proposed Parking Restrictions and Cycle Lanes

2. Officer Recommendations / Ngā Tūtohu

That the Halswell-Hornby-Riccarton Community Board:

1. Receive the information from Thomas Moot regarding Waimairi Road Marking Upgrade – Proposed Parking Restrictions and Cycle Lanes, in the correspondence report dated 04 August 2020.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Waimairi Road Marking Upgrade - Proposed Parking Restrictions and cycle Lanes	16

Hi Samantha,

I have just read the analysis summary report written in response to public consultation to proposed parking restrictions and installation of cycling lanes on Waimairi Road. I am greatly disappointed with the quality of the report and the outcomes proposed by the report's author. Having taken the time to consider the proposal and write feedback, I am shocked by the poor quality in the analysis (not to mention the almost incoherent grammar and punctuation).

There is no consideration given to the 33% of respondents opposed to the changes. The author seems intent on steamrolling their proposition through, and appears to have confirmation bias in their writing. I would question what threshold is required for a proposal to merit a review or to be cancelled altogether?

I believe the author has done their best with an ultimately flawed policy, and the recommendations to council reflect a policy that is currently failing. I struggle with the concept of enacting a policy in the Ilam area without consultation from the University of Canterbury and their Students Association. A greater effort should be made by council to actively engage this major stakeholder in transport discussions. Given only nine submissions were made by students (myself included), I struggle with the choice to enact a transport policy in an area with such a high student population.

I do not believe the layout of the analysis report accurately reflects the submissions made and has made no effort to take on board any concerns around P120 or alternative transport routes in the area. How can you state that a "common theme" is that, "If these changes are implemented, it will hit students hard" and then continue to implement the policy? Is this not a blatant disregard of the needs of a key stakeholder?

Kind regards,
Thomas Moot

8. Relocation of an existing bus passenger shelter and bus stop extension beside 59 Waimairi Road

Reference / Te Tohutoro: 20/358159

Report of / Te Pou
Matua:

Serena Chia, Graduate Transport Engineer, serena.chia@ccc.govt.nz

General Manager /
Pouwhakarae:

David Adamson, GM City Services, david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the relocation of an existing bus passenger shelter and bus stop extension beside 59 Waimairi Road.
- 1.2 This report is staff generated in response to a request received from Novo Group Ltd on behalf of their client who is redeveloping the area beside 59 Waimairi Road. The new driveway crossing to the proposed development will be located where the existing bus passenger shelter is located and will also conflict with the front of the existing bus stop.
- 1.3 The existing bus passenger shelter is therefore proposed to be relocated slightly further north, but still beside 59 Waimairi Road. The bus stop marking are also proposed to be extended further north to avoid the front and back door of the bus coinciding with the new vehicle crossing.
- 1.4 In addition, the existing overall bus stop length does not comply with the minimum recommended standard bus stop layout. Extending the bus stop marking will ensure that the minimum overall bus stop length of 31 metres is achieved, and allows sufficient length for buses to pull into and out of the stop.
- 1.5 The proposed overall marked bus stop is about 33 metres. This bus stop marking is not marked as a typical bus stop that includes the no stopping restrictions for the entry and exit taper to the bus stop. This is to omit the cost required to remove 12 metres of the existing bus stop marking and replace them with no stopping restrictions.
- 1.6 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.7 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy.

2. Officer Recommendations / Ngā Tūtohu

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

Bus passenger shelter

1. In accordance with Section 339(1) of the Local Government Act 1974:
 - a. The relocation of a bus passenger shelter to the west side of Waimairi Road commencing at a point approximately 45 metres north of its intersection with Rountree Street (measured from the prolongation of the northern kerb line of Rountree Street) and extending in a northerly direction for a distance of 3.6 metres.

Bus stop markings

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions on the west side of Waimairi Road commencing at a point approximately 20 metres north of its intersection with Rountree Street (measure from the prolongation of the northern kerb line of Rountree Street) and extending in a northerly direction for a distance of approximately 23 metres, be revoked.
 - b. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point approximately 26 metres north of its intersection with Rountree Street (measure from the prolongation of the northern kerb line of Rountree Street) and extending in a northerly direction for a distance of approximately 12 metres.
 - c. That a bus stop be installed on the west side of Waimairi Road commencing at a point approximately 38 metres north of its intersection with Rountree Street (measured from the prolongation of the northern kerb line of Rountree Street) and extending in a northerly direction for a distance of approximately 15 metres.
3. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 2 are in place (or removed, in the case of revocations).

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 The existing bus passenger shelter is proposed to be relocated further north by approximately 8 metres to allow free movement of vehicles into and out of the new driveway. The relocated shelter and the extended bus stop line markings will remain beside 59 Waimairi Road.
- 3.2 The location of the bus stop, and hence the relocated bus passenger shelter relative to their surrounding locality, is indicated in Figure 1.

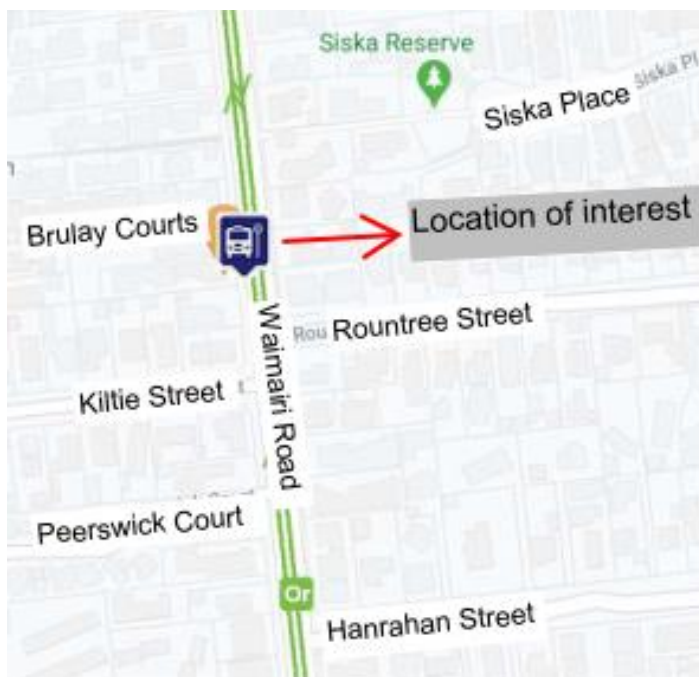


Figure 1: Bus stop beside 59 Waimairi Road.

- 3.3 The bus stop is serviced by the Orbiter, which operates to a 10 minute scheduled frequency during weekdays and a 30 minute frequency during weekends.
- 3.4 Recent passenger boarding numbers indicate about 65 passengers (March 2019 patronage data) use the bus stop beside 59 Waimairi Road to board a bus per day.

3.5 The advantages of this option include:

- The developer pays for the physical cost to relocate the shelter and extending the bus stop marking and has agreed to do so.
- The front and rear door of the bus is not located over the new vehicle crossing, which is important to ensure passenger accessibility and kerb provision are achieved.

3.6 The disadvantages of this option include:

- Reallocation of one unrestricted on-street parking space. There are sufficient on-street parking capacity in the general area for other motorists to continue to park on-street.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Option 2 –Relocate the bus passenger shelter and no change to the existing bus stop. The front of the bus stop would be located across the new driveway crossing which poses risks and inconvenience to people using the bus stop and vehicles accessing the driveway.

5. Detail / Te Whakamahuki

Analysis Criteria / Ngā Paearu Wetekina

- 5.1 All new bus stops are planned and implemented in accordance with the Christchurch Bus Stop Guidelines (2009) and the Christchurch City Council's Construction Standard Specifications (2018).
- 5.2 Staff were contacted by Novo Group on behalf of the property developer. Due to the location of the new vehicle crossing as part of the redevelopment, the developer has requested the bus passenger shelter to be relocated and bus stop markings to be extended.
- 5.3 The bus passenger shelter relocation option was identified by staff after confirming with Novo Group the location of the new vehicle crossing.

Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.4 The consultation notice and feedback form including the plan were sent and mailed to the property owners and occupiers of the below addresses.
- 61 Waimairi Road (six units)
 - 59 Waimairi Road; and
 - 57 Waimairi Road (three units)
- 5.5 A total of nine responses were received. Seven responses were in favour of the proposal and two responses were not in favour of the proposal. One of the concerns was the loss of on-street parking, and that the bus stop is harmful to the elderly residents who live at 61 Waimairi Road. Feedback received by submitters is provided in Attachment B of this report.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
- community outcome of a well-connected and accessible city promoting active and public transport, and

- strategic priorities of meeting the challenge of climate change through every means available.

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

6.2.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - ≥ 7.3

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.4 The decision 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 Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.5 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 Accessibility by access to opportunities: Improvements to bus stops have a positive impact to the well-being and accessibility of our community through freedom to access opportunities by other means than the private vehicle.

6.7 Accessibility by inclusive design:

- The placement of the shelter considers the accessibility and movement needs of those waiting for a bus and those walking past the shelter that their way is unimpeded.
- Improvements to the length of the bus stop improves access for people getting on and off the bus, and the operational performance of the buses that use the bus stop.
- The boarding and alighting area of passengers are considered to ensure it is beside a kerb to improve the step height for passengers.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$1,000 for staff costs associated with planning, consultation and preparation of this report. As the relocation of the shelter is associated with the development, the developer pays for the physical cost to relocate the shelter and extending the bus stop. The developer is aware of this and has agreed to do so.
- 7.2 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budgets, includes maintenance of bus stop infrastructure, as and when it is needed.
- 7.3 Funding Source – The developer has agreed to pay for the physical cost to relocate the shelter and to extend the bus stop including relocating the bus stop post and sign.

8. Legal Implications / Ngā Hīraunga ā-Ture

- 8.1 Part 1, Clause 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2018 provides Council with the authority to install stopping and parking restrictions (including bus stops) by resolution.
- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 8.3 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with Option 2, the front of the bus stop will be located across the new driveway crossing. Some passengers may wait in this area which will be the driveway, and create conflict with vehicles entering/exiting the property.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Attachment A - Proposed bus passenger shelter relocation and bus stop line marking extension beside 59 Waimairi Road	23
B ↓	Attachment B - Consultation Feedback - Proposed bus stop shelter relocation and bus stop line marking extension beside 59 Waimairi Road	24

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not applicable

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:

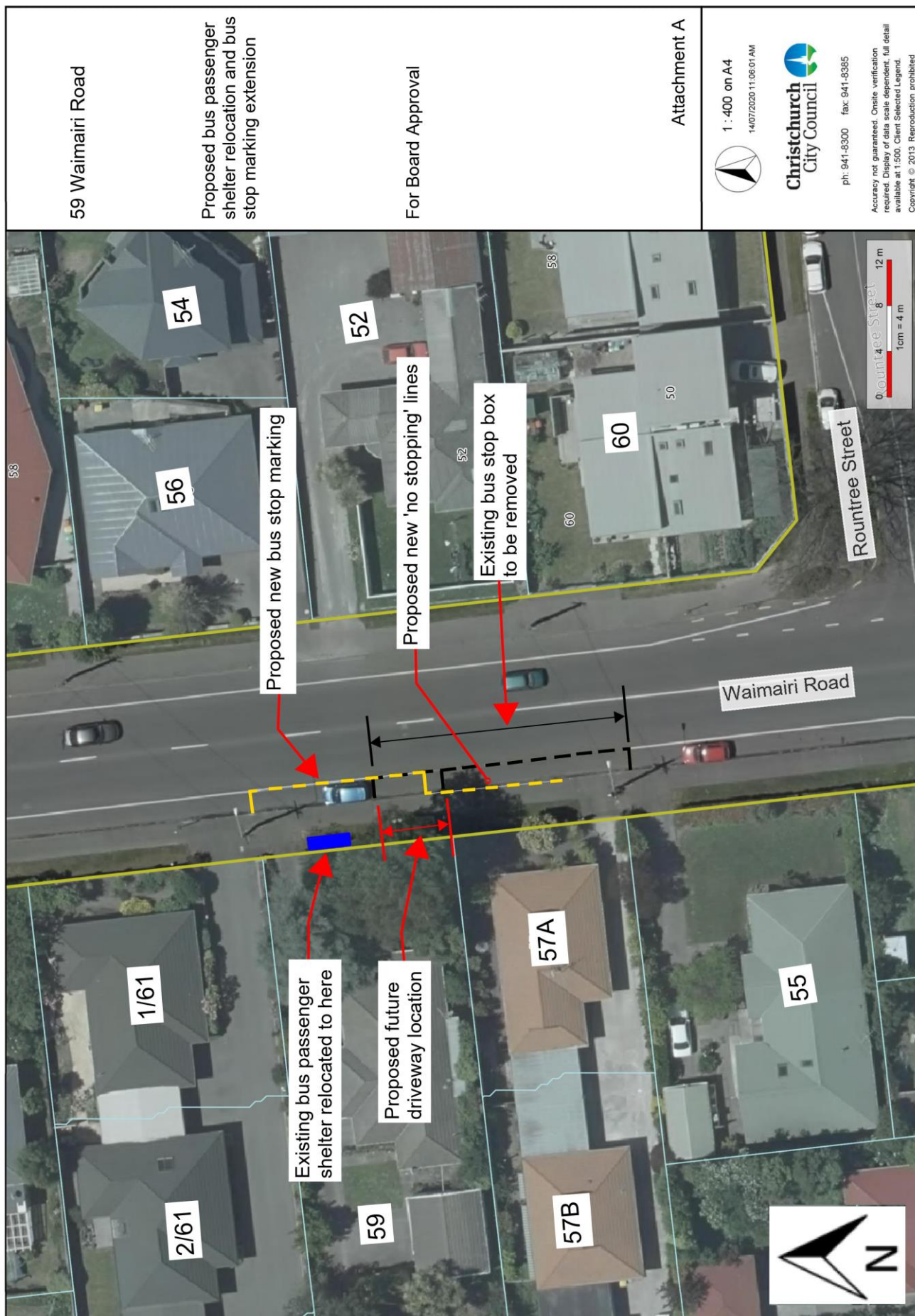
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

