

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waihoru/Spreydon-Cashmere Community Board will be held on:

Date: Tuesday 4 May 2021
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

Jo Wells
Manager Community Governance, Spreydon-Cashmere
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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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<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

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

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

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

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

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

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

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Karakia Whakamutunga

Karakia Timatanga

1. Apologies / Ngā Whakapāha

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

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 Waihoru/Spreydon-Cashmere Community Board meeting held on [Wednesday, 14 April 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

There will be no public forum at this meeting

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 Morven Terrace / Parklands Drive – Proposed No Stopping Restrictions

David Bowen, resident, will speak to the Board about the Morven Terrace / Parklands Drive – Proposed No Stopping Restrictions report in this agenda.

5.2 Fibre Connection in Huntsbury Neighbourhood

Pat Channings and John Targett, residents, will speak to the Board about the Fibre Connection in Huntsbury Neighbourhood correspondence report in this agenda.

6. Presentation of Petitions / Ngā Pākikitanga

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

Waihoru/ Spreydon-Cashmere Community Board OPEN MINUTES

Date: Wednesday 14 April 2021
Time: 8.04am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Mihi/Karakia Timatanga: Tim Scandrett

Waiata: The Board sang a waiata to open the meeting.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved SCCB/2021/00028

That the apology received from Lee Sampson, who was absent for part of Item 4.3, be accepted.

Tim Scandrett/Melanie Coker

Carried

Keir Leslie joined the meeting via audio link.

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 SCCB/2021/00029

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on Tuesday, 30 March 2021 be confirmed with the following amendments:

Item 4.4 Christchurch South Community Garden

The Waihoru/Spreydon-Cashmere Community Board agreed to:

2. If the Christchurch South Community Waste Minimisation Project does not meet the criteria of existing Council grant schemes, consider requesting the establishment of a grant scheme for ~~community waste minimisation projects~~ initiatives in response to climate change in its Long Term Plan submission.

Lee Sampson/Callum Ward

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Speeding Issues on Dalkeith Street

Simon Hart, resident, spoke about speeding issues on Dalkeith Street, especially vehicles coming from Kevin Street during rush hour in the morning and afternoon.

Mr Hart noted that the fast vehicle speeds are unsafe, particularly for the many families living on Dalkeith Street. He suggested that signage be installed to alert vehicles to slow down as there are many young children in the area.

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

Part B

The Waihoru/Spreydon-Cashmere Community Board agreed to refer the issues raised in the presentation to staff for advice on options to reduce vehicle speeds on Dalkeith Street and surrounding streets, particularly during rush hour in the morning and afternoon.

4.2 New Developments

Julie Tobbell, Somerfield Residents' Association, spoke about the potential impact of new high-density developments on communities. While Ms Tobbell understands the need for additional housing due to the current housing crisis, she is concerned when high-density developments negatively impact the character of an area and developers do not adequately communicate their plans to existing communities. Ms Tobbell noted that the community expects developers to be respectful and reasonable to neighbours in the area. She also noted that new developments potentially harm community connection when people move out of neighbourhoods due to negative impacts.

Ms Tobbell was also concerned with a new development at 19 Leitch Street, which is a two-story design with a footprint close to the section boundary. Ms Tobbell noted that there are also issues with a stormwater drain between 13 and 19 Leitch Street.

After questions from members, the Chairperson thanked Ms Tobbell for her presentation.

Part B

The Waihoru/Spreydon-Cashmere Community Board agreed to:

1. Request that staff brief the Board on the requirements of the Christchurch District Plan and proposed changes as well as the resource and building consent process for new developments, and invite local Residents' Associations to the briefing.
2. Request advice from staff on the process that the developer of 19 Leitch Street is required to go through to access the drain between 13 and 19 Leitch Street.
3. Request advice on whether the scope of the Christchurch Design Panel could be expanded to include the Spreydon-Cashmere Community Board area, or options to establish a new Design Panel focussing on high-density developments.

Attachments

- A Public Forum Presentation - New Developments - 14 April 2021

Lee Sampson left the meeting at 9.02am

4.3 110 Shalamar Drive

Daniel Cameron and Kenny Fenemor, residents, spoke about the property at 110 Shalamar Drive, which they currently lease from the Council. Mr Cameron and Mr Fenemor explained the work they have done to maintain the property, including clearing overgrown vegetation, installing new fencing and introducing sheep to mitigate fire risk.

The Council originally acquired 110 Shalamar Drive to build a stormwater detention basin. The property includes an area previously used as a vineyard as well as a residence, outbuildings and vacant land. The Council has identified that the residence, outbuildings and vacant land are not required for the retention basin and propose to dispose of this part of the property. Mr Cameron and Mr Fenemor would like the character of the area to be preserved and for the property to potentially be used as a hub for local native regeneration projects. The Board members suggested that Mr Cameron and Mr Fenemor make a submission on the Long Term Plan.

Lee Sampson returned to the meeting at 9.23am.

After questions from members, the Chairperson thanked Mr Cameron and Mr Fenemor for their presentation.

Attachments

- A Public Forum Presentation - 110 Shalamar Drive - 14 April 2021

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.

7. Correspondence - Valley Road - Access to Walking Track

Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report regarding access to a walking track off Valley Road dated 14 April 2021.

Community Board Resolved SCCB/2021/00030

Part B

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report regarding access to a walking track off Valley Road dated 14 April 2021.
2. Refer the issues raised in the correspondence to staff for advice, including maintaining vegetation that is overhanging the footpath and simple traffic management options to improve pedestrian safety (such as a white line to delineate the edge of the road).

Callum Ward/Melanie Coker

Carried

8. Correspondence - Traffic Safety Near Schools

Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report regarding traffic safety near schools dated 14 April 2021.

Community Board Resolved SCCB/2021/00031

Part B

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report regarding traffic safety near schools dated 14 April 2021.
2. Invite the correspondent to speak to the Board at a future meeting to provide more detail on the issues raised in the correspondence.
3. Request that staff provide an update on Waka Kotahi New Zealand Transport Agency's proposal to improve traffic safety near schools, such as potentially reducing speed limits.

Tim Scandrett/Lee Sampson

Carried

9. Waihoru/Spreydon-Cashmere 2020-21 Discretionary Response Fund - Pioneer Basketball Club

Community Board Resolved SCCB/2021/00032 (Original officer recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$1,500 from its 2020-21 Discretionary Response Fund to Pioneer Basketball Club towards the Pioneer Boomers project.

Lee Sampson/Keir Leslie

Carried

10. Waihoru/Spreydon-Cashmere Community Board Area Report - April 2021

Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the Waihoru/Spreydon-Cashmere Community Board Area Report for April 2021.

Community Board Resolved SCCB/2021/00033

Part B

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the Waihoru/Spreydon-Cashmere Community Board Area Report for April 2021.
2. Request that staff seek feedback from the Age Friendly Committee on preferred locations for additional public seating and investigate funding options.

Callum Ward/Tim Scandrett

Carried

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

Part B

Board members shared the following information:

- Board members attended a Bangladeshi Parents' Group dinner at Spreydon School regarding the mosque attacks.
- A Board member noted that consultation on Waka Kotahi's Halswell Road Improvements project will be held on 15 April at Te Kōmanawa Rowley School.
- A Board member attended the Strickland Street Market.
- A Board member noted that the bank at Tower Junction is planned to close, which is one of the last remaining banks in the area.
- A Board member attended the Spreydon Neighbourhood Network meeting.
- A Board member noted that Addington School continues to be concerned with safety along Brougham Street.
- A Board member noted that work has started on the Worsleys/Hoon Hay/Cashmere Roads Intersection Improvements project.
- A Board member noted that Huntsbury residents would like fibre broadband to be available in their area.
- A Board member will have a meeting in regards to the Opawa Farmers Market and invited other Board members to join.

Karakia Whakamutunga: Callum Ward

Meeting concluded at 10.36am.

CONFIRMED THIS 4th DAY OF APRIL 2021

KAROLIN POTTER
CHAIRPERSON

Unconfirmed

Item 3 - Minutes of Previous Meeting 14/04/2021

7. Correspondence - Fibre Connection in Huntsbury Neighbourhood

Reference / Te Tohutoro: 21/522033

Report of / Te Pou

Matua:

Amy Hart, Community Board Advisor, Amy.Hart@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
Pat Channings, Resident	Fibre Connection in Huntsbury Neighbourhood
John & Tina Targett, Residents	Fibre Connection in Huntsbury Neighbourhood
Nikki Tod, Resident	Fibre Connection in Huntsbury Neighbourhood
John Billows & Joanne Billesdon, Residents	Fibre Connection in Huntsbury Neighbourhood
Sue McFarlane, Resident	Fibre Connection in Huntsbury Neighbourhood

2. Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report regarding the fibre connection in the Huntsbury neighbourhood dated 04 May 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Fibre at Huntsbury Neighbourhood - Letter of Support	14
B ↓	Fibre at Huntsbury Neighbourhood - Letter from John & Tina Targett	20
C ↓	Fibre at Huntsbury Neighbourhood - Letter from Nikki Tod	21
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Support requested to get Fibre laid to our Huntsbury neighbourhood

We are a neighbourhood of 36 households that were left out of the Government and Christchurch City Council funded roll out for fibre.

We are located at the top of Huntsbury Ave above Kenmure Drive and include properties on Huntsbury Ave, Westview Place and Tiroroa Lane. We are not a new development with houses being built up here since the early 1990s

At the time of the fibre roll out when it was being laid up Huntsbury various members of our neighbourhood approached the Christchurch City Council and Enable to find out why we were not being included. Nobody could provide an answer.

We collectively approached Enable in November 2019 to ask them to lay fibre in our neighbourhood. Enable developed a network plan (August 2020) that would lay fibre to most of our properties (but not all, excluding the top properties on Huntsbury Ave). Enable are prepared to fund most of this but require our neighbourhood to fund a shortfall of \$36,000 + GST that we would have to fund ourselves.

Enable have said: *"Through the establishment of the UFB project, Enable worked very hard to agree a coverage area to reach as many homes and businesses within our community as we possibly could. It is essential that we operate our business in a commercially prudent manner – and we have done so from the start, even when scoping the properties we could reach under the UFB project.*

The commercial parameters made it possible to reach many properties in Christchurch and some surrounding towns where there is high-density. This is in line with the Government's expectations, noting that UFB will eventually reach 87% of the population and not all.

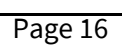
Under this model, it was not viable to extend our network to low density areas or small pockets of properties outside main urban areas – and as such there are properties right around our network edge that we have not been able to reach.

The issue with reaching the properties at the top of Huntsbury Hill is the circa 350-metre gap between the edge of our network and the first property on Westview Place. In addition, there are several very large lifestyle properties at the top of Huntsbury Avenue – that require significant lengths of network." Email from Daniel Herd – Strategic Communications Manager | Enable Networks Limited - dated 31/08/2020 from

Please support us in finding the funding for this shortfall to get fibre laid to our streets OR by convincing Enable that they can cover the full cost of the fibre layout by using their discretionary spending.

- Over time the 350 meter gap in the properties will be developed. They are currently 2 blocks of sub dividable land
- Since we originally approached Enable 3 new houses have been completed in our neighbourhood and another house soon to be started.
- While approximately 30% of our neighbourhood are willing to put money towards the shortfall, they are not willing to pay for the full shortfall to provide fibre for all properties of those unable to contribute, in our neighbourhood.
- Many neighbours have reported how unfair it is that we are being required to pay for fibre to our streets while the rest of Christchurch had it provided for free, paid for by our rates and taxes.
- We are less the 7KM from the Christchurch CBD but appear to be included in the 13% of New Zealand population that will not get fibre laid according to Government's expectations and Enable are implying that we are "outside main urban areas".
- It also appears we are not getting equal access to services and are being disadvantaged because of an undeveloped section of land that is in private ownership.
- The existing broadband coverage and mobile coverage to our area is patchy at best and some residents have very poor or unreliable broadband and mobile services from their current providers. We are very exposed weather wise up the hill and there a many residents who work from home where reliable and fast broadband service is a must. This became even more apparent over the past year with lockdowns that required households to work and study from home.
- We want the fibre laid to all properties in our neighbourhood including the Tussock Hill Vineyard at 210 Huntsbury Ave to provide the vital communication links for the soon to be completed cellar door, eatery and luxury vineyard retreat cabins.
- Residents have mentioned how discouraging it is to see extensive Enable advertising in the newspaper and on billboards for fibre take up, when we haven't yet got access to fibre to take it up.
- Travelling around the country it is apparent that fibre is going to be laid to small rural towns such as Moana / Lake Brunner and Haast, before we have access to it within a short distance of the CBD of the South Island's largest city.

