

**Waipapa
Papanui-Innes Community Board
AGENDA**

Notice of Meeting:

An ordinary meeting of the Waipapa Papanui-Innes Community Board will be held on:

Date: Friday 18 March 2022

Time: 9.30am

Venue: Held by Audio/Visual Link

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) meeting attendance is only possible via an Audio/Visual link or by viewing a live stream (<https://www.youtube.com/channel/UCuRzshsY8rjDJYUymoYeQtA>) of the meeting.

Please request access details from Mark.Saunders@ccc.govt.nz for the Audio/Visual link.

Membership

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Mike Davidson
	Ali Jones
	Emma Twaddell

15 March 2022

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

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

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

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Mihi



Tēnā koutou

Kua hui mai nei

Ki tēnei whare ō tātou

Ki te kōrero, ki te whakarongo

i nga kaupapa ō to hapori

Nau mai, haere mai.

Nā reira tēnā koutou katoa

Greetings

to all who have gathered

within our (communal) house

to speak and to listen to the

topics/conversations of your community

Welcome, welcome

Therefore, again I greet all present

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

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Karakia Tīmatanga

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 Waipapa Papanui-Innes Community Board meeting held on [Friday, 18 February 2022](#) be confirmed (refer page 6).

4. Public Forum Te Huinga Whānui

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

4.1 Maintenance of Roadside Plantings on Julius Terrace and Stapletons Road

Jennifer Dalziel will speak on behalf of Shirley Road Central regarding the need for weeding of the roadside plantings on Julius Terrace and Stapletons Road in Richmond.

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 Cranford Street and Northern Corridor Speed – Dave Gardner

Dave Gardner will speak to his correspondence regarding Cranford Street and Northern Corridor Speed presented in Item 7, Correspondence Report.

6. Presentation of Petitions Ngā Pākikitanga

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

Waipapa Papanui-Innes Community Board OPEN MINUTES

Date: Friday 18 February 2022
Time: 9.31am
Venue: Held by Audio/Visual Link

Present

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Mike Davidson
	Ali Jones
	Emma Twaddell

Matthew Pratt
Manager Community Governance, Papanui-Innes
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Secretarial Note: This meeting was held via audio/visual link on the Zoom platform due to New Zealand being at the red setting of the Covid-19 Protection Framework (the Traffic Alert system) on the date the meeting was scheduled. These minutes provide a written summary of the meeting proceedings.

The Chairperson opened the meeting and notified members that the meeting was being publicly livestreamed.

Karakia Tīmatanga: Emma Norrish

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

There were no apologies.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

The Chairperson asked members to confirm that the minutes of the previous Board meeting held on 3 December 2021 were a true and accurate record of the meeting. No issues or matters concerning the accuracy of the minutes were raised. Simon Britten moved that the minutes be confirmed. The motion was seconded by Mike Davidson and when put to the vote was carried unanimously.

Community Board Resolved PICB/2022/00001

That the minutes of the Waipapa Papanui-Innes Community Board meeting held on Friday, 3 December 2021 be confirmed.

Simon Britten/Mike Davidson

Carried

Pauline Cotter joined the meeting at 9.34am.

4. Public Forum Te Huinga Whānui

Part B

4.1 Surface Flooding Langdons Road and Sisson Drive Intersection

Vicki Bain, Manager, and Renee Heigold, Assistant Manager, presented within the Public Forum on behalf of Kiwi Property Northlands Mall regarding surface flooding at the

Langdons Road/Sisson Drive Intersection and increased traffic flow in the Northlands Mall area.

4.1.1 Surface Flooding

Ms Bain discussed the flooding that their tenant, Espresso Car Wash, was affected by with water coming into their courtyard area; the first notification from them coming 3 August 2021 to Mall Management. The Mall established the issue was the Council's stormwater system being blocked, which was notified to the Council via the website portal.

The Mall received further notifications of issue from the tenant 14 September, 5 October and 15 December 2021, Ms Bain indicated, without update from the Council. The tenant advised after 15 December the issue had led to a period of closure and needing to operate with staff working within the surface flooding in gumboots.

Ms Bain advised she escalated the issue with the Council's service centre, who escalated it to the technical team. Further issue arose again on 19 January 2022, and it was not until 14 February 2022 that Ms Bain says she received an email to say the issue had been fixed, being six months after the first notification to the Council.

Ms Bain requested the relevant Council department receive their feedback about the issue with six months lack of feedback on the progress of the issue before it was fixed while it was affecting their tenant's business. She noted it is important to get feedback so they know what is going on.

The Board concurred with Ms Bain's request that the feedback on lack of communication to the stage of fixing the surface flooding for their tenant be passed on to relevant staff.

4.1.2 Increased Traffic on Langdons Road

Ms Bain discussed the increase, and backing up, of traffic on Langdons Road following the development of NorthLink. Ms Bain noted the evidence of the traffic flow issues prominent during recent construction works at Papanui High School. It was evident that a stop-go traffic management plan was needed.

Ms Bain sought assurance that creators of traffic management consents in the Council do some research to ensure this issue does not recur going forward.

Ms Bain also queried whether the NorthLink developers were required as part of their consent to monitor traffic flow along Langdons Road against a relevant level of service measure and if not, why not? If it was a requirement, Ms Bain inquired of the resulting statistics, whether they confirm an issue, and the Council's strategy for alleviating the traffic flow issues along Langdons Road.

The Board requested that it be passed on to staff that there needs to more communication between those preparing traffic management plans and the businesses affected.

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

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Dudley Street Starling Issues - Nick and Becca Hughes

Nick and Becca Hughes presented a deputation to the Board about the issues with the large number of birds (starlings) roosting in the trees in Dudley Street (referenced in section 3.5.4 of Item 12, Waipapa Papanui-Innes Community Board Area Report – February 2022).

Mr Hughes shared the **attached** PowerPoint presentation with the Board.

Mr Hughes introduced himself as having a young family resident in Dudley Street for around four years, who enjoy the area and enjoy the trees on the street, and who are looking for a constructive solution around the issue of excessive droppings from the starlings that roost in the trees.

Mr Hughes expressed significant health concerns around the state the street and properties get into for around six months of the year as a result of the excessive droppings from the starlings. He noted the issues extend to smell from the droppings, noise from the number of starlings, cleanliness/hygiene, and mess resulting on properties, footpaths and vehicles.

Mr Hughes noted that he does not advocate tree removal and acknowledges the work of the Council's arborists on trimming the trees.

Mr Hughes discussed being handed around various parts of the Council with limited response, noting an email stating that a contractor has looked at the issue and advised that there is nothing the Council is able to do. He also noted limited evidence of tickets submitted on the issue for Council action being progressed or addressed.

Mr Hughes indicated wishing to work with the Council toward both immediate and longer term solutions to the issue. He tabled a list of questions to the Board (refer last slide of **attached** PowerPoint Presentation), asserting that the issue of bird droppings on council property is the Council's problem.

A Board member questioned Mr Hughes in regard to, if the Council did bring in a maintenance programme for Dudley Street, how often in his opinion would the street require cleaning. Mr Hughes suggested fortnightly would be required in the short term.

A Board member asked Mr and Mrs Hughes if they had contacted Environment Canterbury in regard to the issue as possibly falling within their remit. Mr Hughes confirmed that they had not to this point.

The Chairperson thanked Mr and Mrs Hughes for their presentation, indicating that the Board would be following the issue up with staff and will keep them informed, and noting that the issue had been raised by the Board at the last Council meeting, which met with assurance the issue would be looked into.

Attachments

- A PowerPoint Presentation from Nick Hughes for Deputation on Dudley Street (Excessive Bird Droppings from Starlings Roosting in Trees)

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

The Chairperson noted the correspondence from Juliana Venning within the Correspondence Report (relating to St Albans Park and other matters) **attached** to these minutes, which was separately circulated to the Board ahead of the meeting (relating to the Graham Condon Recreation and Sport Centre).

Staff noted that the issue raised relating to the Graham Condon Recreation and Sport Centre has been referred to relevant Sport and Recreation staff, who are dealing with the matter.

Pauline Cotter moved that the information in the Correspondence Report, and the further **attached** email correspondence, from Juliana Venning be received. The motion was seconded by Ali Jones and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Receive the information in the Correspondence Report dated 18 February 2022.

Community Board Resolved PICB/2022/00002

Part B

That the Waipapa Papanui-Innes Community Board:

1. Receive the information in the Correspondence Report dated 18 February 2022.

Pauline Cotter/Ali Jones

Carried

7.1 Further Correspondence from Juliana Venning

Community Board Resolved PICB/2022/00003

That the Waipapa Papanui-Innes Community Board:

1. Receive the further email correspondence from Juliana Venning regarding Graham Condon Recreation and Sport Centre (**Attachment A**).

Pauline Cotter/Ali Jones

Carried

Attachments

- A Email correspondence from Juliana Venning regarding Graham Condon Recreation and Sport Centre

8. Kidsfirst Kindergarten at MacFarlane Park - Ground Lease

The Board took the report on the Ground Lease for the Kidsfirst Kindergarten at MacFarlane Park as read. There were no questions.

Emma Norrish moved that the officer recommendations be adopted. The motion was seconded by Pauline Cotter and when put to the meeting was carried unanimously.

Community Board Resolved PICB/2022/00004 (Original Officer Recommendations accepted without change)

Part C

That the Waipapa Papanui-Innes Community Board:

1. Grant a ground lease to Canterbury Westland Kindergarten Association Incorporated (Kidsfirst MacFarlane Park) over the land located at 17 Acheson Avenue for a period of 33 years at an annual rental of \$404.44 plus GST with three-yearly rent reviews in accordance with section 61(2A) of the Reserves Act 1977.
2. Authorises the Property Consultancy Manager to conclude and administer the terms and conditions of the lease.

Emma Norrish/Pauline Cotter

Carried

9. Owen Mitchell Park sports field lighting upgrade

The Board received from staff at the meeting information regarding the concerns of the resident closest to the Owen Mitchell park lighting application:

- 14m poles are too tall
- 9pm shut off is too late for the practices to finish
- club are not good neighbours and have previously damaged fences and gate
- club electrical supply box is too close and suspect not compliant
- old poles have been left on the ground in the park.

Staff advised they had photographed the electrical box and referred the query to the duty planner, who reviewed and confirmed that it was compliant. In regard to the old poles on the park, the club advised staff that if the application is approved they will take the old poles away as well as any old equipment. Staff advised the club also undertook to remind the coaches not to allow players to kick balls at the fences as that is the likely cause of the damage noted.

Staff noted that the club has improved the application with adding deflectors to direct light spill away from properties.

In response to a Board member's question, it was confirmed that no other objecting feedback had been received.

Board Comment

The Chairperson noted that this is a project that the Board has supported with a grant. A Board member questioned the information about the cost being borne by the Club, where the Club had received funding from the Board. Staff advised that fact had not been conveyed to them in discussion with the Club.

The Board addressed the point by noting the grant toward the project from the Board. (A Board member asked the amount granted, which was confirmed later in the meeting during the presentation of the Community Board Area Report by staff as being \$8,000.)

On the basis of noting the grant toward the project from the Board as adjusting the information in the report, Ali Jones moved that the officer recommendations be adopted. The motion was seconded by Simon Britten and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Approve the application by Papanui Redwood Association Football Club Incorporated to remove existing lights (three 8m poles) and in the same place install new lighting (three 14.7m poles) on Owen Mitchell Park, as indicated in 5.1 of the report. Subject to:
 - a. The applicant obtaining any necessary resource consents, and building consents, at its cost, before commencing installation of the lighting system upon the park.
 - b. The applicant being required to deposit scaled as-built plans, as per the Council's Infrastructure Design Standards, within two months of the work being completed.
 - c. The applicant being responsible for all costs associated with the installation, insurance, operation, maintenance, and any future removal, of the lighting system.
 - d. The applicant being responsible for ensuring that the lighting system is maintained and operated in a safe condition at all times.
2. The approval and use of the lighting being subject to the following conditions:
 - a. The sports field lights are to be used on weekdays, Monday to Thursday only, between 7.30am and 9.00pm. Usage to begin no more than one month prior to the date daylight saving finishes. Usage to end within one month after the date daylight saving begins.
 - b. If the sports fields are not in use, the lights will be turned off.
3. This approval lapsing if the development is not completed within two years of the approval date.

Community Board Resolved PICB/2022/00005

Part C

That the Waipapa Papanui-Innes Community Board:

1. Approve the application by Papanui Redwood Association Football Club Incorporated to remove existing lights (three 8m poles) and in the same place install new lighting (three 14.7m poles) on Owen Mitchell Park, as indicated in 5.1 of the report. Subject to:
 - a. The applicant obtaining any necessary resource consents, and building consents, at its cost, before commencing installation of the lighting system upon the park.
 - b. The applicant being required to deposit scaled as-built plans, as per the Council's Infrastructure Design Standards, within two months of the work being completed.
 - c. The applicant being responsible for all costs associated with the installation, insurance, operation, maintenance, and any future removal, of the lighting system.
 - d. The applicant being responsible for ensuring that the lighting system is maintained and operated in a safe condition at all times.
2. Agree the approval and use of the lighting being subject to the following conditions:
 - a. The sports field lights are to be used on weekdays, Monday to Thursday only, between 7.30am and 9.00pm. Usage to begin no more than one month prior to the date daylight saving finishes. Usage to end within one month after the date daylight saving begins.
 - b. If the sports fields are not in use, the lights will be turned off.

3. Agree this approval lapsing if the development is not completed within two years of the approval date.
4. Note the grant toward the project from the Board.

Ali Jones/Simon Britten

Carried

10. Richmond Road Renewals - Dudley Street, Nicholls Street and Stapletons Road

Board Consideration

The Project Manager was in attendance and spoke to the report, presenting the **attached** slides.

A Board member had queries about the priority that had been assigned to the Stapletons Road section, noting discussion about making it part of the Board's Annual Plan bid.

A Board member asked why it is not possible to retain all the trees in Nicholls Street, with staff advising about the excavation works for the infrastructure and the footpath alignment likely to cause damage to tree roots affecting the assessment. The Board member expressed their concern for the trees, suggesting pausing the matter to enable an urgent site visit given concern for the trees.

The Board member was also concerned that if the trees do get removed they are not being replaced at anywhere near the rate they should.

The Board member extended their concern to Stapletons Road (in both cases seeking a site visit to identify trees affected in case they might be considered when seen to warrant a change to the design), but was satisfied with the proposal with respect to Dudley Street.

Another Board member, noting the prospect of a change to the design may result, was not supportive of laying the report on the table in any respect without knowing the cost and time implications of prospective changes.

Pauline Cotter moved officer recommendations 1-5, relating to Dudley Street (Slater Street to Stapletons Road), and that the report lay on the table in respect of officer recommendations 6-15, relating to the renewals for Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Shirley Road to Warden Street), pending a site visit with urgency with staff (arborists and designers) to be undertaken for those streets.

The motion was seconded by Simon Britten, debated by the members, and when put to the vote was declared carried, with Ali Jones recording her vote against the resolution to lay officer recommendations 6-15 on the table, indicating her support for advancing all the officer recommendations at this time.

Secretarial Note: References to attachments in the recommendations/resolutions below refer to the attachments to the report for this item in the meeting agenda.

Officer Recommendations Ngā Tūtohu

Dudley Street – Slater Street to Stapletons Road:

That the Waipapa Papanui-Innes Community Board:

1. Approves the scheme design for the section of Dudley Street between Slater Street and Stapletons Road as shown on Attachment A including all road markings, signage, kerb alignment and road surface treatments.
2. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Dudley Street as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.
3. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Dudley Street at its intersection with Slater Street, as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
5. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Nicholls Street – North Avon Road to Dudley Street

That the Waipapa Papanui-Innes Community Board:

6. Approves the scheme design for the section of Nicholls Street between North Avon Road and Dudley Street Road as shown on Attachment B including all road markings, signage, kerb alignment and road surface treatments.
7. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Nicholls Street as indicated in the drawing TP357601 Issue 1, 07/12/2021, and attached to this report as Attachment B.
8. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Give Way control be placed against Nicholls Street at its intersection with North Avon Road, as indicated in the drawing TP357601 Issue 1, 07/12/2021, and attached to this report as Attachment B.
9. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
10. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Stapletons Road – Shirley Road to Warden Street

That the Waipapa Papanui-Innes Community Board:

11. Approves the scheme design for the section of Stapletons Road between Shirley Road and the Warden Street as shown on Attachment C including all road markings, signage, kerb alignment and road surface treatments.
12. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Stapletons Road, as indicated in the drawing TP357501 Issue 1, 07/12/2021, and attached to this report as Attachment C.
13. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Give Way control be placed against Stapleton Road at its intersection with

Shirley Road, as indicated in the drawing TP357501 Issue 1, 07/12/2021, and attached to this report as Attachment C.

14. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
15. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Community Board Resolved PICB/2022/00006

Part C

Dudley Street – Slater Street to Stapletons Road:

That the Waipapa Papanui-Innes Community Board:

1. Approves the scheme design for the section of Dudley Street between Slater Street and Stapletons Road as shown on Attachment A including all road markings, signage, kerb alignment and road surface treatments.
2. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Dudley Street as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.
3. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Dudley Street at its intersection with Slater Street, as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
5. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Nicholls Street (North Avon Rd to Dudley St) and Stapletons Road (Shirley Rd to Warden St)

6. Lays the report on the table in respect of Nicholls Street – North Avon Road to Dudley Street, and Stapletons Road – Shirley Road to Warden Street (staff recommendations 6-15), pending a site visit with urgency with staff (arborists and designers) to be undertaken for those streets.

Pauline Cotter/Mike Davidson

Carried

Ali Jones requested that her vote against resolution 6 only be recorded.

Attachments

- A Richmond Road Renewals - Project Manager's Slides

11. Langdons Road Proposed Pedestrian Refuges

Board Consideration

The Traffic Engineer was in attendance and spoke to the report on the proposed pedestrian refuges.

A Board member asked whether the proposal despite the remark at section 6.5 of the report that it does not have any significant effect upon carbon emissions and Climate Change, could be said to have some effect upon emissions and Climate Change as contributing toward safe modes of transport. Staff accepted that may be the case, though advised the standard of assessment is in terms of having a 'significant' effect, which could not be claimed in this case.

A Board member suggested work needing to be done on the resource consenting for large developments with traffic impacts, such as NorthLink, noting the value in proactively assessing the impacts at the early consenting stage.

Some Board members discussed the ongoing need to continue addressing the traffic and safety issues on Langdons Road.

Emma Norrish moved that the officer recommendations be adopted. The motion was seconded by Simon Britten, debated, and when put to the meeting was carried unanimously.

Secretarial Note: References to attachments in the resolutions below refer to the attachments to the report for this Item in the meeting agenda.

Community Board Resolved PICB/2022/00007 (Original Officer Recommendations accepted without change)

Part C

That the Waipapa Papanui-Innes Community Board:

1. Approves that two central pedestrian refuge islands be constructed on Langdons Road along with all associated road markings in accordance with **Attachment A and B**.
2. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south east side of Langdons Road commencing at a point 94 metres south east from its intersection with Ellery Street and extending in a south easterly direction for a distance of 67 metres, as shown on **Attachment A**.
3. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north east side of Langdons Road commencing at a point 248 metres south east of its intersection with Morrison Avenue and extending in a south easterly direction for a distance of 75 metres, as shown on **Attachment B**.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south east side of Langdons Road commencing at its intersection with Sails Street and extending in a south easterly direction for a distance of 80 metres, as shown on **Attachment B**.
5. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 2-4 above.
6. Approves that these resolutions take effect when there is evidence that the road marking restrictions described in the staff report are in place (or removed in the case of revocations).

Emma Norrish/Simon Britten

Carried

12. Waipapa Papanui-Innes Community Board Area Report - February 2022

Board Consideration

The Board took the Community Board Area Report as read, and heard from Board staff.

A Board member (referring to section 3.1 of the report) queried the indicated timeline regarding the Downstream Effect Management Plan (DEMP), and it was confirmed that the indication that it will “come back to the Board early next year” refers to coming back to what is now early this year.

Board members discussed updating social media in respect ‘Summer with your neighbours’ and the Community Service Awards information.

Secretarial Note: *The Board’s consideration of matters reported in its Area Report that led to further requests and a noting provision being resolved is detailed further below, categorised by subject.*

The Deputy Chairperson thanked staff for the updates to the presentation of the Hybris Report attached to the report.

Emma Norrish moved that the Community Board Area Report be received, and that the further requests and noting provision considered by the Board in its discussion of the report be resolved. The motion was seconded by Pauline Cotter and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Receive the Waipapa Papanui-Innes Community Board Area Report for February 2022.

Community Board Resolved PICB/2022/00008

Part B

That the Waipapa Papanui-Innes Community Board:

1. Receive the Waipapa Papanui-Innes Community Board Area Report for February 2022.

Emma Norrish/Pauline Cotter

Carried

12.1 Graham Condon Facilities - Future Heating Options

Board Consideration cont.

A Board member asked for further information around the Council investigating an alternative heat source for the Graham Condon facilities (referring to section 3.4.1 of the Area Report), with the existing pellet burner nearing its end of life, specifically wishing to know which alternative is being favoured, with a preference for a ‘green as possible’ option. The Chairperson asked that staff note the request for further information on this matter; the Board member being interested in understanding the thinking going into the options.

Community Board Resolved PICB/2022/00009

That the Waipapa Papanui-Innes Community Board:

2. Request further information on the Graham Condon pellet burner.

Emma Norrish/Pauline Cotter

Carried

12.2 Dudley Street Starling Issues

Board Consideration cont.

Regarding section 3.5.4 of the Area Report relating to Dudley Street, a Board member asked that staff work on a bespoke maintenance programme for the issue with the starlings, asking staff to determine what would be required. The Board member also suggested working with researchers on environmentally friendly ways of moving the birds on. Another member alluded to known ways of deterring birds roosting, suggesting assessment of cost-effective options to avoid need for ongoing maintenance. The members agreed to the need for short term maintenance as longer term options are assessed.

Board members also wished that Environment Canterbury be contacted to determine their role in respect of the issue with the starlings, with some discussion of what that might be.

The Board agreed that there should be a staff response to the questions in Mr Hughes' deputation to the meeting, particularly to provide a staff response to the question around there being a public health issue.

A Board member was concerned at the process that lead to the residents feeling the need to progress the issue with the starlings through the media, seeking a review of what took place in council systems that led to that, the results of which should be provided to the Board, especially focusing on the Council process. Another Board member wished to keep this as a live item to be discussed again at the next Board meeting.

Community Board Resolved PICB/2022/00010

That the Waipapa Papanui-Innes Community Board:

3. Request that staff urgently undertake a bespoke maintenance programme for Dudley Street.
4. Request that staff investigate options for a long term solution to the problems the Dudley Street birds are causing.
5. Request that staff contact Environment Canterbury in regard their possible responsibilities in respect of the public health issue with the Dudley Street birds.
6. Request a staff response to the points raised in the deputation on the birds.
7. Note the frustration of the Dudley Street residents and ask that a review of what that has taken place in regard the Council process be returned to the Board.

Emma Norrish/Pauline Cotter

Carried

12.3 Surface Flooding on Edgeware Road

Board Consideration cont.

Further to a memorandum sent to the Board last December regarding surface flooding along Edgeware Road (referenced in section 4.2 of the Area Report), a Board member mentioned having discussion with David Timbs of Peter Timbs Butchery, which is affected by the flooding. The Board member considered this also raised concern with Council process.

The Board member confirmed the flooding Mr Timbs experienced was 40cm as evidenced by a water mark in the shop. The Board member felt there was a dismissal of this being a Council issue, and that it has been pushed onto the business. The Board member wishes to look at the level and angle and build of the drainage and channel outside the shop, it seeming there is not enough depth

and gradient that could be corrected (referencing **attached** photographs she had circulated to other members). The Board member sought advice on how the matter could be fixed.

The Board agreed to call for more information on that particular piece of Edgeware Road, seeking a briefing. The Board member wanted precise information to come to the briefing on the levels, and agreed to provide her specific questions after the meeting in writing to be forwarded to the staff to give the briefing to inform them what is wanted for it.

The Board member indicated that the business had made insurance claims in the matter, with indication the insurer would be seeking to recoup from the Council. They also advised that there are 70 staff who work in the broader butchery operation and lose work every time the shop needs to shut due to the flooding.

Community Board Resolved PICB/2022/00011

That the Waipapa Papanui-Innes Community Board:

8. Request further information within a briefing from staff on the section of Edgeware Road outside Peter Timbs butchery (noting further information to be provided by Ali Jones).

Emma Norrish/Pauline Cotter

Carried

Attachments

- A Member's photographs regarding drainage outside Peter Timbs Butchers

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

Part B

Board members exchanged information on the following matters of interest:

13.1 Dudley Creek Plantings Maintenance Schedule

The Chairperson requested information on the maintenance schedule for the plantings along Dudley Creek on Stapletons Road, indicating issues with it not being maintained, and the residents needing to contribute to the maintenance.

The Chairperson requested advice on the reason that section has not been kept up to standard. Another member noted she had also requested it through the Office of the Chief Executive, and also noted that it was indicated it would receive attention in the road renewal process, but it does need a regular schedule.

13.2 Roadworks - Jacobs and Gosset Streets

A Board member asked for update on her request for information about two sets of roadworks off Westminster Street, Jacobs Street and Gosset Street, noting frustration with lack of information around the halting of the works, though with indication some works are now progressing.

13.3 St Albans Park

A Board member wished to address the bin problem at St Albans Park, with one bin overflowing every time.

The Board member also wanted information on whether security cameras would be advisable as Ms Venning keeps requesting (referring to the correspondence in Item 7), especially with the skate park being expanded.

Additionally, the Board member noted calls for the fence around the toddlers' playground to be reinstated, noting that the residents do want it back, and indicating the safety risk to the toddlers.

The Board member suggested St Albans Park is the most popular and well used park in the city, noting it is very busy, one bin is not enough, and reinstating the fence around the toddlers' playground is urgent.

The Chairperson agreed the way forward with St Albans Park should be a site visit with Parks staff to get some understanding of the issues and explanation from staff on their reasoning, requesting that this be arranged.

Meeting concluded at 11.19am.

CONFIRMED THIS 18th DAY OF MARCH 2022

**EMMA NORRISH
CHAIRPERSON**

7. Correspondence

Reference / Te Tohutoro: 22/303087

Report of / Te Pou Mark Saunders – Community Board Advisor

Matua: Mark.Saunders@ccc.govt.nz

General Manager / Mary Richardson – General Manager Citizens and Community

Pouwhakara: Mary.Richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:


Name	Subject
Dave Gardner	Cranford Street and Northern Corridor Speed

2. Officer Recommendations Ngā Tūtohu

That the Papanui-Innes Community Board:

1. Receive the correspondence from Dave Gardner in relation to Cranford Street and Northern Corridor Speed.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Correspondence: Dave Gardner - Cranford Street and Northern Corridor Speed - 7 March 2022	22

From: Dave Gardner
Sent: Monday, March 7, 2022
To: Ali Jones
Subject: Cranford street and norther corridor speed

Hi Ali,

I travel by bicycle along the northern corridor extension and the Cranford St shared pathway. With the new "slow down" electronic speed sign, I notice that the sign only shows people's speed when they are going slower than 55kph, faster than that it just flashes "slow down". You can stand looking at that sign and you will hardly ever notice it showing the cars speed for the cars coming from the northern motorway. It does show cars coming off the roundabout at 35kph, which is a big safety issue for cars trying to merge into greater than 60kph traffic. I read about the speed issue in Cranford street in the news paper, and I thought maybe trying to get NZTA to lower the speed limit along the northern corridor to 80kph could help the safety issue along Cranford St.(people are still going 100kph along the northern corridor extension) Then getting the council to lower the speed limit to 60kph on the northern corridor extension. That would help the speed drop to 50kph not seem so slow to car drivers. Lowing the speed along the northern corridor and northern corridor extension would help fix the source of the problem, not trying to band-aid the results. Lowing the speed limit along cranford to 40kph would also greatly improve safety for people trying to cross cranford and for cars(since the road is so narrow)

Is there any chance to get the car parks removed along cranford street between McFaddens Rd and Placemakers(businesses there already have onsite carparks). As I notice it's very unsafe for cars to turn out of the driveways, because parked cars are blocking their visibility of seeing speeding cars along Cranford as they try to exit. It also causes cars to just stop on the shared path blocking bicycles and pedestrians

It would also help the safety issue on the northern corridor as 1 person has already died from the high speed.

<https://www.odt.co.nz/.../one-dead-christchurch-crash-6>
<<https://www.odt.co.nz/news/national/one-dead-christchurch-crash-6>>

Best Regards
Dave

On Mon, Mar 7, 2022 Ali Jones wrote:
Hi Dave. Good point re flashing sign. I think there's a degree of "calling people out" in front of other drivers when you are seen to be travelling at, say 70kms instead of the 50. I've copied our board members in here. Can you confirm that you'd like your email formally presented at the next meeting as correspondence?

Thanks for taking the time to email.

Regards
Ali

From: Dave Gardner
Sent: Monday, March 7, 2022
To: Ali Jones
Subject: Re: Cranford street and norther corridor speed

I'm happy for it to be presented.