Authors	Serena Chia - Graduate Transport Engineer Patricia Su - Passenger Transport Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport

Item 8



Submitter ID#	Submitters name	Bus stop shelter relocation and line marking extension beside 59 Waimairi Road		Submitters comments
		Support	Do not support	
1	S.L & H.H Lin	1		No feedback provided.
2	Linda Crooks & Paul Naylor		1	Request to know when the meeting is and how to get speaking rights.
3	Jennifer Porter	1		I particularly approve of the no parking outside no.57. Please notify me when the meeting is. I would like to request speaking rights "in reserve" only to be used if I think necessary at the meeting. Thank you for this clear communication and the opportunity for feedback.
4	Mr & Mrs Lin	1		No feedback provided.
5	Duncan Mangels	1		The move will help us to exit our property as we will have a better line of sight towards Riccarton Road without a car parked where the bus stop is intended.
6	Sisters of Mercy	1		No feedback provided.
7	David Zhang	1		I generally support the plan with no comments.
8	Harcourts on behalf of the owner of [REDACTED]	1		As the owner of [REDACTED], Upper Riccarton I am in a good position to comment on these changes and wholeheartedly support your plan. Relocating the shelter further north will centralise it more in front of the property. This will allow for safe potential future drive way location on our south. Shifting this further North will also increase the bus stop box line markings further north giving a safer longer area for the bus to park in and pull into without being hemmed in by parked cars. I have seen this on a number of occasions with the current location. The longer box is a positive. The no stopping restriction on the north of the box will also help with the above and provide a more robust stop that I'm sure the bus drivers and other traffic will appreciate. All of these changes will mostly affect us at number [REDACTED] but should be of no side-effects for the residence at [REDACTED] (to the north) and [REDACTED] (to the south).
9	Grace Dong		1	We strongly disagree with the relocation of the bus stop and extension. This proposal will deeply effect the traffic convenience of all six families who are living in [REDACTED]. Most of the people who's living in [REDACTED] are aged people, this proposal will make their life harder, and there is also a sightless man living here, so if the bus stop got moved, life would definitely be harder for them. There are a group of students who lives here and they park their cars by the side of the road, once the bus stop got moved, it would be harder for them to park their cars. On the other hand, [REDACTED]'s building is too close to the road side than [REDACTED], therefore it will start causing more problems and life will be more cumbersome than before for all of the people who lives in [REDACTED]. consequently we generally do not support the plan!

9. Proposed Road Names - 117 Halswell Junction Road

Reference / Te Tohutoro: 20/772091

Report of: Paul Lowe, Principal Advisor Resource Consents,
paul.lowe@ccc.govt.nz

General Manager: Leonie Rae, Consenting & Compliance
leonie.rae@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the proposed road names at 117 Halswell Junction Road in Halswell.
- 1.2 This report is staff generated resulting from a naming request received from the subdivision developer.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve the following new road names for 117 Halswell Junction Road (RMA/2019/2574):
 - a. Road 1 - Herbert Street
 - b. Road 2 - Boag Place
 - c. Road 3 - Luck Street

3. Background / Te Horopaki

Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by the developer, for the subdivision of 117 Halswell Junction Road (RMA/2019/2574). A preferred name and alternative names, have been put forward by the developer for each road.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.8 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.9 The level of significance was determined by the number of people affected and/or with an interest.
- 3.10 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

- 3.11 The proposed names are shown in **Attachment A**.
- 3.12 The proposed options are themed for local historical figures.
- 3.13 Road 1 - Preferred name: Herbert Street
- 3.14 Thomas Herbert Candy (1866-1939) was a dairy farmer in Halswell. In 1902 he became the proprietor of the Spreydon Lodge, a 230 acre dairy farm with a house that was built by William Moorhouse.
- 3.15 Road 2 - Preferred name: Boag Place
- 3.16 Margaret Boag married William Henderson in 1895. Mr Henderson was on the Halswell Road Board in the late 1890s. His family formed a strong bond with the Boag family with his brother, James, marrying Mary Ann Boag; and his sister, Jane, marrying John Boag.
- 3.17 Road 3 - Preferred name: Luck Street
- 3.18 Isaac Luck was an architect who, in partnership with his brother-in-law Benjamin Mountfort designed St Mary's Church in Halswell in 1863. They were also responsible for the design of the Canterbury Provincial Council Buildings in Christchurch, erected in three stages between 1858 and 1865.

Alternative Names

- 3.19 Hugonin Street - Charles Pannel Hugonin (1869-1925) was a member of the Halswell Road Board from 1898 to 1907. He was also a member of the Agricultural and Pastoral Association committee in the early 1900s. For many years he was manager of Culverden Estate and then moved to Cashmere Estate after Culverden was cut up.
- 3.20 Comer Street - Charles W. Comer (1845-1917) came to Christchurch in 1866 and farmed on Lincoln Road. He was appointed the Secretary and Surveyor of the Halswell Road Board in 1877 and was also a member and clerk of the Spreydon Road Board. He was also a member of the Spreydon School Committee and the Halswell Domain Board.

Attachments

No.	Title	Page
A ↓	RMA/2019/2574 Road Naming Plan - 117 Halswell Junction Road	28

Confirmation of Statutory Compliance / Te Whakatūrutanga 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.



AMENDMENTS:

AMENDMENT	DATE	DESCRIPTION
R1	18.12.19	LOT 200 REMOVED LOT 102 AMENDED

NOTES:

- 1) Areas and dimensions are subject to final survey and deposit of plans.
- 2) Service easements to be created as required.
- 3) This plan has been prepared for subdivision consent purposes only. No liability is accepted if the plan is used for any other purpose.
- 4) This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
- 5) Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- 6) This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.
- 7) Existing services are from CCC as built records.

Christchurch City Council

Page 1 of 1

RMA/2019/2574

Approved Resource Consent Plan

19/12/2019

Brosnahan, Ryan

Note:

The underlying boundaries are affected by earthquake related movement. Dimensions and areas are subject to final survey and deposit of plans.

SCHEDULE OF AREAS

Description	Area
Residential Lot - (Lots 1-17)	8738m²
Balance Lot - (Lot 100)	8720m²
Road to vest in Christchurch City Council (Lot 102)	3464m²
Local Purpose Reserve to vest in Christchurch City Council (Lot 101)	110m²
Total Area :	2.1032ha
Comprised in:	RT CB3D/1280

DAVIE LOVELL-SMITH

PLANNING SURVEYING ENGINEERING

116 Wrights Road

P O Box 679 Christchurch 8140 New Zealand

Telephone: 03 379 0793 Website: www.dls.co.nz E-mail: office@dls.co.nz

JOB TITLE:

Country Palms

SHEET TITLE:

Proposed Subdivision of Lot 2 DP 23163

DRAWING STATUS:

Proposed Subdivision

SCALE :

1:750@A1

1:1500@A3

DATE :

December 2019

CAD FILE :

J:\19989\SUBCON\H19989 Subcon R1.dwg

REVISION :

DRAWING No :

H19989

SHEET No :

1 OF 1

R1

Item No.: 9

Page 28

Attachment A Item 9

10. Waimairi Road (Peer Street to Maidstone Road) Road Marking Upgrade - Proposed Parking Restriction and Cycle Lanes

Reference / Te Tohutoro: 20/743382

Report of / Te Pou

Hamid Mirbaha – Snr Transport Network Planner

Matua:

General Manager /

Richard Osborne, Head of Transport

Pouwhakarae:

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider options to upgrade lane marking and parking provision on Waimairi Road between Peer Street and Maidstone Road to improve cycling safety and amenities for residents and cyclists along the section of the road.
- 1.2 To implement the proposed cycle lanes a removal of on-road parking spaces on one side of the road is required. This includes approximately 190 metres on the eastern side mostly south of Dovedale Avenue and 70 metres on the western side north of Maydell Street. The proposal also include a 120-minute restriction for the remaining on-street parking spaces (approximately 240 metres) along the road section. The restriction aims to reduce the long-term occupancy of parking spaces by non-residents, leaving more available spaces for the residents and improve safety and visibility to access driveways. The proposed restriction will be applicable during 8AM to 6PM, Monday to Friday, March to November.
- 1.3 The proposed works are proposed to be implemented at the same time as the planned road re-structuring works (road base and pavement). The work was planned for delivery in the financial year 2020 but has been reprioritised to financial year 2021 due to COVID-19 implications. The proposed combination of works will minimise the direct and indirect costs of the project delivery and results in better aesthetic results and higher value for money.
- 1.4 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

2. Officer Recommendations / Ngā Tūtohu

PART A

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

1. That a Special Vehicle Lane (Cycle) Lane be installed on the west side of Waimairi Road for northbound cyclists only, between the intersection of Maidstone Road and the intersection with Peer Street.
2. That a Special Vehicle Lane (Cycle) Lane be installed on the east side of Waimairi Road for southbound cyclists only, between the intersection of Maidstone Road and the intersection with Peer Street.

PART C

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

No stopping

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

West side

- a. That the stopping of vehicles is prohibited at all times on the on the west side of Waimairi Road commencing at its intersection with Maidstone Road and extending in a southerly direction for a distance of 81 metres.
- b. That a marked bus stop be installed on the west side of Waimairi Road commencing at a point approximately 81 metres south of its intersection with Maidstone Road and extending in a southerly direction for a distance of 14.5 metres. This location is 18 metres south of the current location of the bus stop.
- c. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 95.5 metres south of its intersection with Maidstone Road and extending in a southerly direction to its intersection with Maydell Street.
- d. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at its intersection with Maydell Street and extending in a southerly direction to its intersection with Dovedale Avenue.
- e. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at its intersection with Dovedale Avenue and extending in a southerly direction to a point 40 metres south of its intersection with Dovedale Avenue.
- f. That a marked bus stop be installed on the west side of Waimairi Road commencing at a point 40 metres south of its intersection with Dovedale Avenue and extending in a southerly direction for a distance of 14.5 metres. This location is the same as the current location of the bus stop.
- g. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 54.5 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to a point 72 metres south of its intersection with Dovedale Avenue.
- h. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 199 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to its intersection with Peer Street.

East side

- i. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at its intersection with Maidstone Road and extending in a southerly direction for a distance of 127 metres.
- j. That a marked bus stop be installed on the east side of Waimairi Road commencing at a point 127 metres south of its intersection with Maidstone Road and extending in a southerly direction for a distance of 14.5 metres. This location is the same as the current location of the bus stop.
- k. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing 239 metres south of its intersection with Maidstone Road and extending in a southerly direction to its intersection with Wadeley Road.
- l. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at its intersection with Wadeley Road and extending in a southerly direction for a distance of 25 metres.
- m. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at a point 53 metres south of its intersection with Wadeley Road and

extending in a southerly direction to a point 37.5 metres south of its intersection with Dovedale Avenue.

- n. That a marked bus stop be installed on the east side of Waimairi Road commencing at a point 37.5 metres south of its intersection with Dovedale Avenue and extending in a southerly direction for a distance of 14.5 metres. This location is 10 metres south of the current location of the bus stop.
- o. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at a point 52 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to its intersection with Peer Street.

P120 parking restriction on Waimairi Road:

- 4. Pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw:
 - a. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the west side of Waimairi Road commencing at a point 72 metres south of its intersection with Dovedale Road and extending in a southerly direction to a point 199 metres south of its intersection with Dovedale Road.
 - b. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the east side of Waimairi Road commencing at a point 153 metres south of its intersection with Maidstone Road and extending in a southerly direction to a point 239 metres south of its intersection with Maidstone Road.
 - c. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the east side of Waimairi Road commencing at a point 25 metres south of its intersection with Wadeley Road and extending in a southerly direction to a point 53 metres south of its intersection with Wadeley Road.

General

- 1. 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 1-4 above are revoked.
- 2. That these resolutions take effect when the parking signage and road markings that evidence the restrictions described in 1-4 above are in place (or removed in the case of revocations).

3. Reason for Report Recommendations / Ngā Take mō te Whakatauranga

- 3.1 Waimairi Road is a Minor Arterial Road in the Christchurch District Plan. The road caters for more than 24,000 vehicles per day around 3% of which being heavy vehicles. The kerb to kerb width of the road pavement is 12.7 metres while the boundary to boundary width is 19.7 metres including 3.5 metres footpaths and grass berms on each side. The existing cross section provides two extra wide traffic lanes of 4.35 metres and two parking lanes (discontinued at some sections) on either sides.
- 3.2 Waimairi Road, north and south of Dovedale Avenue, is currently catering for up to 300 cyclists per day in both directions. Without any cycling facilities those cyclists are sharing the road space with relatively high volumes of light and heavy vehicles while avoiding other roadside risks such as access to driveways and parking manoeuvres. There have been four crashes involving cyclists since 2011 over the section between Maidstone Road to Peer Street

including two injury crashes. In one of the injury crashes the cyclist was riding on the footpath and crashed with a car driving out of their driveway.