Attachment A Item 7



Our Neighbourhood Residents Support This Submission

Street	Names	Phone	Signatures
Huntsbury Ave			
█	Vacant Land	█	
█	Justine Mouat	█	
█	Vacant Land	█	
█	Paul Daignault	█	
█	Maurice & Pat Robinson	█	
█	Malcolm & Margaret Buchanan	█	
█	Graeme & Sophie Smart	█	
█	Christoph & Wendy Schacherer	█	
█	Graeme Smart & Sophie	█	
█			
█	John & Tina Targett Sally Targett Graham & Melaina Targett Arne Nikolaus	█	
█	John Howard & Akiko Sasanuma	█	
Tiroroa Lane			
█	Karen & Martin Winder	█	
█	Ian & Catherine Dalley	█	
█	Matt, Susan & Petra Arthur	█	

Steve & Nikki Tod		
Andrew Purves & Kerry Ford		
John Billows & Joanne Billesdon		
Allan Turner & Darlene Adair		
Chris Wallington & Sally Britten		
Chas & Carole Muir		
Christer Strom & Patricia Channings		
Richard Jack & Nicole Alfeld		
Westview Place		
Susan & Jeremy Walsh		
Vicki & Andrew Shaw		
Philip Bennett & Linda Murphy		
Matt Toohey		
Sue McFarlane, Johan Verweij & Tiana Verweij		

■	Allan Brodie	■	
■	Annalie & Paul Ronaldson	■	
■	Vacant Land	■	
■	Andrew & Margot McKenzie	■	
■	Linda Doyle	■	
■	Peter East Andrew Clark	■	
■	Jane & David Hetherington, Hannah & Emily	■	
■	Peter East	■	
■	Graku + Misty Sato galen, Lynn	■	
■	Matt Sayer & Caroline Cameron	■	
■	Dee & Andrew Love	■	
■	Rose & Greg Tindall	■	
■	Brenda Satherley & Craig Tuffnell	■	

Paul

Ronaldson
26 Ronaldson

Paul
Daigault

ABM
Watt

Jessica Doyle

DP
Clark

Andrew Clark

Jane Hetherington
David, Hannah, Emily Watt

Emily Watt
David Watt

Peter East

Graku + Misty Sato
galen, Lynn

Graku + Misty Sato

Cameron
Jack
Chloe

Dee & Andrew Love

Dee Love
Abbie

Craig Tuffnell
Brenda Satherley

From: John Targett
Sent: Monday, April 12, 2021 2:39 PM
Subject: Fibre connection to the residences and vineyard at the top of Huntsbury Avenue

Greetings

We own ■■■ Huntsbury Avenue where we are well advanced in the construction of a vineyard cellar door and eatery, plus three boutique vineyard retreat accommodation cabins. ChristchurchNZ views this development as a wonderful new addition to the tourist 'offerings' of Christchurch. It will provide an outstanding wine experience in an organic vineyard setting within easy reach of the city CBD and the conference centre. As a commercial attraction catering for domestic and international tourists, plus Christchurch residents it is essential that we have a fast and reliable internet connection ... something the existing copper line does not provide.

We are part of a neighbourhood of 36 households that were left out of the Government and Christchurch City Council funded roll out for fibre.

We are located at the top of Huntsbury Ave above Kenmure Drive and include properties on Huntsbury Ave, Westview Place and Tiroroa Lane. We are not a new development, with houses being built up here since the early 1990s, and we are within the Christchurch City Hills Living Zone.

At the time of the fibre roll out when it was being laid up Huntsbury various members of our neighbourhood approached the Christchurch City Council and Enable to find out why we were not being included. Nobody could provide an answer.

We collectively approached Enable in November 2019 to ask them to lay fibre in our neighbourhood. Enable developed a network plan (August 2020) that would lay fibre to most of our properties (but not all, excluding the top properties on Huntsbury Ave). Enable are prepared to fund most of this but require our neighbourhood to fund a shortfall of \$36,000+ GST.

Enable have stated we were excluded due to a 350m gap between the edge of their network and the first property on Westview Place. Over time, this gap in the properties will be developed, and since approaching Enable, 3 new houses have been developed. Our neighbourhood is zoned for residential activities, so it should be provided with the same level of service as other areas in the city zoned for residential. It is not our fault that the landholders in this gap have not yet completed development, and the status of this private landholding should not impact on the services that a ratepayer funded CCO is providing within a zone.

A key focus of Council strategy should be to provide an equitable level of service across the city. It is unfair that we are being required to pay for fibre to our streets while the rest of Christchurch had it provided for free, paid for by our rates and taxes – we are effectively being asked to pay twice.

Yours sincerely

John and Tina Targett

From: Nikki Tod
Sent: Monday, April 12, 2021 2:56 PM
Subject: lay fibre in our neighbourhood (submission)

Kia ora, hello.

I live in a neighbourhood of 36 households that were left out of the Government and Christchurch City Council funded roll out for fibre.

We are located at the top of Huntsbury Ave above Kenmure Drive and include properties on Huntsbury Ave, Westview Place and Tiroroa Lane. We are not a new development, with houses being built up here since the early 1990s, and we are within the Christchurch City Hills Living Zone.

At the time of the fibre roll out when it was being laid up Huntsbury various members of our neighbourhood approached the Christchurch City Council and Enable to find out why we were not being included. Nobody could provide an answer.

We collectively approached Enable in November 2019 to ask them to lay fibre in our neighbourhood. Enable developed a network plan (August 2020) that would lay fibre to most of our properties (but not all, excluding the top properties on Huntsbury Ave). Enable are prepared to fund most of this but require our neighbourhood to fund a shortfall of \$36,000+ GST.

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A key focus of Council strategy should be to provide an equitable level of service across the city. It is unfair that we are being required to pay for fibre to our streets while the rest of Christchurch had it provided for free, paid for by our rates and taxes – we are effectively being asked to pay twice.

Fibre is going to be provided to small, isolated country towns such as Lake Brunner and Haast, while we have not been given access to it within 7km of the CBD of the South Island's largest city. It is very discouraging to see extensive Enable advertising in the newspaper and on billboards for fibre take up, while there is apparently no funding to complete the rollout.

Please support us in finding the funding for this shortfall to get fibre laid to our streets OR by convincing Enable that they can cover the full cost of the fibre layout by using their discretionary spending.

Regards. Ngā mihi.
Nikki Tod
Huntsbury

From: John Billows
Sent: Tuesday, April 13, 2021 8:48 AM
Subject: Fibre to Huntsbury

From:

John Billows and Joanne Billesdon

April 13th 2021

To Whom it may concern,

We live in a neighbourhood of 36 households that were left out of the Government and Christchurch City Council funded roll out for fibre.

We are located at the top of Huntsbury Ave above Kenmure Drive and include properties on Huntsbury Ave, Westview Place and Tiroroa Lane. We are not a new development, with houses being built up here since the early 1990s, and we are within the Christchurch City Hills Living Zone.

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We collectively approached Enable in November 2019 to ask them to lay fibre in our neighbourhood. Enable developed a network plan (August 2020) that would lay fibre to most of our properties (but not all, excluding the top properties on Huntsbury Ave). Enable are prepared to fund most of this but require our neighbourhood to fund a shortfall of \$36,000+ GST.

Enable have stated we were excluded due to a 350m gap between the edge of their network and the first property on Westview Place. Over time, this gap in the properties will be developed, and since approaching Enable, 3 new houses have been developed. Our neighbourhood is zoned for residential activities, so it should be provided with the same level of service as other areas in the city zoned for residential. It is not our fault that the landholders in this gap have not yet completed development, and the status of this private landholding should not impact on the services that a ratepayer funded CCO is providing within a zone.

A key focus of Council strategy should be to provide an equitable level of service across the city. It is unfair that we are being required to pay for fibre to our streets while the rest of Christchurch had it provided for free, paid for by our rates and taxes – we are effectively being asked to pay twice.

Fibre is going to be provided to small, isolated country towns such as Lake Brunner and Haast, while we have not been given access to it within 7km of the CBD of the South Island's largest city. It is very discouraging to see extensive Enable advertising in the newspaper and on billboards for fibre take up, while there is apparently no funding to complete the rollout.

Please support us in finding the funding for this shortfall to get fibre laid to our streets OR by convincing Enable that they can cover the full cost of the fibre layout by using their discretionary spending.

Best Regards,

Joanne and John

From: sue mcfarlane
Sent: Wednesday, April 14, 2021 11:18 PM
Subject: Fibre for Huntsbury

Kia ora Keir and Lee

As community board members for our area, we seek your support to help us and our neighbourhood to have fibre, as most city residential properties do already.

We pay decent rates and yet are being asked to pay for a service that is funded to others throughout the city, through rates

I have just sent this submission to the Annual Plan:

I live in a neighbourhood of 36 households that were left out of the Government and Christchurch City Council funded roll out for fibre.

I live in Westview Place, at the top of Huntsbury Ave. The left out area includes properties on Huntsbury Ave, Westview Place and Tiroroa Lane. We are not a new development - houses have been built up here since the early 1990s, and we are within the Christchurch City Hills Living Zone.

At the time of the fibre roll out when it was being laid up Huntsbury various members of our neighbourhood approached the Christchurch City Council and Enable to find out why we were not being included. Nobody could provide an answer.

We collectively approached Enable in November 2019 to ask them to lay fibre in our neighbourhood. Enable developed a network plan (August 2020) that would lay fibre to most of our properties (but not all, excluding the top properties on Huntsbury Ave). Enable are prepared to fund most of this but require our neighbourhood to fund a shortfall of \$36,000+ GST.

Our neighbourhood is zoned for residential activities, so it should be provided with the same level of service as other areas in the city zoned as residential.

Council should provide an equitable level of service across the city. We should not be required to pay for fibre to our street while the rest of Christchurch had it provided for free, paid for by our rates and taxes – we are effectively being asked to pay twice.

The status of private landholding should not impact on the services that a ratepayer funded CCO is providing within a zone. Enable have stated we were excluded due to a 350m gap between the edge of their network and the first property on Westview Place. Over time, this gap in the properties will be developed, and since approaching Enable, 3 new houses have been developed.

We live within 7km of the CBD of the South Island's largest city but have not been given access to fibre – yet fibre is going to be provided to small, isolated country towns such as Lake Brunner and Haast.

Enable advertise extensively for fibre take up, but not for us! Apparently there is no funding to complete the rollout.

Please support us in finding the funding for this shortfall to get fibre laid to our streets OR by convincing Enable that they can cover the full cost of the fibre layout by using their discretionary spending.