I also believe the 80kph on the northern corridor expansion is not safe, for the reasons:
It's not a very safe feeling when in a car having to quickly speed up to 80kph heading north from the cranford roundabout just to brake before the 50kph sign on Winters road offramp.
Also, trying to merge from the QE2 to northern corridor extension onramp, having to try get up to 80kph in the short distance up the onramp, only to try merge with cars have cars going faster than 80kph head down off the overpass towards the roundabout, and then having to slow down a few seconds after to 50kph

Regards,
Dave

8. Change of classification of reserve and grant of easements 10R Blakes Road, Spring Grove, Belfast

Reference Te Tohutoro: 22/164693

Report of Te Pou Matua: Stuart McLeod, Property Consultant, stuart.mcleod@ccc.govt.nz

General Manager Jane Davis, GM Planning and Regulatory Services,

Pouwhakarae: jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek Community Board approval to change the classification of part of an esplanade reserve to utility reserve and to approve easements over reserves that will be required by the Spring Grove subdivision consents.
- 1.2 This report has been written to ensure that Council land holdings are consistent with the East Belfast Outline Development Plan (ODP) and to put in place a process to grant easements over reserves that will be imposed by future subdivision consents in the proposed Spring Grove subdivision.
- 1.3 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 assessing level of impact on the Council to carry out its role and functions, cultural and environmental considerations and impact on the community.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Notes all public notification requirements have been met under Section 24A(1) of the Reserves Act 1977 and that no objections have been received.
2. Approve the change of classification of 'local purpose (esplanade) reserve' to local purpose (utility) reserve for that part of the reserve shown as Sec 1 RPS4262 (subject to survey).
3. Approve all easements over reserves that are required as part of the staged Spring Grove residential subdivision providing that the granting of easements are:
 - a. In accordance with Section 48(3)(a) of the Reserves Act 1977 do not materially alter or damage the reserve; and
 - b. In accordance with Section 48 (3) (b) of the Reserves Act 1977 the rights of the public in respect of the reserves are not permanently affected by the establishment and lawful exercise of the easement.
4. Recommend that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consent to the granting easement that are required as part of the subdivision consents for the Spring Grove staged subdivision.
5. Authorises the Manager Property Consultancy to manage and conclude all matters pertaining to the granting of easements over reserves that are required as part of a subdivision consent for the Spring Grove staged development.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 To provide consistency with the East Belfast ODP and enable planned subdivision to occur and to enable regulatory requirements that will be imposed by subdivision consents to be fulfilled, i.e. grant of easements over reserves.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Do not change the nature of the reserve and do not grant easements

4.1.1 Advantages

- None

4.1.2 Disadvantages

- Land holding is not suitable for the nature of easements required
- Reputational risk i.e. the Council does not allow its own regulatory requirements to be fulfilled
- Will prevent subdivision/issue of title for housing development
- Will not permit new reserves to be vested in Council
- Council infrastructure is not protected
- Prevents economic development

5. Detail Te Whakamahuki

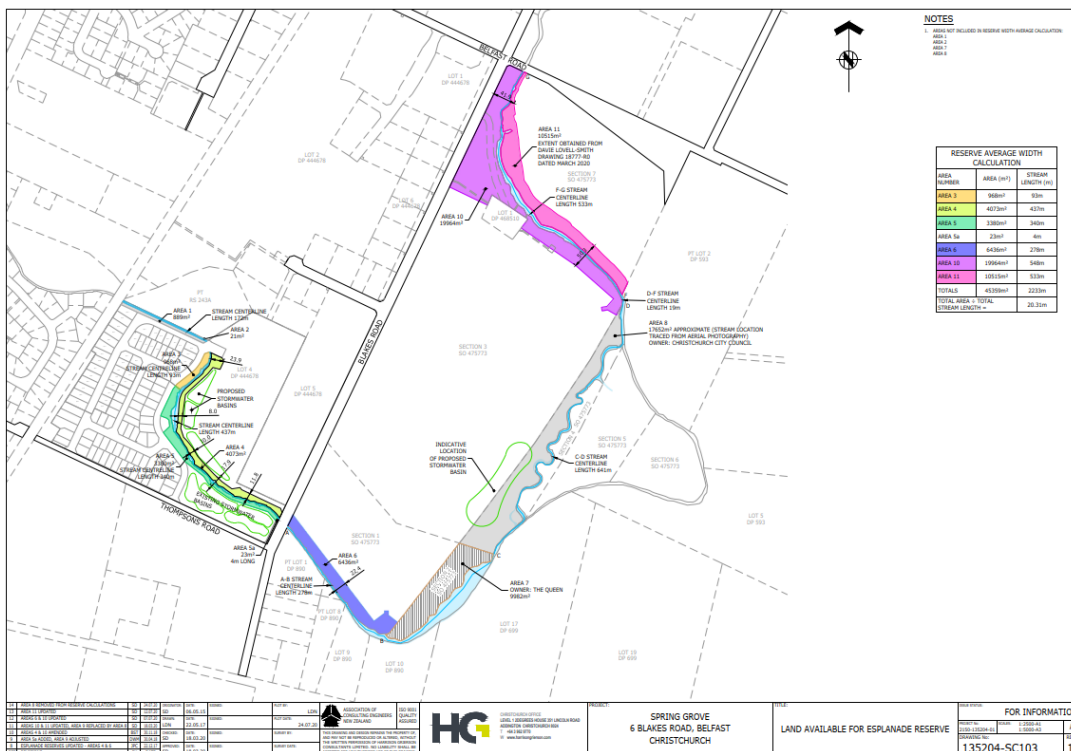
- 5.1 The Council's Comprehensive Stormwater Network Discharge Consent with ECan (CRC214226) requires this development to provide full flood attenuation within the Styx/Pūharakekenui River catchment. This means three separate stormwater basins (a 'first flush' treatment basin, a wetland and a detention storage basin) are required to provide capacity for a 50 year, 48 hour storm event with slow release into the receiving environment over 96 hours.
- 5.2 The Council hold approximately 3 hectares of land shown outlined red below as local purpose (esplanade) reserve. Part of it approximately 5500m² is required for a local purpose utility reserve to accommodate a stormwater facility to serve the adjoining the subdivision.



- 5.3 Originally this land was to be acquired for Utility Reserve as is shown on the attached agreement named “land for utility reserve”. Presumably it was later agreed to acquire it as esplanade reserve because of its proximity to the realigned Kaputone Stream, however this completely ignored the East Belfast Outline Development plan and the long signalled intent that that part is to be a stormwater basin and held in a utility reserve.
- 5.4 The subdivision is being developed in accordance with the East Belfast Outline Development Plan which makes provision for residential development, stormwater facilities, recreation and conservation use. The development anticipates stormwater basins as shown in the ODP diagram, in total future reserves exceeding 4.5 hectares are to be vested in the Council.



- 5.5 The area outlined green below shows the extent of the utility reserve that is the subject of this report, the grey area within is the part subject to the proposed change in reserve classification from Local Purpose (Esplanade) Reserve to Local Purpose (utility) Reserve, it will serve the adjoining Spring Grove development. The attached Stormwater plan shows the area in more detail, the final area is subject to the final as built facility and survey.



- 5.6 The community does not object to the change in purpose of part of the esplanade reserve to utility reserve.

- 5.7 Community views and preferences to the change in reserve purpose were sort in accordance with Section 24A(2)(b) of the Reserves Act 1977 which requires public notification of the proposal.
- 5.8 In this case advertising occurred on 24 December 2021 and 10 January 2022 and expired on 10 February 2022. The expiry date is strictly in accordance with the expiry date required the by Act.
- 5.9 No objections were received.
- 5.10 The Council has delegated to Community Boards a general authority to approve easements over reserves. This works well for one off easement requests but is ill suited where easements are required and approved through the Councils Planning and Consents Teams. These easements are a regulatory requirement imposed as part of each subdivision consent, Community Boards have no choice but to approve them.
- 5.11 This report also seeks approval from the Community Board for easements over reserves if required as part of the Spring Grove subdivision consent process providing that:
- 5.11.1 The easements are required as part of an approved subdivision consent; and
- 5.11.2 In accordance with Section 48(3)(a) the reserves are not materially altered or damaged; and
- 5.11.3 In accordance with Section 48(3)(b) the rights of the public in respect of the reserves are not likely to be permanently affected by the establishment and lawful exercise of the easement.
- 5.12 To enable the easement process to be completed approval from the Community Board is sought authorising the Manager Property Consultancy to manage and conclude all matters pertaining to the granting of easements over reserves that are required as part of a subdivision consent for the Spring Grove staged residential development.
- 5.13 The decision affects the following wards/Community Board areas:
- Innes Ward, Papanui-Innes Community Board.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.1.1 Activity: Stormwater Drainage
- Level of Service: 14.0.15.1 Stormwater network is managed to minimise risk of flooding, damage and disruption: Percentage of total Stormwater waterway linings at condition Grade 5. - ≤ 7%

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 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.
- 6.4 Notwithstanding paragraph 6.3 above Mahaanui Kurataiao (MKT) have been consulted as part of the resource consent process. MKT have advised that Te Ngai Tuahuriri does not oppose the granting of the consent subject to various conditions being imposed i.e. no adverse affects

Kaputahi Stream, enhance biodiversity, sediment control, reference to be made to the Ngai Tahu Subdivision Guidelines, archaeological discovery protocols and any Koiwi Tangata or taonga tuturu is appropriately treated and managed.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 The decisions in this report do not impact on climate change. Climate change has been considered as part of the subdivision design.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The decisions in this report to not impact on accessibility. Accessibility considerations (including safe pedestrian and cycle access) will be worked through with the subdivision stages.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - nil

- Maintenance/Ongoing costs – this is a new facility and will require little or no maintenance
- Funding Source – Capital Programme Stormwater Drainage 2021/22

Other He mea anō

- There are no other matters to consider.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Section 24A of the Reserves Act 1977 authorises local authorities to change the purpose for which reserves are held and Section 48 of the Reserves Act authorises the granting of easements over reserves. Council has delegated the authority for both of the actions in paragraphs 8.1 to Community Boards, Delegations Register Part D – Sub Part 1 – Community Boards.
- 8.2 Section 24A(2)(b) of the Reserves Act 1977 requires public notification of the proposal. In this case advertising occurred on 24 December 2021 and 10 January 2022 and expired on 10 February 2022. The expiry date is strictly in accordance with the expiry date required by the Act.







Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.3 There is no legal context, issue or implication relevant to this decision, this is a procedural matter required to enable the East Belfast Outline Development Plan to be implemented.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There is no risk to Council in accepting the recommendations in this report.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	304/6509 East Belfast Outline Development Plan	32
B  	304/6509 Stormwater Basin Plan	33
C  	304/6509 Land for utility reserve	35

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtuturutanga ā-Ture

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

(a) This report contains:

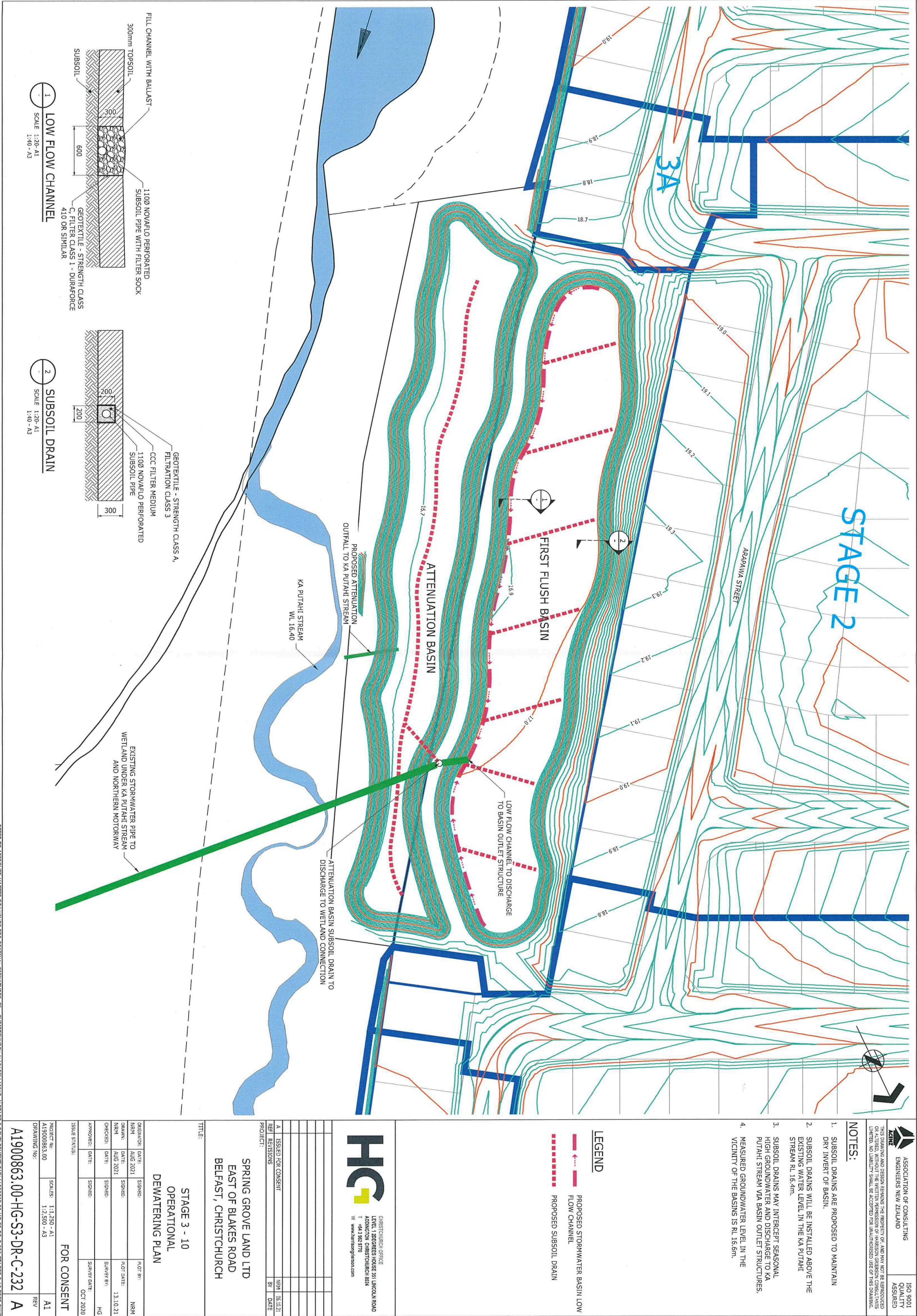
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Russel Wedge - Team Leader Parks Policy & Advisory Jane Davis - General Manager Infrastructure, Planning & Regulatory Services





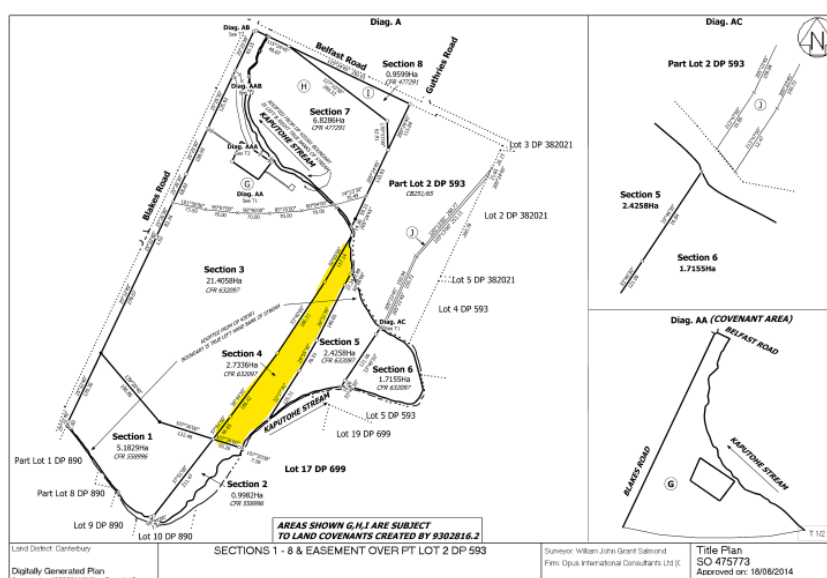


Parties

1. Christchurch City Council (*"the Council"*)
2. The Crown (*"the Crown"*)

Background

- A. The Crown is the owner of the following land (*"the Land"*):
2.7336 hectares more or less being Section 4 contained in Survey Office Plan SO 475773 attached as schedule 1 (*"the Plan"*), and held in Computer Interest Register 666753.
- B. The Crown purchased the Land from Crown Asset Management Limited pursuant to an agreement dated 8 April 2014 for the construction of the Christchurch Northern Arterial Motorway (*"CNAM"*) as part of a larger 28.2731 ha parent title CFR 632097 which has since been subdivided. The Crown no longer requires the Land.
- C. The Council requires the Land for another public work which is to use the Land for the diversion of the Kaputone Stream (*"the Works"*) and requires the land for 'Local Purposes Utilities Reserve'.
- D. The proposed diversion will divert the stream from its current path which without the diversion would intersect the proposed CNAM in two places. This is shown in the diagram "TPG/NZTA Christchurch Northern Motorway Land for Potential Disposal" (version 1.0 dated 26/11/2014) attached as schedule 2 (*"the Diagram"*). The Land is numbered "43" in the Diagram. The CNAM Designation is shaded red and runs along the Eastern boundary of the Land. The Kaputone Stream adjoins the Land at its North-Eastern and South-Eastern boundaries.



9. Slow Speed Neighbourhoods Shirley

Reference Te Tohutoro: 22/115106

Report of Te Pou Matua: Gemma Dioni, Senior Transportation Engineer,
gemma.dioni@ccc.govt.nz

General Manager Pouwhakarae: Jane Davis, General Manager Infrastructure, Planning & Regulatory
Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Shirley, and to make a recommendation to Council.
- 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 is to reduce the speed limits from 50 km/h to 40 km/h in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board recommends that the Council:

1. Approve, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1ddd (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps):
 - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Acheson Avenue (entire length).
 - b. Approve that the permanent speed limit on Acheson Avenue (entire length) be set at 40 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Ailsa Street (entire length).
 - d. Approve that the permanent speed limit on Ailsa Street (entire length) be set at 40 kilometres per hour.
 - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Allison Place (entire length).
 - f. Approve that the permanent speed limit on Allison Place (entire length) be set at 40 kilometres per hour.
 - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Amos Place (entire length).
 - h. Approve that the permanent speed limit on Amos Place (entire length) be set at 40 kilometres per hour.

- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Arawa Street (entire length).
- j. Approve that the permanent speed limit on Arawa Street (entire length) be set at 40 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Bellbrook Crescent (entire length).
- l. Approve that the permanent speed limit on Bellbrook Crescent (entire length) be set at 40 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Boys Place (entire length).
- n. Approve that the permanent speed limit on Boys Place (entire length) be set at 40 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Cherryburton Place (entire length).
- p. Approve that the permanent speed limit on Cherryburton Place (entire length) be set at 40 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Dawe Street (entire length).
- r. Approve that the permanent speed limit on Dawe Street (entire length) be set at 40 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Emmett Street (entire length).
- t. Approve that the permanent speed limit on Emmett Street (entire length) be set at 40 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Hammersley Avenue (entire length).
- v. Approve that the permanent speed limit on Hammersley Avenue (entire length) be set at 40 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Hercules Street (entire length).
- x. Approve that the permanent speed limit on Hercules Street (entire length) be set at 40 kilometres per hour.
- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Hewlings Street (entire length).
- z. Approve that the permanent speed limit on Hewlings Street (entire length) be set at 40 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Hope Street (entire length).
- bb. Approve that the permanent speed limit on Hope Street (entire length) be set at 40 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Jebson Street (entire length).

- dd. Approve that the permanent speed limit on Jebson Street (entire length) be set at 40 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Lusk Place (entire length).
- ff. Approve that the permanent speed limit on Lusk Place (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Lynn Place (entire length).
- hh. Approve that the permanent speed limit on Lynn Place (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on McIntyre Street (entire length).
- jj. Approve that the permanent speed limit on McIntyre Street (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Olivine Street (entire length).
- ll. Approve that the permanent speed limit on Olivine Street (entire length) be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Orcades Street (entire length).
- nn. Approve that the permanent speed limit on Orcades Street (entire length) be set at 40 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on Orion Street (entire length).
- pp. Approve that the permanent speed limit on Orion Street (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Orontes Street (entire length).
- rr. Approve that the permanent speed limit on Orontes Street (entire length) be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Praem Place (entire length).
- tt. Approve that the permanent speed limit on Praem (entire length) be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Quinns Road (entire length).
- vv. Approve that the permanent speed limit on Quinns Road (entire length) be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Riselaw Street (entire length).
- xx. Approve that the permanent speed limit on Riselaw Street (entire length) be set at 40 kilometres per hour.

- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Sabina Street (entire length).
- zz. Approve that the permanent speed limit on Sabina Street (entire length) be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Skipton Street (entire length).
- bbb. Approve that the permanent speed limit on Skipton Street (entire length) be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Voss Street (entire length).
- ddd. Approve that the permanent speed limit on Voss Street (entire length) be set at 40 kilometres per hour.
- 2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- 3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The preferred option is to change the speed limits as outlined in the staff recommendations in this report for the following reasons:
 - 3.1.1 Traffic speed data indicates that the most road users in this area already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit.
 - 3.1.2 Reduces the likelihood and severity of crashes and improves safety on local roads.
 - 3.1.3 Aligns with the overall vision of the Ministry of Transport / Te Manatū Waka New Zealand Road Safety Strategy - Road to Zero 2020-2030.
- 3.2 Achieving safe and appropriate speeds that reflect the road function, design, safety, and use for safer use by all. Local neighbourhood roads are low volume and low speed roads and are where we would see more of our vulnerable road users such as school children, cyclists and pedestrians on the road and footpaths.
- 3.3 Council determined through the Long Term Plan (LTP) to implement at least five slow speed neighbourhoods per year over the next three years. The Shirley Slow Speed Neighbourhood is identified as one of the five neighbourhoods.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 Maintain the status quo – Retain the existing speed limits.
- 4.2 The advantages of this option include:
 - 4.2.1 There are no identified benefits to road safety or consistency of speed limits from retaining the existing speed limits.
 - 4.2.2 No further costs are incurred for providing or modifying speed limit signs.
- 4.3 The disadvantages of the option include:

- 4.3.1 Does not align with the objectives of the Waka Kotahi Speed Management Guide 2016.
- 4.3.2 Does not align with the overall vision of Road Safety Strategy- Road to Zero 2020-2030.
- 4.3.3 Does not align the posted speed limits with the operating speeds, the safe and appropriate speeds, and does not help improve the credibility and consistency across the network.
- 4.3.4 Does not deliver one of the five slow speed neighbourhoods this financial year as identified in the Long Term Plan.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for CCC and is also a national priority under the principles and guidance of the Road to Zero - New Zealand's road safety strategy for 2020-2030. Road to Zero sets an initial target to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways, and footpaths by 40 percent over the next 10 years. There are several focus areas being looked at nationally to achieve this, but where significant difference can be made is through having safe and appropriate speeds on our roads.
- 5.2 It is proposed to reduce the speed limit from 50km/h to 40km/h on all roads bound by Shirley Road, Marshlands Road, Briggs Road, Akaroa Street and Hills Road.
- 5.3 The local road network bounded by Shirley Road, Marshland Road, Briggs Road, Akaroa Street and Hills Road has some history of community complaints and requests for service related to speed and anti-social road user issues.
- 5.4 Council traffic count data from August and September 2020 reveals that the majority of road users adhere to the current posted speed limit of 50km/h while 15% (177-200 vpd) exceed 53.5-53.7km/h. Waka Kotahi NZ Transport Agency information (based on Tom Tom GPS data) suggests that all roads in the area have mean operating speeds between 20-40 km/h. The Agency's information also indicates an assessed 40 km/h safe and appropriate speed for all roads in the area.
- 5.5 There have been 26 reported crashes (2 serious injury, 8 minor injury and 16 non-injury) in this area over the 5-year period 2016-2020 (including available 2021 data).
- 5.6 Neighbourhoods are areas where we can make the most difference with slower speeds to improve safety for these vulnerable road users, because everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling, or using public transport.
- 5.7 These slower speeds will also assist in improving pedestrian connectivity through the neighbourhood by making it safer for people to cross to get where they are going.
- 5.8 The slow neighbourhood speed limit has been determined based on several speed management principles. The fundamental principle is that speed affects the severity of all crashes. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.
- 5.9 Council and Waka Kotahi traffic speed data indicates that people travelling in this area already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit. Implementing a lower speed limit will help to reinforce this safer driving behaviour, and help those unfamiliar with the area understand the safe and appropriate speed. Research suggests that, in some environments, changing speed limit signage alone (without complimentary engineering treatments) may result in a 2-3 km/h reduction in operating speeds. Installation of new speed limit signage in this area may also

therefore result in a slight reduction in operating speeds. Installation of new speed limit signage in this area may also therefore result in a slight reduction in operating speeds.

- 5.10 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year (generally around 6-8 weeks after the Contractor receives the request).

Community Views and Preferences

- 5.11 Residents were encouraged to head online from 5 November to 5 December 2021 to have their say. The consultation was advertised through a letter box flyer, [Newsline story](#), social media posts on community Facebook pages, on-site signage and the online Have Your Say portal. A consultation summary is provided in **Attachment B**.
- 5.12 Council received 53 submissions. The majority of submitters (46 submitters, 88%) were residents from Shirley or neighbouring suburbs such as Burwood, Mairehau, Richmond. Six submitters (11%) provided addresses outside the project area and one submitter did not provide an address. From those that submitted, 41% clearly supporting the initiative and 38% clearly opposed. Feedback from the remaining 21% of submitters showed no clear indication for or against.
- 5.13 Although the majority of submitters did support the slow speeds for Shirley, there were concerns on how the speed limit would be enforced and there was a strong desire for traffic calming measures to be delivered as part of this project. This is due to the already high number of complaints regarding vehicles travelling at excessive speeds throughout this area. Key themes:
- the need for traffic calming measures;
 - legal enforcement;
 - include pedestrian crossings; and
 - repair the road surfacing in the area.
- 5.14 Submitters that supported the speed reduction welcomed the change to increase safety especially for children, pedestrians and people on bikes.
- 5.15 Although the majority of submitters supported the initiative, there was a common concern that a reduction in speed may not be effective due to the high number of drivers already exceeding the current speed limit.
- 5.16 Although out of scope for this project submitters commented on the want to install traffic calming measures such as speed humps, planter boxes and new line marking to support the speed reduction. There was also discussion on the need for enforcement from the Police and the installation of speed cameras.
- 5.17 A small proportion of submitters commented on the current condition of the road network within Shirley and requests for repairs of pot holes and footpaths to be completed specifically Emmett Street.
- 5.18 Once a new speed is introduced in an area, Police will be notified and encouraged to educate and enforce with road users.

6. Policy Framework Implications Ngā Hīraunga ā-Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus

areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.

6.2 Waka Kotahi's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.

6.3 Land Transport Rule: Setting of Speed Limits 2017: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.

6.4 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.4.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - $\geq 17\%$ of trips undertaken by non-car modes
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - $\geq 65\%$ resident satisfaction
- Level of Service: 10.5.3 More people are choosing to travel by cycling - $\geq 12,000$ average daily cyclist detections
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤ 1.10 million tonnes of CO₂ equivalents

6.4.2 Capital Programme

- Capital Programme ID 65987 - \$250,000 capital expenditure per year for three years to implement at least five slow speed neighbourhoods a year.

Policy Consistency Te Whai Kaupapa here

6.5 The decisions in this report are consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.7 This proposal includes measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes to the private vehicle which will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.8 This proposal will result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement – approximately \$42,000

- 7.2 Maintenance/Ongoing costs – approximately \$2,000/year.
7.3 Funding Source - Slow Speed Neighbourhoods project 65987

Other

- 7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture



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

- 8.1 Speed Limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2017.
8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic & Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.3 There is a legal context, issue or implication relevant to this decision.
8.4 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.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Slow Speed Neighbourhood - Shirley - For Approval Plan TG140758	46
B 	Consultation Summary - Slow Speed Neighbourhoods - Shirley	47

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

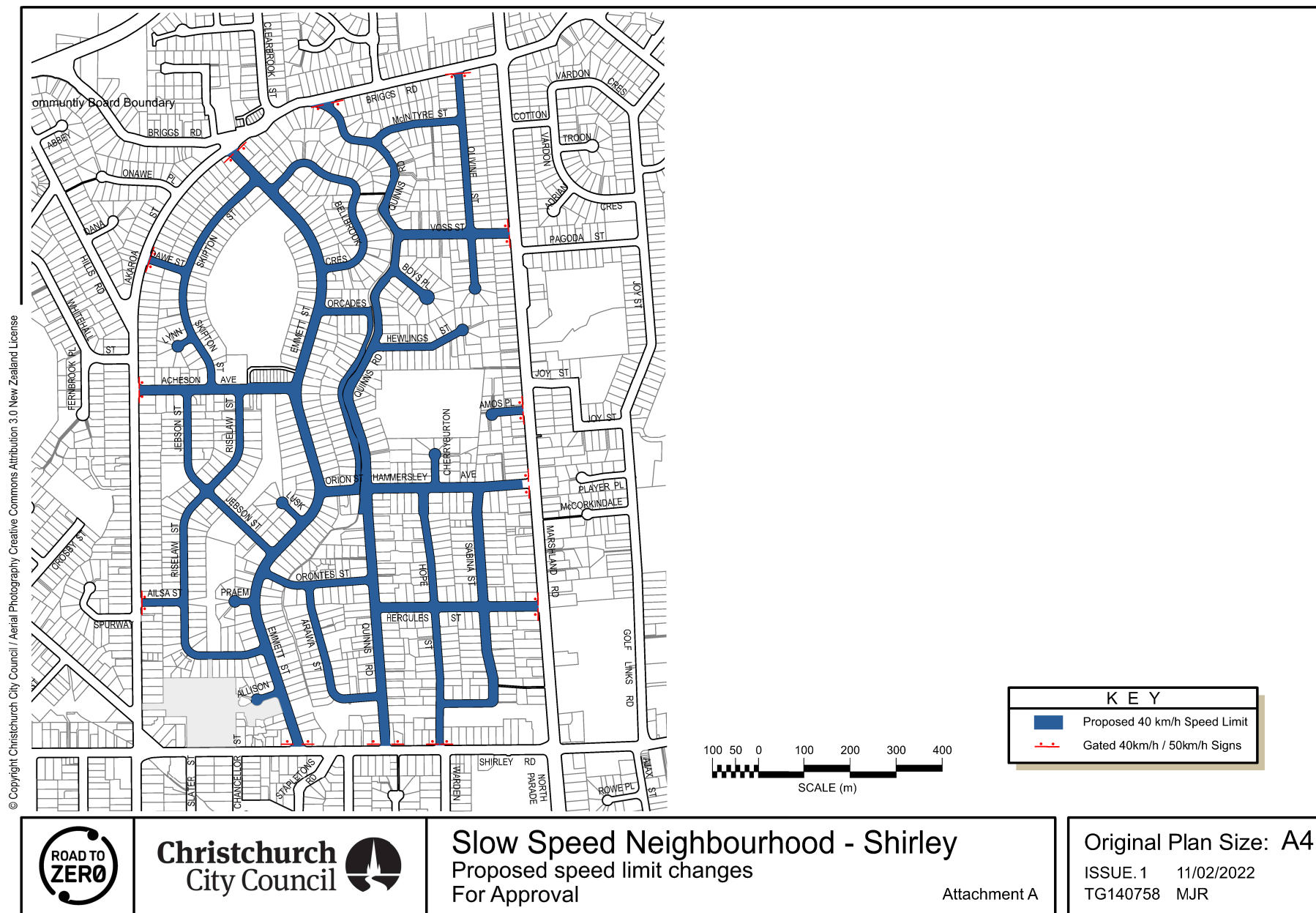
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

- (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	Gemma Dioni - Senior Transportation Engineer Hannah Ballantyne - Engagement Advisor
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Item 9



Slow speeds – report - Shirley

Summary

The Slow Speeds Neighbourhood programme is focused on identifying areas around Christchurch where there is already community support about the speed limit. A priority tool has been developed to help determine where we should focus our budget. This tool uses a weighted matrix system to prioritise the suburbs based on three key criteria: Safety, Cost and Engagement response with sub categories including crash statistics, school numbers and wider project alignment opportunities. The roads shown below within Shirley have been identified as areas where a Slow Speed Neighbourhood would create a safer environment, scoring high in all three criteria of the priority tool.



It is proposed to reduce the speed limit from 50km/h to 40km/h on all roads bounded by Shirley Road, Marshlands Road, Briggs Road, Akaroa Street and Hills Road.

Through queries to Community Board and staff, we are confident that there is already community support for this slower speed, however we are engaging with the local residents to understand if there was anything we need to know before implementing the speed reduction.

Residents were encouraged to head online from 5 November to 5 December 2021 to have their say.

The consultation was advertised through a letter box flyer, [Newsline story](#), social media posts on community Facebook pages, on-site signage and the online Have Your Say portal.

We received 53 submissions with 41% clearly supporting the initiative and 38% clearly opposed. Feedback from the remaining 21% of submitters showed no clear indication for or against.

Although the majority of submitters did support the slow speeds for Shirley, there were concerns on how the speed limit would be enforced and there was a strong desire for traffic calming measures to be delivered as part of this project. This is due to the already high number of complaints regarding vehicles travelling at excessive speeds throughout this area.

Key themes:

- the need for traffic calming measures
- legal enforcement
- include pedestrian crossings
- repair the road surfacing in the area

Submitter profile

Consultation was open from 5 November to 5 December 2021 and we received 53 submissions.

The majority of submitters (46 submitters, 88%) were residents from Shirley or neighbouring suburbs such as Burwood, Mairehau, Richmond. Six submitters (11%) provided addresses outside the project area and one submitter did not provide an address.

The breakdown of submitter responses is as follows:

	Number of submitters	Percentage of submitters
Clear support	22	41%
Clearly oppose	20	38%
No clear support or opposition	11	21%

Submitters that supported the speed reduction welcomed the change to increase safety especially for children, pedestrians and people on bikes.