- 3.3 Uni-Cycle Major Cycle Route (crossing Waimairi Road at Dovedale Avenue) has provided a high quality separated route for cyclists to travel between CBD and Avonhead area. The number of cyclists on the Major Cycle Route has been steadily growing since the implementation by nearly 20% annual growth. The cycle counter installed on the route between Clyde Road and Fine Arts Road is currently recording up to 500 cyclists a day. This indicates there is an existing and rapidly growing demand for cycling on the nearby roads which connect to the Major Cycle Route.
- 3.4 The section of Waimairi Road has been identified with a very high priority (Priority 1) in the Council's Local Cycleways Business Case. The proposal will extend the reach of the Major Cycle Route to Greers Road from the north and high density residential lands in Upper Riccarton from the south. Provision of cycle lanes is considered as a basic level of safety improvement and is likely to encourage less confident cyclists to consider cycling and as a result release the latent demand for cycling.
- 3.5 A seamless connectivity between the Major Cycle Route and users' final destinations will ensure a safer, more convenient and pleasant end-to-end cycling journey. This will encourage a higher use of the cycling network a healthier and more environment friendly life-style which is in-line with the council's high level strategies and environmental targets.
- 3.6 The proposed road marking does not impact the vehicular capacity of the road and offers wide traffic lanes appropriate for the volume of traffic and level of heavy vehicles. The proposed cross-section includes two traffic lanes of 3.5 to 3.6 metres width, two cycle lanes and one on-street parking lane on the 12.7 metres width of the road. The Christchurch Cycle Design Guidelines specifies 1.8 metres as the minimum width requirement for a safe cycle lane in such busy road environment.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Do nothing
 - 4.1.1 Benefits:
 - Retention of unrestricted on-street parking spaces along Waimairi Road;
 - No additional cost.
 - 4.1.2 Dis-benefits:
 - Existing and growing safety risk for cyclists on the road particularly combined with the growing demand and volume of cars and cyclists on the road;
 - Constant competition between the local residents and non-residents over the available car park spaces due to the proximity to the University of Canterbury.
- 4.2 Construction of shared pedestrian/cycleways on footpaths
 - 4.2.1 Benefits:
 - Retention of unrestricted on-road parking spaces along the road;
 - 4.2.2 Dis-benefits:
 - The existing footpath is 1.6~1.7m wide which doesn't satisfy the minimum requirements of 2.5~3m for a shared path based on the Christchurch Cycle Design Guidelines. Grass berms need to be removed along the entire length to accommodate the minimum requirements of a shared path. There are a large

number of power poles on the grass berms which need to be removed. Crossing point at the local streets should also be upgraded to conform with the minimum safety requirements of a shared path;

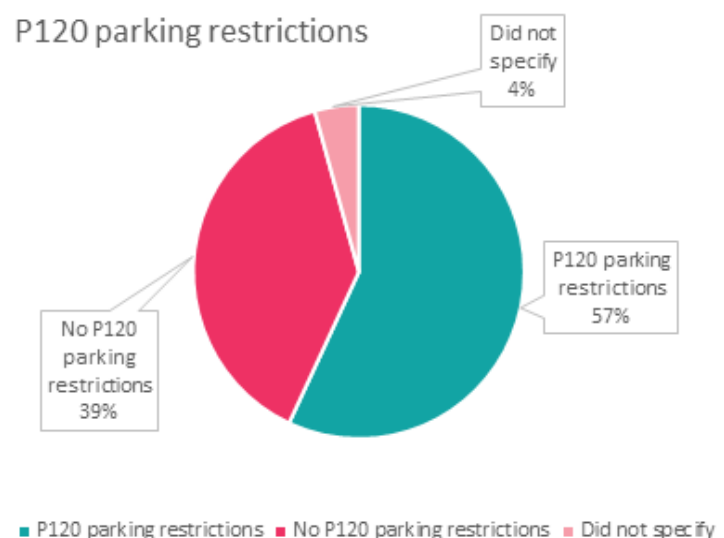
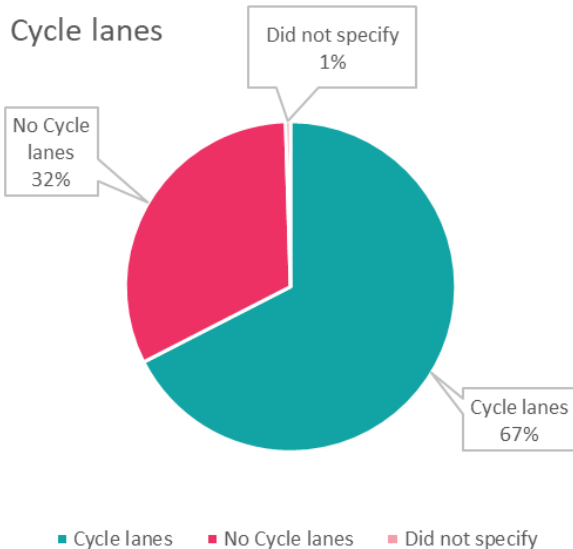
- The removal of berms, relocation of light poles and provision of shared crossing facilities at the side roads will require a considerable investment;
- Should the shared path be constructed on one or both sides of the road, there would be a very limited inter-visibility between vehicles and cyclists at the driveways due to the proximity of the shared path and fences. Cyclists would basically be invisible to drivers existing driveways until they reach to the conflict points. This coupled with the large number of off-street parking spaces and residential units on both sides of the road would potentially create an even bigger safety concern than the current situation;
- Constant competition between the local residents and non-residents over the available car park spaces due to the proximity to the University of Canterbury.

5. Community feedback

5.1 We received 209 submissions from residents, businesses and groups. These included:

- Generation Zero
- Rangi Ruru School
- CDHB
- Ilam Dental
- Fire and Emergency

5.2 Submission totals



5.2.1 From these 209 Submissions 22 people from Waimairi Road made comments.

Waimairi Road residents			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	14	Yes	11
No	8	No	11

5.2.2 There were 36 submissions from the rest of Ilam area

Rest of Ilam area residents			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	24	Yes	21
No	12	No	14
Blank	0	Blank	1

5.2.3 Nine people identified themselves as students

People who identified as Student			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	5	Yes	5
No	4	No	4

5.3 General themes

- 5.3.1 The people who supported the cycle lanes said these were a good idea on such a busy road. There are two points which needed to be looked at; Waimairi Road and Peer Street also near the Waimairi Road shops.
- 5.3.2 The people who did not support it said people do not use cycle lanes and if there needed to be one, why can't the grass strips alongside the footpath be utilised. Also not to take away more parking to accommodate the cycle lanes.
- 5.3.3 People who supported the parking restrictions said this would help with the environment and hopefully encourage people not to use their cars.
- 5.3.4 People who did not want the parking restrictions said the side streets will become busier, and that students will have to park further away from university (the university car parking fees are over \$450 per year, this also does not guarantee a parking space). One person said they would drop out of university if this was made a thing. Parking is already awful why would you take even more of it away, it's such a busy road.

5.4 Common themes

- 5.4.1 Some of the common themes from both the cycle lanes and the parking restrictions were:
- Better for children.
 - University students want some parking, some do not have a choice but to drive.
 - If these changes are implemented, it will hit students hard.
 - Parking in side streets will get worse.
 - Encourage more cycling.
 - Take out the berms and use as cycle and pedestrian lane.

- Separated cycle lane not painted.
- There needs to be cheaper campus parking.

6. Detail / Te Whakamahuki

- 6.1 The Uni-Cycle Major Cycle Route which crosses Waimairi Road at Dovedale Avenue, has provided a high quality route for cyclists to travel between the city and Avonhead.
- 6.2 The number of cyclists on the route has been steadily growing by up to 20% per year. Waimairi Road currently caters to nearly 300 cyclists per day which is likely to grow with the increasing influence of the Major Cycle Route.
- 6.3 Without any cycling facilities cyclists are exposed to live vehicle traffic and traffic undertaking parking manoeuvres. Since 2011 there have been four crashes involving cyclists in this area with two resulting in injury. The proposed cycle lanes will provide a basic level of safety for the rising number of cyclists.
- 6.4 To accommodate the proposed cycle lanes a permanent removal of on-street parking on the east side of Waimairi Road between Peer Street and Dovedale Avenue, on the west side of the road between 135 and 195 Waimairi Road and on a small section outside 168 Waimairi Road (see **Attachment B**).
- 6.5 To keep parking spaces available to local residents, a P120 parking restriction has been proposed for the remaining on-street parking spaces which applies from 8am to 6pm, Monday to Friday, March to November.
- 6.6 Waimairi Road, between Peer Street and Maidstone Road has been planned for a pavement reconstruction in financial year 2021. As part of this process the proposed lane marking layout will replace the old one along with the new pavement.
- 6.7 The decision affects the following wards/Community Board areas:
 - 6.7.1 Riccarton ward and the Waipuna/Halswell-Hornby-Riccarton Community Board area.

7. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 7.1 The Council's strategic priorities have been considered in formulating the recommendations in this report and it aligns with "Enabling active and connected communities to own their future", "Meeting the challenge of climate change through every means available" and "Ensuring rates are affordable and sustainable".
- 7.2 The recommendations in this report will help to achieve the desired community outcomes of "Safe and healthy communities", "a well-connected and accessible city" and "Sustainable use of resources" through improved access and road safety and more efficient use of opportunities due to programme combinations.
- 7.3 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the Councils Long Term Plan (2018 - 2028).
 - 7.3.1 Activity: Active Travel
 - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city. - >=54%

Policy Consistency / Te Whai Kaupapa here

- 7.4 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 7.5 The proposal does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 7.6 This proposal includes measures to encourage cycling and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 7.7 This proposal does not include considerable decisions in relation to accessibility considerations.

8. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 8.1 Cost to Implement – estimated \$5,000 to install the additional parking signs, new lane marking and on-road cycle signs. This will top up the road re-construction project to accommodate the proposed changes.
- 8.2 Maintenance/Ongoing costs – negligible considering the minor changes to the existing assets
- 8.3 Funding Source – 58545 Local Cycleway Connections - Signs and Markings

9. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 9.1 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.
- 9.2 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.
- 9.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 9.4 There is no legal context, issue or implication relevant to this decision.
- 9.5 This specific report has not been reviewed and approved by the Legal Services Unit.

10. Risk Management Implications / Ngā Hīraunga Tūraru

- 10.1 Further postponement of road reconstruction project due to funding restrictions as a result of the COVID-19 outbreak. Mitigation: carry forward the budget to the time of delivery of the project.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Waimairi Road lane marking upgrade	38
B ↓	Consultation analysis	39

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

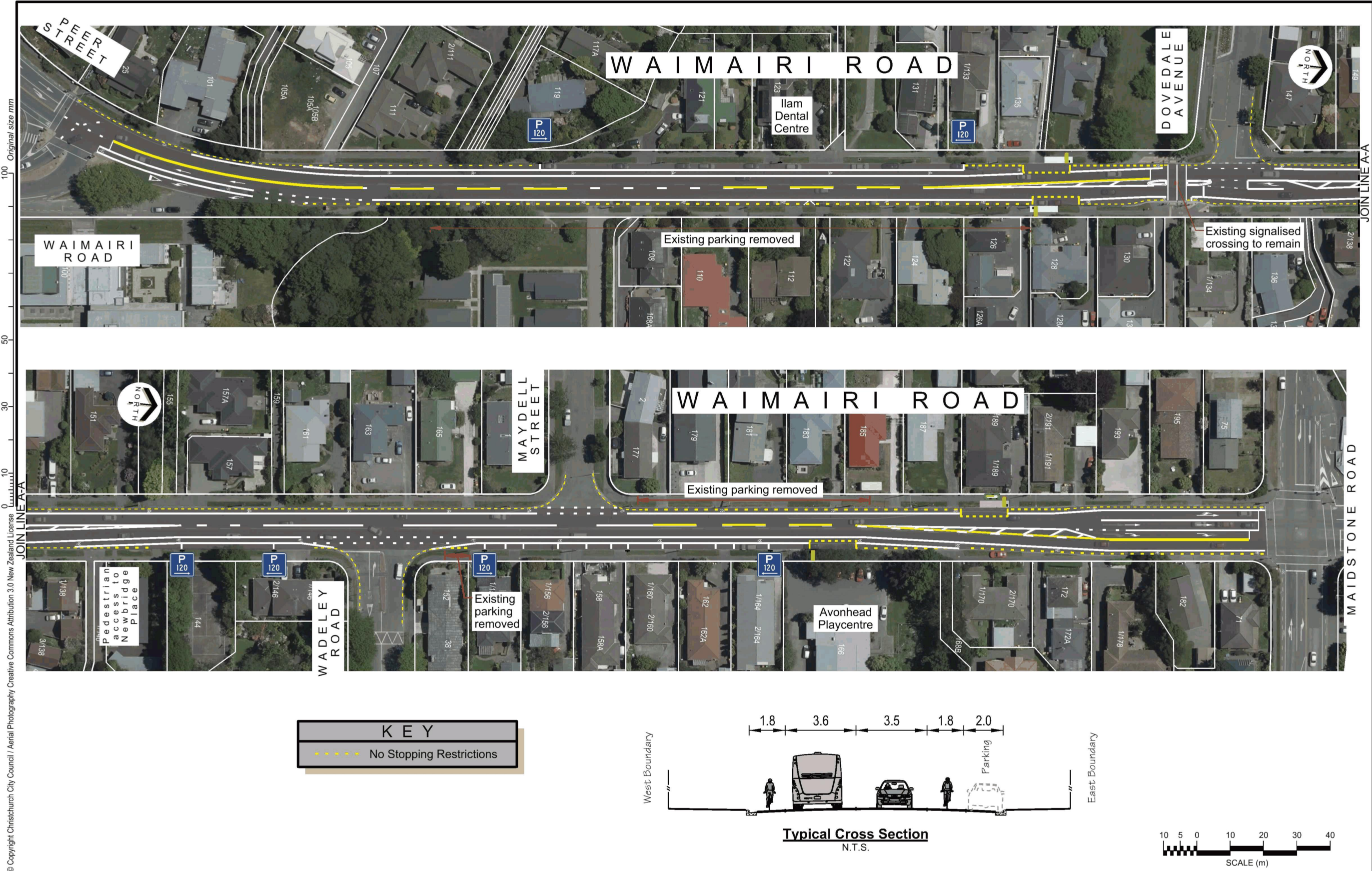
(a) This report contains:

- (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.