Thanks for your support.

kind regards

Sue McFarlane

8. Morven Terrace / Parklands Drive - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 21/308246

Report of / Te Pou Matua: Toni Dakers, traffic engineer, toni.dakers@ccc.govt.nz

General Manager /
Pouwhakarae: Carolyn Gallagher, Acting General Manager Infrastructure,
Planning and Regulatory Services, Carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider options to improve safety and visibility at the intersection of Morven Terrace and Parklands Drive. This report has been written in response to a request from a Morven Terrace resident for Council to investigate safety concerns associated with conflicts between vehicles entering and exiting Morven Terrace.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option (Option A) is to Install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option prevents drivers parking on the pinch point where Morven Terrace narrows immediately south of the intersection to alleviate the risk of conflict between entering and exiting vehicles. Both options presented in this report also provide Minimum Gap Sight Distance, allowing a driver entering the intersection sufficient visibility of approaching traffic to make the desired turn safely.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

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:
 - a. the west side of Morven Terrace commencing at its intersection with Parklands Drive extending in a southwest direction for a distance of 20 metres;
 - b. the south side of Parklands Drive, commencing at its intersection with Morven Terrace and extending in a northwest direction for a distance of 12 metres;
 - c. the east side of Morven Terrace commencing at its intersection with Parklands Drive extending in a southwest direction for a distance of 20 metres; and
 - d. the south side of Parklands Drive, commencing at its intersection with Morven Terrace and extending in a southeast direction for a distance of 12 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a-1d above.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Safety concerns have been identified/raised at the intersection of Morven Terrace and Parklands Drive due to restricted visibility caused by on street parking close to the intersection. Morven Terrace is 6 metres wide on the approach to Parklands Drive. Drivers approaching the intersection on Morven Terrace are required to cross to the opposite side of the road when vehicles are parked on this narrow section of road. This can result in conflict with vehicles turning from Parklands Drive due to the close proximity to the intersection.
- 3.2 Photo 1 below shows the view from Morven Terrace looking towards Parklands Drive. Photo 2 shows Morven Terrace viewed from Parklands Drive with vehicles parked near the intersection.



Photo 1: Morven Terrace looking north towards Parklands Drive.



Photo 2: Parklands Drive / Morven Terrace intersection viewed from Parkland Drive looking south.

- 3.3 The noted recommendations will lead to a reduction in the risk of a crash by improving visibility to opposing vehicles and removing the need for vehicles exiting Morven Terrace to drive on the opposite side of the road to navigate around parked vehicles.
- 3.4 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.5 It is recommended to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option (Option A) is the minimum length needed to provide Minimum Gap Sight Distance, allowing a driver entering the intersection sufficient visibility of approaching traffic to make the desired turn safely.
- 3.6 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.
- 3.7 The proposal includes new centreline markings on Morven Terrace and Parklands Drive to improve delineation at the intersection, particularly for vehicles turning from Parklands Drive.
- 3.8 The recommended Option A minimises the removal of on-street parking while still addressing the main intention of the proposal to improve safety in this location.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 **Maintain the status quo – 'Do Nothing' Option**
- 4.2 The advantages of this option include:

- 4.2.1 Retains approximately three on-street car parks (compared to the recommended Option A).
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not address the concerns that Morven Terrace residents have raised about the risk of conflict at the intersection due to vehicles parking on the 'pinch point'.
 - 4.3.2 Does not improve delineation of drivers entering/exiting Morven Terrace.
- 4.4 **Option B** – extend No Stopping Lines further west to the driveway of 52 Parklands Drive, as per Attachment B. The No Stopping restrictions included in this option are consistent with the original Consultation Plan.
- 4.5 The advantages of this option include:
 - 4.5.1 This option was originally proposed to improve forward visibility as drivers immediately exit / left turn from Morven Terrace. Due to the topography and width of the road, if a vehicle is parked in this location, drivers will need to deviate to navigate around them. Further re-assessment shows minimum gap sight distance from Morven Terrace can still be achieved if a vehicle is parked in this location.
- 4.6 The disadvantages of the option include:
 - 4.6.1 Removes four on-street car parks, one more than the recommended 'Option A' proposal.
 - 4.6.2 Does not address concerns raised through the consultation process about the removal of on-street parking (discussed further in Section 5 below).

5. Detail / Te Whakamahuki

- 5.1 Morven Terrace and Parklands Drive form an uncontrolled 'T' intersection, with priority given to Parklands Drive.
- 5.2 Approach visibility can be limited by parked vehicles on Morven Terrace. Parking demands in this area are associated with residential properties. It is understood the vehicles parked on Morven Terrace at the intersection are generally owned by residents of Parklands Drive.
- 5.3 There have been no reported crashes at this intersection in the last five years. The investigation into this proposal was initiated in response to reports of 'near misses' by local residents.
- 5.4 Approval is required by the Waihoru/Spreydon-Cashmere Community Board.
- 5.5 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.6 Affected property owners and residents were advised of the proposed Option B (Attachment B) by letter.
- 5.7 Nine submissions were received, six in support and three in opposition (associated with two properties);
- 5.8 The submissions received in opposition were from residents/owners of two properties on the north side of Parklands Drive. The main issues raised are briefly summarised below:
 - 5.8.1 One of the reasons given for opposing this proposal was that there are no other 'at grade' parking options in this area. It is acknowledged that there is limited level parking options in this area however all properties have off street parking. This proposal is

predominantly intended to address a safety concern at the intersection, specifically associated with vehicles parking in this location.

- 5.8.2 Similarly to the above, parking availability was raised as a concern. This is a residential area and there is clear demand for on-street parking however ample space is observed to be available. The proposal has been adjusted to minimise the loss of on-street parking by providing one further space on Parklands Drive compared to the plan that was consulted on. There is therefore a net 'loss' of three spaces. This is shown as Option A (Attachment A).
- 5.8.3 One submitter was concerned that the proposal would create more demand for parking on the bend outside 49 Parklands Drive, they have requested restrictions on this bend to improve driveway visibility and alleviate this risk. There is kerbside parking available closer to the intersection than on this bend so the risk of the proposal exacerbating this concern is expected to be low. Furthermore, at this time we would not support any parking restrictions on this bend, installing No Stopping lines in a location like this can result in increased speeds. Drivers may be required to slow down to manoeuvre around parked vehicles but this is consistent with many other locations in the hill suburbs. With respect to the driveway, we rarely support installing No Stopping restrictions specifically for access to residential driveways. This is consistently applied throughout the city and we have no reason to depart for that guideline in this instance.
- 5.9 Six submissions in support were also received: A number of these submission included further comments and suggestions which are briefly discussed below:
- 5.9.1 Two submitters requested for the No Stopping restrictions to extend the full length of Morven Terrace due to the narrow road width and risk of vehicles parking further down Morven Terrace blocking access to driveways. There is a risk that vehicles will relocate further down Morven Terrace, however any concerns about vehicles blocking access or parking within one metre of a driveway are best addressed by parking enforcement. The width only allows parking on one side, the current arrangement provides flexibility for drivers about where to park (which side), we are not aware of this being an issue in the past and not expecting this to be exacerbated by the removal of the two parking spaces further north.
- 5.10 The Team Leader Parking Compliance supports the preferred option.
- 5.11 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 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.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This is primarily a proposal generated to improve safety for drivers, however it will also assist with improving visibility for all road users in and around this intersection.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement –approximately \$180 for new markings and \$750 for investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs –approximately \$180 per annum to renew line markings.
- 7.3 Funding Source – Traffic Operations Team Traffic Signs and Marking budget.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 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.
- 8.3 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

- 8.4 There is a legal context, issue or implication relevant to this decision
- 8.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 None identified.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Option A: Morven Tce-Parklands Dr Proposed No Stopping Restrictions	31
B ↓	Option B: Morven Tce-Parklands Dr - Proposed No Stopping Restrictions	32

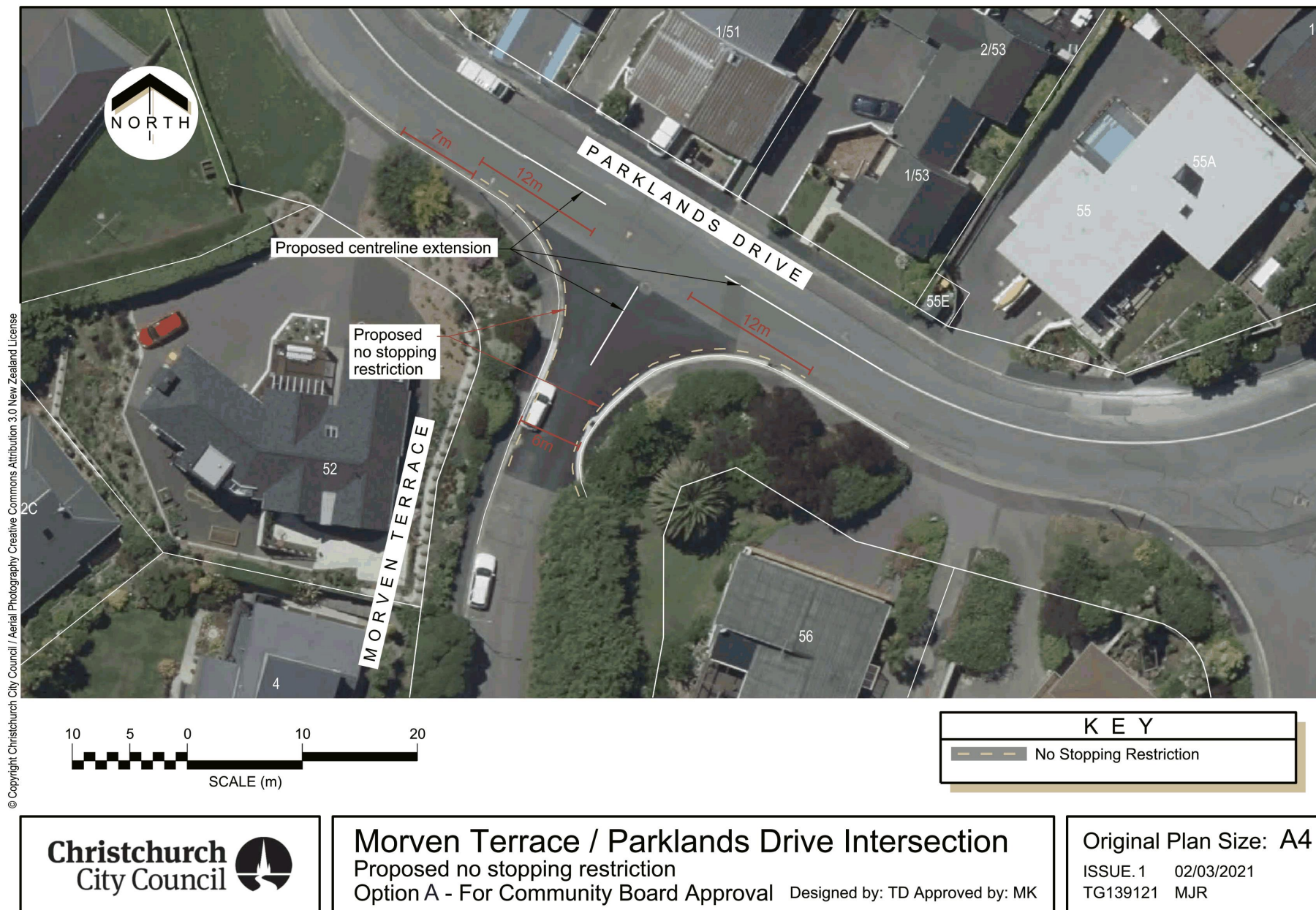
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