Although the majority of submitters supported the initiative, there was a common concern that a reduction in speed may not be effective due to the high number of drivers already exceeding the current speed limit.

Although out of scope for this project submitters commented on the want to install traffic calming measures such as speed humps, planter boxes and new line marking to support the speed

reduction. There was also discussion on the need for enforcement from the Police and the installation of speed cameras.

A small proportion of submitters commented on the current condition of the road network within Shirley and requests for repairs of pot holes and footpaths to be completed specifically Emmett Street.

Consultation analysis

The key themes that arose during this consultation are:

- traffic calming measures
- legal enforcement
- requests for repairs to roads
- requests for pedestrian crossings

Key theme		Quotes from submitters
Traffic calming measures 15 submitters, 28%	Submitters would like to have traffic calming measures such as speed humps in place on selected streets in Shirley.	<p><i>"Rather than endlessly tweaking speeds in Shirley, or anywhere in Christchurch. Spend money on improved roads, traffic lighting and roundabouts and countless other things that will not aggravate people to speed recklessly. "</i></p> <p><i>"I see that it has already been discounted, but I really think the money would be better spent building traffic calming measures instead which force drivers to slow."</i></p>
Need for legal reinforcement 7 submitters, 13%	Submitters would like to see legal reinforcement of this speed reduction. This involves increasing police surveillance and the installation of speed cameras.	<p><i>"How about strategically placing speed cameras so as to create behaviour change amongst those who speed on those streets."</i></p> <p><i>"I was pleased to see this proposal... but the new limit will need enforcement if it is to be successful. "</i></p>
Requests for road repairs 5 submitters, 9%	Submitters are currently not satisfied with the condition of the roads in Shirley, specifically Emmett Street.	<p><i>"more needs to be done to fix the actual roads - the sink hole in Emmett Street keeps getting patched over, only to sink again soon after."</i></p> <p><i>"I have no issue with the speed being reduced to 40kp/h but more so due to the state of the roads like Emmet."</i></p>
Requests for pedestrian crossings 2 submitters, 4%	Submitters would like to see pedestrian and traffic islands installed to allow safe crossing points.	<i>"I think you would be better to be putting a set of lights at the Emmett, Akaroa and Briggs Road intersections (as this is one of the worst ones in Chch) or more pedestrian crossings along these roads."</i>

		<i>“All funding should be put into traffic calming measures in defined areas where there have been recorded safety issues, by adding pedestrian crossings where needed and traffic islands to truly keep pedestrians safe.”</i>
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Unfortunately traffic calming measures such as speed humps are not specifically funded in Council's Long Term Plan and are out of scope for this project. However, we will continue to monitor the roads once the slow speed zone is implemented and address as needed.

Once a new speed is introduced in an area, Police will be notified and encouraged to educate and enforce with road users.

Submitters will be notified once the full analysis has been completed and offered the opportunity to speak with the Community Board in 2022. This feedback along with any verbal submissions will help inform the Community Board to decide whether to introduce a Slow Speeds Neighbourhood for selected streets in Avondale.

10. Confirmation of Richmond CRAF programme

Reference Te Tohutoro: 22/209560

Report of Te Pou Matua: Kelly Griffiths, Senior Project Manager, Kelly.griffiths@ccc.govt.nz

General Manager Jane Davis, General Manager - Infrastructure, Planning & Regulatory

Pouwhakarae: Services, Jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to reach a decision on the CRAF programme of work for the Richmond area. This report has been written by staff to inform the Waipapa Papanui-Innes Community Board of the recommended programme for their approval.
- 1.2 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 low number of affected parties, and the extent and impact of the work proposed.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Approves the following Christchurch Regeneration Acceleration Facility (CRAF) projects for the Richmond CRAF programme, for investigation and delivery by staff:
 - a. An intersection upgrade at Averill Street and Petrie Street.
 - b. An intersection upgrade at Averill Street and Stapletons Road.
 - c. An intersection upgrade at Chancellor Street and Guild Street.
 - d. An intersection upgrade at Guild Street and Hills Road.
 - e. An intersection upgrade at Guild Street and Slater Street.
 - f. New kerb and channel on Slater Street from Guild Street to 75/80 Slater Street (currently no delineation between road and footpath).
 - g. A new speed hump on Slater Street at the Warden Street intersection.
 - h. A new speed hump on Chancellor Street at the Warden Street intersection.
 - i. A new speed hump on Dudley Street at the Slater Street intersection.
 - j. A neighbourhood greenway cycleway through North Parade, Averill Street, Stapletons Road and Nicholls Street.
 - k. An area-wide speed restriction between North Avon Road, Hills Road, Shirley Road and North Parade.
 - l. The rebuild of Slater Street from Warden Street to Shirley Road.

Note: Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the Board for approval, before detailed design and construction.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Officer Recommendations have been made because the projects included in the recommendation will contribute to achieving the intended benefits of CRAF, which are; improve the liveability, connectivity, safety and road condition in Richmond.
- 3.2 The Waipapa Papanui-Innes Community Board have been presented with information on the options available and requested staff to prepare recommendations on a Richmond CRAF programme for consideration.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 There were 121 recommendations for work in Richmond, which included the rebuild or repair of 16 streets, and 105 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 4.2 The Board has been provided with information around each of the 121 recommendations for work as potential alternative options to make up the Richmond CRAF programme, including opportunity to review the advantages and disadvantages of each category of work, and impact on the Richmond community.
- 4.3 Staff have advised the Board of a resident's request for the renewal of Stapletons Road from North Avon Road to Randall Street to be included in the Richmond CRAF programme. This section of Stapletons Road is included in the 16 streets with recommendations for rebuild or repair, and was presented as an alternative option to Slater Street, for a street renewal.

5. Detail Te Whakamahuki

Background

- 5.1 In the 2017 election campaign, the Christchurch Regeneration Acceleration Facility (CRAF) was announced, as part of the 'Plan for Canterbury' to accelerate Christchurch's recovery after the earthquakes.
- 5.2 After the election, CRAF was allocated \$300 million, \$40 million of this was allocated to transport projects.
- 5.3 To secure the \$40 million, Council worked with Treasury to develop an Investment Proposal, and then a more detailed Investment Case, which was approved by Council before being submitted.
- 5.4 Of the \$40 million, \$30 million has been allocated to roading and transport improvements in five areas in Christchurch that experienced significant damage and disruption, or increased travel use following the earthquakes – Richmond, New Brighton, Linwood and Woolston, Riccarton, and Spreydon, Somerfield, Waltham, Beckenham. The intended benefits of the \$30 million is to improve the liveability, connectivity, safety and road condition in the five areas.
- 5.5 Of the \$30 million, \$4 million has been allocated to roading and transport improvements to safety and access, and condition in Richmond, in the area between Hills Road, Shirley Road, North Parade and North Avon Road.
- 5.6 Assessments of all the streets within the Richmond CRAF area were undertaken, to identify all the safety and access faults (how safe and easy it is to access a location, street or property) and condition faults (what is the condition of the street).

Community Views and Preferences

- 5.7 To build on the list of faults identified in the assessments, community consultation was undertaken to gain local knowledge of the issues and faults in the Richmond area.

- 5.8 The consultation was called 'Better Safer Roads' and was open from 18 February to 15 March 2021.
- 5.9 We delivered to 40 businesses and 811 properties across 17 streets in the Richmond area. We also emailed key stakeholders, and had a 'Have Your Say' page which included an interactive map where people could leave their comments.
- 5.10 We had arranged a drop-in session for the Richmond area, however due to the Covid-19 restrictions in place at the time this was not able to go ahead.
- 5.11 We received 84 submissions for the Richmond area; these came from the 'Have Your Say' page, the interactive map and emails.
- 5.12 Road condition, safer routes for pedestrians and traffic speeds were the most common submitters themes.
- 5.13 The faults identified in the street assessments and the community consultation resulted in 121 recommendations for work in Richmond, which included the rebuild or repair of 16 streets, and 105 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 5.14 Each of the 121 recommendations were prioritised by staff on a scale of one to five – five being the highest priority, one being the lowest priority. The prioritisation of the safety and access issues takes into account proximity to key destinations, such as schools and commercial centres, and the impact of the work. The prioritisation of the condition work is based on the level of deterioration of the street.
- 5.15 The Board were given the prioritisation, delivery timeframes, and high-level cost estimates for each of the 121 recommendations. They were informed the Richmond CRAF budget is not sufficient to complete all the work identified, and that the Board would need to work together to determine how the budget is allocated.
- 5.16 At briefings to discuss the budget allocation, the Board instructed staff to produce a \$4 million programme that included:
- the Priority 4 and Priority 5 safety and access projects they indicated support for (Attachment A),
 - the rebuild of one of the three sections of Slater Street identified,
 - the community-led initiative for a neighbourhood greenway cycleway through North Parade, Averill Street, Stapletons Road and Nicholls Street; and
 - an area-wide speed restriction for the Richmond CRAF area.
- 5.17 Staff have sent the Board the requested programme with delivery timeframes, along with high-level plans of the proposed work (Attachments B, C, D and E).
- 5.18 Staff advised the Board of a resident's request for the renewal of Stapletons Road from North Avon Road to Randall Street to be included in the Richmond CRAF programme. This was presented as an alternative option for a street renewal.
- 5.19 Having reviewed with the Board the information provided, the following programme of work is the staff recommendation for the Richmond CRAF programme, for the Board to consider:
1. An intersection upgrade at Averill Street and Petrie Street
 2. An intersection upgrade at Averill Street and Stapletons Road
 3. An intersection upgrade at Chancellor Street and Guild Street
 4. An intersection upgrade at Guild Street and Hills Road

5. An intersection upgrade at Guild Street and Slater Street
 6. New kerb and channel on Slater Street from Guild Street to 75/80 Slater Street (currently no delineation between road and footpath)
 7. A new speed hump on Slater Street at the Warden Street intersection
 8. A new speed hump on Chancellor Street at the Warden Street intersection
 9. A new speed hump on Dudley Street at the Slater Street intersection
 10. A neighbourhood greenway cycleway through North Parade, Averill Street, Stapletons Road and Nicholls Street
 11. An area-wide speed restriction between North Avon Road, Hills Road, Shirley Road and North Parade
 12. The rebuild of Slater Street from Warden Street to Shirley Road
- 5.20 The decision affects the Papanui and Innes wards. The Waipapa Papanui-Innes Community Board have the delegated authority to make this decision on the Richmond CRAF programme.
- 5.21 Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the Board for approval, before detailed design and construction.
- 5.22 Staff have met with representatives from the Richmond Residents and Business Association (RRBA) to discuss the recommended programme, and they have indicated their support.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

- 6.1 The projects listed above will deliver on a range of benefits that align with Council's policies and strategies associated with providing a level of service for safety, accessibility and condition:
- The Safer Christchurch Strategy (2016)
 - The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
 - The Equity and Access for People with Disabilities Policy (2001)
 - The Land Transport Rule: Setting of Speed Limits 2017: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
 - The Transport Management Plan and the Transport Activity Plan, which provide the foundations for Council's Long Term Plan.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#) Activity: Transport
- Level of Service: 16.0.1 Maintain roadway condition to an appropriate national standard, - ≥5% of the sealed local road network is resurfaced per year
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
 - Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes

- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - ≥65% resident satisfaction
- Level of Service: 10.5.3 More people are choosing to travel by cycling - ≥12,000 average daily cyclist detections
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤1.10 million tonnes of CO2 equivalents

Policy Consistency Te Whai Kaupapa

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 The majority of the work in the recommended programme will include measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes of transport, which will result in reduced carbon emissions and have a positive effect of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.6 The majority of the work in the recommended programme will result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists. The intersection improvements will result in narrower intersections which are easier and quicker for all users to cross.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$4 million for the Richmond programme, this includes all staff costs.
- 7.2 Maintenance/Ongoing costs – these will be calculated for each project, and detailed in the decision reports.
- 7.3 Funding Source – The \$40 million Christchurch Regeneration Acceleration Facility, provided by Treasury.

Other He mea anō

7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture

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

8.1 The Waipapa Papanui-Innes Community Board have the delegated authority to make this decision on the Richmond CRAF programme.











Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.2 There is no legal context, issue or implication relevant to this decision.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If the Waipapa Papanui-Innes Community Board do not approve a CRAF programme for Richmond, there is a reputational risk with Treasury that Council is unable to deliver on the CRAF programme it committed to delivering in the Investment Case.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Richmond CRAF - List of Priority 4 & 5	57
B  	Richmond CRAF - Recommended programme with delivery timeframes	58
C  	Richmond CRAF - Plans	59
D  	Richmond CRAF - Neighbourhood greenway cycleway plan	71
E  	Richmond CRAF - Speed restriction plan	72

Additional background information may be noted in the below table:

Document Name	Location / File Link

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.

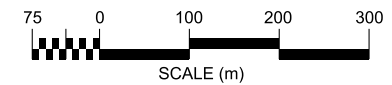
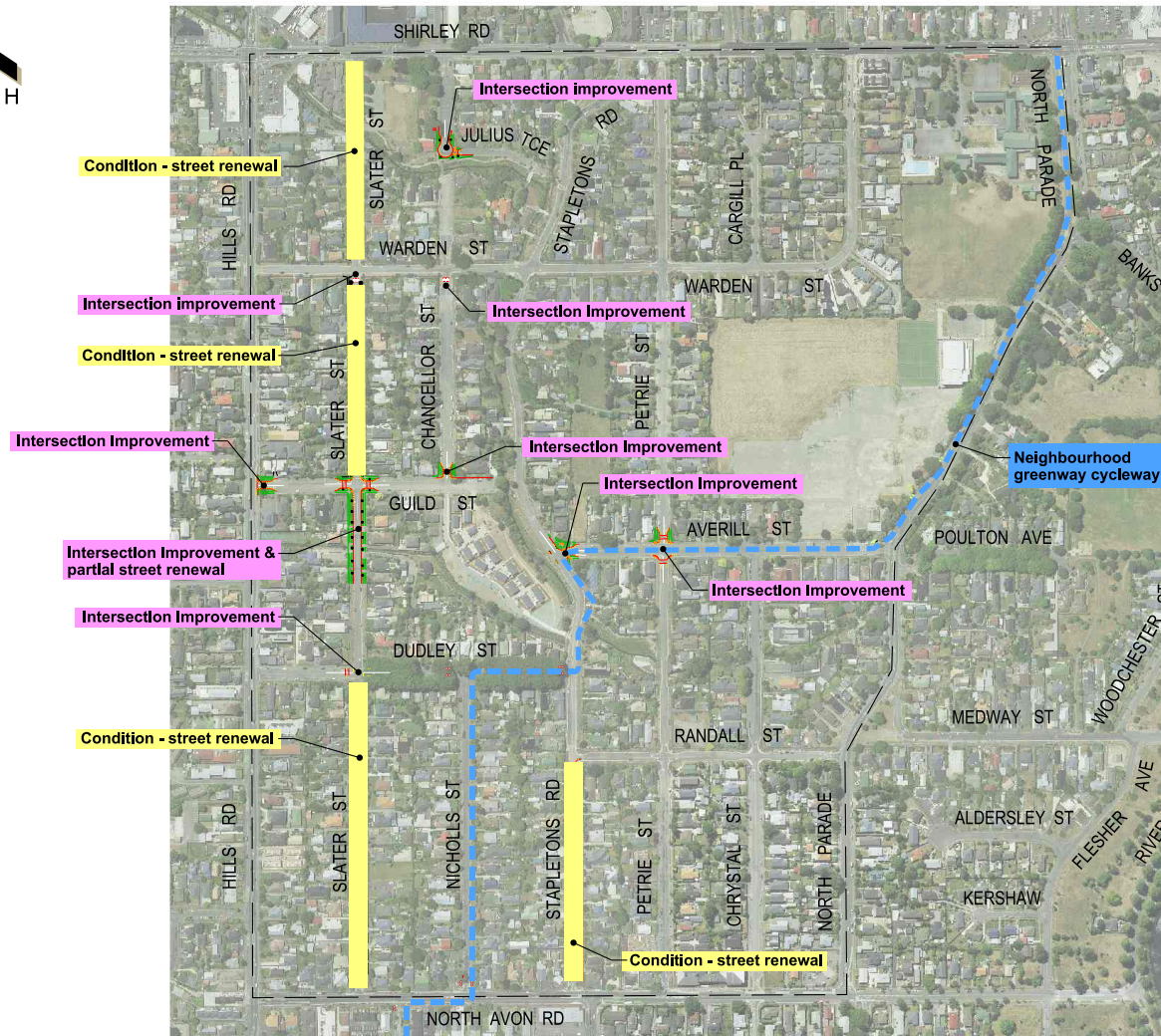
Signatories Ngā Kaiwaitohu

Authors	Kelly Griffiths - Senior Project Manager Samantha Sharland - Engagement Advisor Sharon O'Neill - Manager Planning & Delivery Team
Approved By	Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

Street Name	Start Point	Issue Description
Averill Street	Petrie Street	Wide and open intersection. Un-signalised cross roads likely to experience higher crash rate.
Several		Richmond Residents and Business Association led initiative to have a neighbourhood greenway cycleway through local Richmond Roads, to cater for less-confident cyclists.
Averill Street	Stapletons Road	Northeast corner with limited visibility to left turn traffic at crossing point.
Chancellor Street	Julius Place	Wide and open intersection with low quality alignment.
Chancellor Street	Guild Street	Wide and open intersection. Un-signalised cross roads likely to experience higher crash rate.
Guild Street	Hills Road	Footpath across Type A threshold gives pedestrians the impression of right of way over traffic on Guild St. Kerb build outs at the threshold are not obvious to approaching traffic on Guild St.
Petrie Street	Randall Street	New traffic signage does not encourage people to abide to 4 way stop. Cars drive through.
Guild Street	Hills Road	Pedestrians, dog walkers, kids are at risk here with the increase in population in Guild St. Guild Street is part of a regular boy racer loop. Vehicles doing donuts in the semi-culdesac then go around the guild-slater-warden-chancellor lap.
Slater Street	Dudley Street	Lack of delineation between carriageway and footpath on Slater St (boundary at No. 78/80 to No.92/89 Slater St) where there is no kerb except for white edge line.
Slater Street	Guild Street	Wide high speed intersection. Un-signalised cross roads likely to experience higher crash rate.
Slater Street	Guild Street	There used to be pedestrian islands on slater St, both sides of Guild St up to the quakes. These were removed for scirt work and useful for safe crossing for kids etc.
Shirley Road	Slater Street	Need better school zone/40km/hr signage around Shirley Primary.
Slater Street	Guild Street	Cars sometimes speed through Slater St, ignoring stop signs, to beat Fitzgerald Ave congestion.
Hills Road	North Avon Road	Put in lights, impossible to turn right onto Hills Road.
Banks Avenue	North Parade	Safer entry from Banks Ave to North Parade.
Guild Street	Stapletons Road	There is min lighting on the footbridge and zero traffic calming measures.
Slater Street	Warden Street	Better access, safe access for kids biking to Shirley Primary including crossing on Slater St by the car park access to the old community centre.
Julius Terrace	Stapletons Road	Julius Tce is in a very poor state and unsafe for pedestrian access to and from the bridge.

Richmond													
CRAF Category	Projects	Tasks required to complete project											
		Survey & base plot	Options assessment	Lighting assessment	Safety audit	Cost estimate	Drainage assessment	Community consultation	Board or Council approval	Environmental Management Plan	Detailed design	Expected Construction start	
Safety & access	Intersection upgrade at Averill Street and Petrie Street	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	early 2023	
Safety & access	Intersection upgrade at Averill Street and Stapletons Road	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	early 2023	
Safety & access	Intersection upgrade at Chancellor Street and Guild Street	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	early 2023	
Safety & access	Intersection upgrade at Guild Street and Hills Road	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	early 2023	
Safety & access	Intersection upgrade at Guild Street and Slater Street	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	early 2023	
Safety & access	New kerb and channel on Slater Street from Guild Street to 75/80 Slater (currently no delineation between road and footpath)	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	mid 2023	
Safety & access	New speed hump on Slater Street at the Warden Street intersection	✓	✗	✓	✓	✓	✓	✓ - limited	✓	✓	✓	early 2023	
Safety & access	New speed hump on Chancellor Street at the Warden Street intersection	✓	✗	✓	✓	✓	✓	✓ - limited	✓	✓	✓	early 2023	
Safety & access	New speed hump on Dudley Street at the Slater Street intersection	✓	✗	✓	✓	✓	✓	✓ - limited	✓	✓	✓	early 2023	
Safety & access	Neighbourhood greenway cycleway through North Parade, Averill Street, Stapletons Road and Nicholls Street	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓ - limited	early 2023	
Safety & access	Area-wide speed restriction between North Avon Road, Hills Road, Shirley Road and North Parade	✗	✗	✓	✓	✓	✗	✓	✓	✓	✓ - limited	early 2023	
Condition	Slater Street rebuild from Warden Street to Shirley Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	

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CRAF - Richmond

Options

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Christchurch
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CRAF - Area Regeneration - Richmond

For Construction

Attachment A

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Christchurch
City Council

CRAF - Area Regeneration - Richmond

For Construction

Attachment B

Original Plan Size: A4

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Attachment C

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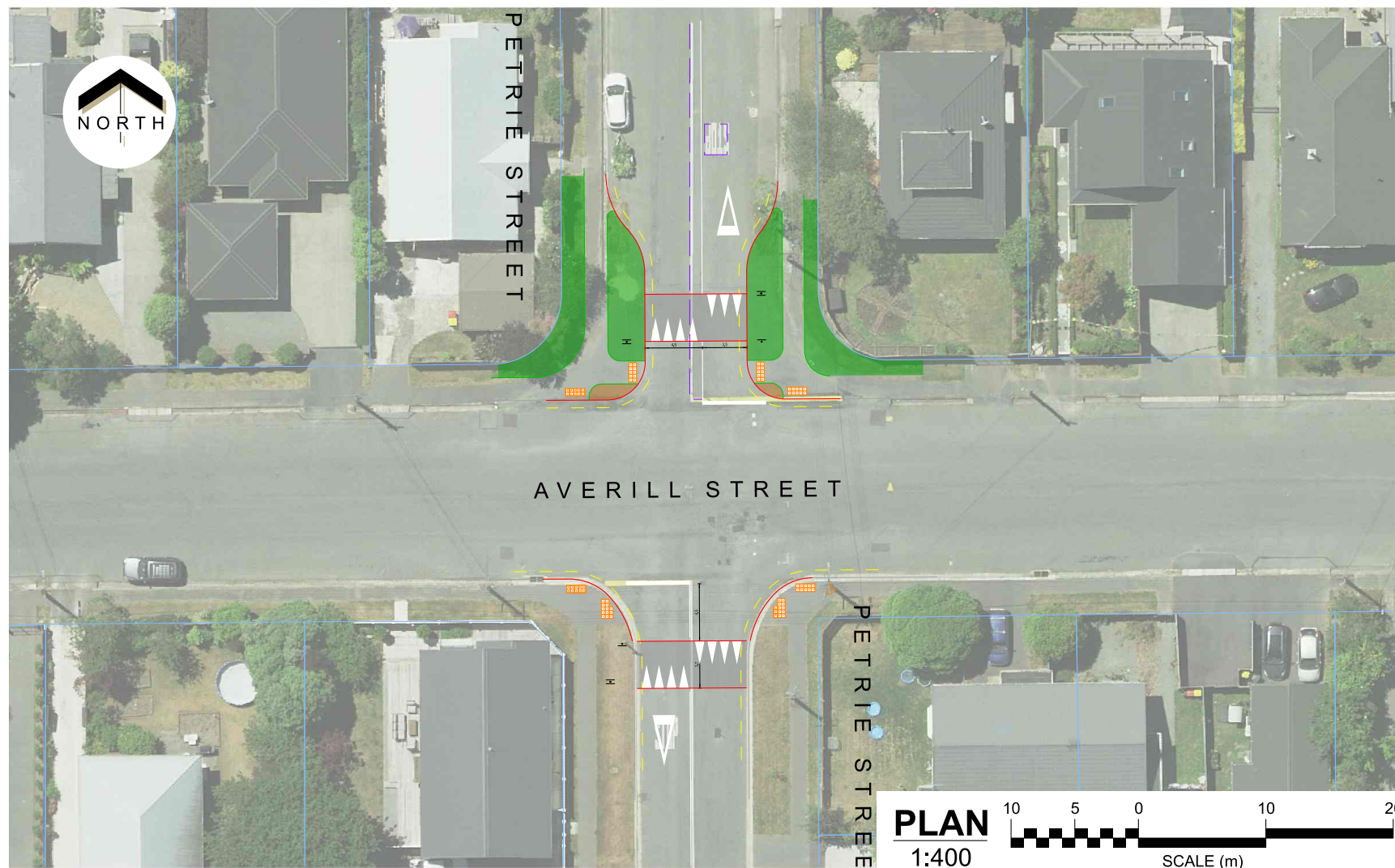
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Attachment D

Original Plan Size: A4

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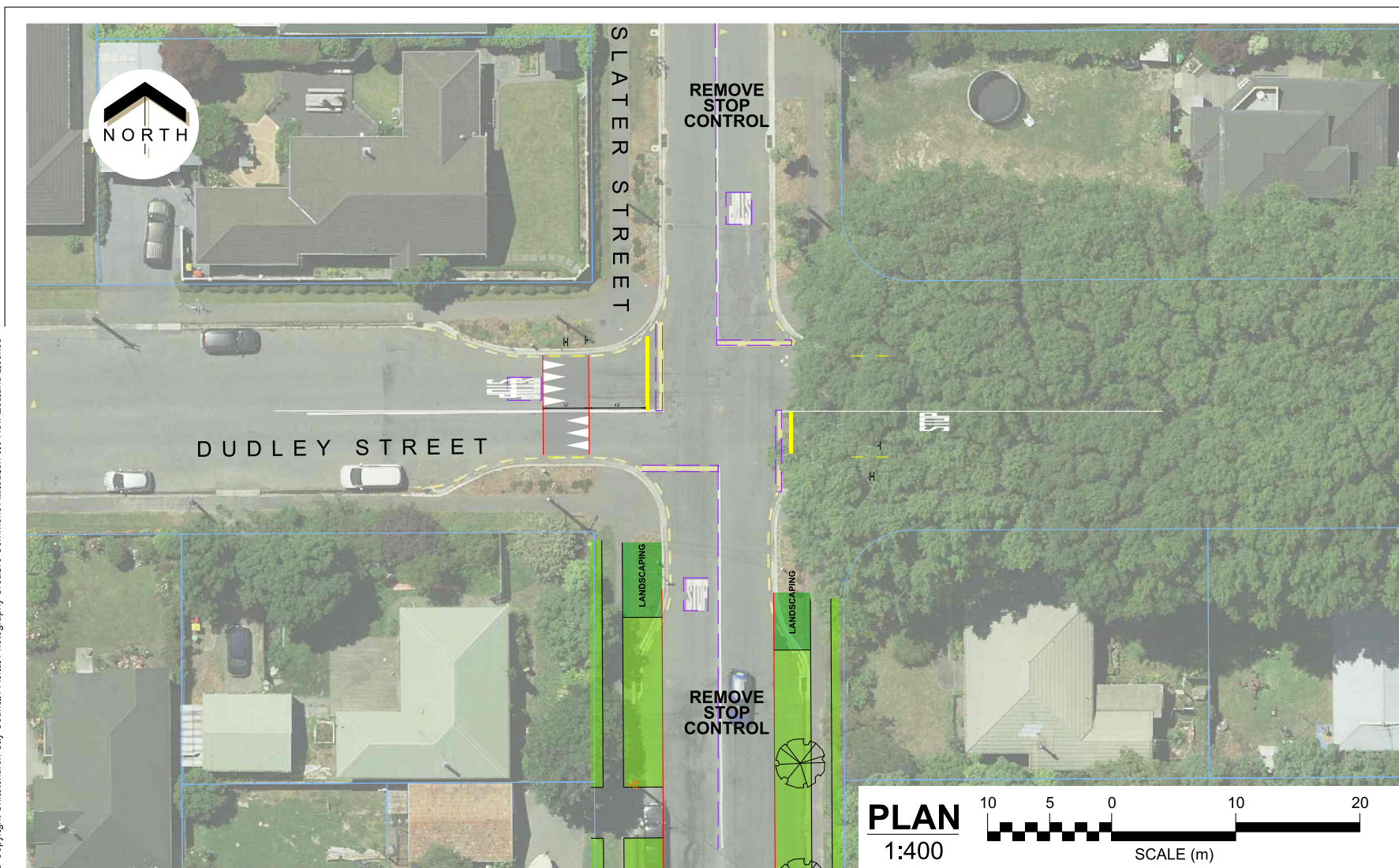
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Attachment E

Original Plan Size: A4

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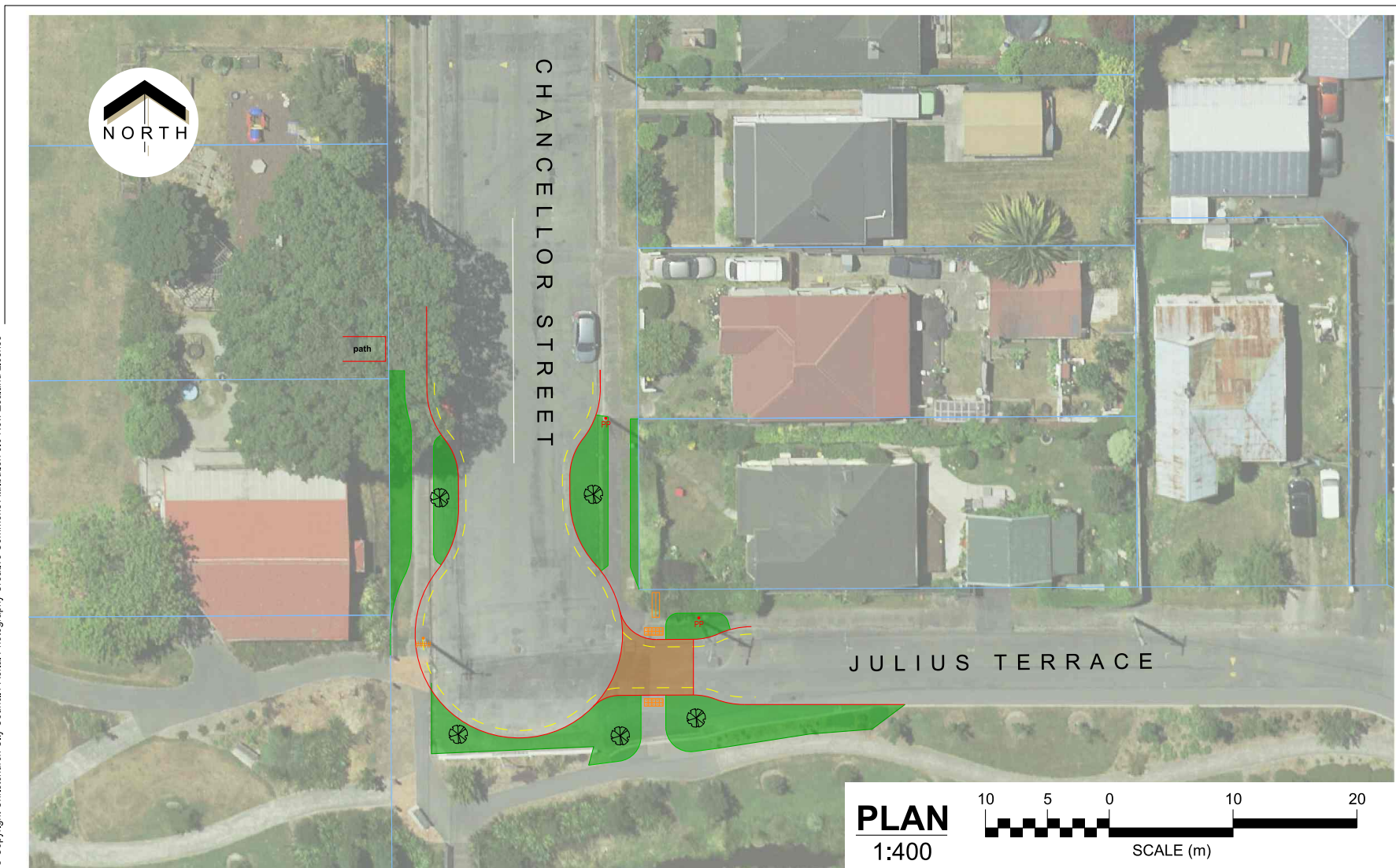
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Attachment F