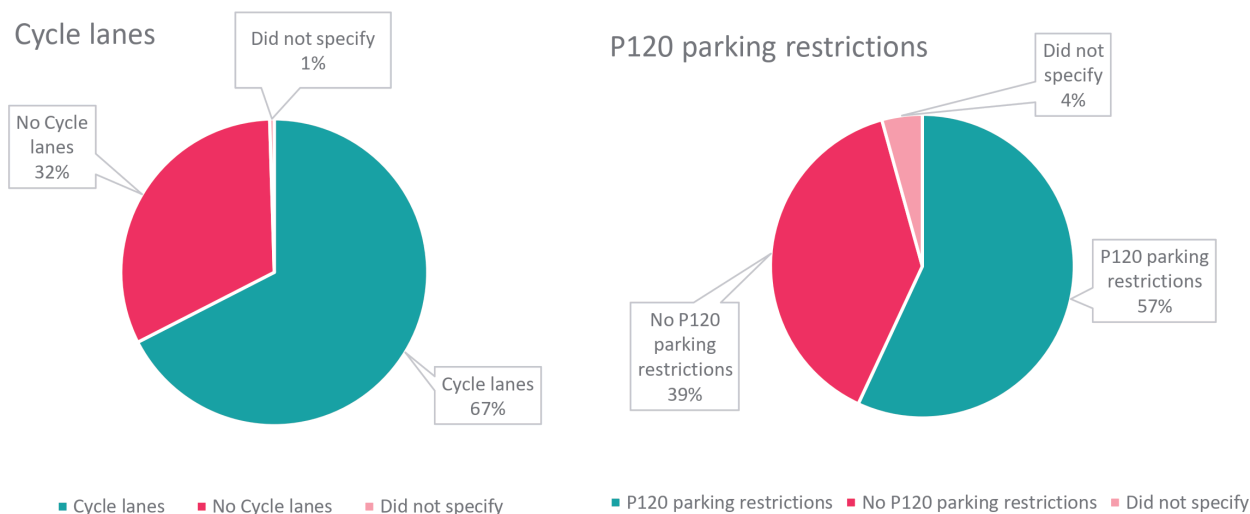
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Hamid Mirbaha - Senior Transport Network Planner - Specialist
Approved By	Richard Holland - Team Leader Asset Planning Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport



Waimairi Road cycle lanes analysis



We received 209 submissions from residents, businesses and groups. This included:

- Generation Zero - 33000
- Rangi Ruru School – 32982
- CDHB – 32643
- Ilam Dental – 32556
- Also an email from Fire and Emergency.

Submission totals

From these 209 Submissions 22 people from Waimairi Road made comments.

Waimairi Road			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	14	Yes	11
No	8	No	11

The rest of Ilam there were 36 submissions

Rest of Ilam			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	24	Yes	21
No	12	No	14
Blank	0	Blank	1

Nine people identified themselves as students

People who wrote Student			
Cycle lanes	Total	P120 parking restrictions	Total
Yes	5	Yes	5
No	4	No	4

Some comments from students

32618 - Not all of us live near or around uni. Public transportation in Christchurch is ridiculously expensive and inefficient. For many of us who work and study, we need to travel quickly. Yet, we are not all able to afford the ridiculously expensive student parking that the uni impose on us as well. Many parking spaces have been cut and the CCC has been notorious at imposing fines with zero tolerance. Cyclists do not pay road tax. They do not pay ANYTHING to deserve any special treatment. Motorists should not be punished for non-paying users.

32637 - I will find this much easier and safer to get from home to uni each day on my bike with cycle lanes it place.

32608 - Personally I don't get a choice whether to drive to uni or not as I live so far out. Sometimes I'd be circling the university parking for nearly hours at a time and removing those around the uni will just add to that time wasted just searching and losing fuel...

32694 - As I am based on the Dovedale campus, I cycle on Waimairi Rd on a regular basis. Adding a cycle lane and limiting parking will increase safety.

General themes

The people who supported the cycle lanes said these were a good idea on such a busy road. There are two points which needed to be looked at; Waimairi Road and Peer Street also near the Waimairi Road shops.

The people who didn't support it said people don't use cycle lanes and if there needed to be one, why can't we utilise the grass strips alongside the footpath. Also not to take away more parking to accommodate them.

People who supported the parking restrictions said this would help with the environment and hopefully encourage people not to use their car.

People who did not want the parking restrictions said the side streets will become busier, and that students will have to park further away from university (the university car parking fees are over \$450 per year, this also does not guarantee a parking space).one person said they would drop out of university if this was made a thing. Parking is already awful why would you take even more of it away, it's such a busy road.

Common themes

Some of the common themes from both the cycle lanes and the parking restrictions were:

- Safer for children
- University students want some parking, some do not have a choice but to drive
- If these changes are implemented, it will hit students hard
- Parking in side streets will get worse
- Encourage more cycling
- Take out the berms and use as cycle and pedestrian lane
- Separated cycle lane not painted
- There needs to be cheaper campus parking

Changes to the plan from the feedback

Retaining the no stopping lines outside 111 to 119 Waimairi Road.

Information

The proposed P120 restriction starts at 8am and ends at 6pm. Over-night parking remains unrestricted.

Questions and responses

Q1. Will the cycle lanes continue down Waimairi road to eventually connect to cycle lanes on Hansons lane and Annex road?

A1. The currently prioritised cycle lanes on Waimairi Road continue along Peer Street and connect to the future alignment of Southern Express Major Cycle Route at Curletts Road/Peer Street/Main South Road intersection. At this location a high quality access will be provided towards Hansons Lane and Annex Road.

Q2. If this cycle lane is to go ahead, cars need to be stopped from turning right into Wadely Rd. At this point, the traffic should be straight ahead only.

Parents will look to drop toddlers off at the play centre safely: perhaps give them a turning option into the community centre parking area?

A2. The proposed scheme would provide a better visibility for cyclists and cars at the location and most likely reduces the risk of crashes. Council is committed to reducing the number and severity of crashes and continually monitoring the entire road network for high risk locations. Should the location causes safety issues in the future, measure to mitigate the risk will be implemented as a part of the Council's Metropolitan Safety Programme.

Q3. I believe this is a good idea, however, there is a serious flaw at the Maidstone/Waimairi intersection. This intersection - north bound on Waimairi Road, contains an odd two lane section. Heading north there is a right turn lane, straight through lane and a left turn/straight through lane. This has the effect of turning this intersection into a sort of racetrack. Cars will either try and pass other cars on the left, or accelerate at high speed on the change of red to green light to get ahead of traffic. This dangerous situation is compounded by the presence of diagonal carparks at Ilam shops resulting in a number of near misses as cars try to back onto high speed traffic on Waimairi Road. Adding a cycle lane, which ends at the start of this raceway is only going to add more danger. A simple solution - which would cost very little, would be to make the left hand lane left turn only. Also painting turn bay markers outside the Ilam shops would increase safety in this area, allowing cyclists a safe option to get past the shops.

A3. Considering the current traffic volumes, reducing the number of northbound through lanes at the Maidstone Road/Waimairi Road intersection can lead to substantially longer queues and delays on all approaches to the intersection during the afternoon peak time. The average northbound queue lengths on Waimairi Road can get twice as long and can frequently reach beyond Dovedale Avenue. To relocate the cycle lane towards the shops, would create other issues including cycle-pedestrian or cycle-furniture conflicts. There are examples of such layout in the city with numerous complaints and safety issues (e.g. corner of Normans Road / Strowan Road intersection). Alternatively car parks can be converted into parallel spaces but this would reduce the available spaces from 28 to 13 spaces which could adversely impact the neighbourhood centre.

The current layout requires drivers to be extremely cautious when reversing back to the live traffic lanes to avoid a collision. The alertness as well keeps them aware of cyclists' presence approach from the same direction. We are committed to reducing the number of vulnerable road user crashes and has an active monitoring regime to identify crash risks across the entire network. Over the past 10 years there hasn't been any reported crashes between cars and cyclists in front of the shops. Should the situation changes in the future, we will implement mitigating strategies or upgrading the layout in necessary.

Q4. I recommend just the addition of a green zone lane or similar. This can be achieved by the narrowing of footpaths and or berms. All at a fraction of the cost whilst not taking away residents street parking.

A4. The option of providing off-road shared paths has been considered for Waimairi Road and discounted due to the issues with visibility at driveways and high cost of relocating the existing power and light poles.

Q5. I do like cycle lanes but think a cycle lane on Ilam Rd from Creyke Rd to Memorial Ave would be much better. This road is quieter and would continue the cycleway which currently ends at Creyke Rd. Waimairi Rd has many flats along this proposed route and the cycle lanes and restricted parking would make it difficult for existing residents to park. Some don't have onsite parking for more than one vehicle and rely on the roadside parking. If a cycle way was created from Grahams Rd along Memorial Ave to Ilam Rd to connect with the existing separated cycleway by the University and hence to the Uni-Cycle this would be an improved solution.

A5. The Nor 'West Arc Major Cycle Route, along Ilam Road and Arorangi Road, will connect to the Uni-Cycle Major Cycle Route and further down to the Southern Express Major Cycle Route. The proposed on-road cycle lanes along Waimairi Road are to provide a better local connection to residential areas to feed into the Major Cycle Route network.

11. Islington Avenue, Islington - Proposed No Stopping and P30 restrictions

Reference / Te Tohutoro: 20/766536

Report of: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,
david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve new no stopping restrictions, P30 restrictions and the revoking of existing restrictions to create parking spaces on a part of Islington Avenue in Hornby, as indicated in **Attachments A and B**. A location plan of the site is shown in **Attachment C** and site photos are shown in **Attachment D**.
- 1.2 This report is staff generated in response to requests from local businesses, who have concerns relating to inappropriate parking restrictions that do not correspond to the required uses along different sections of Islington Avenue.
- 1.3 These measures have been requested to:
 - Maintain a clear visibility splay for drivers leaving 4 Islington Avenue.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to access the site at 4 Islington Avenue.
 - Provide short stay parking opportunities near the café area, especially for larger vehicles unable to access the main car park.
 - Provide 12 new on-street parking opportunities at safe locations.

1. Officer Recommendations / Ngā Tūtohu

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

1. Approve that pursuant to Part 1, section 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of Islington Avenue shown by 'Proposed No Stopping Restrictions' in Plan TG136527 dated 11 March 2020 in Attachment A of the agenda staff report.
2. Approve that pursuant to Part 1 section 8 of the Christchurch City Council Traffic and Parking Bylaw, approve that the part of Islington Avenue, as indicated in Plan TG136527 dated 31 March 2020 in Attachment B of the agenda staff report, forming part of the resolution, is specified as a parking place for any vehicles and be restricted to a maximum period of 30 minutes between the hours of 8am and 6pm Monday to Sunday.
3. Approve that the stopping of vehicles be prohibited at any time on the north west side of Islington Avenue commencing at its intersection with Innovation Road and extending in a south westerly direction for a distance of 47 metres.
4. Approve that the part of the north west side of Islington Avenue is restricted to a maximum period of 30 minutes between the hours of 8am and 6pm Monday to Sunday commencing at a point 84m south west of its intersection with Innovation Road and extending in a south westerly direction for a distance of 11 metres.

5. Approve that the stopping of vehicles be prohibited at any time on the south west side of Islington Avenue commencing at its intersection with Innovation Road and extending in a south westerly direction for a distance of 39 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the south west side of Islington Avenue commencing at a point 51m south west of its intersection with Innovation Road and extending in a south westerly direction for a distance of 56 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the south west side of Islington Avenue commencing at a point 124m south west of its intersection with Innovation Road and extending in a south westerly direction for a distance of 110 metres.
8. Approve that the stopping of vehicles be prohibited at any time on the south west side of Islington Avenue commencing at a point 234m south west of its intersection with Innovation Road and extending in a south westerly direction for a distance of 24 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the south west side of Islington Avenue commencing at a point 258m south west of its intersection with Innovation Road and extending in a south westerly direction for a distance of 9 metres.

General

10. 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 resolutions.
11. Approve that 1-10 above take effect when the signs and road markings that evidence the restrictions, are in place (or removed, in the case of revocations).

2. Key Points / Ngā Take Matua

- 2.1 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 \(2018 - 2028\)](#).
- 2.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions and P30 restrictions (preferred option).
 - Option 2 - Do Nothing.
- 2.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 2.3.1 The advantages of this option include:
 - Maintains a clear visibility splay for drivers leaving 4 Islington Avenue.
 - Assists larger vehicles such as delivery vehicles to access the site at 4 Islington Avenue.
 - Provide short stay parking opportunities near the café area, especially for larger vehicles unable to access the main car park.
 - Provide 12 new on-street parking opportunities at safe locations.
 - 2.3.2 The disadvantages of this option include:
 - None identified.
- 2.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board.

3. Policy Framework Implications

Strategic Alignment

- 3.1 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.
- 3.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Within Policy 1 of Suburban Parking Policy, kerbside road space is prioritised and includes a particular order for Commercial areas. Short stay parking is classified as 7th priority and above commuter parking which is classified as 8th priority.
- 3.3 The first priority for suburban road space is safety and the second is movement and amenity. Whilst the proposal includes creating new on-street parking spaces, safety, movement and amenity are maintained for the passage of large commercial vehicles. Also, there are no other competing on-street uses such as bus stops, taxis. Loading or mobility spaces which would be ranked higher than normal on-street parking. Consequently, the creation of new on-street parking opportunities would be consistent with this policy.