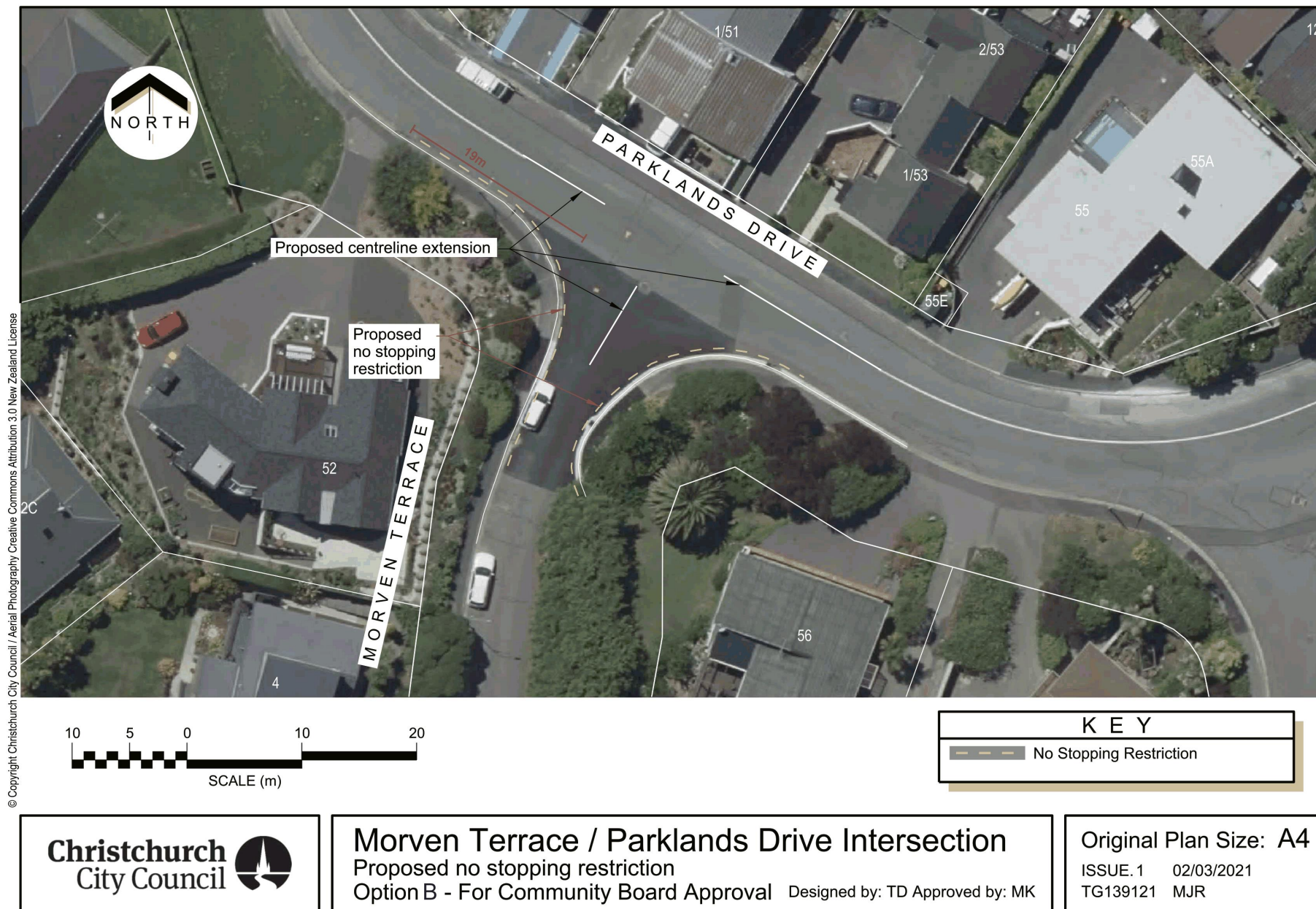
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

- (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	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





9. Removal of Parking Restrictions - Halswell Road, Annex Road and Lyttelton Street

Reference / Te Tohutoro: 21/351041

Report of / Te Pou Matua: Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz

General Manager /
Pouwhakarae: Carolyn Gallagher, Acting General Manager Infrastructure,
Planning and Regulatory Services, Carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider the removal of the school bus parking and P3 time restrictions that were installed as temporary measures while West Spreydon School was being rebuilt.
- 1.2 The parking restrictions were originally approved by the Board in March 2020.
- 1.3 Staff have been advised by the Ministry of Education that West Spreydon School will be fully operating from their home site on Lyttelton Street from 29 March 2021. After this date the parking restrictions installed to assist during this rebuild period will no longer be required.
- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.5 The community engagement and consultation outlined in this report reflect the assessment

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Revokes any previous resolutions pertaining to the parking and stopping of vehicles on the southwest side of Lyttelton Street, from a point 18 metres west of the driveway access to West Spreydon School and extending in a westerly direction for distance of 60 metres, as identified on drawing TG136501 issue 1, dated 24/03/2021 (Attachment A of this report).
2. Revokes any previous resolutions pertaining to the parking and stopping of vehicles on the northwest side of Halswell Road, from a point 115metres southwest of Annex Road and extending in a southwest direction for a distance of 34metres, as identified on drawing TG135582 issue 1, dated 24/03/2021 (Attachment B of this report).
3. Revokes any previous resolutions pertaining to the parking and stopping of vehicles on the west side of Annex Road, from a point 30metres northwest of Halswell Road and extending in a northwest direction for a distance of 31metres, as identified on drawing TG135582 issue 1, dated 24/03/2021 (Attachment B of this report).
4. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are removed.

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

- 3.1 West Spreydon School has been operating from a temporary site on Halswell Road while their Lyttelton Street School is being rebuilt. To assist with transporting students to their temporary site, bus parking areas were installed along both the Lyttelton Street School frontage and Halswell Road frontage. Students were transported by bus between the two sites before and after school.

- 3.2 P3 time restricted parking was also installed on Annex Road near the Halswell Road site for parents to pick up / drop of students.
- 3.3 While both of the above measures were only intended to be temporary, they were required to be formally resolved by the Board due to the length of time they needed to be in place.
- 3.4 The school will be fully operating from their home site from 29 March 2021, we are therefore seeking approval from the Board to remove these temporary facilities and revert these locations back to unrestricted kerbside parking.
- 3.5 All areas associated with this proposal will be reverted back to unrestricted kerbside parking.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Retain existing parking restrictions
- 4.2 The advantages of this option include:
 - 4.2.1 There are no identified advantages to this option.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Kerbside parking along the West Spreydon School frontage cannot be utilised by parents during school pick up / drop off times.
 - 4.3.2 Parking restrictions will be in place that are no longer required.

5. Detail / Te Whakamahuki

- 5.1 West Spreydon School is located at 147 Lyttelton Street. Prior to their rebuild commencing, unrestricted kerbside parking was available along the school frontage.
- 5.2 There is no ongoing requirement for school bus parking on Lyttelton Street or at the temporary site on Halswell Road.
- 5.3 Approval is required by the Waihoru / Spreydon-Cashmere Community Board.
- 5.4 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.5 The parking restrictions associated with this proposal were only intended to be temporary, this was clearly stated in the original report to the Board in March 2020. Residents were therefore not formally consulted on their removal.
- 5.6 The Lyttelton Street residents that were consulted as part of the original implementation were advised of the proposal to remove the bus parking on Lyttelton Street by letter on an 'inform only' basis.
- 5.7 Staff have contacted the Principal of West Spreydon School via email. The Principal has confirmed that they are supportive of the proposed changes and timeframe.
- 5.8 The Ministry of Education have confirmed these restrictions are no longer required at their Halswell Road site.
- 5.9 The Team Leader Parking Compliance has been advised of the proposal.
- 5.10 The do nothing option is inconsistent with the ongoing operation of the school.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 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.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal improves the availability of parking for parents accessing the school by removing redundant parking restrictions.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$750 for investigation and preparation of this report and around \$620 for removal of traffic signs and removal/reinstatement of line markings.
- 7.2 Maintenance/Ongoing costs – original edgelines will be reinstated, linemarking renewal approximately \$175 per annum.
- 7.3 Funding Source – Traffic Operations Traffic Signs and Markings Budget.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 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.
- 8.3 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

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

Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

9. Risk Management Implications / Ngā Hiraunga Tūraru

9.1 None identified

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	TG136501 Lyttelton Street- Proposed bus parking removal	37
B ↓	TG135582 Halswell Rd Proposed P3 and bus parking removal	38

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

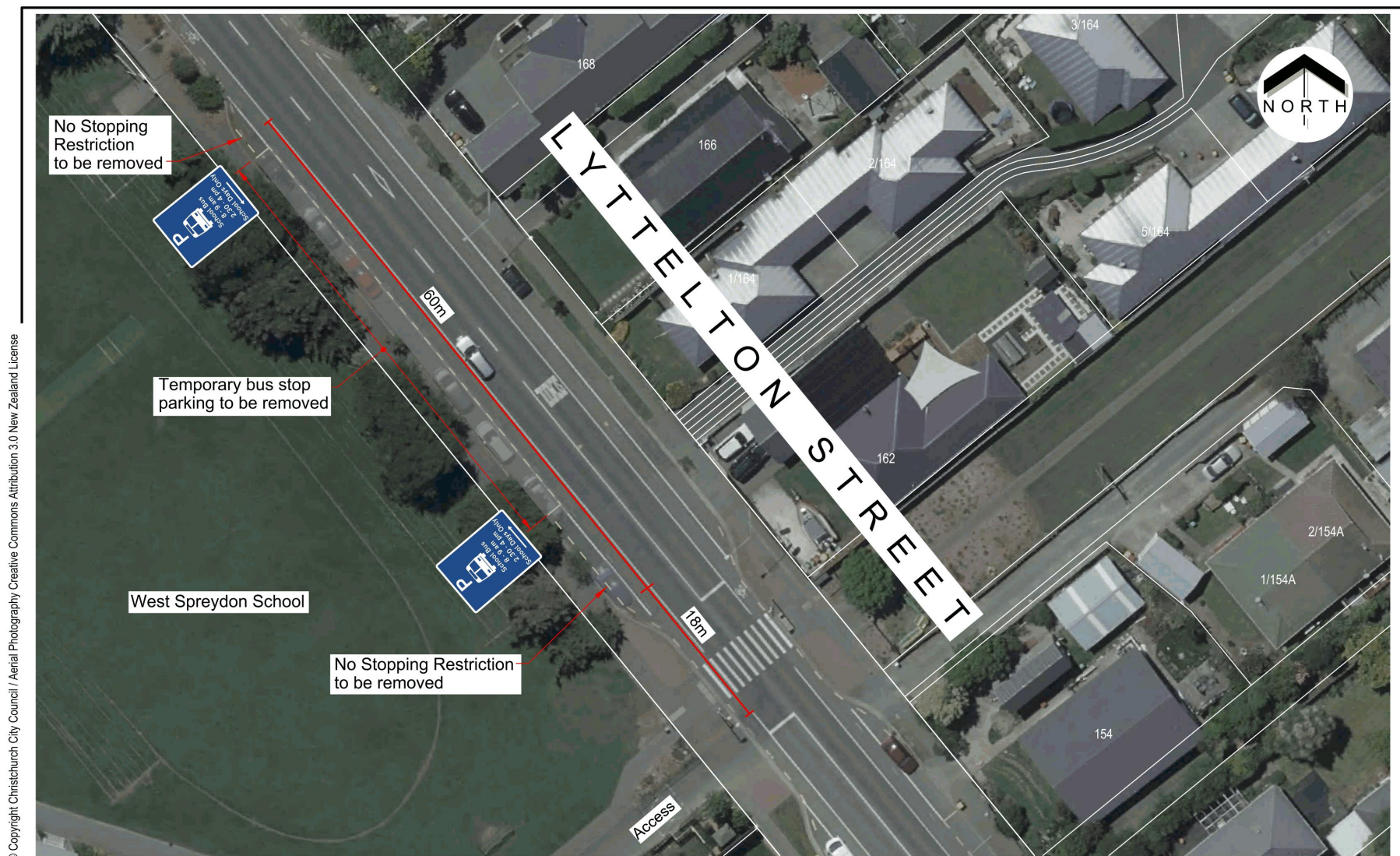
(a) This report contains:

- (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	Toni Dakers - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport

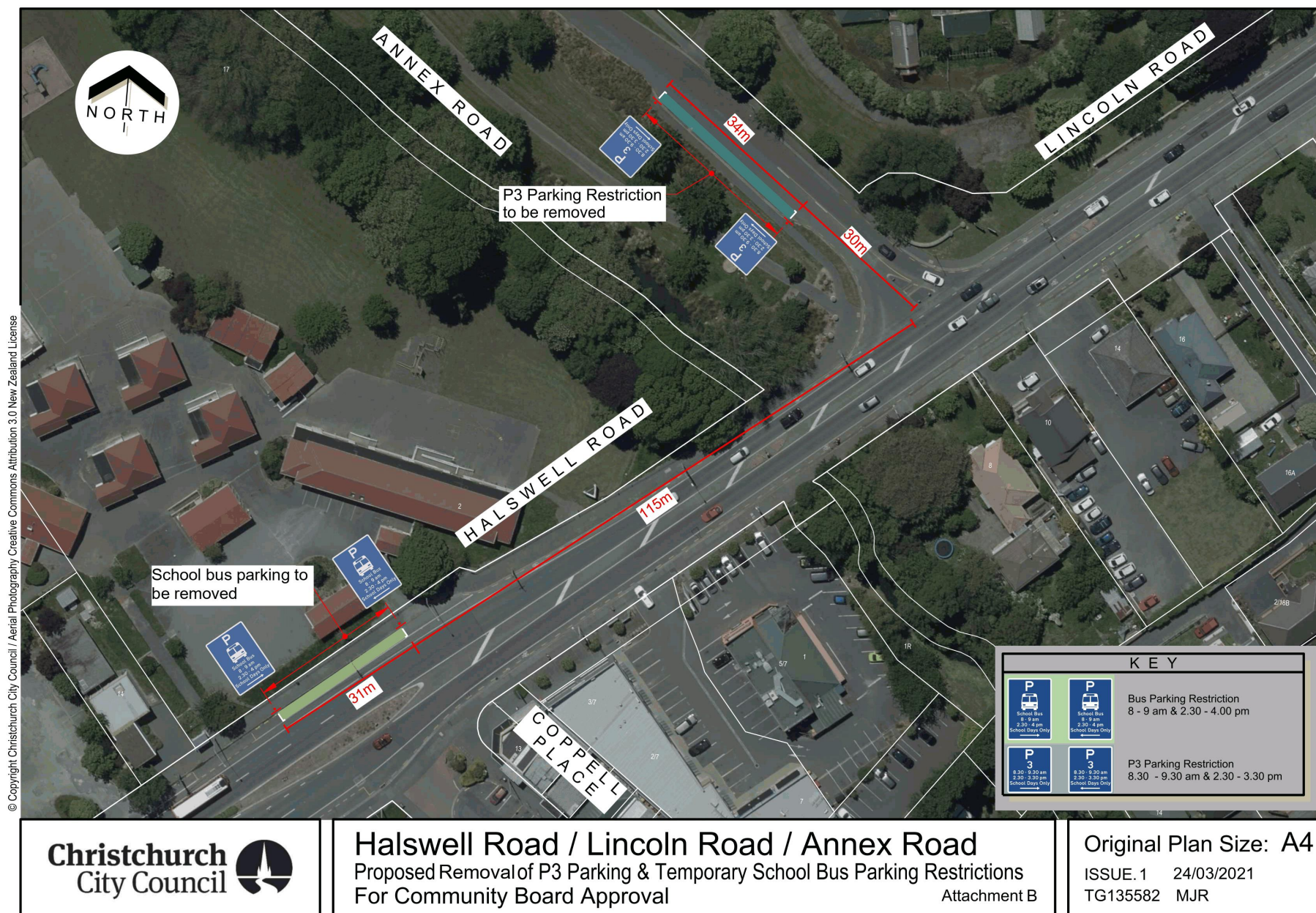


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Christchurch
City Council

Lyttelton Street
Proposed Removal of Temporary School Bus Parking Restrictions
For Community Board Approval
Attachment A

Original Plan Size: A4
ISSUE.1 24/03/2021
TG136501 MJR



10. Centennial Park - Placement of Storage Building

Reference / Te Tohutoro: 21/101203

Report of / Te Pou
Matua: Russel Wedge, Team Leader Parks Policy & Advisory,
russel.wedge@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the approval of the Spreydon-Cashmere Community Board, as landowner, for the placement of a permanent storage building on Centennial Park, Spreydon. This report has been written in response to a request from the Cashmere Technical Football Club (CTFC) for storage facilities. The Club runs a significant proportion of their junior programme from this location.
- 1.2 In addition to Football, it is anticipated that Beach Volleyball will also make use of the storage facilities to support their sport programme based at Centennial Park.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the small number of people impacted and low cost of the project.
- 1.4 The Parks Unit has a fully enclosed four bay roller door storage building that is now surplus to its needs and is available for relocating to Centennial Park. The Parks Unit will relocate the building from Hagley Park to enable it to be used for storage by a number of sporting groups based in Centennial Park.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the placement of the four roller door storage building in Centennial Park (Part Lot 30-33 DP 1968) 61 Lyttelton Street, Spreydon as a permanent storage facility for the use of the sporting groups based in Centennial Park.
2. Note: All relevant consents and approvals will be obtained for the building to be located in Centennial Park.

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

- 3.1 The CTFC is a large club with approximately 1500 members ranging in age from 4 to 60 years plus. The club runs a centralised junior programme at Centennial Park each week for 600 junior players. The club's requirements for equipment for this programme are substantial. The club is using the Council owned shower and changing rooms building as storage for their equipment, which has restricted the use of these facilities for both summer and winter sports codes.
- 3.2 The CTFC has been working with the Council's Recreation and Sports Unit to find alternative storage options. The Club proposed shifting two shipping containers onto the sports park as permanent storage facilities. The Parks Unit prefers not to have containers on parks as a long term option and would prefer a permanent building for storage where possible.
- 3.3 Canterbury Beach Volleyball runs their Beach Volleyball programme from the sandpit at Centennial Park during the summer. Due to the growth of this sport they have invested in a

new net system allowing them to use nine courts. This additional infrastructure has created increased storage requirements that cannot be met in Pioneer Stadium.

- 3.4 The four bay roller door storage building in Hagley Park is no longer required and is available to be shifted to Centennial Park as a permanent storage facility for the sporting clubs. This building will alleviate the need for containers to be placed on the sports park.
- 3.5 The storage building will remain owned by the Council as a parks asset, for the use of the clubs based in Centennial Park. The Sport and Recreation Unit will manage the allocation of the storage space in the shed to the sporting groups within the park.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The CTFC approached the Parks Unit and the Recreation and Sport Unit to shift two large shipping containers onto Centennial Park. The CTFC offered to pay for the relocation and repainting of the containers so that they might blend into the park. The CTFC proposed the containers stay on the park until the Council built a permanent storage facility for them.
- 4.2 The CTFC proposed the containers remain in the club's ownership and a ground lease be entered into with the Council. The Club asked for the proposed ground lease to be for 25 years or until the Council could provide a permanent storage building.
- 4.3 The Parks Unit do not support shipping containers in parks unless there are extraordinary circumstances, such as short-term emergency and/or short term construction purposes. The maintenance and overall appearance of the shipping containers often falls into disrepair over a period of time, affecting the visual and amenity values of the park. The containers are owned by private clubs or organisations and the Council do not want to be left with a container that is not being maintained on a park. Council buildings are on an annual maintenance schedule to ensure they do not fall into disrepair.

5. Detail / Te Whakamahuki

- 5.1 The storage building is 14 metres long and six metres wide, constructed of colour steel, dark green in colour. There are four separate roller doors on one side opening into two separate storage areas. Three of the roller doors provide access to one internal area and the fourth roller door accesses the second smaller separate internal area in the building. All of the roller doors will open out onto the park. The building will be placed on a new concrete floor.
- 5.2 The storage building will be located on the park opposite the back entrance to Pioneer Stadium and in front of the first set of carparks near the second entrance from Lyttleton Street. The building will sit in a clear open space away from the existing trees and any of the summer and winter sports fields.
- 5.3 The location of the storage building will blend in with the other building facilities and hard surfaces, keeping the remaining park area open and unobstructed with buildings.

Consultation

- 5.4 The community consultation focused on two areas:
 - 5.4.1 The clubs, groups and organisations who use Centennial Park. These are the citizens who use the park on a regular basis and may be affected by the proposed building. Two comments were received from the Beach Volleyball and Touch Canterbury organisations, both supporting the new storage building.
 - 5.4.2 The immediate neighbours who look into the park from the adjoining private residences around the Centennial Park. One comment was received from a resident who looks out

onto the Park from their dining room, who said they don't consider the proposed storage shed will affect them very much and have no issues with it.

- 5.5 The proposed location of the storage building within the gap in the tree line and adjacent to the car park, will ensure the storage building does not impact existing park use. The dark green wall colour of the building will assist with blending it into the nearby trees and park.
- 5.6 The decision affects the following Spreydon-Cashmere Community Board.



Four bay storage facility proposed for Centennial Park

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 To work with community to enable their aspirations for quality places and neighbourhoods
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Parks & Foreshore
 - Level of Service: 6.8.5 Satisfaction with the range and quality of recreation opportunities within parks. - Resident satisfaction with range and quality of recreation facilities within Parks: >= 85%.

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.
- 6.4 **Community Outcomes**

Strong Communities – citizens have a strong sense of community and are actively involved in the life of their city; vibrant and resilient community and volunteer groups; communities supported to undertake activities that activate their communities; people have strong social networks; services are available locally with communities.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 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.
- 6.6 As part of the consultation process, MKT was invited to comment on the proposed relocation of the storage building to Centennial Park.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The relocation of the storage building will not have any significant impacts on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 The building will be fully accessible through the roller doors from the asphalt car park.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – The relocation of the storage building from Hagley Park to Centennial Park, including the new concrete floor is estimated at \$40,000, including the connection of services to the new site.
- 7.2 Maintenance/Ongoing costs – The maintenance of the building will be included in the Parks Building maintenance operations budget
- 7.3 Funding Source – The relocation and placement of the building will be funded through the parks capital renewals budget.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The Community Board has delegated authority in the Councils Delegation Register for approval of structures on Parks.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is minimal if any risk associated with the approval as landowner to relocate the storage building into Centennial Park.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

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	Russel Wedge - Team Leader Parks Policy & Advisory Angela Leatherby - Sports Liaison Advisor
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

11. Waihoru/Spreydon-Cashmere 2020/21 Discretionary Response Fund Applications: Opawaho Heathcote River Network. Somerfield Community Centre

Reference / Te Tohutoro: 21/410280

Report of / Te Pou
Matua:

Jay Sepie, Community Development Advisor

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens and Community

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider applications for funding from its 2020/21 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
62562	Opawaho Heathcote River Network	Matariki Event; Completion of Strategic Plan; Communication and Project management.	\$7,315	\$4,932
62709	Somerfield Community Centre	Power meter	\$3,590	\$3,590

- 1.2 There is currently a balance of \$104,625 available in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

- Approves a grant of \$4,932 from its 2020/21 Discretionary Response Fund to Opawaho Heathcote River Network towards the Matariki event, strategic plan, and communication and project management projects.
- Approves a grant of \$3,590 from its 2020/21 Discretionary Response Fund to Somerfield Community Centre towards the power meter project.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendations are strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. They will provide resilient communities and healthy environment community outcomes.

Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community

3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.2.2 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

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

3.4 The level of significance was determined by the number of people affected and/or with an interest.

3.5 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion / Kōrerorero

3.6 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 Recommendations adopted
\$172,609	\$69,484	\$103,125	\$94,603

3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.

3.8 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	62562-Spreydon-Cashmere-Discretionary Response Fund Decision Matrix-Opawaho Heathcote River Network	48
B ↓	62709 Spreydon-Cashmere Discretionary Response Fund Decision Matrix Somerfield Community Centre	49

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:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Jay Sepie - Community Development Advisor Heather Davies - Community Development Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere

2020/21 DRF SPREYDON-CASHMERE 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.