Original Plan Size: A4

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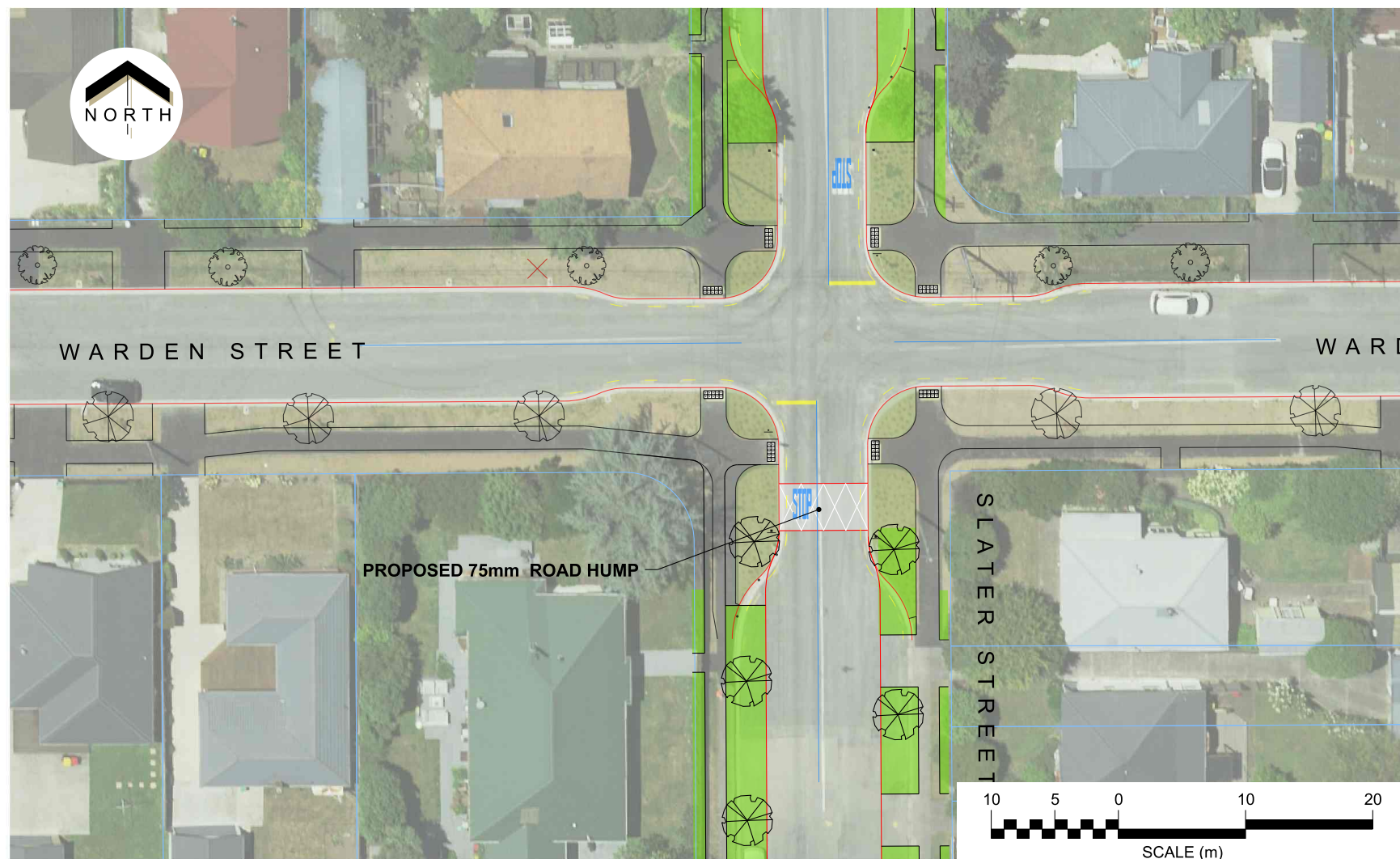
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Attachment G

Original Plan Size: A4

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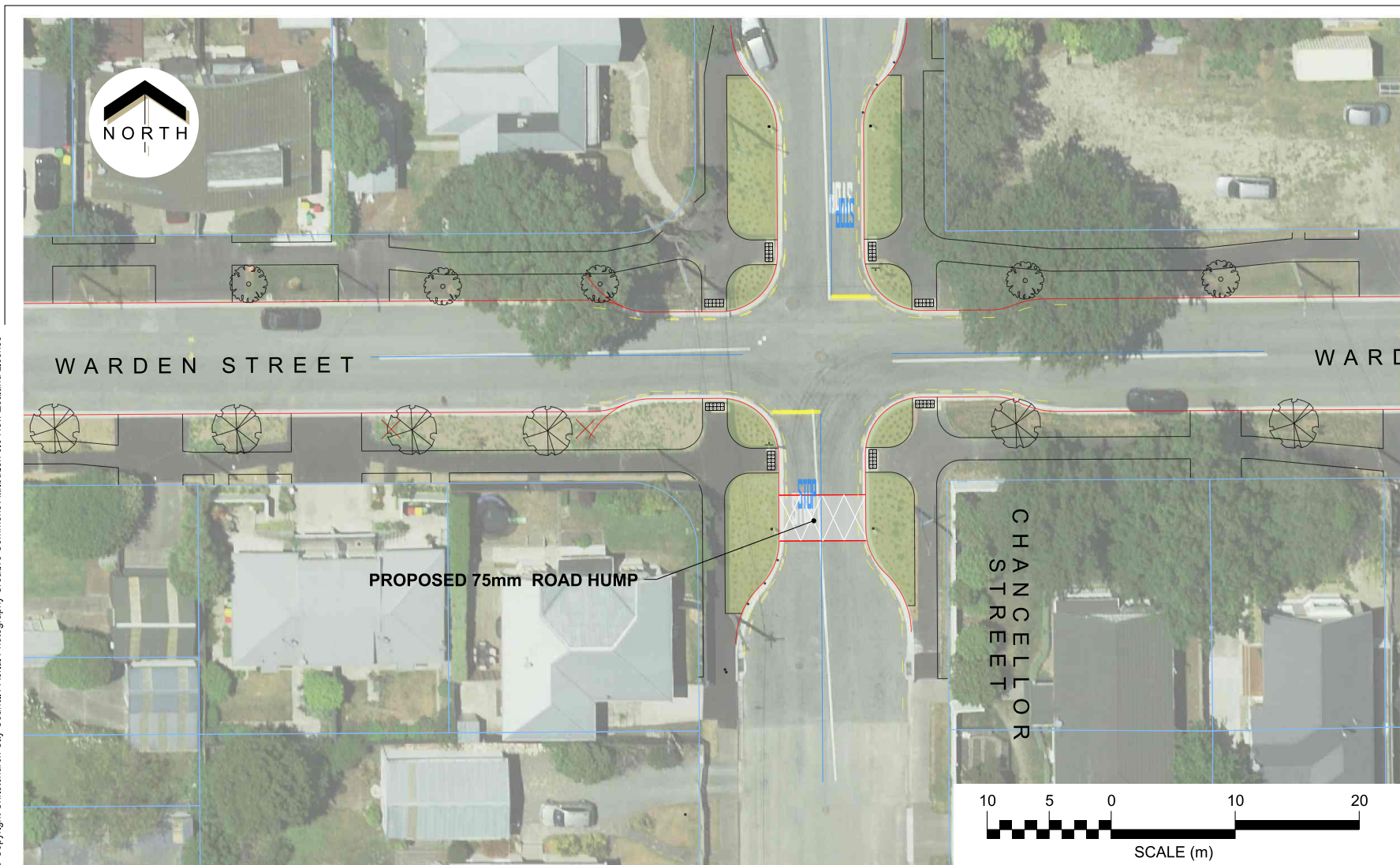
For Construction

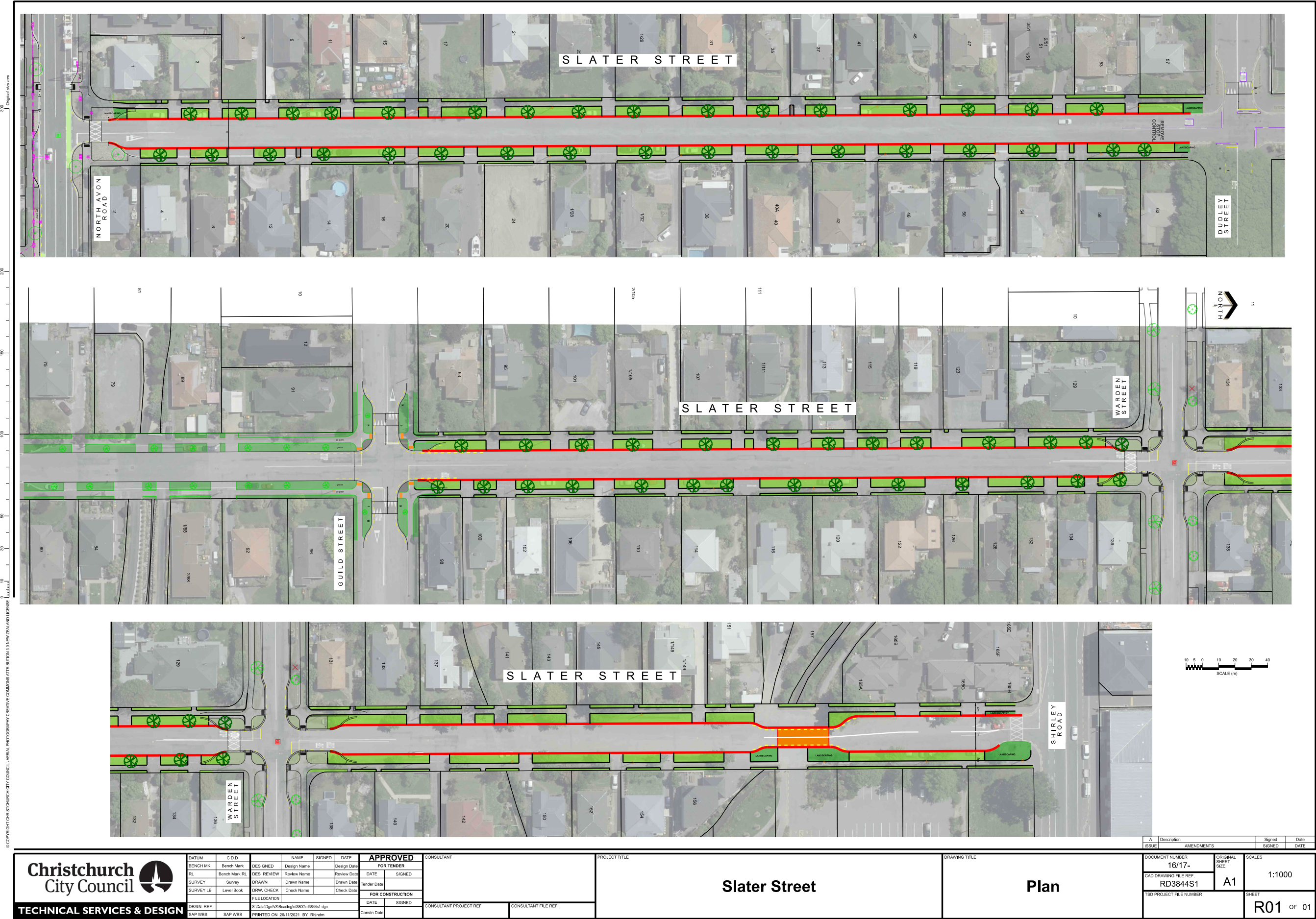
Attachment H

Original Plan Size: A4

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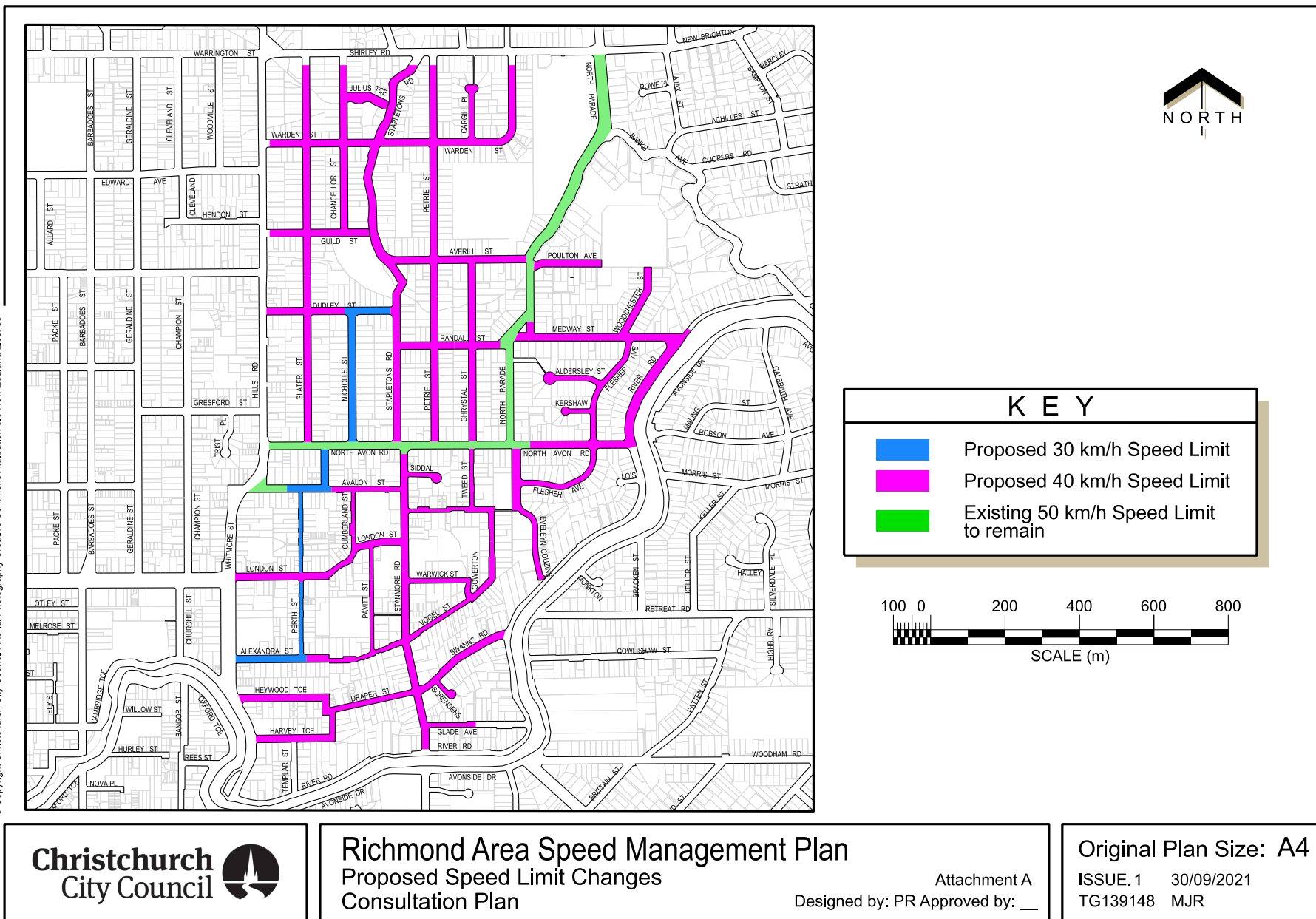


SHARROW & SIGNAGE DETAIL
N.T.S.



PROPOSED ROAD HUMPS - PERTH STREET
N.T.S.

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11. Richmond Road Renewals - Dudley Street, Nicholls Street and Stapletons Road

Reference Te Tohutoro: 22/227943

Report of Te Pou Matua: Pana Togiasso, Project Manager – Transport,
pana.togiasso@ccc.govt.nz

General Manager Pouwhakarae: Jane Davis, General Manager Infrastructure, Planning & Regulatory Services.

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to advise the Waipapa/Papanui-Innes Community Board on the outcome of the engagement undertaken, and to request that the Board approve the detailed design and construction of the street renewal of Dudley Street (Slater Street to Stapletons Road), Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden St to Shirley Road).
- 1.2 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 relatively small number of residents impacted by the renewal.

2. Officer Recommendations Ngā Tūtohu

Secretarial Note: Staff recommendations 1-5 below were accepted by the Board without change at its meeting of 18 February 2022, where the Board also resolved to: Lay the report on the table in respect of Nicholls Street – North Avon Road to Dudley Street, and Stapletons Road – Shirley Road to Warden Street (staff recommendations 6-15), pending a site visit with urgency with staff (arborists and designers) to be undertaken for those streets.

The site visit was undertaken on 22 February 2022 with all Board members present, resulting in a request to staff for further information to be appended to this report as it is now, as a Memorandum (**Attachment D**) to inform the Board's decision on the remaining staff recommendations 6-15 below.

Previously accepted Staff Recommendations:

Dudley Street – Slater Street to Stapletons Road

That the Waipapa Papanui-Innes Community Board:

1. Approves the scheme design for the section of Dudley Street between Slater Street and Stapletons Road as shown on Attachment A including all road markings, signage, kerb alignment and road surface treatments.
2. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Dudley Street as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.
3. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Dudley Street at its intersection with Slater Street, as indicated in the drawing TP357201 Issue 1, 07/12/2021, and attached to this report as Attachment A.

4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
5. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Staff Recommendation lying on the table for decision at this meeting:

Nicholls Street – North Avon Road to Dudley Street

That the Waipapa Papanui-Innes Community Board:

6. Approves the scheme design for the section of Nicholls Street between North Avon Road and Dudley Street Road as shown on Attachment B including all road markings, signage, kerb alignment and road surface treatments.
7. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Nicholls Street as indicated in the drawing TP357601 Issue 1, 07/12/2021, and attached to this report as Attachment B.
8. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Give Way control be placed against Nicholls Street at its intersection with North Avon Road, as indicated in the drawing TP357601 Issue 1, 07/12/2021, and attached to this report as Attachment B.
9. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
10. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Stapletons Road – Shirley Road to Warden Street

That the Waipapa Papanui-Innes Community Board:

11. Approves the scheme design for the section of Stapletons Road between Shirley Road and the Warden Street as shown on Attachment C including all road markings, signage, kerb alignment and road surface treatments.
12. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Stapletons Road, as indicated in the drawing TP357501 Issue 1, 07/12/2021, and attached to this report as Attachment C.
13. Approves that under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Give Way control be placed against Stapleton Road at its intersection with Shirley Road, as indicated in the drawing TP357501 Issue 1, 07/12/2021, and attached to this report as Attachment C.
14. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
15. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The condition of the transport assets in the streets within the Richmond area bounded by North Avon Road, Hills Road, Shirley Road, and North Parade was assessed by Council staff in 2018. This assessment was undertaken as a result of community feedback about the poor state of these streets following the Land Drainage Recovery Programme works associated with the Flockton Basin flooding issues and the damage caused by the Canterbury Earthquake Sequence 2010/2011.
- 3.2 The condition assessment prioritised the streets within Richmond in terms of those most in need of reconstruction through to those that could prolong their asset life with regular maintenance. This assessment resulted in the development of the Richmond Area Street Renewal Programme (Richmond Programme).
- 3.3 The Richmond Programme has been shared and discussed with the Richmond Community, and engagement with representatives of the Richmond Residents and Business Association continues as the Richmond Programme is delivered.

Option Descriptions.

- 3.4 The **Do Minimum** option would retain the existing carriageway width and asset condition and repair the asset as required.

- 3.5 **Do Minimum Option:**

Do minimum options for sections of Dudley Street, Nicholls Street and Stapletons Road;

- 3.5.1 **Option Description:**

- Maintain the status quo with existing carriageway, deep dish kerb and channel, existing footpath and berm areas.

- 3.5.2 **Option Advantages:**

- Nil

- 3.5.3 **Option Disadvantages:**

- Ongoing high maintenance costs;
- Ongoing resident dis-satisfaction with poor asset condition; and
- Maintains existing low safety conditions with wider intersections.

- 3.6 **Preferred Option:**

The preferred options for Dudley Street (Slater Street to Stapletons Road), Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road).

- 3.6.1 **Option Description:**

The key features proposed to renew this section of Dudley Street, Nicholls Street and Stapletons Road include:

PREFERRED OPTION DESCRIPTION:	Dudley Street (Slater Street to Stapletons Road)	Nicholls Street (North Avon Road to Dudley Street)	Stapletons Road (Warden Street to Shirley Road)
Reconstruction of the existing pavement;	Yes	Yes	Yes
Replacement of the existing kerb and dish channel with kerb and flat channel;	Yes	Yes	Yes
Narrowing of carriageway to width consistent with other completed street renewal projects in the Richmond Area;	8m along Dudley Street	8m along Nicholls Street	7m along Stapletons Road
Reconstruction of the footpath and driveways with the aim to construct all footpaths at 1.5 metres width;	Yes	Yes	Yes 1.5 metres on eastside and 1.8metres on westside / Dudley Creek.
Installation of tactile pavers at the intersection pedestrian crossing points;	Yes	Yes	Yes
Traffic calming.	Yes	Yes	Yes
Narrowing of intersection; Length meters (m), Location	7m at Dudley Street/ Slater Street 6.5m at Dudley Street/ Stapletons Road	6m at Dudley Street/ Nicholls Street	
Planting new street trees	0	19	8
Removal of street trees and low level landscaping *	0	12	7
Removal of street tree greater than 6 meters in height. **	0	5	0
Removal of on street parking at mid-block and intersections	9 seven on the north side two on the south side	6 three on the west side three on the east side	27 eight on the east side nineteen on the west side

* Removal of street trees that are in poor or fair condition (i.e. healthy and structurally sound) - excavation works for the berm and footpath are likely to damage the trees irreparably, and there is also evidence of areas with existing dieback and/or decay affecting the canopy; delegation and therefore removal of poor or fair condition street trees will require approval from the Community Board. Unhealthy, structurally compromised tree removal will require approval from the Head of Transport.

** Resource consent is required for the removal a street tree that is more than 6.0 metres in height, and Council's global consent for works affecting significant and other trees (RMA/2018/2857) can apply to the proposed tree removals.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 The following options were considered but ruled out for the reasons outlined below;

4.1.1 Renew the asset on existing kerb alignment and retain the existing carriageway width with no narrowing at intersections at Dudley Street (Slater Street to Stapletons Road), Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road).

These options were discounted from further investigation due to the following;

- No improvements for pedestrian crossing distances along the street and at intersections. Lack of opportunities for new landscaping and street trees.

4.1.2 Footpath alignment along the property boundary or along the kerb to provide more opportunities for landscaping and trees. It was discounted from further investigation due to the following;

- Potential conflict between pedestrians, existing trees, overhanging vegetation and vehicles from property driveways. The footpath would be located close to existing property boundaries.
- Potential conflict between pedestrians, on street parking and traffic on the carriageway. The footpath would be located next to on street parking and moving traffic on the street.

5. Detail Te Whakamahuki

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

5.2 The Preferred Option for Dudley Street (Slater Street to Stapletons Road) and Nicholls Street (North Avon Road to Nicholls Street) is to narrow the carriageway to eight meters and replace the existing kerb and dish channel with kerb and flat channel. The eight-metre wide carriageway in Dudley Street and Nicholls Street is preferred because it encourages lower vehicle speeds in this local road environment, but still allows for on-street parking on both sides of the street.

5.3 The Preferred Option for Stapletons Road (Warden Street to Shirley Road) is to narrow the carriageway to seven metres width and replace the existing damaged kerb and dish channel with kerb and flat channel. The seven-metre wide carriageway in Stapletons Road (Warden Street to Shirley Road) is preferred because it encourages lower vehicle speeds in this local road environment, but still allows for on-street parking on one side of the street.

5.4 The intersection is proposed to be narrowed to seven metres width on Stapletons Road at its intersection with Shirley Road. The seven-metre wide carriageway narrowing at the intersection is preferred because it increases intersection awareness and safety. The narrower intersections also provide a shorter crossing distance for pedestrians. Tactile pavers will be installed at all intersection pedestrian crossing points.

5.5 Footpaths will be renewed to 1.5 metres wide.

5.6 Landscaping and grass berms will be renewed to enhance the amenity of the street, and highlight the intersections for increased user awareness.

5.7 Twenty-seven new street trees will be planted, as outlined below

5.7.1 Nineteen new street trees in Nicholls St (North Avon Road to Dudley Street).

5.7.2 Eight new street trees in Stapletons Road (Warden Street to Shirley Road).

5.7.3 No new street trees in Dudley Street (Slater Street to Stapletons Road)

- Twenty-six significant trees in total will be retained.
- Twenty-four mature trees are very large ranging in height from eighteen – twenty seven meters.
- Two of the trees are young to semi-mature, up to five meters in height.

5.8 Nineteen existing street trees are proposed for removal on Nicholls Street and Stapletons Road as they are in poor or fair condition. The excavation works for the berm and footpath are likely to damage the trees irreparably, and there is also evidence of areas with existing dieback and/or decay affecting the canopy of all nineteen trees. Due to the condition, location and/or

size of the affected trees on Nicholls Street and Stapletons Road, replacing trees to be removed will not be viable.

- 5.9 The Richmond Programme has been shared and discussed with the Richmond community through community meetings, and through engagement with representatives of the Richmond Residents and Business Association. Engagement with these representatives continues on a regular basis as the Richmond Programme is delivered.
- 5.10 Engagement documents were delivered to the affected streets, Nicholls Street, Dudley Street and Stapletons Road properties and the Richmond Residents Association was kept informed.
- 5.11 An email was sent with plans and information to key stakeholders about road work on Dudley Street, Nicholls Street and Stapletons Road.
- 5.12 Consultation was open from 28 October to 10 November 2021. Feedback was received from 11 people on Council's "Have Your Say" web page and four emails received from residents in the area.
- 5.13 The emails received generally said people were happy that the work is starting. There were a few queries on positions of trees and driveways. Staff are working with the residents to make sure visibility and access is retained.
- 5.14 The decision affects the following wards/Community Board areas:
 - 5.14.1 Waipapa/Papanui- Innes Community Board

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.1.1 Activity: Transport

- Level of Service: 16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure (STE) - $\geq 75\%$ of the sealed local road network meets the appropriate national standard

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 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

- 6.4 The road renewal sections of Dudley Street (Slater Street to Stapletons Road), Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road) supports the Climate Change initiatives by planting twenty-seven new trees and increasing landscaping areas across all three streets.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 A time extension for staff recommendation on the projects will have limited impact on accessibility.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 Estimated cost to implement;

Description	Cost Estimate (excl GST)
Dudley Street (Slater Street to Stapletons Road)	\$1,080,000
Nicholls Street (North Avon Road to Dudley Street)	\$1,067,000
Stapletons Road (Warden Street to Shirley Road)	\$864,000

7.2 Maintenance/Ongoing costs – No change anticipated.

7.3 Funding Source

7.3.1 Dudley Street (Slater Street to Stapletons Road) CPMS ID: 56189.

7.3.2 Nicholls Street (North Avon Road to Dudley Street) CPMS ID: 29100.

7.3.3 Stapletons Road (Warden Street to Shirley Road) CPMS ID: 56190.

8. Legal Implications Ngā Hīraunga ā-Ture

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

8.1 Works proposed within Dudley Street (Slater Street to Stapletons Road), Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road) authorised by Community Board resolution under Traffic and Parking Bylaw 2017.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

8.2 There is no legal context, issue or implication relevant to this decision.

9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 There is a risk of increase costs when there are time delays in the project design and project scheming.





9.1.1 Time delays will add to project costs. The increase costs are due to extra personnel and resourcing that were not factored into the budget. To minimise increase costs project scheming and design timeframes have been reduced.