Decision Making Authority Te Mana Whakatau

- 3.4 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.
- 3.5 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.
- 3.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Policy Consistency

- 3.7 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua

- 3.8 The decision 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 Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

- 3.9 The impacts of this proposal upon Climate Change are anticipated to be minor.

Accessibility Considerations

- 3.10 This proposal has no adverse effects upon access by walking and cycling and only effects on-street car parking.

4. Context/Background / Te Horopaki

Issue / Ngā take

- 4.1 Staff have received two separate requests within Waterloo Business Park. The first related to a business located in the 'southern section' at 4 Islington Avenue (Chain Protection Service, hereon referred to as CPS) and the other, from the café business at 23 Islington Avenue.
- 4.2 CPS explained that as their vehicles leave their car park, the visibility to the right is blocked by a parked vehicle. Furthermore, their own suppliers and commercial vehicles often have difficulty turning left into the premises, due to the parked vehicles, especially if there is another vehicle waiting to turn out of the car park.

- 4.3 The café is located in the 'central section' of Islington Avenue and shares the same overall building with 5 other businesses at 23 Islington Avenue. They indicated that their customer demand can often exceed the available parks in the area, due to the limited on-street opportunities. The context is described for each of the two locations as follows:

Southern section

- 4.4 Staff contacted the two businesses to understand the issues and visited the site. The overall width of Islington Avenue is 11.5 metres, with 2 x 2.1 metre shoulders and 7.3 metres of 2 lane road. This is ideal for the passage of commercial vehicles. There is a parking shoulder on both sides of the road, with the exception of the north east section adjacent to 8 Islington Avenue, which has no stopping restrictions. The west side consist of vacant sections, whereas the eastern side has multiple industrial units with a succession of accesses.
- 4.5 Further to observations on site, staff agree with the concerns of CPS that the visibility to the right of their access, is impaired by one parking space. Consequently, staff have recommended a short section of no stopping restriction.
- 4.6 During the site visit, staff examined the available road space and the requirements of adjacent businesses, since one parked car would be displaced elsewhere. It was apparent that the existing no stopping restrictions were extensively in place on Islington Avenue, yet some restrictions did not necessarily appear to be justified. Staff recognise that some no stopping restrictions are necessary to protect visibility splays or maintain the road space for large commercial vehicles.
- 4.7 Between 6 and 8 Islington Avenue, there is a long building frontage to the Safety Apparel Ltd building which will not be subject to a new access location. Consequently, staff consider that much of the no stopping restrictions on this side are unnecessary and could be replaced with on-street parking. This would not compromise the safe movement of trucks in this area. Consequently this aspect has been added to the proposal, which creates 4 parking spaces.
- 4.8 Staff have recommended no stopping restrictions at key locations to maintain the required space available for turning vehicles and to protect visibility spays and forward sight lines.

Central section

- 4.9 This section (approximately 125m long) is located immediately south west of Innovation Road. The southern side has continuous no stopping restriction, as does the majority of the north side. In terms of land use the south side has a unit for Mainfreight; the north side has a multiple use office building with 6 businesses including the café. This address has a 2 way access on its western side and an exit only on its eastern side.
- 4.10 Some on-site parking is available, though is mainly angled parking or allocated to staff at the other businesses. The site layout is especially difficult for larger commercial vehicles who may wish to stop for a coffee.
- 4.11 Staff spoke with the café owner and other businesses in the area. It was agreed that it would be appropriate to introduce short stay parking to support the café business, especially for larger vehicle that could not access the on-site parking. A 30 minute period was agreed to be suitable and that approximately 2 short stay parking spaces would be created.
- 4.12 Staff assessed the preferred location between the two accesses to 23 Islington Avenue and particularly whether turning space would remain possible for semi-trailer trucks driving to and from the main two way access to 23 Islington Avenue. Further to feedback from local businesses, staff reviewed the suitability of no stopping restrictions elsewhere and identified sections where this could be replaced with 8 other new on-street parking opportunities.

- 4.13 Vehicle tracking was undertaken to check that turns were feasible for all directions, with all the proposed parking in effect. These demonstrated that the available turning paths would not be made any worse with the proposed parking bays.

5. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Option 1 - Install No Stopping and P30 Restrictions (preferred option)
- Option 2 - Do Nothing

- 5.2 No other options have been considered.

Options Descriptions / Ngā Kōwhiringa

- 5.3 **Option One: Preferred Option:** Install No Stopping and P30 Restrictions

- 5.3.1 **Option Description:** Install No Stopping and P30 restrictions in accordance with Attachments A and B.

5.3.2 Option Advantages

- Maintains a clear visibility splay for drivers leaving 4 Islington Avenue.
- Assists larger vehicles such as delivery vehicles accessing the site at 4 Islington Avenue.
- Provide short stay parking opportunities near the café area, especially for larger vehicles unable to access the main car park.
- Provide 12 new on-street parking opportunities at safe locations.

5.3.3 Option Disadvantages

- None identified.

- 5.4 **Option Two:** Do Nothing

- 5.4.1 **Option Description:** Do not add further no stopping restrictions, P30 restrictions and retain all existing no stopping restrictions.

5.4.2 Option Advantages

- No impact on on-street parking.

5.4.3 Option Disadvantages

- Does not address the business concerns over the lack of turning space at near the access location and the visibility splay.
- Does not address the business concerns relating to short stay parking opportunities, especially for larger vehicles.
- Retains no stopping restrictions that are not required which cause unnecessary pressure on parking demands

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

- 6.1 The owners and tenants of the properties located close to the proposal were advised of the recommended option by letter. This included Southpark Corporation who purchased Waterloo Park Limited. **Attachment E** shows the locations of the properties that were consulted.

- 6.2 Six responses were received that were in support of the proposals. No submissions were received which objected to the proposal.
- 6.3 The Team Leader Parking Compliance has indicated support for the preferred option.

7. Resource Implications

Capex/Opex

- 7.1 Cost to Implement - \$700
- 7.2 Maintenance/Ongoing costs – covered under the existing maintenance budget
- 7.3 Funding Source – Traffic Operations Signs and Road Marking budget

8. Legal Implications

- 8.1 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 section 4 above.

9. Risk Management Implications

- 9.1 The risks identified are expected to be minor.

10. Next Steps / Ngā mahinga ā-muri

- 10.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 10.2 If approved, the recommendations will be completed within this financial year

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site plan south Islington Avenue	50
B ↓	Site Plan central Islington Ave with P30	51
C ↓	Location plan Islington Avenue	52
D ↓	Site photos Islington Avenue	53
E ↓	Islington Ave consultees	54

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not Applicable

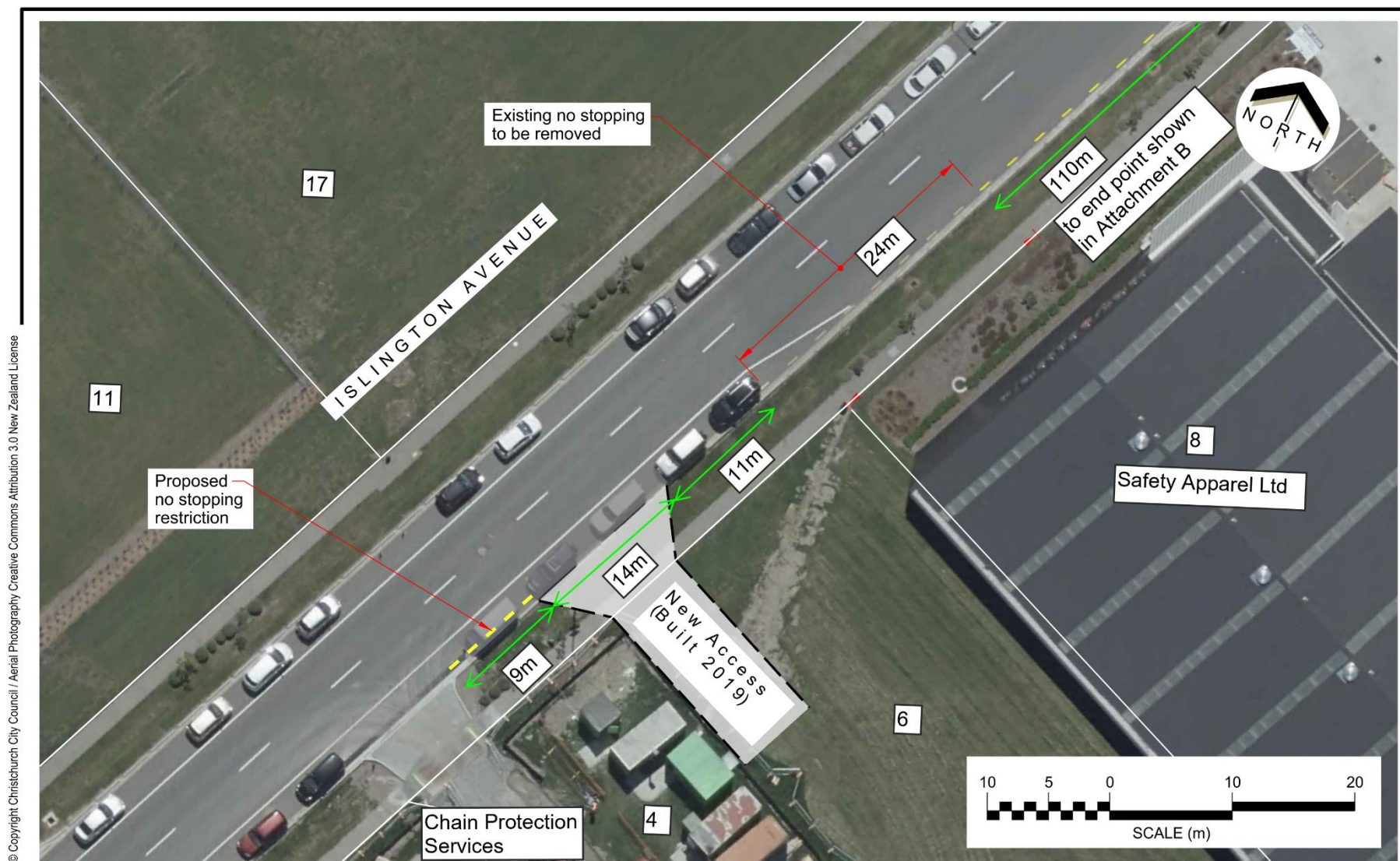
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.