00062562	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Ōpāwaho Heathcote River Network Incorporated	<p>Matariki Event; Completion of Strategic Plan; Communication & Project Management (Split 70%SC / 30%LCH)</p> <p>The Ōpāwaho Heathcote River Network seeks funding support for a Matariki event, completion of its strategic plan, and communication and project management costs.</p>	<p>\$ 7,315</p> <p>Requested</p> <p>\$ 7,315</p> <p>(100% requested)</p>	<p>Salaries and wages - \$5,640</p> <p>Equipment/materials - \$1,675</p> <p>Other Sources of Funding</p> <p>Rata Foundation (pending)</p>	<p>\$ 4,932</p> <p>That the Spreydon-Cashmere Community Board approves a grant of \$4,931.50 from its 2021/22 Discretionary Response Fund to the Ōpāwaho River Network towards the Matariki Event, Strategic Plan, and Communication and Project Management projects.</p>	1

<p>Organisation Details</p> <p>Service Base: N/A</p> <p>Legal Status: Charitable</p> <p>Trust</p> <p>Established: 1/06/2015</p> <p>Target Groups: Environment</p> <p>Annual Volunteer Hours: 2000</p> <p>Participants: 800</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Community Outcomes: Healthy Environment, Resilient Communities, Liveable City <p>CCC Funding History</p> <p>2019/20 - \$2,400 (operating costs) DRF LCH</p> <p>2019/20 - \$5,600 (operating costs) DRF SC</p> <p>2018/19 - \$247 (volunteers workshop) OTGF SC</p>	<p>Staff Assessment</p> <p>This application is split with Linwood-Central-Heathcote. Staff recommend the application as Priority One due to the breadth of partnership and degree of environmental and social outcomes the project provides.</p> <p>The Ōpāwaho Heathcote River Network (OHRN) was incorporated as a Society in 2017 with the purpose of facilitating a collaborative network which promotes and advocates for the regeneration of the whole of the Ōpāwaho /Heathcote River. The group's governance and management functions operate through volunteers, apart from one paid administration staff member.</p> <p>This project encompasses three aspects of the OHRN's work until the end of August 2021: the organisation and delivery of a Matariki event at the South Library and on the banks of the river; the completion of a 10 year strategic plan; and operation of the Communication and Project Management role across all of the organisation's projects.</p> <p>The strategic plan will outline the direction and values of the group and will guide the development of its business and annual plans. The Matariki event will be created in collaboration with iwi and will contribute to increased understanding of the river as well as connecting groups and residents in celebration. The communications and project management investment will enable the organisation to maintain its operating capacity.</p> <p>The OHRN provides cohesion and coordination across a significant number of groups and stakeholders, resulting in collaborations that might not otherwise be possible. The partnership/collaborative approach includes work with planners from the Christchurch City Council and Environment Canterbury, through to the local activators, community groups, schools and others that work along the river. The OHRN website is kept up to date with information about events and developments, including a calendar of river group working bees. The OHRN is also involved in catchment-wide river activities such as the Mother of All Clean-ups, World Rivers Day, and Estuary Fest.</p> <p>The organisation welcomes new members, and all are welcome to its monthly meetings held in the Spreydon-Cashmere Community Board Room. Since 2015 this organisation has steadily developed its systems and people to be a respected and well utilised collaborative network.</p>
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2020/21 DRF SPREYDON-CASHMERE 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.

00062709	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Somerfield Community Centre	Power meter The Somerfield Community Centre seeks funding support to establish an electricity billing system independent of the playcentre next door.	\$ 8,590 Requested \$ 3,590 (42% requested)	Equipment/materials installation - \$3,590	\$ 3,590 That the Spreydon-Cashmere Community Board approves a grant of \$3,950 from its 2020/21 Discretionary Response Fund to the Somerfield Community Centre towards the Power Meter project.	2

Organisation Details

Service Base: 47 Studholme St
 Legal Status: Incorporated Society
 Established: 1/03/1970
 Target Groups: Community Development
 Annual Volunteer Hours: 40
 Participants: 300

Alignment with Council Strategies

- Strengthening Communities
- Community Outcomes - Resilient communities and Prosperous economy
- Community Board Plan
- Facilities network plan

CCC Funding History

Nil

Other Sources of Funding

Funds on hand - \$5,000

Staff Assessment

The Somerfield Community Centre building was constructed in 1951 as a living memorial to those killed in World War 2. It has operated as a local hireable community hall and rooms since, and also hosted a playcentre until 1996 when the playcentre moved to a new facility at the rear of the property. The two organisations operate their facilities and functions independently, however electricity supply arrangements mean that each electricity bill has to be broken down for each group. Both facilities are community managed and Council owned.

The Somerfield Community Centre incorporated society was registered in 1996. The committee of 2021 is voluntarily managing the facility at financially viable levels, and works to ensure that the activities and programmes delivered by hiring the hall or rooms are tailored to the needs and aspirations of the Somerfield community. Committee members have limited discretionary time capacity, and would appreciate the savings in time that separate metering can deliver. As part of the cost component from funds on hand, the committee will approach the playcentre to contribute a portion.

The project budget is based on approved procurement quotes obtained by facilities maintenance staff. The work includes upgrading fuse boards and the provision of new meters and new sub-floor mains connection.

This facility is located in close proximity to the Somerfield Primary School, and the Somerfield Park. As well as the playcentre behind, local families also use the Christchurch South Toy Library that is currently located in the Centre. It is a community asset that is valued as a meeting and social connection venue.

12. Submission on Waka Kotahi's Proposed SH75 Halswell Road Improvements

Reference / Te Tohutoro: 21/466579

Report of / Te Pou
Matua:

Amy Hart, Community Board Advisor, amy.hart@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Board to decide whether it wishes to make a submission on Waka Kotahi New Zealand Transport Agency's Proposed SH75 Halswell Road Improvements. This is a staff generated report.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. While the proposal will have an impact on many Christchurch residents, Waka Kotahi is the final decision-maker and the Board is simply considering whether to provide a submission.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the information in the Submission on Waka Kotahi's Proposed SH75 Halswell Road Improvements report.
2. Decide whether to provide a submission on Waka Kotahi's Proposed SH75 Halswell Road Improvements, and delegate authority to the Chairperson and Deputy Chairperson to approve the submission.

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

- 3.1 The reason for the report recommendations is that the proposal affects local communities in the Board area.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 An alternative option is for the Board not to provide a submission.
- 4.2 The advantage of this option is that it would require less Board and staff time.
- 4.3 The disadvantage of this option is that the Board would not have an opportunity to provide feedback on a proposal that affects local communities.

5. Detail / Te Whakamahuki

- 5.1 Waka Kotahi is proposing improvements to SH75 Halswell Road, between Dunbars and Curletts Roads, to improve the journey for bus users between the south-west suburbs and the central city. For more information, refer to the **attached** brochure or click [here](#).
- 5.2 The decision to make a submission affects the following wards/Community Board areas:
 - 5.2.1 Waihoru/Spreydon-Cashmere

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Providing submissions supports the following Strategic Priority in the Council's Strategic Framework: Enabling active and connected communities to own their future.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Governance & Decision Making
 - Level of Service: 4.1.18 Participation in and contribution to Council decision-making - Percentage of respondents who understand how Council makes decisions: At least 42%

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 Making a submission provides an opportunity to comment on climate change issues.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Making a submission provides an opportunity to comment on accessibility issues.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – Staff time.
- 7.2 Maintenance/Ongoing costs – Nil.
- 7.3 Funding Source - Community Governance Team operational budget.

Other / He mea anō

- 7.4 Not applicable.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 If the Council does not make a submission on an external organisation's proposal, the Board may seek approval from the Assistant Chief Executive to submit. The Acting Assistant Chief Executive gave approval for the Board to do so.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 If the Board does not provide a submission, there is a risk that the Board would have missed an opportunity to influence a proposal that affects local communities.

9.2 This risk would be eliminated if the Board decided to provide a submission.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Brochure - SH75 Halswell Road Improvements	54

Item 12

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 Whakatūturutanga 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	Amy Hart - Community Board Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere

PROJECT OVERVIEW AND FEEDBACK FORM

April 2021



Improving bus travel along SH75 Halswell Road



Waka Kotahi NZ Transport Agency is proposing improvements to Halswell Road between Dunbars and Curletts Roads.

Halswell Road is a State Highway and key public transport corridor which experiences significant transport delays during peak travel periods. It serves the south-west of Christchurch, an area undergoing significant residential growth.

This project is looking at providing bus lanes to increase bus reliability and improve bus journey times between the south-west suburbs and the central city.

Late last year we asked the community for feedback about this stretch of Halswell Road. We'd like to thank everyone who took the time to share their views and experiences.

You can read more about the feedback at:
www.nzta.govt.nz/sh75-halswell-road

Since then, we have considered that feedback together with technical information to determine the best option to progress. We would now like to share that emerging option with you and get your feedback on it.

TELL US WHAT YOU THINK

Please give us your comments on our emerging option and let us know if we've missed anything.

There is a freepost feedback form in this document, or you might prefer to provide feedback online on our easy to use interactive map: www.nzta.govt.nz/sh75-halswell-road or email Halswell.Road@nzta.govt.nz

Please provide your feedback by 5pm, Tuesday 4 May 2021.

Your feedback, together with ongoing investigations, will help the project team finalise the option.

DROP-IN SESSION

Thursday, 15 April, 3.30 - 6.00pm

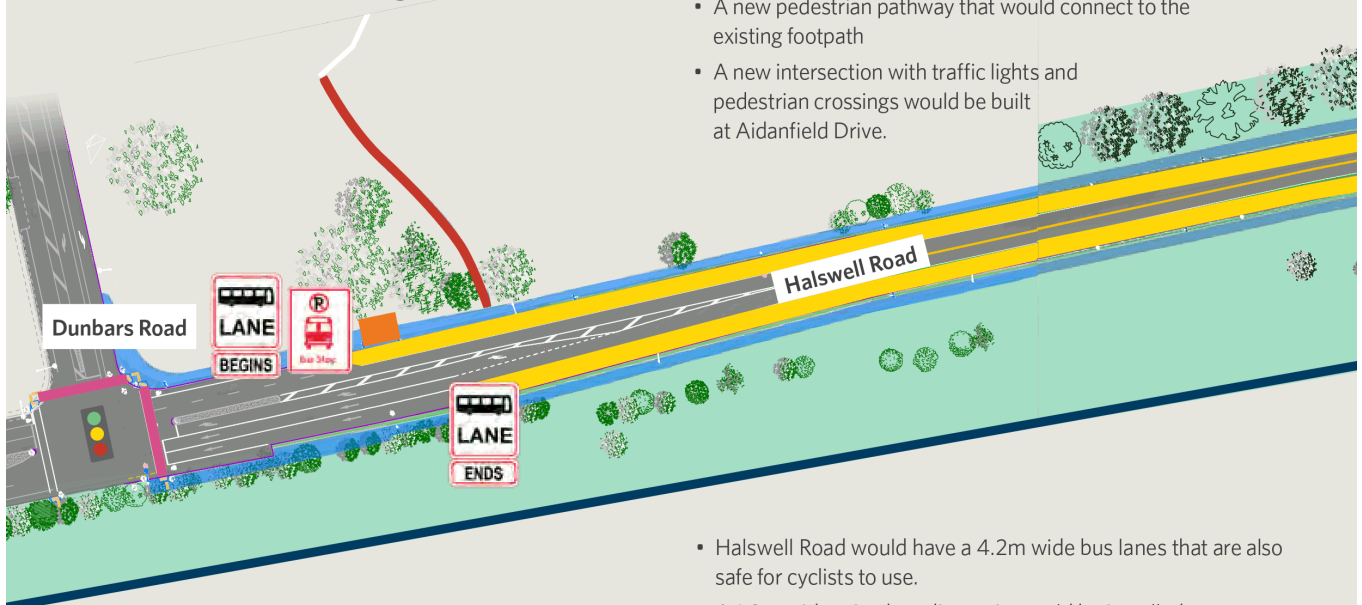
Te Kōmanawa Rowley School, 48 Rowley Avenue, Hoon Hay, Christchurch.

Follow the welcome signs to the school hall.
Come and meet the project team and ask any questions you might have.