9.2 Increase in risk due to unknown quantities in project cost estimates.

9.2.1 To minimise risk and increased costs, estimates have been regularly updated to remain current.

9.2.2 To minimise risk, the project team will keep up-to-date and have an in depth understanding of the current construction methodologies and costs of resourcing. The aim is to provide an accurate project estimate and reduce the variation cost.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Scheme Plan - Dudley Street - Slater Street to Stapletons Road - TP357601	81
B 	Scheme Plan - Nicholls Street - North Avon to Dudley - TP357601	82
C 	Scheme Plan - Stapletons Road - Warden Street to Shirley Road - TP357501	83
D 	Memo providing further information on removal and replanting of trees in Nicholls Street and Stapletons Road	84

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

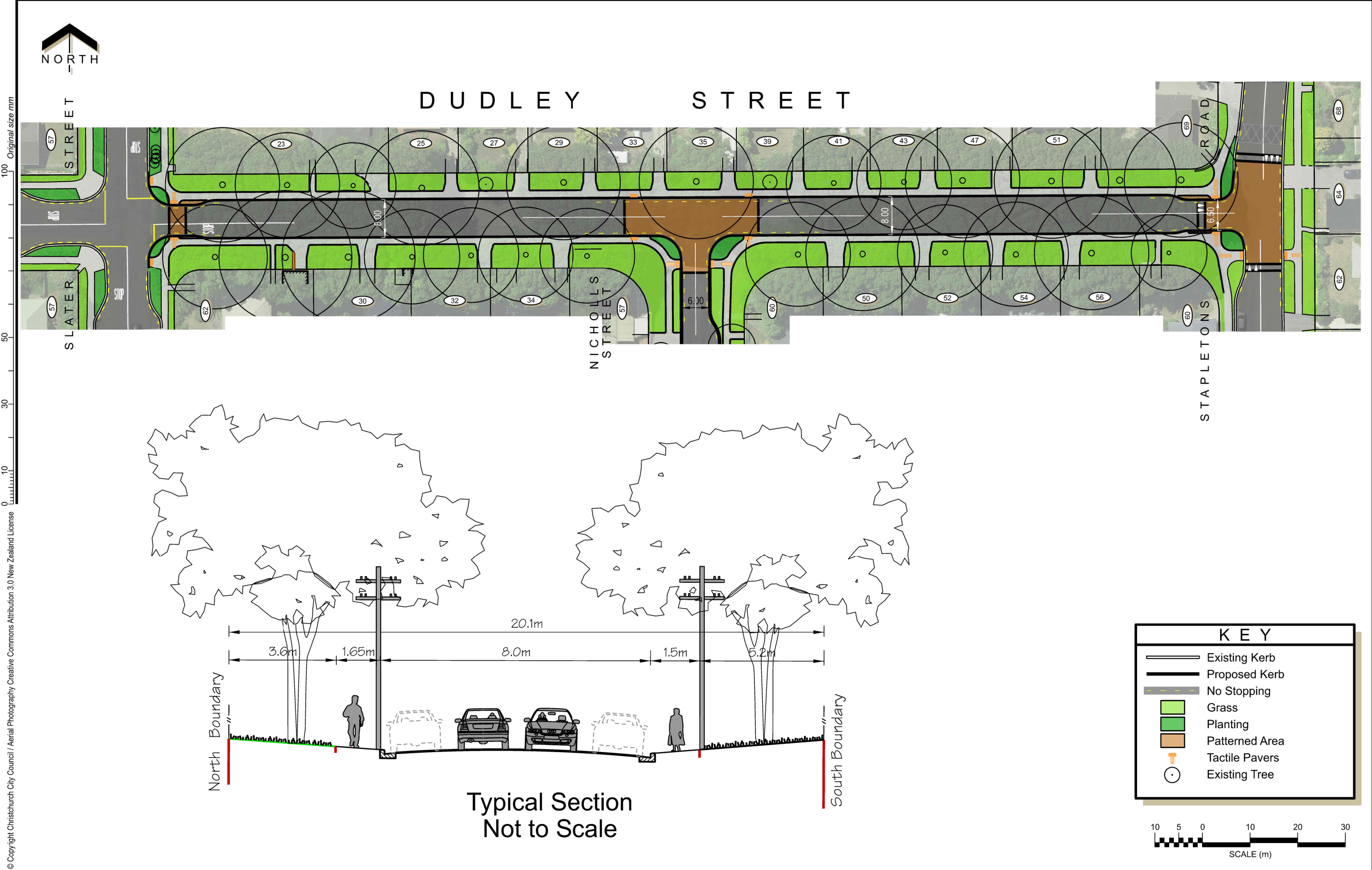
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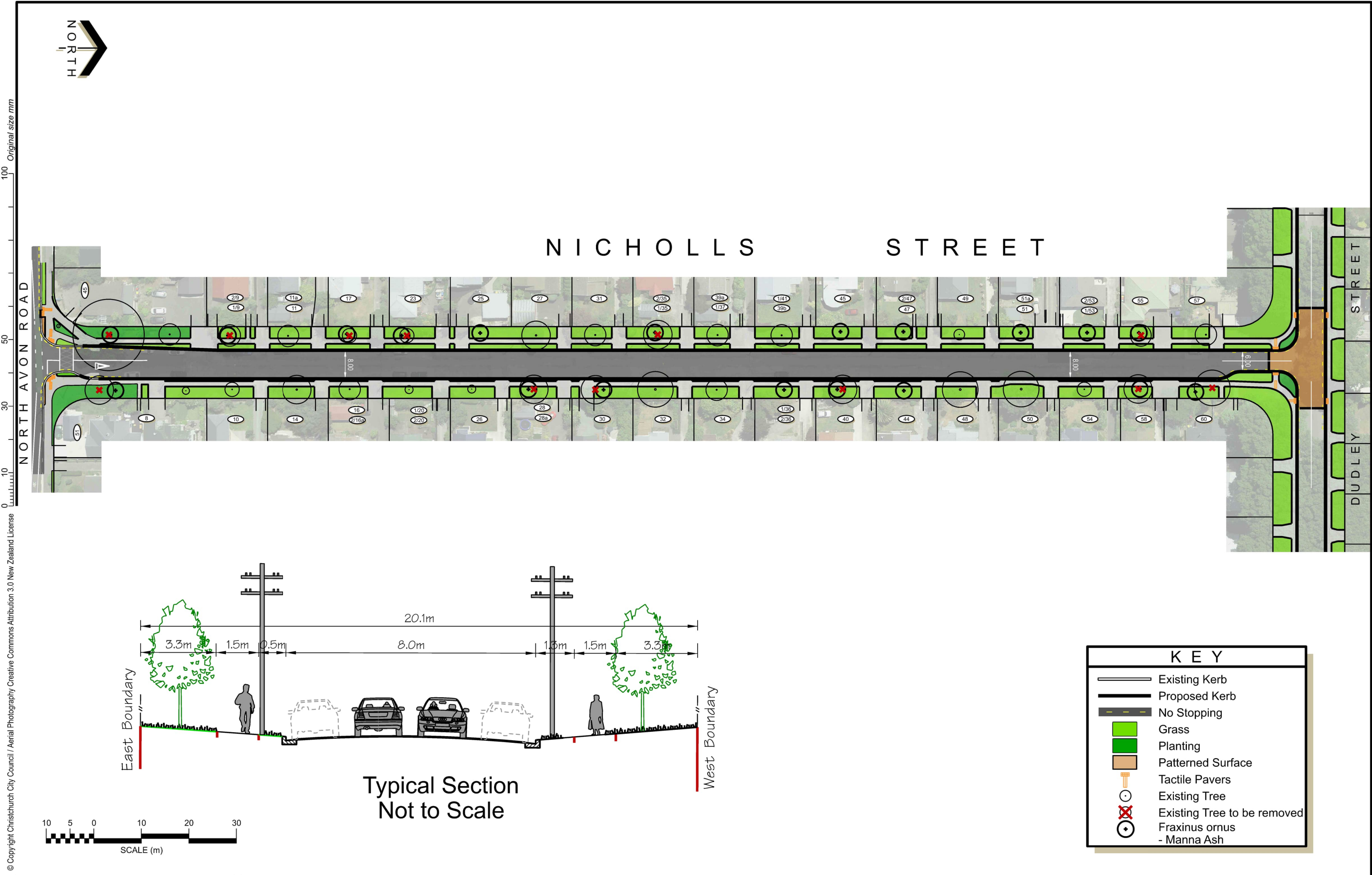
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- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Pana Togiasso - Project Manager
Approved By	Oscar Larson - Team Leader Project Management Sharon O'Neill - Manager Planning & Delivery Team Lynette Ellis - Head of Transport & Waste Management Michael Down - Finance Business Partner Jane Davis - General Manager Infrastructure, Planning & Regulatory Services







Memos

Christchurch
City Council 

Memo

Date: 9th March 2022
From: Pana Togiasso, Project Manager Transport; Laurie Gordon, Arboricultural Advisor
To: Waipapa Papanui-Innes Community Board
Cc: Mark Saunders, Community Board Advisor; May Wong, Traffic Investigations Engineer
Reference: 22/296851

Waipapa Papanui-Innes Community Board - Nicholls Street and Stapletons Road Memo

1. Purpose of this Memo

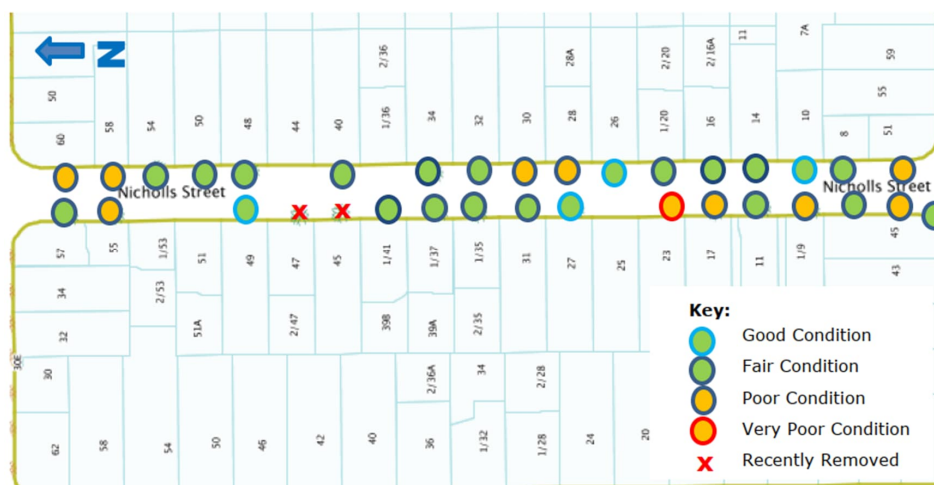
- 1.1 This memo is to provide additional information requested by the Waipapa Papanui-Innes Community Board on the removal and replanting of street trees in Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road) projects.
- 1.2 The Board requested information on the following:
 - 1.2.1 Removal of street trees in Nicholls Street (North Avon Road to Dudley Street) and Stapletons Road (Warden Street to Shirley Road). Are the street trees being removed due to their current condition or being removed due to risk of root damage as a result of construction?
 - 1.2.2 Will the projects meet the requirements of the Tree Policy 1.9 – *'for every tree removed a minimum of two new trees will be planted'*.
 - 1.2.3 With regards to the condition of the street trees in Nicholls Street (North Avon to Dudley Street) and Stapletons Road (Warden Street to Shirley Road) can staff provide an updated tree report with regards to the condition of the trees.

2. Update

- 2.1 Nicholls Street (North Avon Road to Dudley Street) street trees were reassessed by the Council's Arboricultural Advisor. Two of the marginal trees have improved since the last inspection in January 2021 and will therefore be retained
 - 2.1.1 The total number of street tree removals in Nicholls Street has now decreased from twelve trees to ten trees.
 - 2.1.2 The ten trees to be removed are unhealthy and in a structurally unsound condition as confirmed by the arborist and noted in the Nicholls Street Tree report, Attachment A.
 - 2.1.3 Tree Assessment Summary
 - The following diagram indicates where the street trees in Nicholls are located and the condition of the trees outside each address.

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- 2.2 Stapletons Road (Warden Street to Shirley Road). The road will be narrowed as a traffic calming measure to seven meters and is unlikely to affect any trees.
- 2.2.1 Seven trees located at the top end of Stapletons Road will be removed. The seven trees are around 3.0 height and are in poor condition as noted in Stapletons Road Tree Report, Attachment B.
- 2.2.2 The seven trees to be removed are an introduced species. We will be replanting with native trees.
- 2.3 The tree canopy cover date is broken down by ward and not suburb as per our Council arborists.
- 2.3.1 Innes Ward – 18.97% canopy cover.
- 2.3.2 Papanui Ward – 11.87% canopy cover.
- 2.4 Richmond road renewals projects, to be awarded soon; Chrystal Street, Petrie Street and Warden Street. Projects to be approved; Dudley Street, Nicholls St, Stapletons Road. Together the totals will exceed the tree policy requirements by 292% within the Richmond catchment as noted in the following table.

Street Names	STREET TREES PLANTED	STREET TREES REMOVED	Tree Policy. Remove 1 Plant 2. Target: >= 100% Achieved: 292%
Dudley Street	0	0	0%
Nicholls Street	19	10	90%
Stapletons Road	8	7	14%
Chrystal Street	26	0	2600%
Petrie Street	27	5	440%
Warden Street	22	4	450%
TOTAL BALANCE	102	26	292%

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Attachments Ngā Tāpirihanga

No.	Title	Page
A	Nicholls Street (North Avon Road to Dudley Street) Tree Report	
B	Stapletons Road (Warden Street to Shirley Road) Tree Report	

Signatories / Ngā Kaiwaitohu

Authors	Pana Togiato - Project Manager Laurie Gordon - Arboricultural Advisor
Approved By	Sharon O'Neill - Manager Planning & Delivery Team Lynette Ellis - Head of Transport & Waste Management

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Arboricultural Report

22 February 2022

**Street Renewal
Nicholls Street
Richmond
Christchurch
Report Version 8**

Christchurch
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TECHNICAL SERVICES & DESIGN

Item 11
Attachment D

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STREET RECONSTRUCTION – NICHOLLS STREET

1.0 Executive Summary

This tree report provides information relating to the planned upgrade of Nicholls Street, Richmond. The tree survey for the Nicholls Street project was originally carried out in 2016, and the trees were reinspected and photographed again in 2020. Previous tree reports relating to the Nicholls Street project were originally produced 2016. Since then several report updates have been required due to project timing and design changes, and also changes in the condition of the trees over time.

The Nicholls Street project will include the following works:

- The removal of the existing deep-dish kerb and channel
- Drainage improvements
- Narrowing of the carriageway
- Reconstruction of kerb and channel, footpaths and grass berms (including Dudley Street and North Avon Road intersections)
- Removal and replacement of 10 existing street trees that are in poor or very poor condition
- Planting of additional trees in berms where there are currently no street trees, which may include seven (7) additional trees
- Areas of landscaping at the North Avon Road and Dudley Street intersections

The existing street trees have been assessed to confirm their condition and suitability. There are 32 existing street trees within Nicholls Street, including:

- 29 Manna Ash (*Fraxinus ornus*)
- 2 Common Ash (*Fraxinus excelsior*)
- 1 Tulip Tree (*Liriodendron tulipifera*)

Tree asset records indicate that 36 Manna Ash were originally planted within Nicholls Street in 1967. The majority of the existing trees are likely to be part of the original planting.

Based upon the February 2022 tree assessment, the condition of the trees include the following:

- 4 trees in Good condition
- 18 trees in Fair condition
- 9 trees in Poor condition
- 1 tree in Very Poor condition

Collectively the trees provide reasonably high amenity. The existing berms widths, and distance between the trees and the footpath and road edge have allowed the majority of the trees to develop their natural broadly spreading canopy shape. Despite some of the trees being in poor or very poor condition the Manna Ash appear to have performed reasonably well in Nicholls Street. A number of trees have been removed over the years and some replacement planting has occurred.

It is recommended that the existing dominant street tree species (Manna Ash) is retained within Nicholls Street, and the trees that are in a poor and declining condition are replaced. At the time of this report being produced there were seven (7) properties with no street trees, with opportunities to plant new street trees outside those properties.

Investigations using ground penetrating radar (GPR) were carried out in Nicholls Street (December 2016) to estimate the extent of tree roots within the areas to be excavated for the new footpath alignment. This was based upon the proposed alignment at that time, and included only the trees identified to be retained at that time. Since then the cut into the existing berms has increased by approximate 0.6m and the several trees that were identified to be removed will now be retained. However, the depth of excavation required has not changed significantly, and is less in most locations than identified in the 2016 design.

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Based upon the 2016 GPR results and the current design, it is expected that some roots will be encountered, but the majority of significant roots were found to be lower than the excavation depths required to widen the footpaths on both sides of the street.

The tree and site inspections results, including GPR, are outlined in Appendix 1 of this report.

Trees and vegetation to be retained are expected to be protected during the works through compliance with the Christchurch District Plan rules, the CCC Tree Policy tree protection requirements, and the Contract Standard Specifications (CSS) Part 1, 22.0 protection of natural assets and habitats.

The CSS specifies that tree protection measures are required for trees/vegetation on Council land and on non-Council properties that are adjacent to the works.

The District Plan tree rules include the protection of public realm trees, and a resource consent is required for the removal of or works with 5.0 metres of road corridor trees that are larger than 6.0 metres in height. This includes the removal of three (3) trees and works within 5.0 metres of eight (8) trees in Nicholls Street, plus works within the vicinity of street trees within Dudley Street which are listed in the Christchurch District Plan as scheduled council trees.

- The existing global consent (RMA20212059) can be used for the tree removals, and works with the vicinity of street trees that are more than 6.0 metres in height and the scheduled trees in Dudley Street.

The District Plan tree rules also require that earthworks within 5.0 metres of any public realm trees (regardless of size) are to be undertaken by, or under the supervision of a works arborist. This relates to the 13 remaining trees in Nicholls Street that are 6.0 metres or less in height.

In addition to the District Plan rules, the CCC Tree Policy (Part 3.0 Working Around Trees) also outlines specific requirements for the protection of public realm trees.

To comply with Council's tree protection requirements, the contractor that is engaged to carry out the construction works will be required to engage a technician arborist to produce a Tree Protection Management Plan (TPMP). The TPMP must be comprehensive and address all aspects of the works, including any associated works and infrastructure (e.g. drainage, lighting, landscaping, etc.), and must comply with all relevant resource consent conditions. The TPMP is to be approved by the City Arborist before the commencement of the site works.

The contractor must also appoint a suitably experienced and qualified supervising arborist. The contractor's arborist is to provide tree protection advice and supervision, to ensure that the TPMP is followed and tree protection compliance occurs during the works.

Regarding replacement tree planting, the CCC Tree Policy specifies that for every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years (additional planting may be required). 10 trees are to be removed and replaced, and an additional seven (7) trees are to be planted, leaving three (3) additional trees being required.

- Potential tree planting sites in nearby locations are to be investigated (as part of the Richmond Street Upgrade projects) with the expectation that at least two trees will be planted for every tree removed, as per the CCC Tree Policy.
- The species and quantity of new trees will be subject to detailed design.

Delegated authority approval will be required from the Head of Transport for the removal of 10 trees in unhealthy and structurally unsound (poor and very poor) condition, as outlined in Part B – Sub-Part 3, Section 19 of the Delegations Register.

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STREET RECONSTRUCTION – NICHOLLS STREET

2.0 Site & Tree Details

Nicholls Street is approximately 340 metres long, running north-south between Dudley Street and North Avon Road, and the road corridor is 20 metres wide. The existing grass berms are located between the property boundaries and the footpaths, and are mostly 3.8 to 4.0 metres wide.

The project will include the removal of the existing deep-dish kerb and channel and reconstruction of the road edges and the footpaths, and the works will extend into Dudley Street.



Figure 1: Typical Manna Ash in fair condition.

The dominant street tree species is Manna Ash. The ultimate height (up to around 7.0 metres) and the broadly spreading canopy shape appear to be reasonably well suited to the berm widths and the proximity of the trees to the property boundaries, power lines, footpaths and road edges.

During the tree survey 22 of the 32 existing trees were assessed as being good or fair (reasonably healthy and structurally sound). The retention of those trees, and removal and replacement of the trees that are in poor and very poor condition only will have less impact on the visual amenity of streetscape than removing and replacing all of the street trees within Nicholls Street.

Due to the delays in the implementation of the project, and the deteriorating condition of some of the trees, it is possible that some trees may be removed or trees planted as part of routine tree maintenance, prior to the street renewal works occurring.

2.1 Tree Assessment Summary

The following diagram shows where the street trees in Nicholls Street are located, and the condition of the trees outside each address.

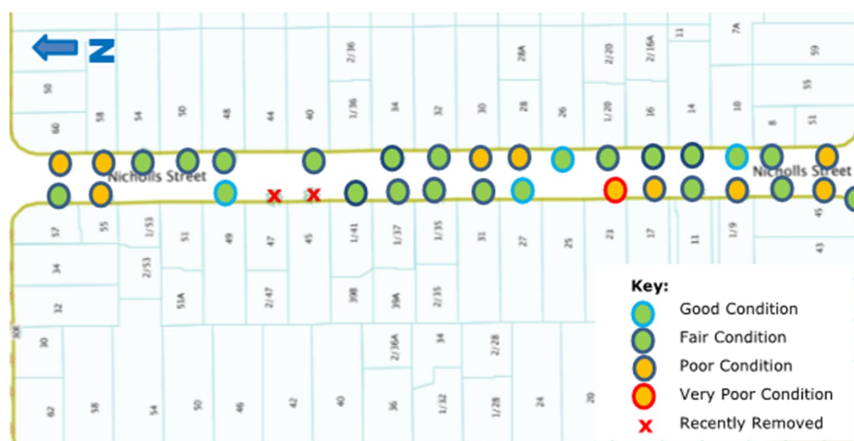


Figure 2: Street tree approximate locations and assessment results.

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STREET RECONSTRUCTION – NICHOLLS STREET

The following tables contain a summary of the survey results contained in Appendix 1 of this report.

Western Side of Nicholls Street

Address	ID	Species	Height	Condition	Tree Condition Summary	Proposed Works
45 North Avon Rd	Nil	Tulip Tree	3.0m	Fair	Foliage density slightly sparse	Earthworks within 5.0m
45 North Avon Rd	43064	Common Ash	14.5m	Poor	Poor structural integrity, with previous failures	Tree to be removed
45 North Avon Rd	43063	Manna Ash	5.0m	Fair	Foliage density slightly sparse	Earthworks within 5.0m
9 Nicholls St	43062	Manna Ash	5.0m	Poor	Canopy heavily suppressed, dieback	Tree to be removed
11 Nicholls St	43061	Manna Ash	4.0m	Fair	Foliage density slightly sparse	Earthworks within 5.0m
17 Nicholls St	43060	Manna Ash	4.5m	Poor	Gradual decline, trunk decay	Tree to be removed
23 Nicholls St	43059	Manna Ash	5.0m	Very Poor	More than 70% of canopy missing	Tree to be removed
27 Nicholls St	43057	Manna Ash	6.5m	Good	Tree in good condition	Earthworks within 5.0m
31 Nicholls St	43056	Manna Ash	6.5m	Fair	Foliage density becoming sparse	Earthworks within 5.0m
35 Nicholls St	43055	Manna Ash	5.5m	Fair	Foliage density slightly sparse, isolated dieback	Earthworks within 5.0m
37 Nicholls St	43054	Manna Ash	4.5m	Fair	Reasonably good foliage health and density, good form, trunk decay	Earthworks within 5.0m
41 Nicholls St	43053	Manna Ash	5.0m	Fair	Reasonably good foliage health and density, trunk decay	Earthworks within 5.0m
49 Nicholls St	136532	Manna Ash	3.5m	Good	Reasonably good foliage health and density	Earthworks within 5.0m
55 Nicholls St	43047	Manna Ash	4.0m	Poor	Sparse foliage density, extensive decay	Tree to be removed
57 Nicholls St	43046	Manna Ash	6.5m	Fair	Foliage density slightly sparse, upright form	Earthworks within 5.0m

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Eastern Side of Nicholls Street

Address	ID	Species	Height	Condition	Tree Condition Summary	Proposed Works
51 North Avon Rd	43029	Manna Ash	5.5m	Poor	Sparse foliage density	Tree to be removed
8 Nicholls St	43030	Manna Ash	4.0m	Fair	Slightly sparse foliage density	Earthworks within 5.0m
10 Nicholls St	154951	Manna Ash	1.5m	Good	Reasonably good foliage health and density	Earthworks within 5.0m
14 Nicholls St	43032	Manna Ash	6.5m	Fair	Foliage density becoming sparse on northern side	Earthworks within 5.0m
16 Nicholls St	43033	Manna Ash	6.5m	Fair	Reasonably good foliage health and density	Earthworks within 5.0m
20 Nicholls St	143271	Manna Ash	3.0m	Fair	Slightly sparse foliage density	Earthworks within 5.0m
26 Nicholls St	143272	Manna Ash	1.5m	Good	Reasonably good foliage health and density	Earthworks within 5.0m
28 Nicholls St	43036	Manna Ash	6.0m	Poor	Sparse foliage density	Tree to be removed
30 Nicholls St	43037	Manna Ash	8.5m	Poor	Foliage density becoming sparse, extensive decay forming in branch structure	Tree to be removed
32 Nicholls St	43038	Manna Ash	7.0m	Fair	Foliage density becoming sparse with areas of dieback, extensive decay forming in branch structure	Earthworks within 5.0m
34 Nicholls St	43039	Manna Ash	5.0m	Fair	Reasonably good foliage density	Earthworks within 5.0m
40 Nicholls St	43040	Manna Ash	7.0m	Fair	Foliage density slightly sparse, isolated dieback, and decay.	Earthworks within 5.0m
48 Nicholls St	43041	Manna Ash	5.5m	Fair	Slightly sparse foliage density	Earthworks within 5.0m
50 Nicholls St	43042	Common Ash	11.0m	Fair	Foliage density becoming sparse, tree lean and dominant canopy weight to north-west	Earthworks within 5.0m
54 Nicholls St	43043	Manna Ash	4.5m	Fair	Foliage density possibly becoming sparse, tree previously topped with maturing regrowth	Earthworks within 5.0m
58 Nicholls St	43044	Manna Ash	6.5m	Poor	Foliage density becoming sparse, extensive decay	Tree to be removed
60 Nicholls St	43045	Manna Ash	5.5m	Poor	Foliage density becoming sparse, extensive decay	Tree to be removed

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3.0 Construction Works

The Nicholls Street project will involve the reconstruction of the existing road edges and footpaths, including the kerb and channel on both sides of the street, and the drainage systems. The existing power poles are to be retained. Due to the positions of the power poles, the existing narrow footpath widths are non-compliant, and the footpaths require widening.

Based upon the proposed design and the results of the site investigations which included ground penetrating radar, it is expected that the works required for the street upgrade, including the removal of the existing deep-dish kerb and channel, and reconstruction of the kerbing, footpaths and drainage systems can occur without significant damage being caused to the street trees that are to be retained.

The new kerb lines will be no closer to the trees than the existing kerb alignments, and the root systems of trees that are to be retained are unlikely to be adversely affected by the kerb and channel or drainage works.

The new footpath alignments in Nicholls Street will be closer to the trees than the existing alignments, and there could be some long term effects on tree health due to compaction and a reduction porosity where the footpaths are widened. However, it is expected that the works can occur without causing significant direct damage to tree roots due to the proposed finished levels of the new footpaths. For example:

- Excavation within the root protection zone of trees will be carried out under arborist supervision, using a combination of machine, air spade and hand excavation as directed by the supervising arborist;
- The base course below the existing footpaths can be retained to minimise the depth and extent of excavation required within the vicinity of the trees;
- The depth of excavation can be modified by raising the finished path levels or reducing the base course depths within the immediate vicinity of trees;
- Structural soil can be used (as base course) with a layer of geo fabric or combi-grid where the areas of new path are constructed within the vicinity of trees that are to be retained, which could minimise the potential impact of footpath construction within areas that are currently grassed;
- Wooden batten edging and wooden pegs that are installed at the edges of the path sections within the vicinity of trees can be shaped and positioned to accommodate tree roots where required; and,
- Appropriate temporary ground protection matting can be used where machinery and vehicles are used within the root protection zone of trees, unless on areas that are existing pavement.

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STREET RECONSTRUCTION – NICHOLLS STREET

4.0 Tree Protection Requirements

4.1 District Plan Rules

The Christchurch District Plan tree rules include the protection of all public realm trees. A resource consent will be required for the following:

- The rules outlined in chapter 9.4.4.1.1, P6 will apply to the removal of four (4) street trees that are larger than 6.0 metres in height, and a resource consent will be required for the removal of those trees.
- A resource consent will be required for works within 5.0 metres of seven (7) street trees in Nicholls Street that are larger than 6.0 metres in height and two (2) scheduled council trees in Dudley Street, as outlined in chapter 9.4.4.1.1, P12.

Also, earthworks within 5.0 metres of any public realm trees (regardless of size) are to be undertaken by, or under the supervision of a works arborist as outlined in District Plan chapter 9.4.4.1.1, P12.

The existing global consent (RMA20212059) can be used for the tree removals, and works with the vicinity of street trees that are more than 6.0 metres in height and the scheduled trees in Dudley Street. The conditions outlined in the global consent must be adhered to during the works.

4.2 Tree Policy

The principal objective of the CCC Tree Policy is to provide consistency and clarity in decision making when maintaining, planting, removing and working around trees.

- The Tree Policy outlines specific requirements for the protection of public realm trees. Part 3.0 Working Around Trees includes the following:
 - 3.1 A Tree Protection Management Plan (TPMP) is to be submitted to us for any activity or work proposed near one of our trees where the works are likely to impact on the tree or its root zone.
 - 3.2 TPMPs are to be developed by the person(s) undertaking/managing the works and be in accordance with the Christchurch City Council Construction Standard Specifications (CSS). We must approve a TPMP prior to work commencing.
 - 3.3 Development projects on land we own and/or look after will prioritise the retention of mature trees through all aspects of the project.
 - 3.4 Where appropriate pruning of tree roots will be approved to facilitate the installation, repair, renewal or maintenance of assets adjacent to the tree.
- Note: Root pruning that is likely to cause long or short term detriment to the tree will only be undertaken in the interest of public safety (including addressing accessibility issues) and when there is no suitable engineering alternatives.

4.3 Construction Standard Specifications (CSS)

In addition to the District Plan and CCC Tree Policy requirements, all trees that are retained within the vicinity of the works are to be protected from site changes and construction related damage as outlined in the CSS, Part 1, 22.0 protection of natural assets and habitats. This is expected to be achieved through appropriate detailed design and the implementation of on-site tree protection measures during the works.

For the protection of trees, the CSS specifies the Tree Protection Zone as the canopy spread (dripline) or half the height of the tree (whichever is greater). The CSS applies to public realm and trees/vegetation on non-Council owned land.

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STREET RECONSTRUCTION – NICHOLLS STREET

5.0 Tree Planting

The existing dominant street tree species (Manna Ash) should be retained within Nicholls Street. With the exception of one (1) Common Ash and one (1) Tulip Tree in fair condition that are to be retained, limiting the tree species to Manna Ash will retain and reinforce an existing cohesive avenue of trees, more so than incorporating multiple tree species.

The following diagram shows where the street trees can be retained or removed and replaced, and where there are opportunities for additional trees, which includes:

- 10 trees being removed and replaced during the project
- Up to 7 new trees where there are existing gaps

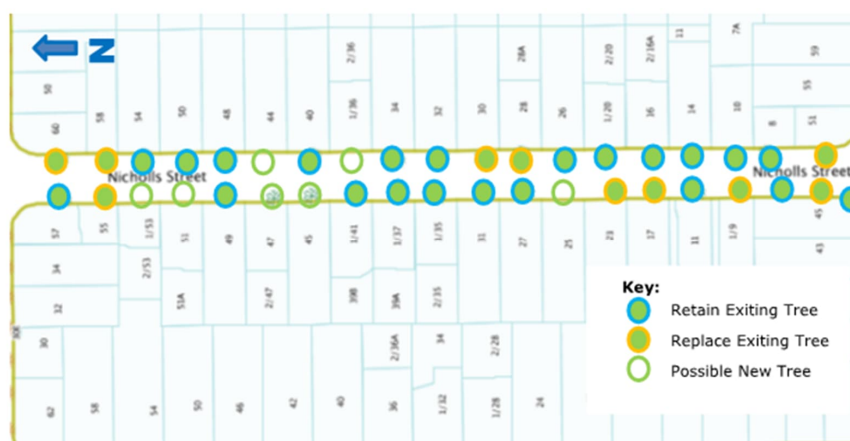


Figure 3: Tree planting opportunities.

The CCC Tree Policy, Part 1.0 Tree Planting includes the following replacement planting requirements for this project:

- 1.7 All trees will have a minimum establishment maintenance period of 24 months.
- 1.9 For every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years (additional planting may be required).
- 1.10 For removals within the road corridor, the location of any replacement trees will be based on the following:
 - (1) In the same road corridor in as close proximity to the tree removed; or
 - (2) If no further planting in the road corridor is required or possible then in the closest road corridor that requires either new or additional planting; or
 - (3) Within the Urban Forest.

In this case three (3) additional tree planting locations will be required, which are expected to be incorporated into other Richmond Area Street Upgrade projects.

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STREET RECONSTRUCTION – NICHOLLS STREET

6.0 Recommendations

- 6.1 The existing dominant tree species in Nicholls Street (Manna Ash) should be retained.
- 6.2 The tree assessment identified 22 trees in good and fair condition, which should be retained and protected during the works.
- 6.3 The tree assessment identified 10 trees in poor and very poor condition, which should be removed and replaced with Manna Ash.
 - o The removal of unhealthy and structurally unsound street trees (in poor and very poor condition) is approved by the Head of Transport under staff delegations, as outlined in Part B – Sub-Part 3, Section 19 of the Delegations Register.
- 6.4 The existing global consent (RMA20212059) should be used for the tree removals and works with the vicinity the street trees where required, and the conditions of consent must be adhered to during the works.
- 6.5 The CCC Tree Policy and Construction Standard Specification (CSS) also provide tree protection requirements and methodologies, which must be adhered to for the duration of the works.
- 6.6 Additional Manna Ash trees should be planted where space permits within the streetscape. This is currently includes seven (7) locations.
- 6.7 The CCC Tree Policy replacement planting requirements should be adhered to, and three (3) additional tree planting locations should be used within the Richmond Area Street Upgrade projects.
- 6.8 All tree planting must be carried out as specified in the CSS, Part 7 Landscapes, with at least 24 months establishment, including a comprehensive watering programme.