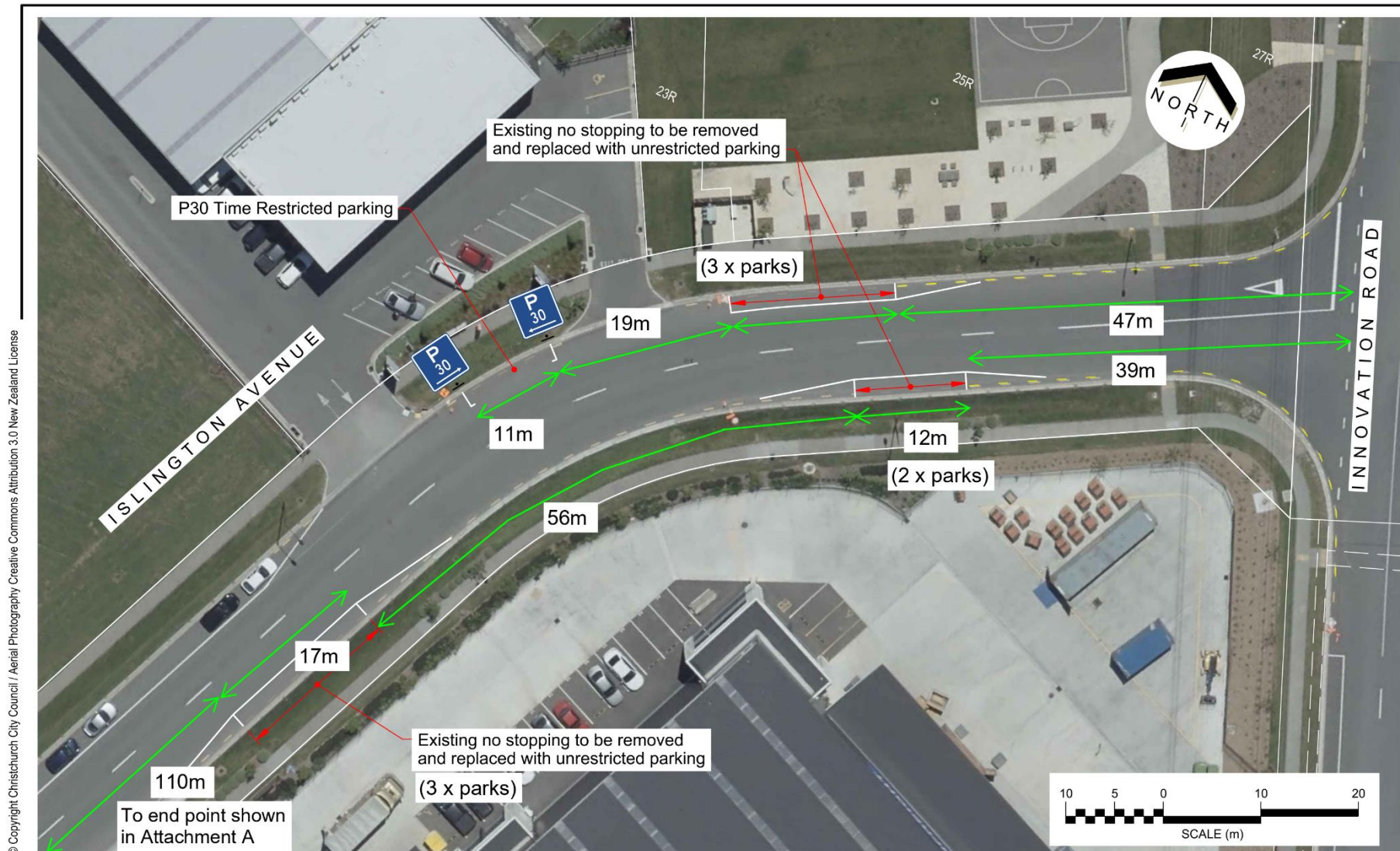




Photo 1 - Islington Avenue (southern section) looking south

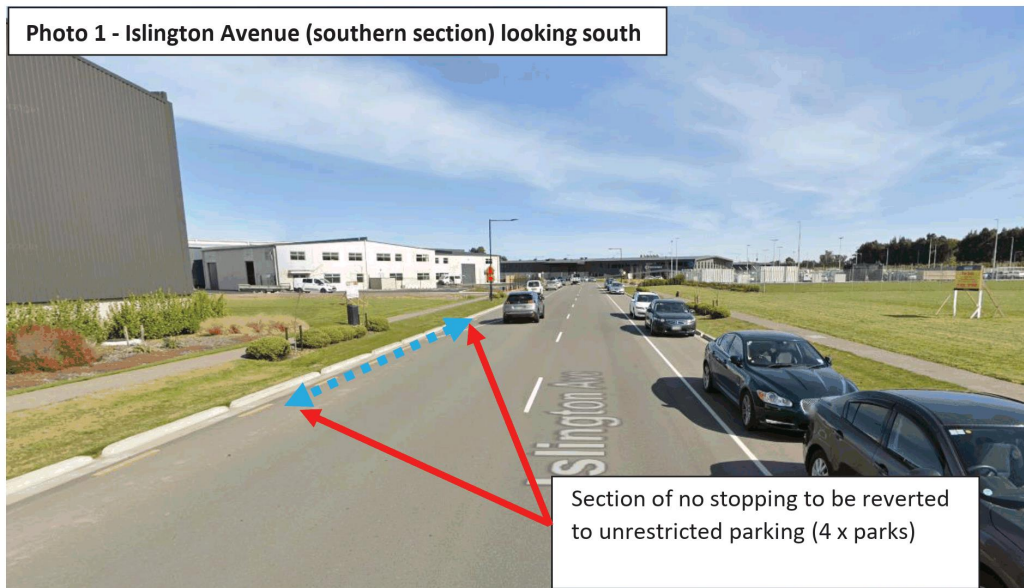
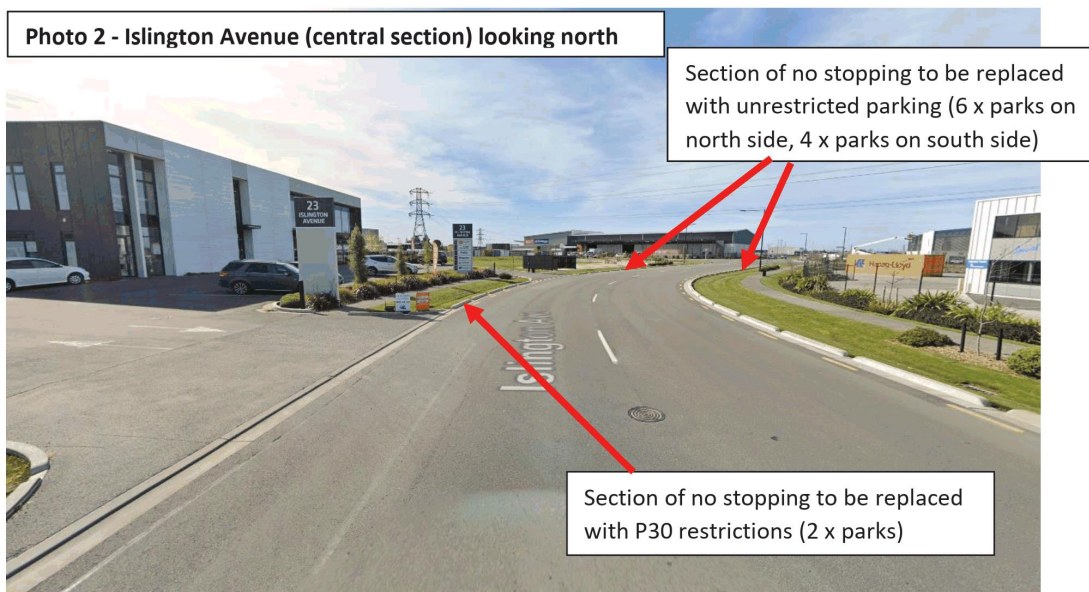


Photo 2 - Islington Avenue (central section) looking north



Islington Ave - Plan of consultees



12. Packard Crescent, Halswell - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/813005

Report of: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,
david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve No Stopping Restrictions on a part of Packard Crescent in Halswell, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B** and site photos are shown in **Attachment C**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on this street which is causing difficulties for vehicles turning in and out of the intersection at Maka Lane.
- 1.3 These measures have been requested to:
 - Provide forward visibility and passing space for northbound drivers approaching the bend on Packard Crescent.
 - Improves the sight lines approaching the pedestrian crossing at the bend.
 - Ensure space is available for all vehicles to turn in and out of Maka Lane.
 - Provide a reasonable visibility splay for drivers leaving Maka Lane.
 - Assists larger vehicles such as cars towing trailers and delivery vehicles to access Maka Lane.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of Packard Crescent shown by 'Proposed No Stopping Restrictions' in Plan TG136542 dated 8 May 2020 in Attachment A of the agenda staff report.
2. Approve that the stopping of vehicles be prohibited at any time on the north west side of Packard Crescent commencing at a point 8 metres from its northern intersection with Maka Lane (A Private lane) and extending in a northerly direction for a distance of 9 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the south west side of Packard Crescent commencing at its northern intersection with Maka Lane (A Private lane) and extending in a south westerly direction for a distance of 11 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the south west side of Packard Crescent commencing at its northern intersection with Maka Lane (A Private lane) and extending in a north easterly direction for a distance of 8 metres.

5. Approve that the stopping of vehicles be prohibited at any time on the east side of Packard Crescent commencing at a point 19 metres north east of its northern intersection with Maka Lane (A Private lane) and extending in a north easterly direction for a distance of 9 metres.
6. 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 the resolutions above.
7. Approve that resolutions 1-5 take effect when road markings that evidence the restrictions, are in place.

3. Key Points / Ngā Take Matua

- 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 \(2018 - 2028\)](#).
- 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:
 - Provide forward visibility and passing space for northbound drivers approaching the bend on Packard Crescent.
 - Improves the sight lines approaching the pedestrian crossing at the bend.
 - Ensure space is available for all vehicles to turn in and out of Maka Lane.
 - Provide a reasonable visibility splay for drivers leaving Maka Lane.
 - Assists larger vehicles such as cars towing trailers and delivery vehicles to access Maka Lane.
 - 3.3.2 The disadvantages of this option include:
 - Displaces parking to other locations.
- 3.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board

4. Policy Framework Implications

Strategic Alignment

- 4.1 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.
- 4.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Policy 1 relates to prioritising suburban road space according to Table 1 - Road priority matrix.
- 4.3 Within the matrix, the second priority is to provide movement and amenity, which is the main purpose of the new restrictions, since it maintains the road space for drivers turning in and out of the local intersections and using the sections of road with a tight bend. On-street parking for commuters is classified as the eighth (lowest) priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 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.
- 4.5 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.
- 4.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Policy Consistency

- 4.7 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua

- 4.8 The decision 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 Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

- 4.9 The impacts of this proposal upon Climate Change are anticipated to be minor.

Accessibility Considerations

- 4.10 This proposal purely enhances the accessibility of all vehicle movements. It has no adverse effects upon access by walking and cycling and only effects on-street car parking.

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Staff have received requests from residents within this neighbourhood, concerning the effect of on-street parking upon road safety.
- 5.2 Residents indicated that the on-street parking activity is often intensive throughout the day and all week, due to staff employed at the nearby Longhurst Medical Hub who choose to park in this area.

Context

- 5.3 Staff contacted the local residents to understand the issues and subsequently visited the site.
- 5.4 Maka Lane is a private lane and has a crescent layout, connecting with Packard Crescent at 2 locations to the north and south. This proposal relates to the northern location. This location is also situated close to a right angled bend in the road alignment. Presently there are no parking restrictions on street.
- 5.5 This location is within the Longhurst residential subdivision with housing on both sides. The Longhurst Medical Hub is approximately 100m away and there is a footpath link located approximately 50 metres north east of Maka Lane which provides a walking connection to and from the Hub and adjacent residential areas.
- 5.6 Staff checked the crash history at this location; none have been reported at this location. However, staff consider that the visibility splay and forward sight lines are substandard at this location and there are safety risks to drivers and potentially pedestrians crossing nearby.
- 5.7 Observations on site indicated that parking was intensive on street at different times of the day. Vehicles parked on both sides of Packard Crescent and on Maka Lane. It was apparent the forward sight lines were poor and drivers often had to drive in the middle of the road. This has

the positive effect of keeping speeds down along the street, though at the site there were a combination of potential hazards as mentioned earlier which staff consider warrant a small extent of restrictions, to reduce the safety risk.

- 5.8 Staff have recommended no stopping restrictions at key locations to maintain the required space available for turning vehicles and to protect visibility spays and forward sight lines.

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 No other options have been considered.

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

- Provide forward visibility and passing space for northbound drivers approaching the bend on Packard Crescent.
- Improves the sight lines approaching the pedestrian crossing at the bend.
- Ensure space is available for all vehicles to turn in and out of Maka Lane.
- Provide a reasonable visibility splay for drivers leaving Maka Lane.
- Assists larger vehicles such as cars towing trailers and delivery vehicles to access Maka Lane.

6.3.3 Option Disadvantages

- Displaces parking to other locations.

- 6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not provide stopping restrictions.

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the resident concerns over the poor visibility splay, lack of turning space and forward sight lines at Packard Crescent.

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

- 7.1 The owners and tenants of the properties located close to the proposal as well as the Halswell Residents Association were advised of the recommended option by letter. **Attachment D** shows the locations of the properties that were consulted.

- 7.2 Seven responses were received that were in support of the proposals. No submissions were received which objected to the proposal.

- 7.3 Two residents requested extending the restrictions further towards the crossing location. Staff agreed with the reasoning for this requests and that this would not affect the frontage of a property. Consequently the proposal was amended to include this.
- 7.4 The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.5 The Do Nothing option is inconsistent with local resident requests to improve sight lines, and improve turning space at this location.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$300
- 8.2 Maintenance/Ongoing costs – covered under the existing maintenance budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

- 9.1 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 section 4 above.

10. Risk Management Implications

- 10.1 The risks identified are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

- 11.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 11.2 If approved, the recommendations will be completed within this financial year.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site plan Packard Crescent no stopping	61
B ↓	Location Plan Packard Crescent Maka Lane	62
C ↓	Photos Packard Crescent	63
D ↓	Consultees on Packard Crescent and Maka Lane	64

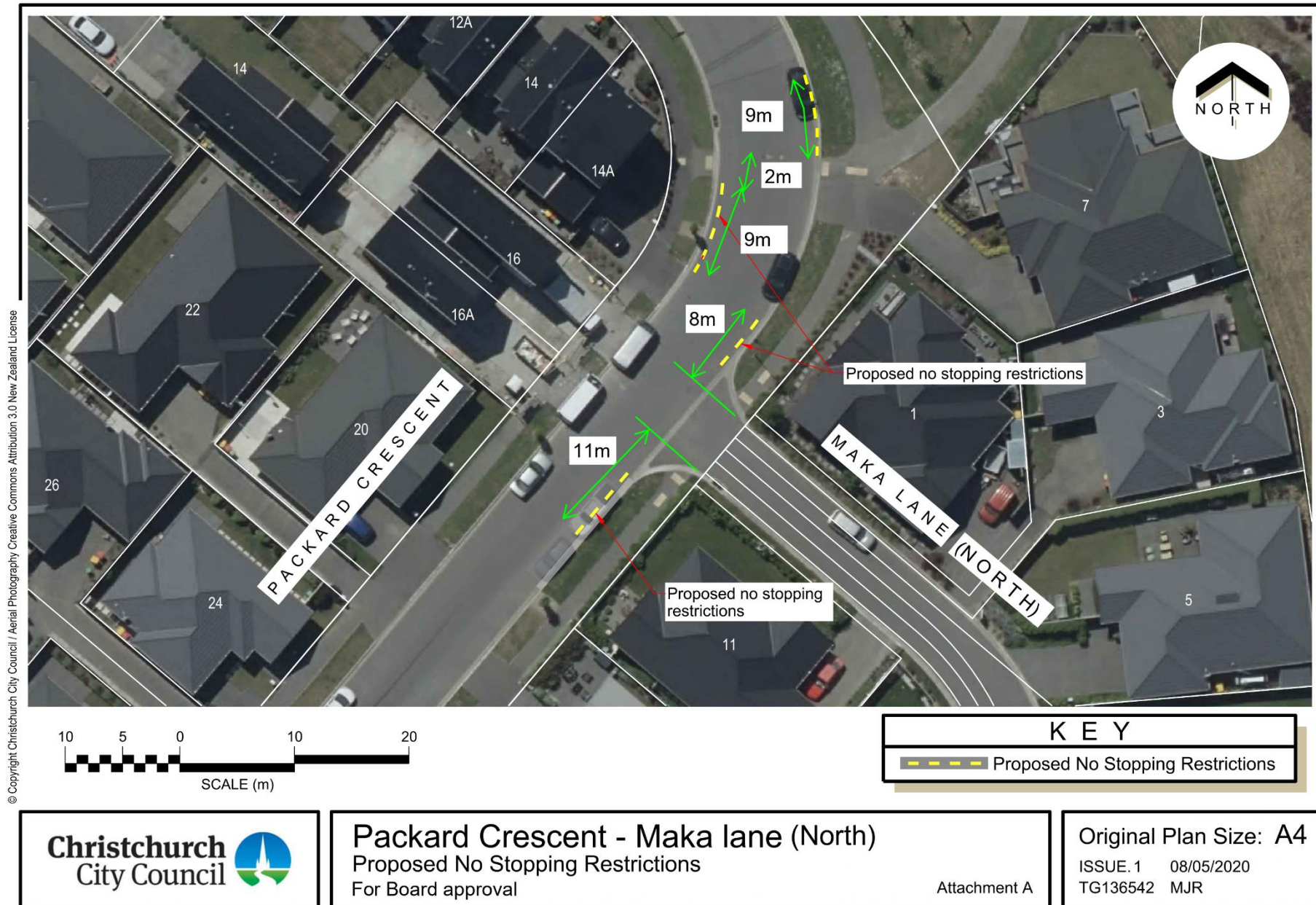
In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not Applicable

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.