For more information go to our project page
www.nzta.govt.nz/sh75-halswell-road

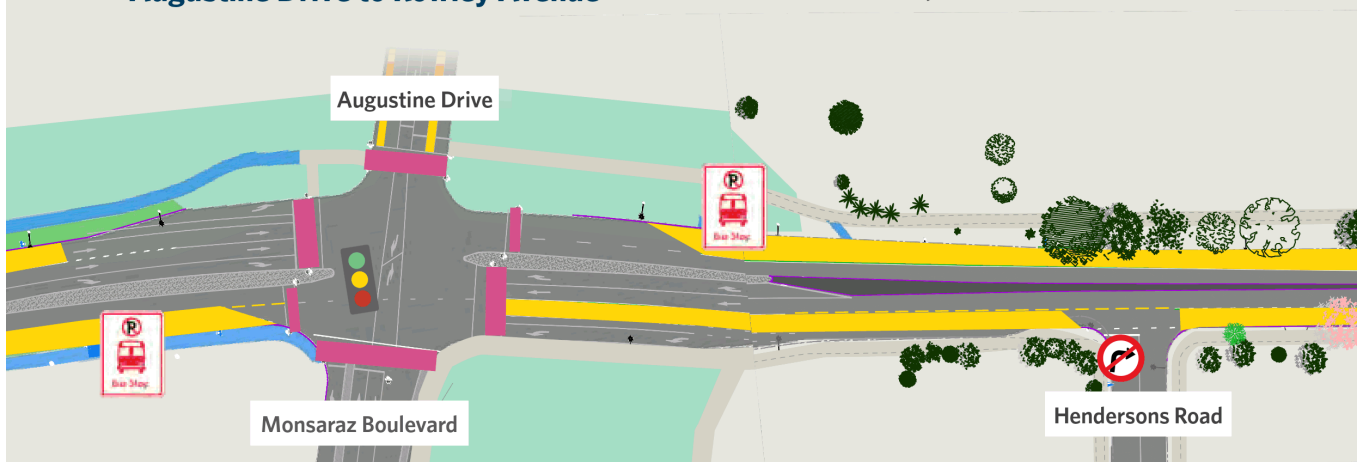
Halswell Road Dunbars Road to Augustine Drive

- Halswell Road would have a 4.5m wide bus lanes that are also safe for cyclists to use.
- A new pedestrian pathway that would connect to the existing footpath
- A new intersection with traffic lights and pedestrian crossings would be built at Aidanfield Drive.



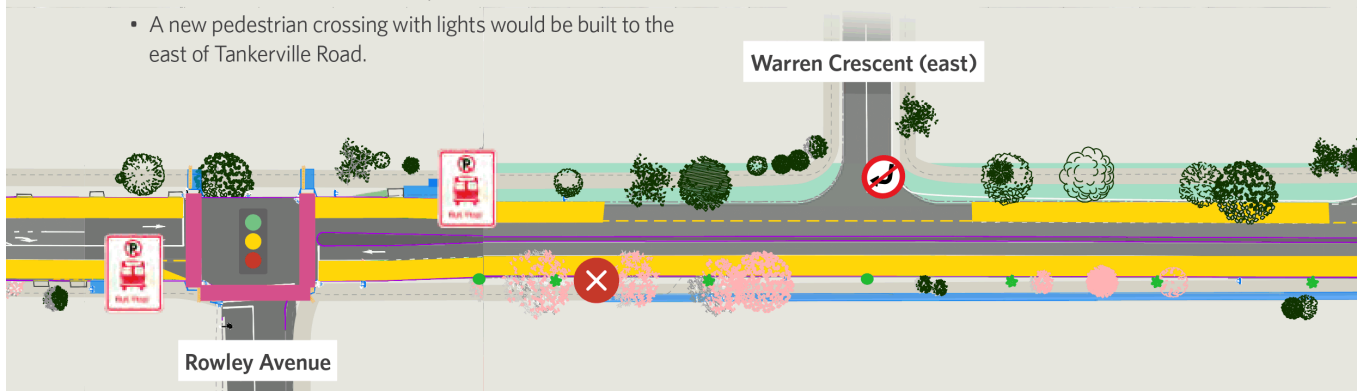
Halswell Road Augustine Drive to Rowley Avenue

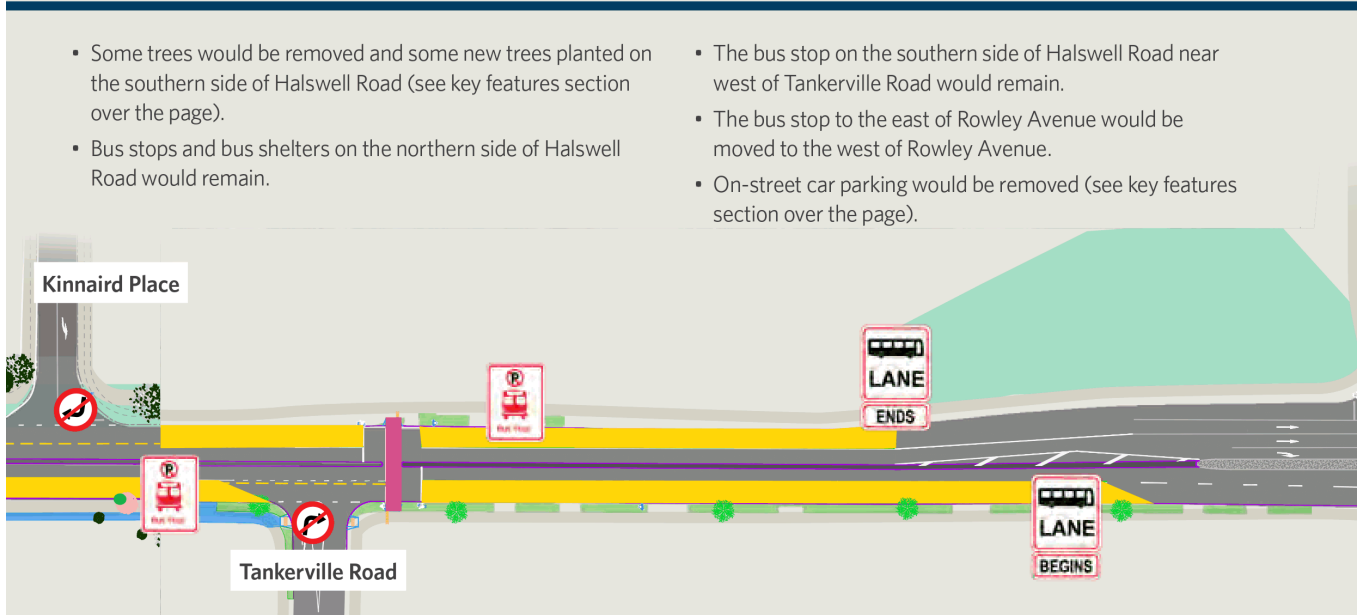
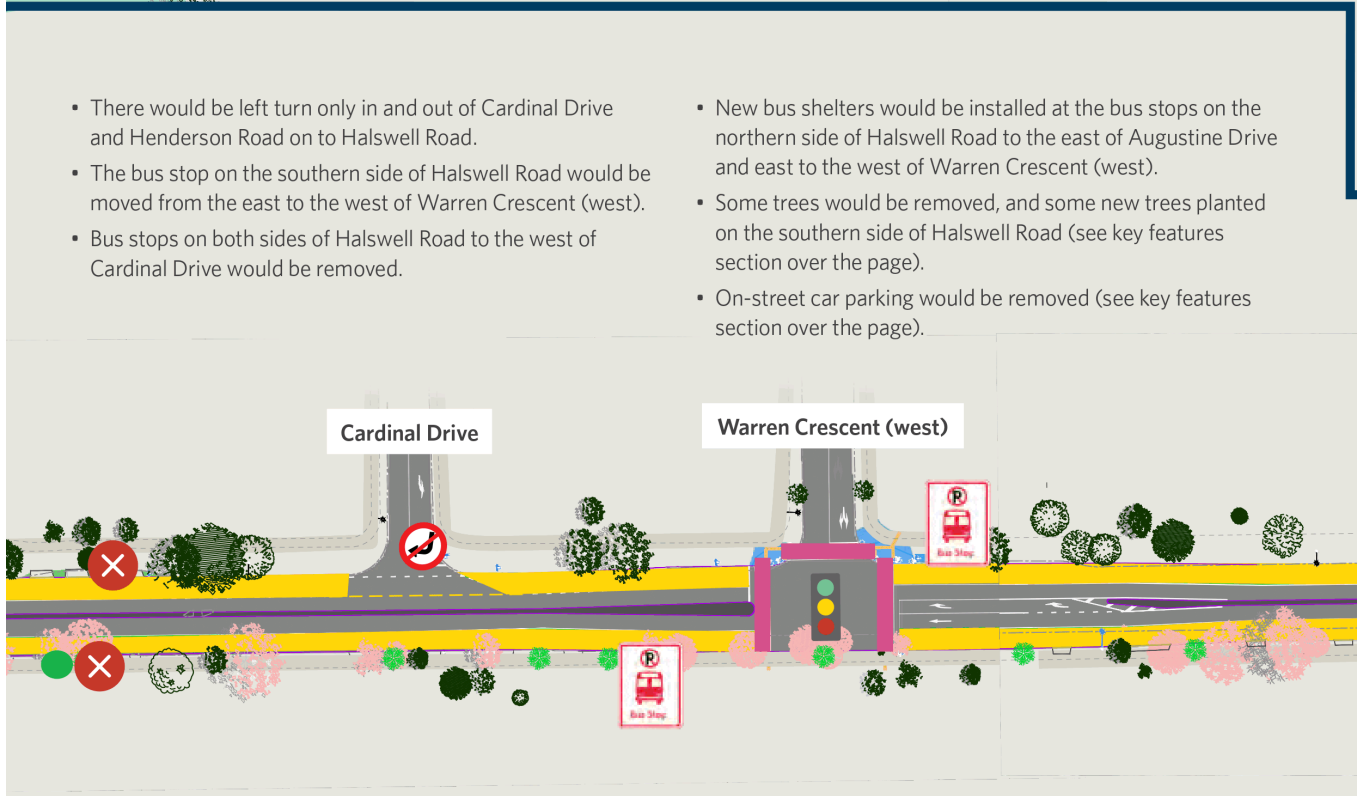
- Halswell Road would have a 4.2m wide bus lanes that are also safe for cyclists to use.
- A 1.0m wide raised median strip would be installed.
- A new intersection with traffic lights and pedestrian crossings would be built at Rowley Avenue and Warren Crescent (west).



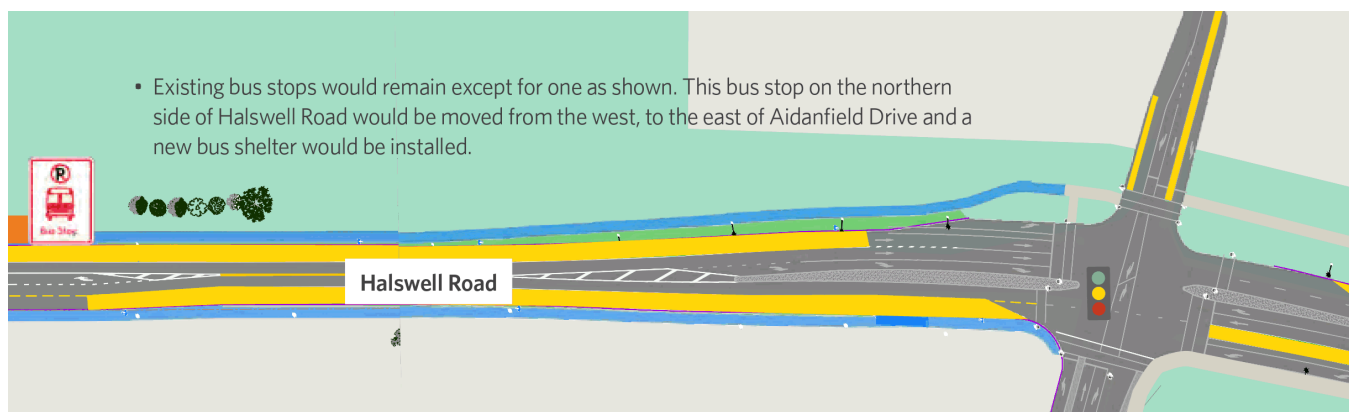
Halswell Road Rowley Avenue to Curletts Road

- Halswell Road would have a 4.2m wide bus lanes that are also safe for cyclists to use.
- A 1.0m wide raised median strip would be installed.
- A new pedestrian crossing with lights would be built to the east of Tankerville Road.
- A new intersection with traffic lights and pedestrian crossings would be built at Rowley Avenue.
- There would be left turn only in and out of Tankerville Road, Kinnaird Place and Warren Crescent (east) on to Halswell Road.