Laurie Gordon
Arborist



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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	45 North Avon Road	
Tree ID:	Nil	
Tree Species:	Tulip Tree (<i>Liriodendron tulipifera</i>)	
Height:	3.0 metres	
Canopy Spread:	2.5 metres	
DBH:	0.05 metres	
Health:	3 (Fair)	
Form:	2 (Good)	
Overall Condition:	3 (Fair)	
Newly planted tree, located in area that was upgraded with North Avon Road. Foliage density slightly sparse.		
Requirements:	Retain and protect tree.	



Address:	45 North Avon Road	
Tree ID:	43064	
Tree Species:	Common Ash (<i>Fraxinus excelsior</i>)	
Height:	14.5 metres	
Canopy Spread:	16.0 metres	
DBH:	0.5 metres	
Health:	3 (Fair)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Foliage density becoming sparse, with areas of dieback possibly affecting up to 30% of the canopy. Previous branch failures, and structural deterioration around failed branches on eastern side. Canopy weight becoming dominant on western side, and remedial pruning is likely to open up the remaining canopy to further failures and canopy imbalance. Root plate raised (evenly) above surrounding ground levels, and the tree base 1.1 metres from existing footpath edge. It would not be possible to prevent damage to the root system of this tree during the works if the tree is retained.		
Requirements:	Remove and replace tree.	

Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	45 North Avon Road	
Tree ID:	43063	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.0 metres	
Canopy Spread:	4.0 metres	
DBH:	0.25 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density slightly sparse, with possibly more than 10% foliage density loss.</p> <p>Root plate slightly raised on the north-eastern side and minor ground depression on the south- western side.</p> <p>Roots detected at 150mm below ground level.</p> <p>The proposed works include a 0.20m wide cut into the berm area for the increased footpath width, and a 40mm drop in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



Address:	9 Nicholls Street	
Tree ID:	43062	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.0 metres	
Canopy Spread:	4.0 metres	
DBH:	0.18 metres	
Health:	4 (Poor)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
<p>Tree heavily suppressed on western side by tree on property, and dieback resulting in more than 30% loss of canopy.</p>		
Requirements:	Remove and replace tree.	



Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	11 Nicholls Street	
Tree ID:	43061	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.0 metres	
Canopy Spread:	5.0 metres	
DBH:	0.17 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density slightly sparse, and areas of isolated dieback possibly affecting more than 10% of the canopy.</p> <p>An old wound and decay in lower/mid trunk.</p> <p>Minor tree lean and canopy weight to east.</p> <p>Roots detected at 140mm below ground level.</p> <p>The proposed works include a 0.70m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



Address:	17 Nicholls Street	
Tree ID:	43060	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.5 metres	
Canopy Spread:	5.0 metres	
DBH:	0.2 metres	
Health:	4 (Poor)	
Form:	3 (Fair)	
Overall Condition:	4 (Poor)	
<p>Gradual decline evident, with areas of dieback throughout canopy affecting more than 30% of the canopy.</p> <p>Decay in lower to upper trunk.</p> <p>Roots detected at 150mm below ground level.</p> <p>The proposed works include a 0.66m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Remove and replace tree.	


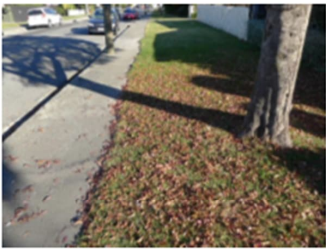
Appendix 1 – Tree Survey Results

Memos

Christchurch
City Council

STREET RECONSTRUCTION – NICHOLLS STREET

Address:	23 Nicholls Street	
Tree ID:	43059	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.0 metres	
Canopy Spread:	3.0 metres	
DBH:	0.11 metres	
Health:	4 (Poor)	
Form:	5 (Very Poor)	
Overall Condition:	5 (Very Poor)	
Tree in very poor condition; more than 70% of the canopy shape is missing or modified via decline or structural failure and remedial pruning.		
Requirements:	Remove and replace tree.	



Address:	27 Nicholls Street	
Tree ID:	43057	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	7.0 metres	
DBH:	0.4 metres	
Health:	2 (Good)	
Form:	2 (Good)	
Overall Condition:	2 (Good)	
Tree in good condition. Foliage density possibly becoming slightly sparse on eastern side; possibly resulting in 6-10% foliage density loss. Minor trunk wounds. Tree base 1.3 metres from existing footpath edge. Roots lifting footpath. Minor roots detected at 80mm below ground level, and larger roots at 160mm below ground level. The proposed works include a 0.60m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	

Appendix 1 – Tree Survey Results

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City Council

STREET RECONSTRUCTION – NICHOLLS STREET

Address:	31 Nicholls Street	
Tree ID:	43056	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	5.0 metres	
DBH:	0.2 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density becoming sparse, possibly approaching 30% loss of canopy. Asymmetrical canopy shape, and decay in lower/mid trunk. Tree could be retained, and removed and replaced in future when required as part of the maintenance programme.</p> <p>Minor roots detected at 100mm below ground level, and larger roots at 250mm below ground level.</p> <p>The proposed works include a 0.60m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



Address:	35 Nicholls Street	
Tree ID:	43055	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.5 metres	
Canopy Spread:	5.0 metres	
DBH:	0.22 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density slightly sparse, isolated dieback. Tree condition improved since January 2020.</p> <p>Canopy imbalanced, possibly due to previous suppression on western side.</p>		
Requirements:	Retain and protect tree.	



Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	37 Nicholls Street	
Tree ID:	43054	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.5 metres	
Canopy Spread:	4.5 metres	
DBH:	0.23 metres	
Health:	3 (Fair)	
Form:	2 (Good)	
Overall Condition:	3 (Fair)	
Reasonably good foliage health and density and good form. Areas with minor isolated dieback, affecting more than 10% of canopy. Decay evident in lower to mid trunk. Minor roots detected at 100mm below ground level, and larger roots at 130mm below ground level. The proposed works include a 0.60m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	



Address:	41 Nicholls Street	
Tree ID:	43053	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.0 metres	
Canopy Spread:	5.0 metres	
DBH:	0.24 metres	
Health:	2 (Good)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
Reasonably good foliage health and density, but areas with minor isolated dieback possibly resulting in 6-10% foliage density loss. An old trunk wound on western side with decay extending from base to 1.0 metre. Tree could be retained, and removed and replaced in future when required as part of the maintenance programme. Minor roots detected at 80mm below ground level, and larger roots at 160mm below ground level. The proposed works include a 0.60m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	



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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	49 Nicholls Street	
Tree ID:	136532	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	3.5 metres	
Canopy Spread:	2.0 metres	
DBH:	0.1 metres	
Health:	2 (Good)	
Form:	2 (Good)	
Overall Condition:	2 (Good)	
<p>Foliage density slightly sparse and areas with minor isolated dieback, possibly resulting in 6-10% foliage density loss.</p> <p>No GPR required due to age and small size of tree.</p> <p>The proposed works include a 0.57m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	


Address:	55 Nicholls Street	
Tree ID:	43047	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.0 metres	
Canopy Spread:	5.0 metres	
DBH:	0.17 metres	
Health:	4 (Poor)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
<p>Sparse foliage density; decline resulting in more than 30% foliage density loss.</p> <p>Extensive decay in base and lower trunk.</p>		
Requirements:	Remove and replace tree.	



Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	57 Nicholls Street	
Tree ID:	43046	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	5.0 metres	
DBH:	0.2 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density becoming sparse and areas with isolated dieback, possibly resulting in up to 30% decline. Upright form for species.</p> <p>Minor roots detected at 100mm below ground level, and larger roots at 130mm below ground level.</p> <p>The proposed works include a 0.55m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



Address:	51 North Avon Road	
Tree ID:	43029	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.22 metres	
Health:	4 (Poor)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
<p>Foliage density becoming sparse with areas of dieback, resulting in more than 30% decline.</p>		
Requirements:	Remove and replace tree.	


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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	8 Nicholls Street	
Tree ID:	43030	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.0 metres	
Canopy Spread:	1.0 metres	
DBH:	0.1 metres	
Health:	3 (Fair)	
Form:	2 (Good)	
Overall Condition:	3 (Fair)	
<p>Areas of minor isolated dieback across the canopy, resulting in more than 10% foliage density loss.</p> <p>Upright form for species, with no obvious structural defects.</p> <p>No GPR required due to age and small size of tree.</p> <p>The proposed works include a 0.75m wide cut into the berm area for the increased footpath width.</p>		
Requirements:	Retain and protect tree.	



Address:	10 Nicholls Street	
Tree ID:	43031	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	1.5 metres	
Canopy Spread:	1.0 metres	
DBH:		
Health:	2 (Good)	
Form:	3 (Fair)	
Overall Condition:	2 (Good)	
Recently planted tree.		
Requirements:	Retain and protect tree.	



Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	14 Nicholls Street	
Tree ID:	43032	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.55 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density becoming sparse on northern side of canopy. Canopy imbalance due to lateral suppression on eastern side. Old wounds and decay in upper trunk on northern side. Roots detected at 120mm below ground level.</p> <p>The proposed works include a 0.56m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



Address:	16 Nicholls Street	
Tree ID:	43033	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.2 metres	
Health:	2 (Good)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Good foliage health and density. Minor canopy imbalance, possibly due to previous lateral suppression on eastern side. Decay evident in lower trunk and around old pruning wounds.</p> <p>Tree base 1.3 metres from existing footpath edge. Roots lifting footpath. Roots detected at 120mm below ground level.</p> <p>The proposed works include a 0.65m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	



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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	20 Nicholls Street	
Tree ID:	143271	
Tree Species:	Tulip Tree (<i>Liriodendron tulipifera</i>)	
Height:	3.0 metres	
Canopy Spread:	1.0 metres	
DBH:	0.02 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
Recently planted tree. Foliage density slightly sparse. The proposed works include a 0.70m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	



Address:	20 Nicholls Street	
Tree ID:	143272	
Tree Species:	Tulip Tree (<i>Liriodendron tulipifera</i>)	
Height:	3.0 metres	
Canopy Spread:	1.0 metres	
DBH:	0.02 metres	
Health:	2 (Good)	
Form:	2 (Good)	
Overall Condition:	2 (Good)	
Recently planted tree in good condition. The proposed works include a 0.85m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	


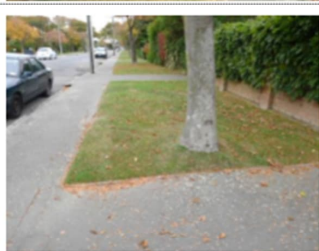
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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	28 Nicholls Street	
Tree ID:	43036	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.0 metres	
Canopy Spread:	6.0 metres	
DBH:	0.25 metres	
Health:	3 (Fair)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Foliage density becoming sparse, with areas of dieback and possibly 30% of the canopy affected. Extensive decay in tree base, trunk and branch structure.		
Requirements:	Remove and replace tree.	



Address:	30 Nicholls Street	
Tree ID:	43037	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	8.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.3 metres	
Health:	4 (Poor)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Foliage density becoming sparse, with areas of isolated dieback resulting in more than 30% decline. Extensive decay forming in branch structure. Driveway constructed within 0.2 metres of tree base on southern side.		
Requirements:	Remove and replace tree.	



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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	32 Nicholls Street	
Tree ID:	43038	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	7.0 metres	
Canopy Spread:	7.0 metres	
DBH:	0.34 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
Foliage density becoming sparse, with areas of dieback on the north-eastern side of the mid and upper canopy, affecting less than 30% of the canopy. Decay forming in branch structure.		
Requirements:	Retain and protect tree.	



Address:	34 Nicholls Street	
Tree ID:	43039	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.0 metres	
Canopy Spread:	5.0 metres	
DBH:	0.21 metres	
Health:	2 (Good)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
Foliage density slightly sparse, with areas of minor isolated dieback, possibly resulting in 6-10% foliage density loss. Lateral suppression caused by neighbouring tree on eastern side. Some decay evident in trunk and branch structure. Minor roots detected at 100mm below ground level, and larger roots at 250mm below ground level. The proposed works include a 0.78m cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	



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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	40 Nicholls Street	
Tree ID:	43040	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	7.0 metres	
Canopy Spread:	8.0 metres	
DBH:	0.25 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
Foliage density slightly sparse, on north and north-eastern sides. Foliage density improved since January 2020. Although currently assessed as being in fair condition there was decay evident in tree base and lower trunk, which may become progressive; due to <i>Gymnopilus sp.</i> (decay fungi) mushrooms evident on a decay seam that extends up the trunk from the tree base and on the ground on the northern side of the tree (possibly from decayed roots).		
Requirements:	Retain and protect tree.	



Address:	48 Nicholls Street	
Tree ID:	43041	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.25 metres	
Health:	3 (Fair)	
Form:	2 (Good)	
Overall Condition:	3 (Fair)	
Reasonably good foliage health and density, but some areas of isolated dieback possibly affecting up to 10% of the canopy. Good form with no obvious structural defects. Minor roots detected at 100mm below ground level, and larger roots at 200mm below ground level. The proposed works include a 0.70m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.		
Requirements:	Retain and protect tree.	



Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	50 Nicholls Street	
Tree ID:	43042	
Tree Species:	Common Ash (<i>Fraxinus excelsior</i>)	
Height:	11.0 metres	
Canopy Spread:	13.0 metres	
DBH:	0.36 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density becoming sparse with areas of dieback, resulting in more than 10% decline.</p> <p>Shape modified by footpath, road and/or power line clearance pruning on the western side, and lateral suppression on the eastern side. Tree lean and dominant canopy weight to north-west, and the root plate slightly raised on the southern side.</p> <p>It will be necessary to prevent damage to the root system of this tree during the works if the tree is retained (no cut into the berm expected).</p>		
Requirements:	Retain and protect tree.	



Address:	54 Nicholls Street	
Tree ID:	43043	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	4.5 metres	
Canopy Spread:	4.0 metres	
DBH:	0.2 metres	
Health:	3 (Fair)	
Form:	3 (Fair)	
Overall Condition:	3 (Fair)	
<p>Foliage density possibly becoming sparse, resulting in less than 30% decline. Tree crown appeared previously heavily reduced (topped) at around 3.0 metres, and has maturing regrowth. The tree could be retained, and removed and replaced in future when required as part of the maintenance programme.</p> <p>Roots detected at 120mm below ground level.</p> <p>The proposed works include a 0.70m wide cut into the berm area for the increased footpath width and no reduction in finished surface levels.</p>		
Requirements:	Retain and protect tree.	


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STREET RECONSTRUCTION – NICHOLLS STREET

Address:	58 Nicholls Street	
Tree ID:	43044	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	6.5 metres	
Canopy Spread:	6.0 metres	
DBH:	0.25 metres	
Health:	3 (Fair)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Foliage density becoming sparse with areas of isolated dieback, possibly resulting in up to 30% decline. Extensive decay on the western side, extending up the trunk from the tree base and into the branch structure on the south-western side of the canopy.		
Requirements:	Remove and replace tree.	

Address:	60 Nicholls Street	
Tree ID:	43045	
Tree Species:	Manna Ash (<i>Fraxinus ornus</i>)	
Height:	5.5 metres	
Canopy Spread:	7.0 metres	
DBH:	0.42 metres	
Health:	3 (Fair)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Foliage density becoming sparse, with areas of isolated dieback. Extensive decay on the western side, within the tree base and trunk.		
Requirements:	Remove and replace tree.	

Appendix 1 – Tree Survey Results

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STREET RECONSTRUCTION – NICHOLLS STREET

Tree Assessment Method

The tree inspections for this report included non-invasive visual tree assessment methods, and the condition of each tree was scored using the Christchurch City Council tree assessment system.

The condition of a tree is scored as Very Good (1), Good (2), Fair (3), Poor (4) or Very Poor (5). This relates to the Health and Form of a tree (Form includes the structural integrity and the shape of a tree). The overall condition rating provided is the worst score for either Health or Form (e.g. if a tree scores Good for Health and Poor for Form, the Condition rating will be Poor). Measurements are approximate.

Very Good for Health; where a tree has no more than approximately 5% of the canopy affected by health disorders or decline.

Very Good for Form; where a tree has no structural defects or abnormalities, and no more than approximately 5% of the overall canopy shape is missing or modified.

Good for Health; where a tree has no more than approximately 6-10% of the canopy affected by health disorders or decline.

Good for Form; where tree defects do not affect the structural integrity or continued well-being of the tree, and no more than approximately 6-10% of canopy the shape is missing or modified.

Fair for Health; where a tree has approximately 11-30% of the canopy affected by health disorders or decline.

Fair for Form; where defects are present, but can be rectified in order to maintain the structural integrity and continued well-being of tree, or approximately 11-30% of the canopy shape is missing or modified.

Poor for Health; where a tree has approximately 31-70% of the canopy affected by health disorders or decline.

Poor for Form; where tree maintenance is unlikely to improve the framework or the continued well-being of a tree, where defects result in a loss of structural integrity that may be mitigated but is unlikely to be rectified, or where approximately 31-70% of the canopy shape is missing or modified.

Very Poor for Health; where a tree is dead or in a severe state of decline, with more than approximately 70% of the canopy affected by health disorders or decline.

Very Poor for Form; where a tree has a total loss of structural integrity or more than approximately 70% of canopy shape is missing or modified.

Appendix 2 – Tree Assessment Method

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Arboricultural Report

18 November 2021

**Stapletons Road
Street Upgrade
Richmond**

Christchurch
City Council 

TECHNICAL SERVICES & DESIGN

Item 11

Attachment D

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Item 11

Attachment D

Memos

STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

1.0 Executive Summary

The section of Stapletons Road between Shirley Road and Warden Street is to be upgraded as part of the Richmond Area Street Renews programme of works. The project will result in changes to the existing road layout, with new kerb and channel, footpaths, berms, tree removals, tree planting and landscaping.

A tree survey was initially carried out in 2020 and was updated in October 2021. The condition of the trees within the road corridor was evaluated, and trees and shrubs located on private property frontages that may be affected by the works were identified. Measurements are approximate.

The western side of Stapletons Road has numerous trees of various species, age and size, located within relatively wide road reserve areas between Dudley Creek and the road edge. The eastern side has a mature street tree near the Shirley Road intersection, and trees and shrubs located on private property frontages.

Based upon the scheme design seven (7) trees will be removed (all small size trees in poor condition). Eight (8) new trees will be planted within the Stapletons Road scheme area, and other trees will be planted within the Richmond area as part of other planned street upgrades. This will result in more than two (2) trees being replaced for each tree removed.

Further arboricultural investigations will be required for the detailed design and during the works, and site specific tree protection measures will be required for trees (on Council and non-Council owned land) that are to be retained and protected during the various phases of the works.

2.0 Proposed Works

For the purposes of this report the site and planned works are outlined in the following areas.

Area A – Road Corridor, Shirley Road to 175 Stapletons Road

Eastern Side

- Within the road reserve on the western side, the alignment of the new path will result in the removal and replacement of seven (7) juvenile trees that were planted as part of the Dudley Creek project.
- New path sections will be constructed within the vicinity of trees to be retained. Tree protection measures will be included as part of the design, including moving the path as far as possible away from the trees and raising the level of the path to minimise excavation and potential damage to tree roots.
- The construction of the stormwater outfall from the road edge to Dudley Creek is unlikely to affect any existing trees.
- The bench seat within the reserve on the western side has a concrete slab foundation that will require careful removal to avoid potential damage to tree roots.

Eastern Side

- Within the vicinity of a street tree near the Shirley Road intersection, the existing kerb and channel will be removed and reconstructed; partly on the existing alignment and also further away from the tree than the existing alignment. The existing kerb is raised near the tree, which may have been caused by tree roots, and further investigations will be required regarding construction depths and methodologies.
- Driveway construction and footpath reconstruction will occur within the vicinity of the tree; both on the existing alignment. The footpath levels require addressing due to an existing depression.
- Landscaping (street garden construction) will also occur, no closer than 6.0 metres from the tree base. Further investigations will be required regarding construction depths and methodologies for this.

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STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

Area B – Road corridor, 15 Julius Tce and 14 Julius Tce (western side only)

In this area works near trees on the western side will include the realignment of an existing section of kerb and channel, and increasing of an existing street garden area.

- The existing kerb alignment is to be straightened, resulting in an existing street garden area with an established tree (planted as part of the Dudley Creek project) being enlarged. Tree roots are unlikely to be affected by the kerb and channel removal due to the age and size of the tree. However, the works must be carried out with care to avoid potential damage to the tree.
- The existing traffic calming threshold will be increased in length, and the road will be narrowed to 7.0 metres. This is unlikely to affect any trees.

Area C – Private property trees and shrubs (eastern side only)

Works on the eastern side of the road will include kerb and channel realignment, and footpath and driveway realignments near various trees on private properties (not individually specified in this report).

- The majority of the new kerb and channel will be constructed within the existing road, and is unlikely to affect any trees on private properties.
- The realignment of the footpath and driveways may affect some trees and other vegetation on property frontages. This is expected to be relatively minor, but tree/vegetation protection measures are expected to be required in some locations.

3.0 Tree Survey Summary

Area A – The trees identified to be removed in this area are listed in Table 1, trees to be retained are listed in Table 2, and tree locations are shown in Figure 1 below.

Table 1: Trees to be removed (Area A)

Address	Tree ID	Species	Height	Condition
22 Shirley Road	159469	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	Nil (01)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	Nil (02)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	Nil (03)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	Nil (04)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	Nil (05)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	3.0m	Poor
22 Shirley Road	159481	Trident Maple (<i>Acer buergerianum</i>)	2.5m	Poor

There are also two (2) dead trees (without tree asset ID numbers) located at 22 Shirley Road and 175 Stapletons Road that could be removed and replaced as part of the project.

Table 2: Trees to be retained (Area A)

Address	Tree ID	Species	Details	Tree Height
24 Shirley Road	43532	Dawn Redwood (<i>Metasequoia glyptostroboides</i>)	Kerb and channel realignment, driveway and footpath reconstruction and landscaping within vicinity. Tree protection required.	12.5m
22 Shirley Road	43535	Small-leaved Kowhai (<i>Sophora microphylla</i>)	Clear of works, no impact expected.	2.0m

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STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

Table 2 (continued)

Address	Tree ID	Species	Details	Tree Height
22 Shirley Road	43535	Japanese Laurel (<i>Euonymus japonicus</i>)	Path and stormwater outfall construction within vicinity. Tree protection and clearance pruning required.	6.5m
22 Shirley Road	159475	Matai (<i>Prumnopitys taxifolia</i>)	Path and stormwater outfall construction within vicinity. Tree protection required.	1.8m
22 Shirley Road	43538	Swamp Cypress (<i>Taxodium distichum</i>)	Path construction within vicinity. Tree protection required.	16.0m
22 Shirley Road	43540	Field Maple (<i>Acer campestre</i>)	Path construction within vicinity. Tree protection required.	11.0m
22 Shirley Road	43541	Swamp Cypress (<i>Taxodium distichum</i>)	Path construction within vicinity. Tree protection required.	22.0m
22 Shirley Road	159477	Ribbonwood (<i>Plagianthus regius</i>)	Clear of works, no impact expected.	3.0m
22 Shirley Road	159479	Ribbonwood (<i>Plagianthus regius</i>)	Clear of works, no impact expected.	3.5m
22 Shirley Road	159480	Totara (<i>Podocarpus totara</i>)	Clear of works, no impact expected.	2.5m
22 Shirley Road	Nil (06)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	Path construction within vicinity. Tree protection required.	3.0m
22 Shirley Road	Nil (07)	Trident Maple (<i>Acer buergerianum</i>)	Path construction within vicinity. Tree protection required.	2.5m
175 Stapletons Road	159504	Small-leaved Kowhai (<i>Sophora microphylla</i>)	Path construction within vicinity. Tree protection required.	2.5m
175 Stapletons Road	159504	Pin Oak (<i>Quercus palustris</i>)	Path construction within vicinity. Tree protection required.	20.5m

Area A – Site Map



Figure 1: Site and tree locations, Shirley Road to 175 Stapletons Road.

Memos

STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

Area B – All trees within the vicinity of the works in this area are to be retained. The trees are listed in Table 3 and their locations are shown in Figure 2.

Table 3: Trees to be retained (Area B)

Address	Tree ID	Species	Details	Height
15 Julius Terrace	Nil (08)	Black Beech (<i>Fuscopora solandri</i>)	Clear of works, no impact expected.	3.0m
15 Julius Terrace	Nil (09)	Black Beech (<i>Fuscopora solandri</i>)	Clear of works, no impact expected.	3.0m
15 Julius Terrace	Nil (10)	Black Beech (<i>Fuscopora solandri</i>)	Clear of works, no impact expected.	3.0m
Julius Terrace	Nil (11)	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	Clear of works, no impact expected.	2.5m
Julius Terrace	Nil (12)	Small-leaved Kowhai (<i>Sophora microphylla</i>)	Clear of works, no impact expected.	1.5m
Julius Terrace	43457	Cabbage Tree (<i>Cordyline australis</i>)	Clear of works, no impact expected.	7.0m
Julius Terrace	159489	Trident Maple (<i>Acer buergerianum</i>)	Kerb and channel realignment, and landscape bed reconstruction. Tree protection required.	4.0m
Julius Terrace	159508	Small-leaved Kowhai (<i>Sophora microphylla</i>)	Clear of works, no impact expected.	2.5m
14 Julius Terrace	159495	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	Clear of works, no impact expected.	2.5m
14 Julius Terrace	159494	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	Clear of works, no impact expected.	3.0m
14 Julius Terrace	159493	Magnolia 'Vulcan' (<i>Magnolia 'Vulcan'</i>)	Clear of works, no impact expected.	3.0m

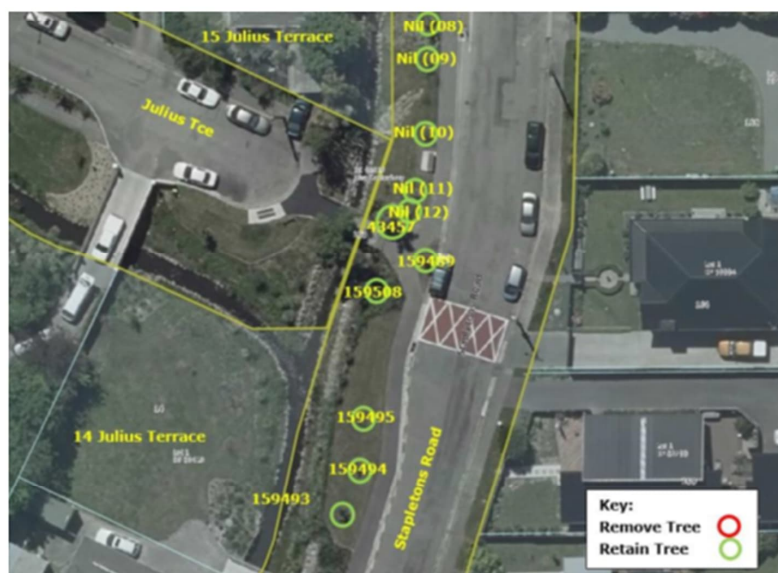


Figure 2: Site and tree locations, 14 to 15 Julius Terrace.

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STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

4.0 Design Considerations

1. Tree 43532

Further investigations will be required regarding construction depths and methodologies for the kerb and channel realignment within the vicinity of this tree.

The street garden construction should occur no closer than 6.0m from the base of the tree, and further investigations will be required to confirm the final location.

The driveway reconstruction should be on the existing alignment. There is a depression in the footpath on the north-eastern side of the tree where ponding occurs. The footpath should be reconstructed no deeper than existing levels.



Figure 3: Tree 43532 (24 Shirley Road).

2. Tree 43538, 43540 & 43541

A new asphalt path will be constructed between the trees and the road edge.

The path should be constructed as far as possible away from the trees, and level of the path should be raised above existing ground levels to minimise excavation and potential damage to tree roots.

The bench seat concrete slab foundation will require careful removal to avoid potential damage to tree roots.

Juvenile trees within the path alignment are to be removed.



Figure 4: Tree 43538, 43540 & 43541 (22 Shirley Road).

3. Tree 43546

The asphalt path will also be constructed between this tree and the road edge.

The path should be constructed as far as possible away from the tree, and level of the path should be raised above existing ground levels to minimise excavation and potential damage to tree roots, and matched into existing driveway levels.

The juvenile tree within the path alignment is to be removed.



Figure 5: Tree 43546 (175 Stapletons Road).

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5.0 Tree Removal Approvals

5.1 Tree Policy (Part 4)

The principal objective of the Tree Policy is to provide consistency and clarity in decision making when maintaining, planting, removing and working around trees.

Part 4.0 Removal of trees; relevant policies include the following:

- 4.7 Approval by Council for the removal of trees to facilitate projects on council land will take into account the value of the project to the community, including public health and/or the local environment and considerations taken for retaining existing trees compared with the loss of the benefits provided by the trees.
- 4.15 Tree removals must be undertaken by, or under the supervision of, a works arborist employed or contracted by us or a network utility operator.

5.2 Delegations

The Delegations Register outlines the approval requirements for the removal of trees on Council land.

Trees within Road Corridors

- The removal of healthy and structurally sound street trees (in very good, good and fair condition) is approved under Community Board delegations, as specified in the Delegations Register, Part D – Sub-Part 1 (Section 334 of the Local Government Act).
- The removal of unhealthy and structurally unsound trees within road corridors (in poor and very poor condition) and trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the trees is approved by the Head of Transport under staff delegations, as outlined in Part B – Sub-Part 3, Section 19 of the Delegations Register.

In this case all of the trees to be removed are in poor condition and can be approved by the Head of Transport.

5.3 District Plan Rules (tree removals)

The Christchurch District Plan tree rules include the protection of all public realm trees. A resource consent will be required for the following:

- The removal of road corridor trees that are greater than 6.0 metres in height, park trees that are greater than 10.0m in height and any trees within a waterbody setback, as outlined in chapter 9.4.4.1.1, P6.
- The felling shall be undertaken by, or under the supervision of, a works arborist employed or contracted by the Council or a network utility operator, as outlined in chapter 9.4.4.1.1, P6.

Global Consent

The existing global consent (RMA/2021/2059) can be used for the tree removals (once delegated authority approval is obtained). Where used, the conditions outlined in the global consent the must be adhered to. For tree removals this includes the following conditions:

- 10. This consent does not include the removal of any significant tree listed in Appendix 9.4.7.1, in Appendix 2 to this consent, or the removal of any indigenous vegetation located within Sites of Ecological Significance (Schedule A of Appendix 9.1.6.1 or Appendix 9.1.6.6) or within water body setbacks (as specified in Chapter 6.6).

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11. The removal of significant trees listed in Appendix 9.4.7.2 or trees located within road corridors, parks, or public open spaces may only occur where:
 - a) A report setting out the tree condition, reasons for removal, and any replacement planting has been prepared. This report is to be endorsed by a Christchurch City Council arborist;
 - b) A report assessing the landscape and amenity effects of the proposed removal with reference to District Plan matters of discretion under 9.4.6 (f, g, h, and n) has been prepared. This report is to be endorsed by a Christchurch City Council Landscape Architect.
 - c) The removal of the tree(s) has been approved under the relevant Council Delegations requirements.
12. Where a tree has been removed, replacement planting must occur and comply with section 1.9 of the Tree Policy and replacement trees established to the standards set out in the Council Construction Standard Specifications document. The replacement tree shall be located in an appropriate nearby location and be of the same or a complementary species.

Note: Based upon the scheme design, there are no indigenous species trees within the Dudley Creek waterbody setback to the removed.

6.0 Protection of Retained Trees

Trees and vegetation to be retained are to be protected during the works through compliance with the Christchurch District Plan rules, the CCC Tree Policy tree protection requirements, and the Contract Standard Specifications (CSS) Part 1, 22.0 protection of natural assets and habitats.