**Photo 1: Packard Crescent approaching the bend
(looking north)**



**Photo 2: Packard Crescent approaching Maka
Lane (looking south west)**





13. Franco Road, Halswell - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/844598

Report of: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,
david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve No Stopping Restrictions on a part of Franco Road in Halswell, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B** and site photos are shown in **Attachment C**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on these streets which are causing difficulties for vehicles driving along the street and turning in and out of the access to the Kindergarten car park.
- 1.3 These measures have been requested to:
 - Provide forward visibility and passing space for drivers approaching the bend on Franco Road.
 - Deter drivers from parking at the crossing.
 - Improves the sight lines approaching the pedestrian crossing at the bend
 - Ensure space is available for all vehicles to turn in and out of the access to the preschool.
 - Assist service vehicles such as rubbish trucks and delivery vehicles to access the street safely.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves pursuant to Clause 7 of the Christchurch City Council Parking Bylaw 2017:

1. That the stopping of vehicles be prohibited at all times on part of the eastern side of Franco Road commencing at a point 69 metres south east of its intersection with Hendersons Road and extending in a south easterly direction for a distance of 27 metres.
2. That the stopping of vehicles be prohibited at all times on part of the western side of Franco Road commencing at a point 72 metres south east of its intersection with Hendersons Road and extending in a south easterly direction for a distance of 48 metres.
3. 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 the resolutions above.
4. Approve that 1-3 take effect when road markings that evidence the restrictions, are in place.

3. Key Points / Ngā Take Matua

- 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 \(2018 - 2028\)](#).

- 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:
- Provide forward visibility and passing space for drivers approaching the bend on Franco Road.
 - Deter drivers from parking at the crossing.
 - Improves the sight lines approaching the pedestrian crossing at the bend
 - Ensure space is available for all vehicles to turn in and out of the access to the Kindergarten.
 - Improve safety for overtaking cyclists to ensure they are not required to ride across the middle of the street and face oncoming traffic.
 - Assist service vehicles such as rubbish trucks and delivery vehicles to access the street safely.
- 3.3.2 The disadvantages of this option include:
- Displaces parking to other locations.
- 3.4 The decision affects the following Community Board area:
- Waipuna/Halswell-Hornby-Riccarton Community Board.

4. Policy Framework Implications

Strategic Alignment

- 4.1 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.
- 4.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Policy 1 relates to prioritising suburban road space according to Road priority matrix.
- 4.3 Within the matrix, the first priority is to maintain safety, which is the main purpose of the new restrictions, since it protects the forward sight lines at a tight bend, ensures that crossing pedestrians are visible and reduces the likelihood of drivers crossing the centre line. In contrast, on-street parking for residents is classified as the fifth (lowest) priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 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.
- 4.5 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.
- 4.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Policy Consistency

- 4.7 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua

- 4.8 The decision 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 Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

- 4.9 The impacts of this proposal upon Climate Change are anticipated to be minor.

Accessibility Considerations

- 4.10 This proposal purely enhances the accessibility of all vehicle movements. It has no adverse effects upon access by walking and cycling and only effects on-street car parking.

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Staff have received requests from a resident within this neighbourhood, concerning the effect of on-street parking upon road safety.
- 5.2 It was indicated that, due to the parking activity, drivers were required to go over the middle of Franco Road in the vicinity of a tight bend and access which connects with a busy pre-school.

Context

- 5.3 Staff contacted the local resident and visited the site.
- 5.4 Franco Road is classified under the District Plan as local road and connects with Hendersons Road. It is a residential street with new properties on the north east side. The opposite side consists of empty sections, with the exception of the Stables Montessori pre-school. This pre-school is approximately 100m from Hendersons Road and has a dedicated two way access onto Franco Road. This operates on an informal give way basis.
- 5.5 The area of interest consists of the access to the pre-school and the bend in the road that lies between here and Hendersons Road. The street is relatively new, having only been constructed within the last 2 years.
- 5.6 During the site visit it was apparent that parking was intensive on street at different times of the day and the on-street parking occurred randomly on both sides of Franco Road. This suggested that owners were associated with different locations, such as residents vehicles, tradespersons working on the houses under construction or staff or family associated with the pre-school.
- 5.7 From a driver's perspective, the forward sight lines were poor and drivers often had to drive in the middle of the road. This has the positive effect of keeping speeds down along the street, though even at slow speeds, there were instances of cars turning out of the pre-school and facing oncoming traffic having to drive along the middle of Franco Road.
- 5.8 There is also a formal, uncontrolled crossing point near the bend location (see photo 4). Parking was observed close to this location, which would have masked pedestrians attempting to cross the road. This was made worse by the fact that the crossing is situated near the bend in the road.
- 5.9 Staff examined the wider site and noted that there are numerous alternative locations that are available for parking (see photos 4 and 5). These are surfaced, marked and close to the area of concern. There are 8 angled parks between the bend and Hendersons Road. 2 angled parks near the bend and 12 situated near the pre-school.

- 5.10 The pre-school access and car park is not marked private, nor is gated and is available during evenings and weekends for members of the public. Furthermore, from a personal security perspective, this car park is also overlooked by the properties on Franco Road (see photo 3).
- 5.11 Whilst the NZTA CAS database does not show recorded crashes at this location staff consider that the visibility splay and forward sight lines are substandard, whilst parking takes place and safety risks exist for drivers and potentially pedestrians crossing nearby.
- 5.12 Staff have recommended no stopping restrictions along the bend location and near the pre-school access to protect visibility splays and forward sight lines as well as maintaining the required space available for turning vehicles. Staff consider that there are sufficient alternative parking opportunities within a short walking distance.

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 No other options have been considered.

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

- Provide forward visibility and passing space for drivers approaching the bend on Franco Road.
- Deter drivers from parking at the crossing.
- Improves the sight lines approaching the pedestrian crossing at the bend
- Ensure space is available for all vehicles to turn in and out of the access to the Kindergarten.
- Improve safety for overtaking cyclists to ensure they are not required to ride across the middle of the street and face oncoming traffic.
- Assist service vehicles such as rubbish trucks and delivery vehicles to access the street safely.

6.3.3 Option Disadvantages

- Displaces parking to other locations.

6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not provide stopping restrictions.

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the resident concerns over the poor visibility splay, lack of turning space and forward sight lines on Franco Road.

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

- 7.1 The owners and tenants of the properties located close to the proposal (3-11 Franco Road) and the Halswell Residents Association who were advised of the recommended option by letter and invited to comment. This included the owner and operator of the pre-school. This original proposal included an additional section of no stopping restrictions outside 7 Franco Road
- 7.2 Four responses were received who all supported the proposals on the west side of the street. The pre-school owner and operator objected to restrictions on the east side.
- 7.3 One property owner supported restrictions on both sides. Another owner at 5 Franco Road supported the restrictions on the west side and on the north east, which included outside his property frontage. He requested the removal of a short section that was on the original proposal, outside 7 Franco Road and south east of the pre-school access.
- 7.4 Staff evaluated these responses and decided to remove the short section near 7 Franco Road. However the restrictions on the east side have been retained, since these are situated around a tight bend and the crossing location and their removal would compromise many of the safety benefits here. It was considered that the pre-school should ensure that staff and parents use the on-site parking or the other angled parks that are within 100m of the site.
- 7.5 The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.6 The Do Nothing option is inconsistent with local resident requests to improve sight lines, and improve turning space at this location.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$300
- 8.2 Maintenance/Ongoing costs – covered under the existing maintenance budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

- 9.1 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 section 4 above.

10. Risk Management Implications

- 10.1 The risks identified are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

- 11.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 11.2 If approved, the recommendations will be completed within this financial year.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site plan Franco Road No Stopping restrictions	71
B ↓	Location plan Franco Road	72
C ↓	Site photos Franco Road	73

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not Applicable

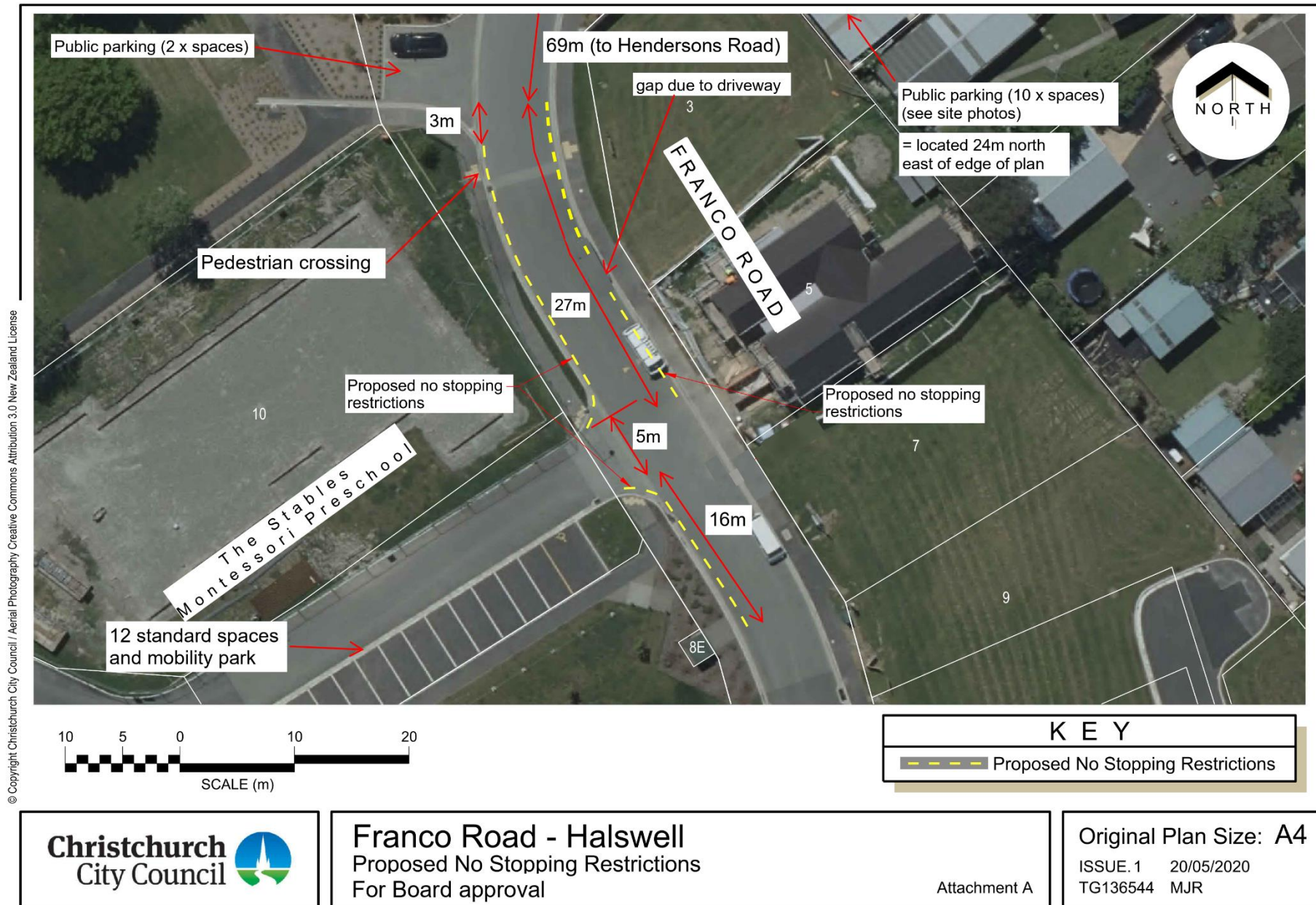
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.