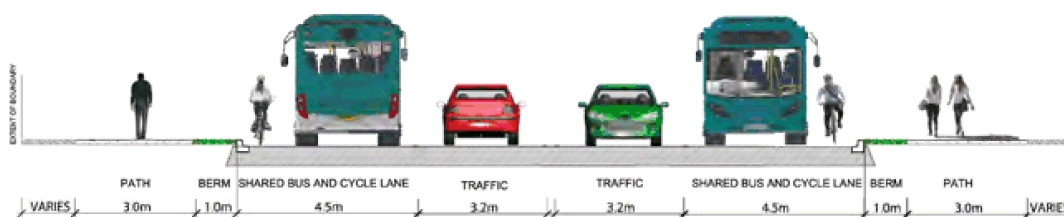




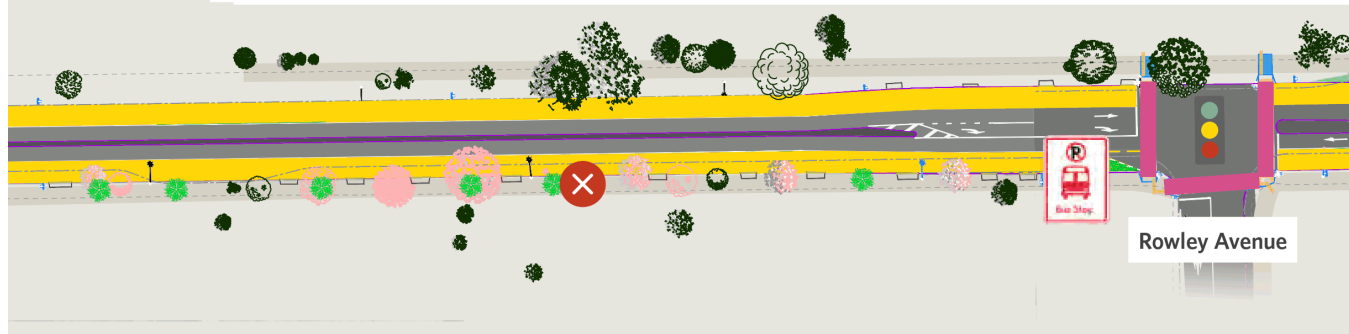
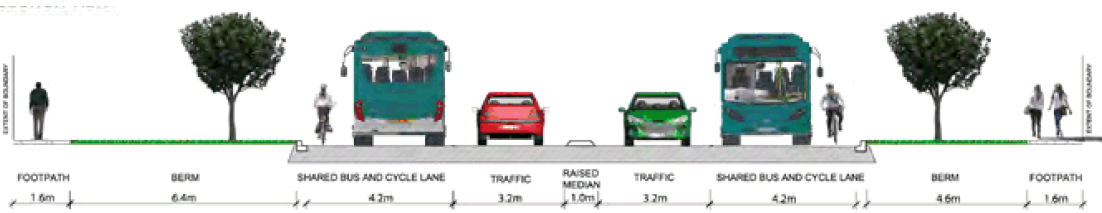
- Existing bus stops would remain except for one as shown. This bus stop on the northern side of Halswell Road would be moved from the west, to the east of Aidanfield Drive and a new bus shelter would be installed.



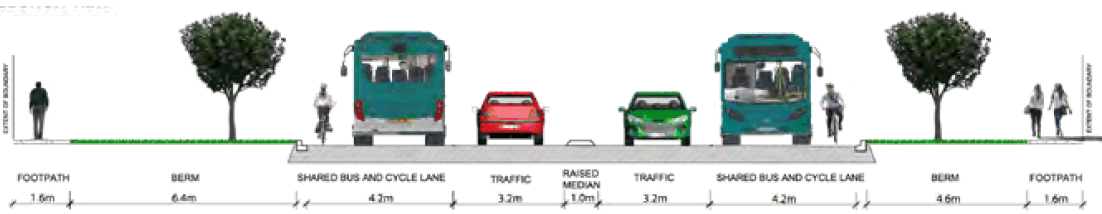
DUNBARS ROAD TO AUGUSTINE DRIVE SECTION VIEW



AUGUSTINE DRIVE TO CURLETT'S ROAD SECTION VIEW



AUGUSTINE DRIVE TO CURLETT'S ROAD SECTION VIEW



Curlett's Road

Hoon Hay Road

	Bus lane		New 3m wide path		Existing tree to remain
	Retained/new bus stop		New pedestrian access path to connect to existing footpath		Tree to be removed
	Removed bus stop		Pedestrian crossings with lights		New tree to be planted
	No right hand turn		Proposed cycle stands		1.0 wide raised median strip

*Please note map is not to scale

21-092

HAVE WE MISSED ANYTHING?

Feedback and comments are being sought during the consultation period until **5pm, Tuesday, 4 May 2021**. This is an opportunity to give us your comments on our emerging option and let us know if there is anything we have missed or should consider.

You can share your thoughts by using this feedback form, or you might prefer to use our digital feedback platform:

www.nzta.govt.nz/sh75-halswell-road

You can come and meet the project team at our drop-in session on **Thursday, 15 April 2021**. Pop in at any time between 3.30pm and 6.00pm at

Te Kōmanawa Rowley School, 48 Rowley Avenue, Hoon Hay, Christchurch. Follow the welcome signs to the school hall. This will be an opportunity for you to talk to members of our team about the project and ask any questions you may have.

WHAT HAPPENS NEXT?

Both your feedback on the emerging option and ongoing investigations will be used to finalise the proposed bus journey improvements along Halswell Road. This design will then go to Waka Kotahi and the NZ Upgrade Programme Governance Team for approval.

We will update you as we progress further.

FIRST FOLD HERE



Thank you very much for providing your feedback.

All personal information provided on this feedback form will be held and protected by Waka Kotahi in accordance with our privacy statement and with the Privacy Act 1993.

We will update you as we progress. However, if you require further information about this project you can email us at:

Halswell.Road@nzta.govt.nz

SECOND FOLD HERE

FreePost Authority 255777



Waka Kotahi NZ Transport Agency
PO Box 1479
Christchurch Mail Centre
Christchurch 8011
Attention: SH75 HALSWELL ROAD IMPROVEMENTS

The Emerging Option

What do we want to achieve?

- Reduced journey times and improved journey reliability for buses along Halswell Road, especially during busy peak travel periods
- Improved safe and convenient access to bus stops
- Improved comfort and convenience of public transport
- Bus travel to be an easy choice for people travelling to the city centre from the south-west suburbs.

Key features

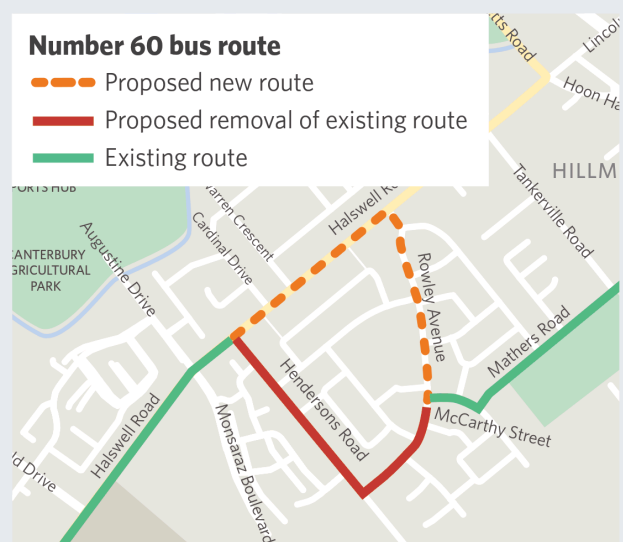
- Bus priority, through bus lanes, to reduce delays and be more competitive with car travel time
- Bus stops that are evenly distributed at about 400m spacing to improve accessibility
- Bus stops located close to side-streets to maximise accessibility
- Improved safety and crossing at key intersections for pedestrians
- Improved road safety by removing right-turns from driveways and some side-streets
- Improved road safety with 1.0m wide raised median strip along Halswell Road from Augustine Drive/Monsaraz Boulevard to Curletts Road
- Integration with existing facilities such as schools and Ngā Puna Wai Sports Hub, and the future development of commercial activities along Halswell Road
- Ability to do U-turns at intersections with traffic lights to ensure safe access to the properties along Halswell Road.

What would need to happen

- Tree removals and new trees planted along the southern side of Halswell Road, between Tankerville Road and Hendersons Road to widen the road for the bus lanes.
 - There are 135 trees along Halswell Road. About 36 trees would need to be removed between Hendersons Road and Tankerville Road, and would be replaced with about 27 trees in broadly similar areas. Not all 36 trees could be replaced because some are in locations which don't comply with safety design standards such as being too close to driveways, poles, bus stops and intersections.
- Removal of on-street car parking along parts of Halswell Road where on-street car parking is currently available.
 - This would enable the bus lanes to operate 24 hours a day, seven days a week and allow buses to travel along the bus lanes without the obstruction of parked cars.
 - This would help to achieve improved and more reliable bus journey times.
 - It would also be safer for cyclists using the bus lanes as they wouldn't be exposed to the risk of opening car doors.
- A change to the number 60 bus route.
 - The 1.0m wide raised median strip along Halswell Road, from Augustine Drive/Monsaraz Boulevard to Curletts Road, would prevent potentially unsafe right turns across multiple lanes. This would require rerouting the number 60 bus. We would recommend instead of travelling along Hendersons Road, the bus would travel along Rowley Avenue. The bus would have traffic lights at Rowley Avenue to safely turn onto and off Halswell Road.

Number 60 bus route

- Proposed new route
- Proposed removal of existing route
- Existing route



What does this mean for...

BUS USERS

- A bus lane in both directions along Halswell Road (see key features section)
- Bus shelters at all bus stops on the northern side of Halswell Road
 - bus stops with existing bus shelters would remain
 - three bus stops would receive new bus shelters with seats
- Most bus stops on the southern side of Halswell Road would remain in the same location
- A change in route for the number 60 bus (see key features section)
- New safe pathways connecting to the bus stops would be provided on both sides of Halswell Road, between Dunbars Road and Augustine Drive.

CYCLISTS

- Wide bus lanes (4.2m – 4.5m) that cyclists could safely use to travel along Halswell Road
- Provision of two cycle stands on the northern side of Halswell Road, next to the bus stops near Aidanfield Drive and Dunbars Road
- A new 3m wide path on both sides of Halswell Road, between Dunbars Road and Augustine Drive that could be used by cyclists
- New intersections with traffic lights and pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- A new pedestrian crossing with lights near Tankerville Road.

THE STREET ENVIRONMENT

- New 3m wide paths on both sides of Halswell Road, between Dunbars Road and Augustine Drive.
- A 1.0m wide raised median strip along Halswell Road between Curletts Road and Augustine Drive to improve safety by separating the traffic lanes.
- About 36 trees removed and about 27 new trees planted along the southern side of Halswell Road between Tankerville Road and Hendersons Road (see key features section).
- Removal of on-street car parking along parts of Halswell Road where on-street car parking is currently available (see key features section).

PEDESTRIANS

- A new pedestrian crossing with lights near Tankerville Road
- New intersections with traffic lights and pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- A new 3m wide path on both sides of Halswell Road, between Dunbars Road and Augustine Drive for pedestrians and cyclists.

ALL ROAD USERS

- Left turn only in and out of Halswell Road from:
 - Tankerville Road,
 - Kinnaird Place,
 - Warren Crescent (east)
 - Cardinal Drive, and
 - Hendersons Road
- New intersections with traffic lights and with pedestrian crossings at:
 - Rowley Avenue,
 - Warren Crescent (west), and
 - Aidanfield Drive
- Removal of on-street car parking along the parts of Halswell Road where on-street car parking is currently available (see key features section).

SPEED

Through last year's engagement, a number of people raised the issue of speed. Although not a specific part of this project, we can advise that in the next month or so Waka Kotahi will be asking for people's views on speeds on State Highway SH73 and SH75 Christchurch to Akaroa - from the intersection of Blenheim Road and SH73 (at Curletts Road overbridge), to the entrance to Akaroa township.



This project is part of the NZ Upgrade Programme (NZUP) which is investing \$6.8 billion to save lives, get our cities moving and boost productivity in the country's growth areas.

Find out more at:
www.nzta.govt.nz/planning-and-investment/nz-upgrade

Name _____

Address _____

Email address _____

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- This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

- ☐
- Yes

☐ No

13. 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.