6.1 District Plan Rules (works within the vicinity of trees)

The District Plan tree rules include the protection of public realm trees:

- A resource consent is required for earthworks within 5.0 metres of road corridor trees that are greater than 6.0 metres in height, park trees that are greater than 10.0m in height and any trees within a waterbody setback, as outlined in chapter 9.4.4.1.1, P12.
- Also, earthworks within 5.0 metres of any public realm trees (regardless of size) are to be undertaken by, or under the supervision of a works arborist as outlined in District Plan chapter 9.4.4.1.1, P12.
- Any pruning, maintenance or remedial work / treatment to any public realm trees are to be undertaken by, or under the supervision of, a works arborist employed or contracted by the Council or a network utility operator as outlined in District Plan chapter 9.4.4.1.1, P5.

Global Consent

The existing global consent (RMA/2021/2059) can be used for works with the vicinity of trees within the road corridor and waterbody setback. Where used the conditions outlined in the global consent the must be adhered to. For this project the following conditions apply to works adjacent to public realm trees:

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9. (a) All works and excavations, including street and infrastructure excavation, within the dripline distances (indicated in the diagram below) of a significant tree in Appendix 9.4.7.1 or within 5m of a significant tree in Appendix 9.4.7.2 or a tree or indigenous vegetation located in a road corridor, park, or public open space, shall be carried out in accordance with Tree Protection Management Plan prepared in accordance with the Council Construction Standard Specifications document.
- (b) At least 5 working days prior to any works commencing under 9(a) the Tree Protection Management Plan shall be submitted to the Council's arborist for approval (via email to CCTrees@ccc.govt.nz).
- (c) The works are to be undertaken by, or under the supervision of, a Council approved Supervising Arborist employed or contracted by the Council or a network utility operator.

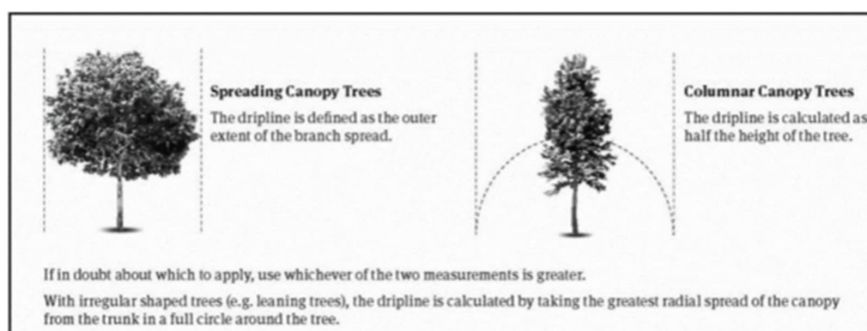


Figure 6: Dripline diagram.

6.2 Tree Policy (Part 3)

Part 3.0 Working Around Trees includes the following:

- 3.1 A Tree Protection Management Plan (TPMP) is to be submitted to us for any activity or work proposed near one of our trees where the works are likely to impact on the tree or its root zone.
- 3.2 TPMPs are to be developed by the person(s) undertaking/managing the works and be in accordance with the Christchurch City Council Construction Standard Specifications (CSS). We must approve a TPMP prior to work commencing.
- 3.3 Development projects on land we own and/or look after will prioritise the retention of mature trees through all aspects of the project.
- 3.4 Where appropriate pruning of tree roots will be approved to facilitate the installation, repair, renewal or maintenance of assets adjacent to the tree.

Note: Root pruning that is likely to cause long or short term detriment to the tree will only be undertaken in the interest of public safety (including addressing accessibility issues) and when there is no suitable engineering alternatives.

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STAPLETONS ROAD (SHIRLEY ROAD TO WARDEN STREET)

6.3 Construction Standard Specifications (CSS)

CSS Part 1 General includes the following:

In addition to the District Plan and Tree Policy requirements, all trees that are retained within the vicinity of the works are to be protected from site changes and construction related damage as outlined in the CSS, Part 1, 22.0 protection of natural assets and habitats. This is expected to be achieved through appropriate detailed design and the implementation of on-site tree protection measures during the works.

For the protection of trees, the CSS specifies the Tree Protection Zone as the canopy spread (dripline) or half the height of the tree (whichever is greater), as shown in Figure 6 above. The CSS applies to public realm trees/vegetation and trees/vegetation on non-Council owned properties that are adjacent to the works.

To comply with Council's tree protection requirements, the contractor that is engaged to carry out the construction works will be required to engage a technician arborist to produce a Tree Protection Management Plan (TPMP). The TPMP must be comprehensive and address all aspects of the works, including any associated works and infrastructure (e.g. drainage, lighting, power supply, landscaping, etc.), and must comply with all relevant resource consent conditions. The TPMP is to be approved by a Council arborist before the commencement of the site works.

The contractor must also appoint a suitably experienced and qualified supervising arborist. The contractor's arborist is to provide tree protection advice and supervision, to ensure that the TPMP is followed and tree protection compliance occurs during the works.

Any tree pruning for the works, road and footpath clearance, etc. is to be carried out by, or under the supervision of, a suitably qualified arborist.

7.0 Replacement Tree Planting

7.1 Tree Policy (Part 1)

Part 1.0 Tree planting; relevant policies include the following:

- 1.1 We will actively seek and create new tree planting opportunities in suitable locations to maximise canopy cover and deliver ongoing environmental, economic and social benefits.
- 1.2 All projects on Council land will actively incorporate new planting locations and prioritise the retention of existing suitable planting locations. This may include but is not limited to installing new underground services outside of grass berms to allow sufficient rooting environment for new trees.
- 1.3 We will endeavour to plant the most appropriate tree species based on site suitability, rooting habits, functional and biological attributes, performance, longevity and the potential to contribute to landscape character and the Council's other plans and strategic objectives.
- 1.4 Within sites and/or adjacent to sites of ecological significance (SES) listed in the Christchurch District Plan, and other sites that meet the significance criteria for listing as SES such as areas of Banks Peninsula, and the Port Hills, we will strengthen and enhance existing indigenous biodiversity and ecological resilience by planting only eco-sourced native species except where other species are necessary for specified reasons. An ecologist should be consulted prior to any planting and maintenance being undertaken.
- 1.5 For trees planted in the road reserve, the species selected must have sufficient space to grow into mature and healthy specimens without causing significant damage to existing infrastructure (provided no reasonably practical engineering solutions are available). Trees will be planted under power lines only where the species selected is able to grow to maturity without requiring line clearance pruning that results in poor tree form or structure.

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- 1.6 The owners of property located directly next to new or replacement tree planting and immediate adjacent neighbours may have input into the final positioning of the tree, but not as to whether a tree is to be planted outside their property.
 - 1.7 All trees will have a minimum establishment maintenance period of 24 months.
 - 1.9 For every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years (additional planting may be required).
 - 1.10 For removals within the road corridor, the location of any replacement trees will be based on the following:
 - (1) In the same road corridor in as close proximity to the tree removed; or
 - (2) If no further planting in the road corridor is required or possible then in the closest road corridor that requires either new or additional planting; or
 - (3) Within the Urban Forest.
- o In this case trees Dudley Creek south of Julius Terrace is listed in the District Plan as a Site of Ecological Significance. However, no tree planting is proposed within that area.
 - o Also, the quantity of trees planted within the Richmond area as part of other planned street upgrades will result in more than two (2) trees being replaced for each tree removed overall.

8.0 Recommendations

- 8.1 Where it is not possible to accommodate the retention of existing trees on Council land, delegated authority approval is to be requested from the Head of Transport (8 small size trees in poor condition).
- 8.2 Further arboricultural investigations and recommendations are to be implemented during detailed design and all phases of construction where trees may be affected.
- 8.3 Where required the design and construction methods should be modified in order to mitigate damage to trees that are to be retained.
- 8.4 The District Plan rules, CCC Tree Policy and tree protection requirements outlined in the CSS (Part 1, 22.0) are to be adhered to; for all trees within the public realm and trees on non-Council land.
- 8.5 The existing global consent (RMA/2021/2059) should be used for the tree removals and works with the vicinity of trees where applicable, and if used the conditions of consent must be adhered to.
- 8.6 Any tree removals and pruning work is to be undertaken by, or under the supervision of, a suitably qualified arborist.
- 8.7 The CCC Tree Policy replacement planting requirements are to be adhered to, and all tree planting is to be carried out as specified in the IDS, Part 10 Reserves, Streetscape and Open Spaces and the CSS, Part 7 Landscapes.

Laurie Gordon
Arboricultural Advisor

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12. Grampian-Jocelyn Proposed No Stopping Restrictions

Reference Te Tohutoro: 22/249873

Report of Te Pou Matua: Wayne Anisy, Traffic Engineer, wayne.anisy@ccc.govt.nz

General Manager Jane Davis, General Manager Infrastructure, Planning & Regulatory

Pouwhakarae: Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to consider approval of No Stopping areas on the Grampian-Jocelyn slip lane as shown on **Attachment A**. This report has been written following access concerns raised by the immediate residents.
- 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 is to Install No Stopping restrictions in accordance with **Attachment A**. The areas of No Stopping in this option are the minimum required to provide safe entry and exit from the residential entranceways.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of the Grampian-Jocelyn Street slip-lane, as indicated in the drawing TG140727 Issue 1, dated 28/02/2022 and attached to this report as **Attachment A**.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1 above.
3. Approves that these resolutions take effect when there is evidence that the road marking 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 Following the recent sub-divide of the #5 Jocelyn Street property, there were two new properties built, the driveways to these new properties were located within the Grampian/Jocelyn slip-lane. With the lane being approx. 5m wide, turning movements in and out of the new driveways have been problematic when vehicles are parking opposite the driveways.
- 3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.3 Install No Stopping restrictions in accordance with **Attachment A**. The areas of No Stopping in this option are the minimum required to provide safe entry and exit from the residential entranceways.

- 3.4 Options within this report have been assessed against relevant industry-standard design guidance including tracking movements in and out of the residential entrances.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo and the ability for business staff to continue to park along the entire length of the slip-lane.
- 4.2 The advantages of this option include:
- 4.2.1 Retaining 9 on-street parking spaces.
- 4.3 The disadvantages of the option include:
- 4.3.1 Does not address the driveway entry/exit issues currently being experienced by the residents.

5. Detail Te Whakamahuki

- 5.1 The Council has received requests from property owners to review the safety issues being experienced on the legal road slip-lane behind the Grampian/Jocelyn business block. Currently the issue is that when vehicles are parking on the west side of the slip-lane opposite the residential entrances, movements in and out of the properties are restricted due to the narrow nature of the lane. The proposal is to install No Stopping restrictions opposite the entranceways to allow for safe movement in and out of the properties.
- 5.2 The proposal does not allocate a specific parking space to any one individual, however site investigations have shown that there is sufficient parking space available in close vicinity on Grampian and Jocelyn Streets to accommodate for any displacement.
- 5.3 Approval is required by the Waipapa Papanui-Innes Community Board.
- 5.4 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Community Views and Preferences

- 5.5 Consultation was carried out late 2021 with affected business owners and residents by letter drops and on-site meetings. Following some further discussions with submitters, the initial proposal plan was subsequently adjusted to satisfy both businesses and residents, there are no objections to the recommended **Attachment A** option.
- 5.6 The Team Leader Parking Compliance supports the preferred option.
- 5.7 The alternative option does not address the driveway entry/exit issues currently being experienced by the residents.

6. Policy Framework Implications Ngā Hiraunga 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 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes

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 accessibility for all road users by providing a safer means for accessing the identified entranceways.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - Approx. \$200.
- 7.2 Maintenance/Ongoing costs - Will be covered under the area maintenance contract and effect will be minimal to the overall asset.
- 7.3 Funding Source - "Traffic Operations Lines and Signs" 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 	tg140727 Grampian Jocelyn No Stopping Diagram for Board Report	131

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtuturanga ā-Ture

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

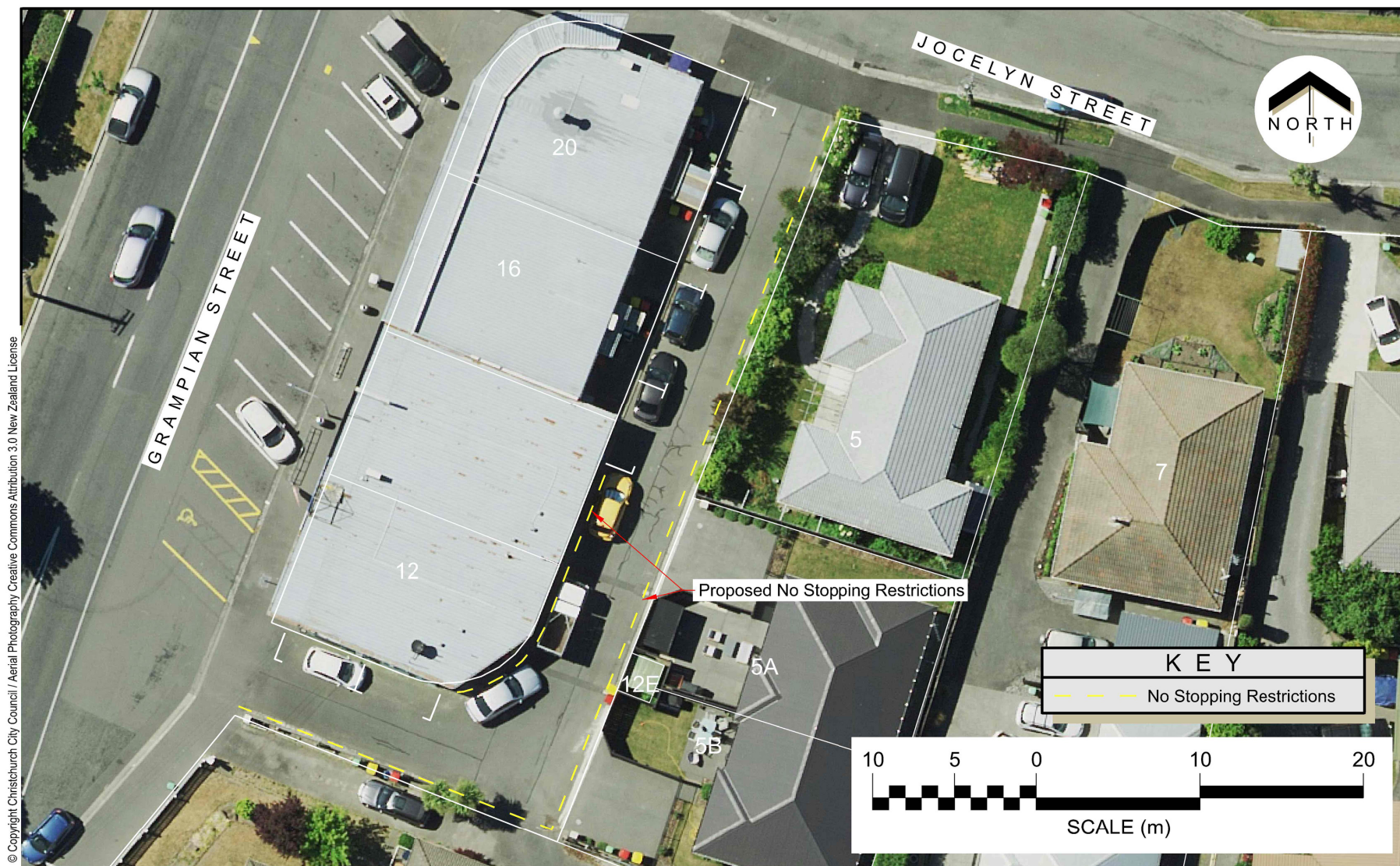
(a) This report contains:

- (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	Wayne Anisy - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Jocelyn Street / Grampian Street
Proposed Parking Improvements
For Board Approval

Attachment A

Original Plan Size: A4

ISSUE.1 28/02/2022
TG140727 MJR

13. Waipapa Papanui-Innes Community Board Area Report - March 2022

Reference Te Tohutoro:	22/230288
Report of Te Pou Matua:	Matthew Pratt – Community Governance Manager Papanui-Innes Matthew.Pratt@ccc.govt.nz
General Manager	Mary Richardson – General Manager Citizens and Community
Pouwhakarae:	Mary.Richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Receive the Waipapa Papanui-Innes Community Board Area Report for March 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Edible and Sustainable Garden Awards 2022	The Waipapa Papanui-Innes Community Board is holding Edible and Sustainable Garden Awards for 2022 in partnership with the Canterbury Horticultural Society, to recognise and celebrate those growing their own food. Entry for the awards is now closed. In total 15 entries for the Papanui-Innes Awards were received.	Entries closed 10 January 2022 In early 2022, Canterbury Horticultural Society members will arrange to visit the garden/s and offer advice and feedback.	<ul style="list-style-type: none"> • Resilient Communities • Healthy environment
Downstream Effect Management Plan	Cycle lane width in the section of Cranford St between McFaddens and Innes Roads – further response from staff to come by way of Memo.	A Memo is due to come to the next Board meeting.	Endorse and encourage a functioning and safe traffic network that supports a connected community
Summer with Your Neighbours 2021-22	Summer with Your Neighbours events were due to take place between November 2021 and March 2022. In light of the Government decision to move the country into the Red traffic light setting,	1 June 2022	<ul style="list-style-type: none"> • Resilient Communities • Strengthening Communities Strategy

	recipients of the subsidy have been advised that the timeframe to hold events has been extended. We will accept requests for reimbursements up until 1 June 2022.		
Community Service Awards 2022	<p>Council's Community Service Awards are a way of giving well-deserved recognition to people who make our communities better places to live.</p> <p>Waipapa Papanui-Innes is participating in 2022. People will be eligible for Awards in the area in which they work, however, if the work is in a metropolitan organisation covering more than two board areas, then the nomination shall be considered in the board area that the nominee does the majority of their voluntary work.</p>	<p>Nominations will be open from 11 March 2022 to 14 April 2022.</p> <p>Boards will consider these in May 2022, with decisions advised in May/June and awards given in June/July.</p>	<ul style="list-style-type: none"> • Resilient Communities • Strengthening Communities Strategy

3.2 Shirley Community Trust

- 3.2.1 Shirley Community Trust is working with Council staff to explore the opportunity of the Council gifting the MacFarlane Park Centre facility to them. In a recent briefing to the Board the Trust discussed how well the Centre is used and loved by the community and the diverse range of groups that use the facility.
- 3.2.2 Due to the facility being so well used the Trust has the funding to run and maintain the MacFarlane Park Centre to a high standard. Shirley Community Trust would like the Board to consider endorsing their proposal.
- 3.2.3 Shirley Community Trust and local Shirley residents have a new project idea, they want to enhance the MacFarlane Park walkway especially through Acheson Avenue to Jebson Street and Jebson Street to Riselaw Street. The community would like to see more native planting added to these areas with the hope to attract native bird life.

3.3 Community Events

3.3.1 **Bridgestone Reserve (Papanui Bush) BBQ and dedication**

On 17 February 2022 Chairperson Emma Norrish accompanied by Simon Britten spoke with the assistance of Mark Soltero, HOD Visual Arts & Art History at Papanui High School, and Denis McMurtrie about the mural panels painted by the pupils of Papanui High which were then unveiled.



Rev. Rob Thomson then provided a dedication for two seats (donated by Jim & Ann Hudson and Charles Barltrop & family) and a table (donated by the Ron Proctor Environment Trust).



3.3.2 ***Walking Festival 2022***

The Walking Festival in its normal format will take a break for 2022, however we will be promoting a range of self-guided walking opportunities with a social media campaign title Walk Waitaha that will include:

- Agents of Discovery, an educational mobile gaming platform that uses augmented reality to encourage young people to be active. It uses an App that is free to download and does not require data on site. The 2022 locations for Agents of Discovery are Travis Wetland and Cass Bay.
- Hidden World central city trail from the 15 April to 15 May where adventurers can pick up an activity map from Tūranga, Christchurch Museum, the Art Gallery, or the Botanic Gardens. These central city trails have proved extremely popular in previous Festivals with 6,000 maps picked up by participants in 2021.

For further information about this campaign please talk to your Community Recreation Advisor or follow the [Walking Festival Facebook page](#).

3.3.3 ***Christchurch Heritage Festival 2022***

Information on the festival will start to appear at [this link](#) from April/May 2022.

3.3.4 ***Other upcoming community events and festivals in the wider city***

Visit [this link](#) for the variety of community events and festivals to held around the city.

3.4 **Christchurch Street and Garden Awards 2022**

3.4.1 Street and Garden Awards were set up over 70 years ago to encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens.

3.4.2 These awards are administered by the [Christchurch Beautifying Association](#) with the support of Christchurch City Council. Volunteer judges from the Association visit 4,000 streets throughout Christchurch to select award-winning gardens citywide.

3.4.3 On 23 February 2022 Community Board member Ali Jones accompanied Christchurch Beautifying Association's Principal Judge, Peter Lawrence, in the judging process.

3.4.4 Category winners are anticipated to be listed in the Star Newspaper in March, with the Association to host the Award presentation in April.

3.5 **Community Groups Update**

3.5.1 Staff have undertaken Organisational Health checks (October 2021, December 2021, January 2022 and February 2022) by either phone, email or face-to-face with the Managers of the Neighbourhood Trust, Northgate Trust, Papanui Baptist Freedom Trust and Belfast Community Trust.

3.5.2 The common threads and issues that these organisations are currently facing are highlighted below.

- Ongoing commitment to keep programmes and work with the socially isolated and unvaccinated ongoing as is practicable for as long as possible.
- Ongoing commitment around protecting the Elderly and the Young in programmes (this includes OSCAR Programmes).
- All Managers report excellent systems and protocols that have allowed staff and volunteers to maintain safe relationships with the community.

- Use of split teams which ensures that programmes can continue even if staff become unwell also traditional roles are flexible as everyone is available to be moved if necessary to support colleagues.
- All Managers comment that previous COVID19 outbreaks have allowed their organisation time to update emergency procedures and implement a strict /proper way of working in a crisis.
- Food distribution continues to those social isolated and those in need.

In summary:

Strengths

The organisations have put in place safeguards and process of working that looks to protect its whanau, children the elderly, staff, volunteers and the members of the community which access its services.

Managers are mind-full of managing their workloads as they are integral to the continued service delivery through programmes and 1-1 support in the community.

Weaknesses

Older adults and those isolated and unvaccinated may stretch the resources of the organisation.

Staff and volunteer resources may be stretched through illness.

Opportunities

As above previous COVID19 outbreaks have allowed the organisation time to update emergency procedures and implement a strict /proper way of working in a crisis.

Threats

Exhaustion and a major breakout amongst staff and volunteers. Hence the split team approach.

3.6 Community Funding Summary

- The current balance of the 2021-2022 financial year's Discretionary Response Fund is \$6,830. There is \$5,041 remaining in the Positive Youth Development Fund.
- Applications for the 2022/23 Strengthening Communities Fund will be opening on 21 March 2022 and will close on 26 April 2022.

3.7 Participation in and Contribution to Decision Making

3.7.1 Report back on other Activities contributing to Community Board Plan *[for items not included in the above table but are included in Community Board Plan]*

- ***St Albans Skate Park Extension***

Construction of the Skate Park Extension is now underway as shown:



3.7.2 Council Engagement and Consultation

- ***Christchurch City Council Draft Annual Plan 2022/23***

On 24 February 2022 the Council approved its [Draft 2022/23 Annual Plan](#), which outlines what it will spend on projects and day-to-day services over the next financial year and how these will be financed. The Draft Annual Plan is out for [public consultation](#) from 11 March 2022 to 18 April 2022.

The Council is proposing an average rate increase across all ratepayers of 4.96 per cent in 2022/23 – slightly lower than the 4.97 per cent forecast in the Council's 2021–31 Long Term Plan.

The Council's capital spending in the draft budget is on maintaining and upgrading the water supply network and the transport network, especially roads and footpaths. There is also money on the books for new facilities, including Te Kaha / Canterbury Multi-Use Arena.

The Council is also taking the opportunity to consult on other matters which affect its budget. These include:

- [Proposal to increase rates on vacant central city land](#)
- [Opting out of kerbside collection & targeted rate](#)
- [Proposal for a new Policy on Māori Freehold Land](#)

- ***Review of the [Psychoactive Products Retail Locations Policy](#)***

The review is in compliance with statutory requirement to review the Council's local approved products policy five years after the last review; and to fulfil the Council's 2017 decision to undertake the review in 2022.

The Ministry of Health's [Psychoactive Substances Regulatory Authority \(PSRA\)](#) has yet to approve psychoactive substances. Thus, the Council psychoactive policy has not been applied or tested since 2015.

For this year, Policy staff will recommend that the Council retains the existing psychoactive policy with no changes given that the policy still fit-for-purpose and no changes made to the Christchurch District Plan since 2017 that require integration into the policy.

- ***Langdons Road/Sisson Drive roundabout - cycle and pedestrian improvements***

The Board were informed of stakeholder engagement regarding proposed:

- Removal of redundant cycle lane markings and symbols, and installation of painted cycleway sharrows (where cycles share the road with cars) on all approaches to the roundabout.
- Cycle lane greening on both Langdons Road approaches.
- Installation of green surfacing to the shared path ramp on the west side of Sisson Drive and removal of existing incorrectly marked shared path symbols.
- Removal of redundant cycle lane markings and symbols.
- Installation of tactile pavers and pedestrian hold rails at all crossing points.

Staff engaged with a small group of stakeholders seeking feedback by 11 March 2022.

- ***Start Work Notices (SWN)***

SWN relating to the Board area have been sent to the Board throughout the month. All Board area and city-wide start work notices can be found at [this link](#).

Links to 'Have Your Say' Council consultations open in the wider city:

- [London St and Oxford St - Pedestrian Safety improvements](#) (closes 29 March 2022)
- [Garden of Tāne nature play space](#) (closes 28 March 2022)
- [Ihutai-Estuary and Coastal Draft Stormwater Management Plan](#) (closes 27 April 2022)

The draft Plan sets out what the Council needs to do in order to meet the conditions of the Comprehensive Stormwater Network Discharge Consent (CSNDC).

- [Christchurch Gondola top terminal building - new lease](#) (closes 27 April 2022)

Christchurch Gondola is applying for a new lease for its top terminal building in Mt Cavendish Reserve on the Port Hills. The existing lease is due to expire, and a change in legislation means public consultation is required to confirm a new lease.

- [Ferry Road cycleway trial](#) (closes 1 April 2022)

The Council is trialling a new type of cycleway on Ferry Road and lowering the speed to 30 km/h.

- [Roto Kohatu Reserve Management Plan](#) (closes 28 March 2022)

The vision for the Roto Kohatu Reserve draft management plan is to develop and manage the reserve as an aquatic playground for a wide range of organised and informal water-based recreation and sport activities, while supporting the biodiversity and amenity values of the area.

3.8 Governance Advice

3.8.1 Customer Service Request Report – Hybris Report for the Papanui-Innes Wards

Refer to **Attachment A** for the 1 January – 31 January 2022 statistics, and **Attachment B** for the 1 February – 28 February 2022 statistics, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

3.8.2 Site Visit for Richmond Road Renewals

The Community Board held a site visit to Nicholls Street on 22 February 2022 as part of its consideration of the Richmond Road Renewals report that it laid on the table at its meeting on 18 February 2022 so that this site visit could be undertaken with staff to view the trees proposed for removal/replacement as part of the design. Notes from this site visit can be found in **Attachment C**.

3.8.3 Public Participation in Board Meetings and Correspondence

The Board received the following at its 18 February 2022 meeting:

- **Public Forum Presentations**
 - **Surface Flooding and Traffic Issues - Langdons Road and Sisson Drive Intersection** - Northlands Mall Management presented in regard to flooding that had affected their tenant, Espresso Car Wash, and in regard to increased traffic on Langdons Road. Their feedback was passed on to staff, and in regard matters relating to Temporary Traffic Management Plans, staff have supplied background information on these for the Board as found in **Attachment D**.
- **Deputations**
 - **Dudley Street Starling Issues** - Dudley Street residents, Nick and Becca Hughes presented regarding issues arising from the large number of starlings roosting in the trees in Dudley Street and in particular the resulting excessive droppings landing on properties, footpaths and vehicles.

The Board considered the starling issue as raised in its last Area Report, and its resulting requests have been referred to staff. The questions presented by Mr and Mrs Hughes and the Board's concerns about the process have been referred to the Office of the Chief Executive for coordination and in light of the indication at the preceding Council meeting that the issue would be picked up.
- **Correspondence**
 - **St Albans Park** - Juliana Venning's correspondence regarding St Alban Park was received, and the Board considered St Albans Park issues more generally within its information exchange, resulting in the Board's site visit to St Albans Park on 7 March 2022. A summary of the discussion including advice of the

additional smart bin to be installed in the park with the skate park extension was provided to Ms Venning. The notes from the site visit can be found in **Attachment E**.

- **Graham Condon Pool** - Juliana Venning's further correspondence regarding Graham Condon Recreation and Sport Centre has been referred to relevant Sport and Recreation staff, who are dealing with the matter.

3.8.4 Community Open Forum

The Community Board held an open forum on 4 March 2022 via audio/visual link. The notes from the forum can be found in **Attachment F**.

3.8.5 Briefings

The Board received briefings since its last meeting about the following projects/issues:

- [Styx Living Laboratory Trust](#) Update
- Youth Audit
- Shirley Community Reserve Landscape Plan
- Slow Speed Neighbourhood - Papanui

3.8.6 Board Requests

The Board made the following requests at, and since, its last meeting:

- **Westminster Street Demolition Works**

The Board requested information on the progress of these works.

The project manager for the demolition works at 276 and 278 Westminster Street has provided an update on expectations to have these works underway in April 2022 (subject to Contractor availability), endeavouring for completion sooner than originally scheduled for June 2022.

They advise that the sections will be fully cleared to open up the space; the area will be fenced off with timber bollards and cable to keep cars off the grass and out of the park; and that the sites will be left in a tidy state and continue to be maintained until landscaping works are planned and carried out.

- **Graham Condon Facilities – Future Heating Options**

As noted in the last Area Report, the existing pellet burner used for heating the Graham Condon facilities is nearing its end of life, and the Council is investigating alternative heat sources for the facilities with the aim to implement this in the next year. The Board requested information on which alternative is being favoured, with a preference for a 'green as possible' option. Staff are working to provide this information.

- **St James Ave Issues**

The Board requested information on issues raised by the St James Avenue Residents Association in regard to concerns around the use, maintenance and renewal of the street. Staff responses were relayed from relevant Council teams.

- **Dudley Creek Plantings Maintenance Schedule**

At the last meeting of the Board, information was requested on the maintenance schedule for the plantings along Dudley Creek on Stapletons Road, receiving a response that day that the garden beds will be sprayed within ten working days.

Any weeds in the creek come under the Waterway contract. (The Board though has subsequently received a memorandum concerning 'COVID-19 impacting park maintenance work'.)

- **Roadworks – Jacobs and Gosset Streets**

The Board requested information about two sets of roadworks on Jacobs Street and Gosset Street. Staff responded confirming this project is part of road maintenance work being undertaken by Citycare contractors, noting that Jacobs Street has had all pre-seal repairs and reseal completed. Work on Gossett Street was interrupted by a COVID-19 related isolation period affecting the crew, but at last update had been chip-sealed, ready to be swept and line-marked shortly.

- **Surface Flooding on Edgeware Road**

The Board requested a briefing on stormwater drainage and channelling outside Peter Timbs Butchery on Edgeware Road relating to flooding of the premises, which request has been passed to staff along with follow up questions/information supplied.