Appendix C: Site Photos

Photo 1: Franco Road looking south east towards the site



Photo 2: Franco Road looking south east near the Kindergarten access

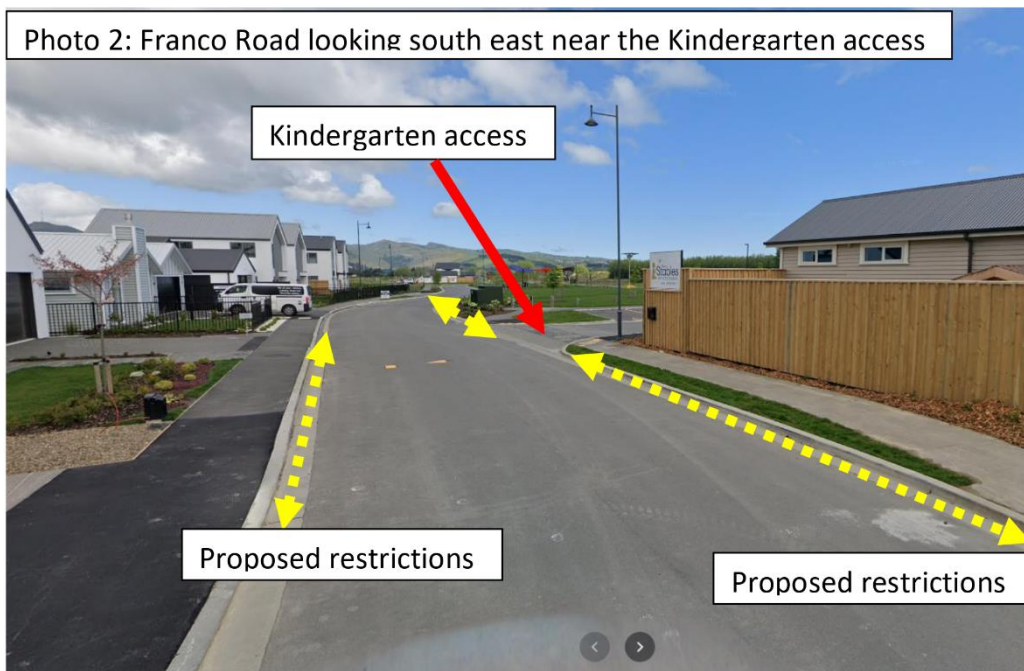


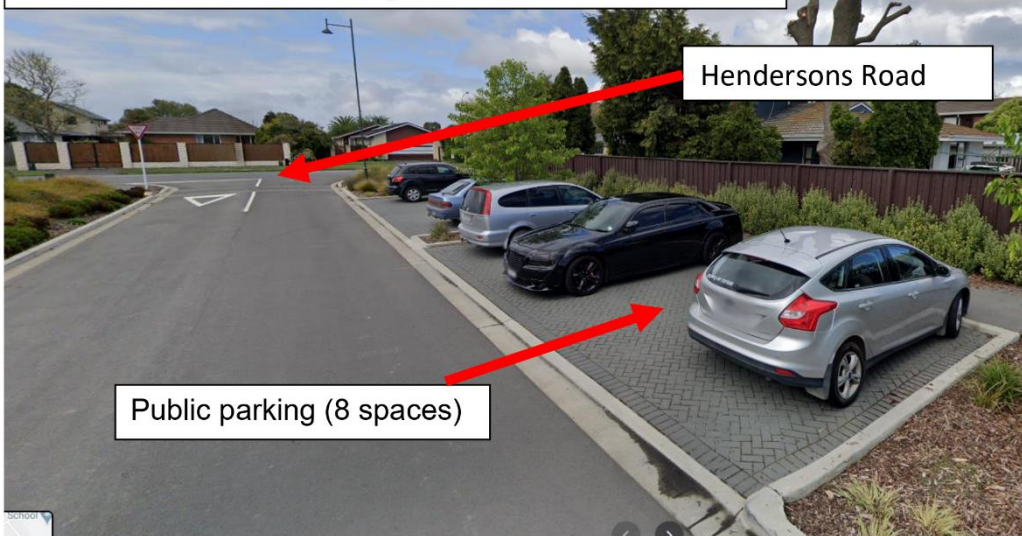
Photo 3: Franco Road looking north west near the Kindergarten access



Photo 4: Franco Road looking north from the site



Photo 5: Franco Road looking towards Hendersons Road



14. Waipuna/Halswell-Hornby-Riccarton Community Board 2020-21 Discretionary Response Fund - Application - Wharenui Amateur Swimming Club Inc and Hei Hei Community Development Trust

Reference / Te Tohutoro: 20/869819

Report of / Te Pou
Matua: Samantha Holland, Recreation Adviser,
Samantha.holland@ccc.govt.nz
Karla Gunby, Community Development Adviser,
karla.gunby@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

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 an application for funding from its 2020/21 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00061418	Wharenui Amateur Swimming Club	Operational Support	\$18,375	\$7,000
00061674	Hei Hei Broomfield Community Development Trust	Kitchen and toilet renovation	\$10,000	\$9,800

- 1.2 There is currently a balance of \$16,808.89 remaining in the fund

2. Officer Recommendations / Ngā Tūtohu

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

- Approves a grant of \$7,000 from its 2020/21 Discretionary Response Fund to Wharenui Amateur Swimming Club Inc. towards operational costs being staff wages.
- Approves a grant of \$9,800 from its 2020/21 Discretionary Response Fund to Hei Hei Broomfield Community Development Trust towards a kitchen and toilet renovation.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- Wharenui Amateur Swimming Club Inc. is seeking funding assistance for operational support.
- Hei Hei Broomfield Community Development Trust are seeking funding to upgrade the kitchen, toilet and entrance way to the building 126 On The Corner.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.3 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active citizenship and connected communities. It will provide connected communities which are happier, healthier, more productive and more resilient.

Decision Making Authority / Te Mana Whakatau

- 3.4 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
- 3.4.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.4.2 The Fund does not cover:
- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
 - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.5 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.6 The level of significance was determined by the number of people affected and/or with an interest.
- 3.7 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion / Kōrerorero

- 3.8 At the time of writing, the balance of the 2020/21 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$26,808.89	\$10,000	\$16,808.89	\$8.89

- 3.9 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.10 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

No.	Title	Page
A ↓	Wharenui Amateur Swimming Club Incorporated - August 2020 - Decision Matrix	78
B ↓	Hei Hei Broomfield Community Development Trust - August 2020 - Decision Matrix	79

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

Authors	Samantha Holland - Community Recreation Advisor Karla Gunby - Community Development Advisor
Approved By	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton

2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061418	Organisation Name Wharenuai Amateur Swimming Club Inc.	Name and Description Operational Support The Wharenuai Amateur Swimming Club is seeking funding assistance to contribute to wages for their life guards and receptionist.	Funding History 2014/2015 - Wharenuai Winter Olympics \$750 – Small Sports Event Fund Other Sources of Funding Nil	Request Budget Total Cost \$136,373 Requested Amount \$18,375 13% percentage requested Contribution Sought Towards: Salaries and Wages - \$18,375	Staff Recommendation \$ 7,000 That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$7,000 from it's 2020/21 Discretionary Response Fund to Wharenuai Amateur Swimming Club for staff wages.	Priority 2
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Organisation Details: Service Base: 73 Elizabeth Street, Riccarton Legal Status: Incorporated Society Established: 1/01/1944 Staff – Paid: 14 Volunteers: 28 Annual Volunteer Hours: 0 Participants: 50,000 Target Groups: Health & Wellbeing Networks: Canterbury West Coast Swimming, New Zealand Swimming	Alignment with Council Strategies and Policies <ul style="list-style-type: none"> Physical Recreation and Sport Strategy Strengthening Communities Strategy Youth and Children Policies Recreation and Sports Policy Multi-Cultural Policy Alignment with Council Funding Outcomes <ul style="list-style-type: none"> Support, develop and promote capacity Community participation and awareness Increase community engagement Provide community based programmes Reduce or overcome barriers Foster collaborative responses Outcomes that will be achieved through this project The Centre will be able to return to normal opening hours after the Covid-19 lockdown. The Centre will be able to continue offering multicultural and inclusive activities. The Centre will be able to continue offering a safe environment for members of the community that have various special needs. As well as offering accessible and affordable school swimming lessons. How Will Participants Be Better Off? Club members and the local community will once again be in a position to add to healthy lifestyle through their use of the facilities. Users will be able to participate in group activities that enhances socialisation and grows self-esteem. Low decile schools will be able to access affordable swimming opportunities throughout the year. People of all ages, cultures and abilities will be able to develop essential life skills.	Staff Assessment The Wharenuai Amateur Swimming Club (WASC) are seeking funding to contribute to staff wages in order to get back to normal operating hours of 6am to 9.30pm. Specifically, WASC are seeking funding to contribute to wages for their life guards and receptionist. The Covid-19 pandemic and associated effects have had a huge impact on the WASC with a projected loss of \$180,000. Throughout the level one to three restrictions, the facility was not able to operate. In turn, this has meant a very limited income throughout this period. The WASC has huge operational expenses, usually funded through participant's revenue. The loss of income has left the WASC under huge financial strain, with 33 staff having been made redundant. The WASC has reduced its operational hours to three time slots per day; 6am-9.30am, 11am-1.30pm and 7pm-9pm as they currently cannot afford to pay staff that are required to keep the pool facility open at normal operating hours. Usual operating hours will bring in much needed revenue to cover the costs associated with the facility. The WASC has utilised the wage subsidy for staff members and have made huge efforts to reduce power in order to keep operational costs as low as possible. In 2018/19, over 50,000 users were recorded coming through the door. Prior to Covid-19 shut down the Centre was averaging around 9000 visits each month, a 100% increase on last year's numbers. The estimate breakdown of these numbers annually are 25,700 casual users, 8,000 primary schools, 1,800 learn to swim users, 16,000 community and sports groups users, and 100 competitive members as a part of the swimming club. WASC was established over 75 years ago, along with its function as a competitive swimming club. It now operates as the Wharenuai Sports Centre (WSC) on Elizabeth Street, Riccarton. The Centre offers many different recreation, sport and wellbeing opportunities for the community, with a large focus on reducing barriers to swimming and recreation. Some of these programmes include: Te Reo swimming lessons in partnership with Te Puni Kokiri, learn to swim lessons at a very reasonable price, subsidised pool access for community groups, organised recreation activities for older citizens, which includes swimming and aerobics classes, swimming activities for those with special needs, competitive swimming, and Islamic women's-only swimming lessons. The Centre recognises that there are a number of barriers that can prevent people from participating in swimming and physical recreation. They want to create a safe environment which caters to their needs. Some barriers that have been recognised are religious beliefs, physical and mental disabilities, language, and financial constraints. By highlighting some of these key barriers to physical recreation the Centre have successfully created programmes to cater to the needs of their community. The Centre facilities include a 25 metre swimming pool, 16 meter learn to swim pool, and an indoor stadium which can be hired out by members of the community. There is also a meeting room with a kitchenette.
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061674	Organisation Name Hei Hei Broomfield Community Development Trust	Name and Description Kitchen and Toilet Renovation The Hei Hei Community Development Trust is seeking funding towards Council costs to upgrade the kitchen, toilets and entrance-way to the building at 126 On The Corner.	Funding History 2019/20 - \$400 (Art Group Materials) OTG HHR 2019/20 - \$7,000 (126 On The Corner) SCF HHR 2018/19 - \$6,000 (Building permit & relocation costs) DRF HHR 2018/19 - \$7,000 (Overhead costs) SCF HHR 2017/18 - \$4,000 (Taekwondo Equipment) DRF HHR 2017/18 - \$5,000 (Overhead costs) SCF HHR Other Sources of Funding Rata and Lotteries funding applications pending The Trust is seeking local business sponsorship.	Request Budget Total Cost \$239,000 Requested Amount \$10,000 4% percentage requested Contribution Sought Towards: Council consent - \$10,000	Staff Recommendation \$ 9,800 That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$9,800 from its 2020/21 Discretionary Response Fund to Hei Hei Broomfield Community Development Trust towards the Christchurch City Council Resource Consent for the upgrade of the kitchen and toilets at 126 Hei Hei Road.	Priority 2
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Organisation Details: Service Base: 126 Hei Hei Road, Hei Hei Legal Status: Incorporated Society Established: 18/07/2008 Staff – Paid: 1 Volunteers: 26 Annual Volunteer Hours: 3670 Participants: 750 Target Groups: Community Development Networks:	Alignment with Council Strategies and Policies <ul style="list-style-type: none"> Strengthening Communities Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none"> Support, develop and promote capacity Community participation and awareness Increase community engagement Provide community based programmes Reduce or overcome barriers Outcomes that will be achieved through this project The building will be fit for purpose and have a modern kitchen and accessible toilets, which the building does not have at the moment. Disabled people and people on walkers will have their needs met and there will be hot water for people to wash their hands in the bathrooms. The team of volunteers will be able to prepare food much easier with a suitable kitchen and the freezers, pie warmers, plates etc will be in one place making storage easier. This will allow for a greater number of activities and more participation.	Staff Assessment The Hei Hei Broomfield Community Development Trust is seeking funding towards the upgrade of the current kitchen and toilets, and remodelling of the entranceway. This renovation to the building will meet the needs of the local community. Hei Hei Broomfield has owned the building since 2014, when they purchased it off the Anglican Church. They have done extensive renovations to the building already by extending the back of the building for an office and storage and earthquake strengthening. The Trust already has a Project Information Memorandum (PIM) and concept drawings. The building work doesn't require a resource consent. The Trust is seeking support for the Council building permit. The Council is unable to give an exact quote for this work as it will depend on the work being done. They anticipate this permit being \$10,000. The Trust is seeking the bulk of the funding from Rata Foundation and Lotteries towards this project. They are also seeking business sponsorship and other avenues of funding to assist with this large project. This will complete the building projects for the site, with the opening of the relocatable building, happening this year. The upgrades to date, have spurred a lot of volunteering in the community, with people learning new skills and interacting with others in the community.
Organisation Description/Objectives: To provide groups/services to meet local community needs including breaking down social isolation, increasing skills, and empowering the local community as a whole. To work in collaboration with other local organisations to best meet local community needs. To research local need and put things in place to meet those needs.	How Will Participants Be Better Off? All users of the kitchen, toilets and entrance way will be able to use the facilities. The Trust will have a building that meets all current regulations.	

15. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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.