4. Advice Provided to the Community Board

4.1 Information sent to the Board:

- CCC: answer to information request about scheduled weed spraying along waterway between northern end of Shirley Road and Warden Street (*circulated 18 Feb 2022*)
- MfE: [Proposals to boost local voice and accountability in the new Resource Management system](#) (*circulated 21 Feb 2022*)
- CCC: Langdons Road/Sisson Drive roundabout - cycle and pedestrian improvements (*circulated 22 Feb 2022*)
- CCC: Review of the Psychoactive Products Retail Locations Policy (*circulated 22 Feb 2022*)
- Papanui Rotary Club Chat (*circulated 22 Feb 2022*) noting Papanui Bush BBQ and dedication
CCC: Innovating Streets - St Albans School - Monitoring & Evaluation - Courtenay St P3 (*circulated 23 Feb 2022*)
- CCC/Kāinga Ora: answer to information request about social housing units (*circulated 24 Feb 2022*)
- CCC: answers to information requests about St James Ave (*circulated 25 Feb 2022*)
- SWN: Scotston Ave - Dudley Creek waterway lining upgrade (*circulated 4 Mar 2022*)
- SWN: Dunedin Street – Tree Maintenance (*circulated 10 Mar 2022*)

4.2 Memoranda sent to the Board:













- CCC: Elected Member Allowances (*circulated 14 Feb 2022*)
- CCC: Kerbside collection disruptions (*circulated 25 Feb 2022*)
- CCC: Roadworks – Jacobs & Gosset Streets (*circulated 1 March 2022*)
- CCC: Street Trees Project – Compliancy with Electricity (Safety) Regulations 2010 (*circulated 10 March 2022*)
- CCC: COVID-19 impacting park maintenance work (*circulated 12 March 2022*)

4.3 Alcohol Licence Application Notifications sent to the Board

Date of notification	Closing date	Applicant name	Trading name	Address	Application and licence type	Type of business
28 Feb 2022	21 Mar 2022	Gengy's Christchurch Limited	Gengy's Christchurch Restaurant	478 Cranford Street Redwood Christchurch	On-licence renewal	On-restaurant class 3
25 Feb 2022	18 Mar 2022	Bar88 Limited	Bar 88	88 Harris Crescent Papanui Christchurch	On-licence new	On-restaurant class 2
24 Feb 2022	17 Mar 2022	Tasman Tourism New Zealand Limited	Tasman Holiday Parks - Christchurch	39 Meadow Street Papanui Christchurch	Off-licence new	Camp Site Store

Item 13

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Hybris Report January 2022	145
B  	Hybris Report February 2022	146
C  	Papanui-Innes Community Board Richmond Road Renewals Site Visit Notes 22 February 2022	147
D  	Memo - Impact of work recently undertaken on Sisson Drive	149
E  	Papanui-Innes Community Board St Albans Park Site Visit Notes 7 March 2022	153
F  	Papanui-Innes Community Board Open Forum Notes 4 March 2022	156

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Governance Support Officer Matthew Pratt - Manager Community Governance, Papanui-Innes Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Helen Miles - Community Recreation Advisor Sharon Munro - Community Support Officer
Approved By	Matthew Pratt - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Ticket Report

01 Jan 2022 - 31 Jan 2022

Papanui-Innes

Tickets Reported in January 2022

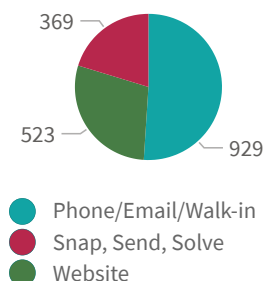
1,821

Tickets Reported

Status as of Report Date

1,335 Closed/Resolved
486 Open

Channels



Currently Open Tickets*

1,533

Open Tickets

127

Avg open ticket age (days)

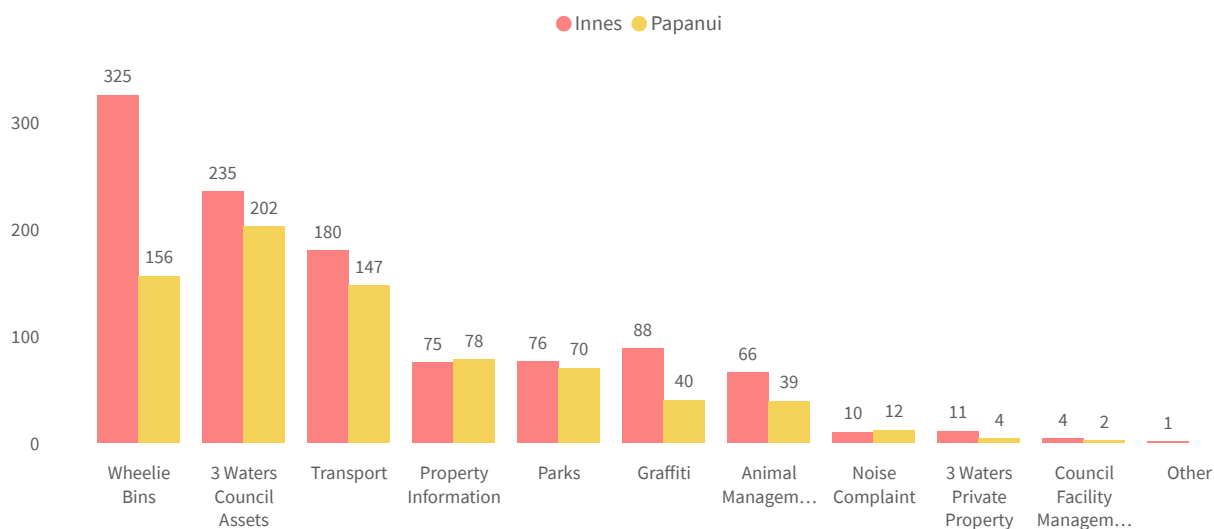
25% of open tickets are less than 8 days old

50% of open tickets are less than 44 days old

75% of open tickets are less than 138 days old

*Open as of report date, reported all time

Tickets Reported this Period by Incident Category



Top 10 Issues

# Tickets	Object Category (sub-categories of the above)
341	Leak (Water Supply)
222	Bin Not Collected
131	Damaged Bin
82	Graffiti
79	Litter (Road)
79	Residential LIM
50	Residential Property Files
43	Road Asset (e.g.footpath,road,furniture)
36	Barking Dog
36	Missing Bin

Report date:
03 Feb 2022

Christchurch
City Council

Ticket Report

01 Feb 2022 - 28 Feb 2022

Papanui-Innes

Tickets Reported in February 2022

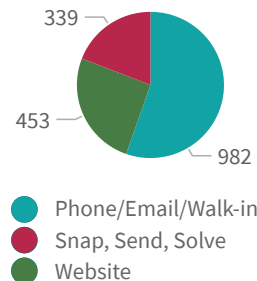
1,774

Tickets Reported

Status as of Report Date

1,286 Closed/Resolved
488 Open

Channels



Currently Open Tickets*

1,572

Open Tickets

132

Avg open ticket age (days)

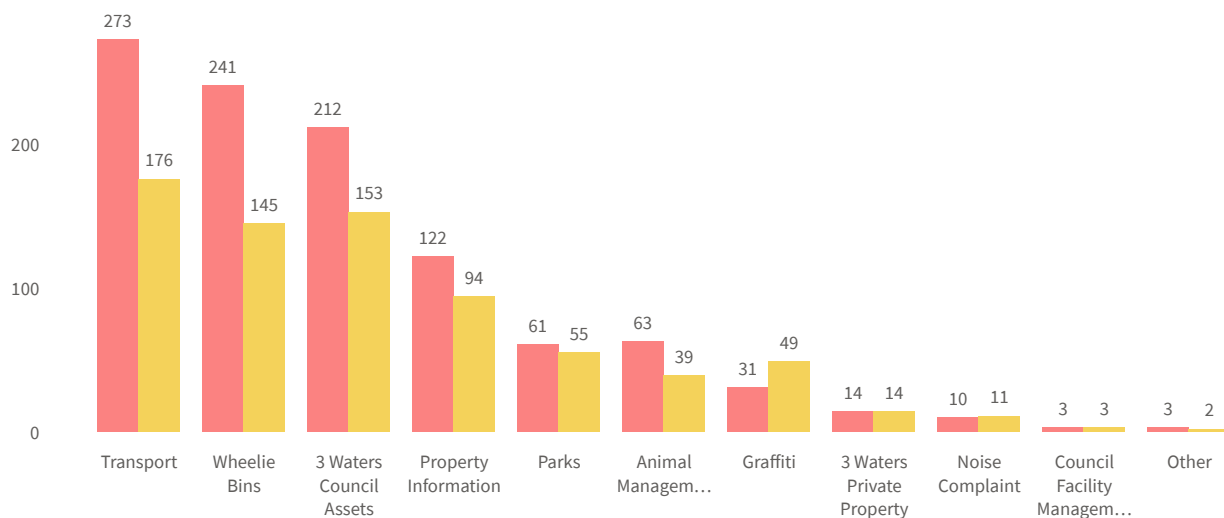
25% of open tickets are less than 9 days old

50% of open tickets are less than 44 days old

75% of open tickets are less than 148 days old

*Open as of report date, reported all time

Tickets Reported this Period by Incident Category



Top 10 Issues

# Tickets	Object Category (sub-categories of the above)
210	Leak (Water Supply)
152	Bin Not Collected
126	Damaged Bin
90	Residential LIM
80	Residential Property Files
75	Litter (Road)
61	Road Asset (e.g.footpath,road,furniture)
56	Graffiti
37	Tree (Road)
36	Blocked drain pipe or waterway (Road)

Report date:
03 Mar 2022

Christchurch
City Council

Item 13

Attachment B



Waipapa Papanui-Innes Community Board SITE VISIT NOTES

Date: Tuesday 22 February 2022
Time: 9am
Venue: Corner of North Avon Road & Nicholls Street (walking north along Nicholls Street)

Present
Chairperson Emma Norrish
Members Simon Britten
Pauline Cotter
Mike Davidson
Ali Jones
Emma Twaddell

In attendance:
Richmond Residents and Business Association David Duffy

Staff
Pana Togliaso, Project Manager
Laurie Gordon, Arboricultural Advisor
Matthew Pratt, Community Governance Manager
Mark Saunders, Community Board Advisor

Richmond Road Renewals – Nicholls Street Site Visit

Secretarial Note: The site visit arose from the Board meeting of 18 February 2022, Agenda Item 10, 'Richmond Road Renewals', in relation to which the Board accepted staff recommendations 1-5 pertaining to Dudley Street, but also resolved that it: *Lays the report on the table in respect of Nicholls Street – North Avon Road to Dudley Street, and Stapletons Road – Shirley Road to Warden Street (staff recommendations 6-15), pending a site visit with urgency with staff (arborists and designers) to be undertaken for those streets.*

Korero:

- Discussion regarding exiting site plan of works and clarification of the number of trees to be removed (twelve in total, five over 6 metres). 19 trees planned to be installed.
- Walk and talk to examine trees that require maintenance:
 - The tree at the corner of Nicholls Street & North Avon Road requires maintenance now. Around 20% of the tree requires removal and it will need replacement in the future – estimated 5 to 10 years. It is pragmatic to remove and replace the tree as part of the proposed works.

- Other trees were examined and their condition discussed. It was agreed that some of the trees would require replacement due to their condition, others could potentially remain.
 - Discussion around Enable cabling and the impact this may or may not have on where replacement trees could be planted.
- Board members garnered from the discussion with staff that the primary reason for the removal of trees in Nicholls Street related to issues with their current condition, rather than issues relating to root damage to be caused by the proposed works; and often the trees to be removed only had 5-10 years of life left, would have increased need for maintenance, and there were other benefits in replacing them at this time also.

Queries:

- A Board member queried whether there was any way to get the project to the point of replacing every tree removed with two trees in its place, seeking staff information on this, and other Board members noted that it would be pertinent to understand the impact on the budget, pre-empting an issue that that could not be expected to be within the budget.
- Further to action (c) below, the Board member suggesting staff revisit the condition report for trees that are borderline, indicated that it would make a difference to know how much life each tree has left in it. Though Board members agreed that they were wary of making decisions on individual trees as a Board and were seeking staff advice.


Actions:

- a) Provide information regarding the number of trees that have been removed and replaced in the overall network (i.e. Nicholls and surrounding streets) as a result of the variety of works programmes (i.e. is there a net increase or decrease).
- b) David Duffy to send through suggestions of other streets that could require additional trees.
- c) Staff to revisit the condition report for trees that are borderline (as per the discussion on the walk and talk) and report updated findings, including recommendations for removal and replacements, back to the Board via a Memo. The Chair requested clarification around whether the reason for the removal of the trees is related to issues with their condition, or related to the proposed works damaging the roots of otherwise viable trees and making them unviable (as per their impression from the report).
- d) Enable cabling information to be provided to the Board if relevant (i.e. it would impact replacement tree planting).
- e) Request for the percentage of canopy cover for the area and benchmarked against the city, Richmond and North Richmond if possible.
- f) Communications with local residents to occur once works scheme approved. Communications to detail the proposed works and identify which trees are being removed and replaced.

Result: In relation to the report being laid on the table (in respect of staff recommendations 6-15, where 1-5 were accepted last meeting), staff will endeavour to have it back on the agenda for the next Board meeting, subject to further information covering relevant actions above being able to be attached to it in a Memo in time. (The report will go to a subsequent meeting if there is an issue with the further information as pertinent to the decision being available in time.)

Site visit concluded at 9.45am.

Memos

Christchurch
City Council 

Memo

Date: 28 February 2022
From: Simon Hodges, Team Leader – Temporary Traffic Management
To: Waipapa Papanui-Innes Community Board
Cc:
Reference: 22/247010

Impact of work recently undertaken on Sisson Drive

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to the Waipapa Papanui-Innes Community Board referring feedback to staff from its meeting of 18 February 2022 regarding the impact of work recently undertaken on Sisson Drive. Staff consider the Board might be assisted by the background information this memo provides in respect of Temporary Traffic Management Plans.

2. Background Information

- 2.1 Impacts deployed at worksites are accepted as part of a Traffic Management Plan (TMP) that must be submitted to Council for checking and acceptance prior to deploying as part of any works, after being drafted by the contractor undertaking the works or a third party they have engaged to draft and submit the TMP.
- 2.2 A TMP is required for any work that varies the normal operating condition of the road. TMPs must conform to the Waka Kotahi / NZ Transport Agency Code of Practice Temporary Traffic Management (CoPTTM) and Road Controlling Authority (RCA) Local Operating Procedures (LOPs). CoPTTM supplies standard guidance for the safe, efficient management, and operation of temporary traffic management on New Zealand roads.
- 2.3 The document states it has been produced to meet the following:
 - 2.3.1 The statutory duty of road controlling authorities (RCA) to ensure so far as reasonably practical the safe and efficient operation of the roading network under their authority.
 - 2.3.2 The need to improve the standard of Temporary Traffic Management in New Zealand through consistency of application which simplifies the task for the road user by aiding recognition and understanding, thereby improving their behaviour and safety.
 - 2.3.3 The need to reduce the high rate of crashes occurring at worksites. The NZTA crash analysis system (CAS) over the period 2007 to 2011 has recorded in excess of 200 crashes each year.
 - 2.3.4 The need to manage the increasing incidence and variety of activities that are being undertaken on the road by individuals and organisations.
 - 2.3.5 Allowing industry review to maintain best practice.

Memos



- 2.4 Under the Code, traffic management measures must prioritise the treatment of hazard(s) created by the activity in the following order:
 - 2.4.1 Elimination;
 - 2.4.2 Isolation;
 - 2.4.3 Minimisation.
- 2.5 When considering submitted TMPs staff consider the impacts proposed and aim to balance competing needs that are outlined in the attached planned event diamond.
- 2.6 One of the determining factors of which methodology gets approved to be deployed is the volume of traffic and the capacity of the road on which the work is being undertaken. A Traffic Impact assessment is produced, by the applicant, as part of the application and checked by staff prior to approving works.
- 2.7 One way systems are often used where the traffic volumes are high and an alternating flow through Manual traffic Control (Stop/Go) or portable traffic signals is not supportable as the demand from traffic would exceed the available capacity of the road and surrounding environment. This was the reasoning for the one-way system on Sisson Drive.
- 2.8 There are requirements to notify directly impacted parties via letter drop and to provide advanced warning to regular road users by pre-warning signs deployed for at least 7 days prior to works for one way systems and road closures. There are also other notification requirements, depending on the impact, which are listed within the Council Temporary Traffic Management Local Operating Procedures.
- 2.9 Currently within the Christchurch area we have ~10,000 impacts on the roading network that can be viewed by visiting the council website.
- 2.10 We are aware of an issue that has been in the online system where some impacts have not been displayed recently, there was however a fix deployed by the website developers to address this at the start of last week.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Planned Event Diamond	
B	My Worksites Planning Map	

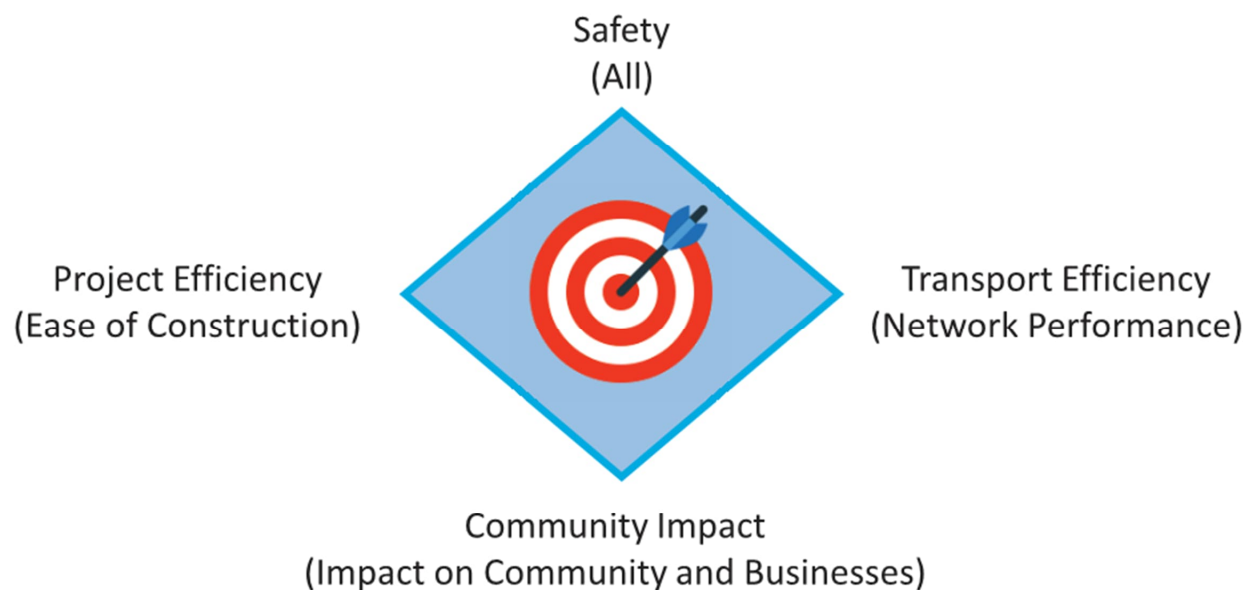
Signatories Ngā Kaiwaitohu

Author	Simon Hodges - Team Leader Temporary Traffic Management
Approved By	Stephen Wright - Acting Manager Operations (Transport)

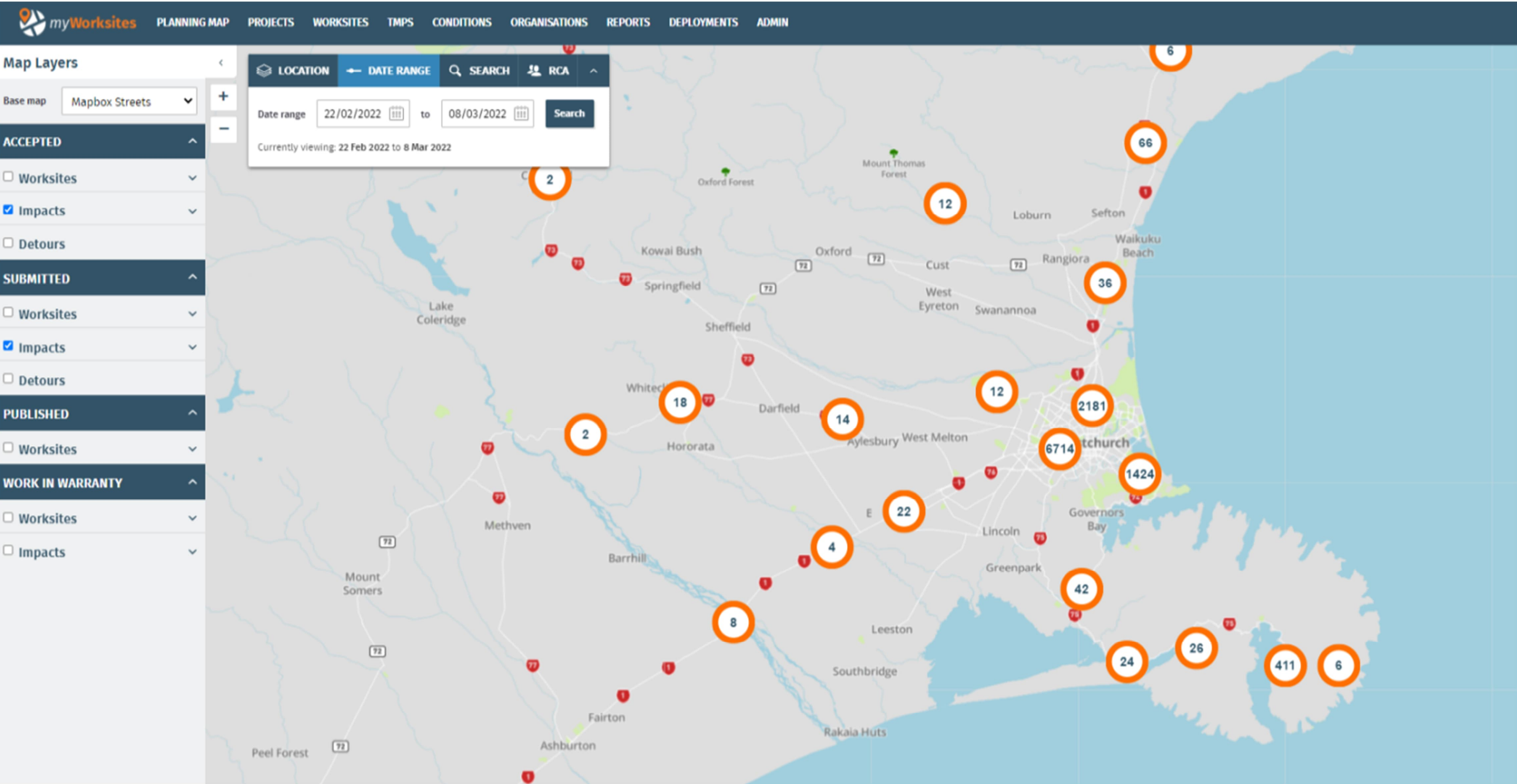
Memos

Christchurch
City Council

Planned Event Philosophy



Memos





Waipapa Papanui-Innes Community Board SITE VISIT NOTES

Date:	Monday 7 March 2022
Time:	3.30pm
Venue:	St Albans Park Playground (Edward Ave)

Present	
Chairperson	Emma Norrish
Members	Simon Britten Pauline Cotter Emma Twaddell

Apologies:	Mike Davidson Ali Jones
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In attendance:	Bridie Gibbings, Team Leader Parks Sector North Mark Saunders, Community Board Advisor
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St Albans Park Site Visit

Secretarial Note: The site visit arose at the Board's request from the Elected Members' Information Exchange at its meeting of 18 February 2022, further in part to the Board receiving correspondence from Juliana Venning at the meeting raising issue with the single smart bin at St Albans Park overflowing.

The site visit was also to be opportunity for staff to respond to request for information on whether security cameras would be advisable as Ms Venning has requested, especially with the skate park being expanded, and to answer calls for the fence around the toddlers' playground to be reinstated to address the safety risk of young children escaping in the direction of Edward Ave.

Korero:

- The Board members viewed the single smart bin for the park next to the path near the playground and basketball hoop, observing it to not be overfull this occasion, but a Board member noted it often is, indicating the insufficiency of a single bin.
- Board members discussed the various combined uses of the park, noting its popularity for simultaneous use by dog walkers, playground users, picnickers and a variety of sports and recreation activities. Board members more broadly discussed long term concerns in regard to intensification in the area and expanding need for park spaces.
- Answering calls for another bin, staff advised that another smart bin will go in with the skate park extension next to the path and near the skate park. Staff indicated a hold up with sourcing

smart bins with present transit issues, though they are coming and one will be installed as indicated.

Fencing the Toddlers' Playground

- The Board members then examined the fencing of the playground, observing its division into two playgrounds, the eastern one being ostensibly for younger children and largely enclosed on three of its sides with fencing, except for a missing gate in the east fence, and a free swinging gate in the west fence. The south side facing Edward Ave being unfenced with a block wall to the south not reinstated.
- The Board members observed the older children's playground to be similarly open to the south.
- A Board member spoke of the situation with the unfenced south side in terms of the job not being finished in regard to reinstating the fencing of the playground.
- Staff indicated the District Plan would direct the playground to be fenced if it were within 5 metres of the road, though it appeared to be 12 metres from the road. The Board members considered the seating between the playground and the road may lessen that as an extension of the playground, though staff indicated the District Plan direction is not decisive.
- Staff indicated that though the proximity to the road does not trigger fencing in terms of the District Plan measure, which would be the normal steer, and so that could be a challenge to funding it, there is some fence funding available that can be drawn on to complete the south side fence of the toddlers' playground.
- It was noted that it was just the fencing of the toddlers' playground that is to be reinstated, and the preference would be to finish it off with transparent pool fence for CPTED purposes.
- One Board member was unconvinced of the necessity for full fencing, but agreed with the consensus to fence off the south side also understanding the word from the community is that this should be done, and other Board members pointed to the residents association and social media channels as the general source of calls for the south side fence to be reinstated.
- Board members discussed that if a young child escaped toward Edward Ave between the parked cars, visibility would be poor, and that parents deserve to have a break and feel comfort their young children are secure within the playground area without the need the constant vigilance.

Other Park matters

- Board members discussed a net for the basketball hoop and heard from staff the issue with the cost of replacing them when they are taken, particularly the installation cost in light of working at height safety requirements.
- In regard Ms Venning's suggestion of security cameras for the park, staff advised it would be very rare to install these in a park (referencing the unique circumstances in which cameras are contemplated), noting the significant expense of cameras and difficulty with monitoring.

Queries:

- Board members had queries about the future of the bowling club and croquet club in the park, understanding the football club was taking over the bowling club's building. This raising further query whether the football club will then need the building near the playground.
- A Board member queried if there are plans for future toilets in the park.

Actions:

- a) Response to be provided to Ms Venning advising the additional smart bin to be installed in the park with the skate park extension.
- b) The Board can note that pool fencing will be installed along the south side of the toddlers' playground to enclose it.

Site visit concluded at 4.10pm.



Waipapa Papanui-Innes Community Board COMMUNITY OPEN FORUM NOTES

Date:	Friday 4 March 2022
Time:	9.30am
Venue:	Held by Audio/Visual Link Public attendance was possible via an Audio/Visual link on request or by viewing the live stream (retained here: https://www.youtube.com/channel/UCuRzshsY8rjDJYUymoYeQtA/videos).

Present	
Chairperson	Emma Norrish
Members	Simon Britten Mike Davidson Ali Jones Emma Twaddell

Apology	Pauline Cotter
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Notes of Open Forum Presentations to the Waipapa Papanui-Innes Community Board

PF1 John Allen

Mr Allen's email correspondence circulated to the Board on 11 February 2022 regarding accidents on the Cranford Cycleway, and the resource consent for this section of Cranford Street as providing for a safe road, was re-circulated to the Board ahead of Mr Allen speaking on this occasion.

Mr Allen presented various concerns to the Board, including that: the cycle counter outside his property did not capture cycle movements on the footpath; there is a need to address speed along the street; the road sign at the exit to the Waitomo petrol station lacks visibility as a safety issue; and wanting the report presented about the independent traffic report saying there should be traffic lights for the area.

Mr Allen also raised issues with lack of staff approach to him in regard to his complaint about the cycleway, and with his reading of Council Standing Order 12.2 as restraining criticism, placing in question how complaints can be taken to the Board, as he took their role to be 'to hold to account'.

PF2 Emma O'Connell (and her daughter, Rita, aged 7 years)

Ms O'Connell talked about the murals in MacFarlane Park painted by various local artists. She and her daughter, Rita, painted the mural pictured below. Rita recited a prepared statement for the Board with regard to her interest in Vincent Van Gogh, and detailing the painting of the mural and the unveiling of it. Rita indicated her happiness and pride in presenting her mural to the community.

Ms O'Connell indicated her pride in the mural initiative for beautifying MacFarlane Park, hoping more artists would take up the challenge of painting a mural. She also spoke about how wonderful the community garden in MacFarlane Park is and the children's gardening club. The Chair thanked Ms O'Connell and Rita for their presentation.



PF3 Mary Duff

Ms Duff talked about lack of rubbish bins in MacFarlane Park, noting the rubbish bin that was burnt down. She spoke of her wish for more rubbish bins, explaining how the youth who use the park have rubbish they are unable to dispose of properly. Ms Duff also thanked the Council for continuing to get rid of the graffiti in the area quickly.

The Chair recognised the efforts of residents in reporting the graffiti as essential to remedying it, and thanked Ms Duff for reinforcing the message around the rubbish bins that the Board is already aware of.

PF4 Julie Gray

Ms Gray talked about the missing MacFarlane Park name plaque that the community is hoping will be reinstated. The plaque recognises former Christchurch Mayor, Robert Macfarlane, who used to live in Shirley.

The Chair thanked Ms Gray for bringing the matter to attention, indicating the request could be followed up with staff.

PF5 Hannah Dodge

Ms Dodge raised concern about poor lightening along Acheson Avenue, noting her daughter needs to walk along a dark section of street in returning home from work at night, and she feels unsafe for her daughter in this respect.

The Chair thanked Ms Dodge for bringing her concern to the Board, indicating it will be followed up with staff.

PF6 Andre Posthuma

Mr Posthuma, a resident and Minister at Emmett Street Community Church, talked about MacFarlane Park fields, offering thanks for how they are generally kept, but noting current issues under COVID interruptions with need for ongoing painting of lines for touch rugby. He also noted more attention needed to be given to consistent, regular mowing.

Mr Posthuma noted how well the Park and its facilities are used, hoping for long term investment in these.

The Board thanked Mr Posthuma for speaking, and requested staff look into the maintenance schedule for the Park and getting the painted lines redone for the touch rugby.

Mr Posthuma also raised the issue relating to the Pages Road COVID testing centre turning away a walk-in pick up for a RAT test because they came by bus and could not wait in line in a car.

The Board expressed disappointment over this and noted there is a walk-in service at Orchard Road, and the system should be improving (recognising it is not Council-led).

PF 7 Jane Mitchell

Ms Mitchell, a resident and the Manager at Shirley Community Trust, talked about how the community would love some more seating for MacFarlane Park, particularly under the trees behind the shops, as a great place for picnics, but also for other parts of the park. She also noted comments from the community about needing to mow the grass around the community centres.

The Chair noted that this could be raised as part of the request to staff around the maintenance schedule/mowing of the grass in the park generally, and thanked Ms Mitchell for speaking to the Board. Ms Mitchell indicated it could also be explored whether the Council might give the contract to the Trust for the smaller scale mowing.

The Community Open Forum closed at 10.03am.

14. 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.