

**Waimāero**  
**Fendalton-Waimairi-Harewood Community Board**  
**AGENDA**

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**Notice of Meeting:**

An ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

**Date:** Monday 13 June 2022  
**Time:** 4.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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**Membership**

Chairperson	Bridget Williams
Deputy Chairperson	David Cartwright
Members	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Jason Middlemiss
	Shirish Paranjape
	Mike Wall

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8 June 2022

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

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<https://www.youtube.com/channel/UC0djJ5RxVNyyf8xYyglkXvg>

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## Developing Resilience in the 21st Century

Strategic Framework

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

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

### Ōtautahi-Christchurch is a city of opportunity for all

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

#### Principles

Being open,  
transparent and  
democratically  
accountable

Promoting  
equity, valuing  
diversity and  
fostering inclusion

Taking an inter-generational approach  
to sustainable development,  
prioritising the social, economic  
and cultural wellbeing of  
people and communities  
and the quality of the  
environment, now  
and into the  
future

Building on the  
relationship with  
Te Rūnanga o Ngāi Tahu  
and the Te Hononga-Council  
Papatipu Rūnanga partnership,  
reflecting mutual understanding  
and respect

Actively collaborating and  
co-operating with other  
local, regional  
and national  
organisations

Ensuring  
the diversity  
and interests of  
our communities  
across the city and the  
district are reflected in  
decision-making

#### Community Outcomes

##### Resilient communities

Strong sense of community  
Active participation in civic life  
Safe and healthy communities  
Celebration of our identity  
through arts, culture, heritage,  
sport and recreation  
Valuing the voices of all cultures  
and ages (including children)

##### Liveable city

Vibrant and thriving city centre  
Sustainable suburban and  
rural centres  
A well connected and accessible  
city promoting active and  
public transport  
Sufficient supply of, and  
access to, a range of housing  
21st century garden city  
we are proud to live in

##### Healthy environment

Healthy water bodies  
High quality drinking water  
Unique landscapes and  
indigenous biodiversity are  
valued and stewardship  
exercised  
Sustainable use of resources  
and minimising waste

##### Prosperous economy

Great place for people, business  
and investment  
An inclusive, equitable economy  
with broad-based prosperity  
for all  
A productive, adaptive and  
resilient economic base  
Modern and robust city  
infrastructure and community  
facilities

#### Strategic Priorities

Enabling active  
and connected  
communities  
to own their future

Meeting the challenge  
of climate change  
through every means  
available

Ensuring a high quality  
drinking water supply  
that is safe and  
sustainable

Accelerating the  
momentum  
the city needs

Ensuring rates are  
affordable and  
sustainable

#### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with  
the community and  
partners

Strategies, Plans and  
Partnerships

Long Term Plan  
and Annual Plan

Our service delivery  
approach

Monitoring and  
reporting on our  
progress

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

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## **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 Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 16 May 2022](#) be confirmed (refer page 5).

## **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 Paul Perry**

Paul Perry, local resident, will speak regarding parking issues on Wilfrid Street.

## **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.

There were no deputations by appointment at the time the agenda was prepared.

## **6. Presentation of Petitions Ngā Pākikitanga**

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



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## Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

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**Date:** Monday 16 May 2022  
**Time:** 4.32pm  
**Venue:** Held via Audio/Visual Link

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**Present**

Chairperson	Bridget Williams
Deputy Chairperson	David Cartwright
Members	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Jason Middlemiss
	Shirish Paranjape
	Mike Wall

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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

**Post meeting Note:** This meeting was held via audio/visual link on the Zoom platform due to New Zealand being at the orange 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 on YouTube and that the recording would be kept online for future viewing.

The agenda was dealt with in the following order.

**1. Apologies / Ngā Whakapāha**

There were no apologies.

**2. Declarations of Interest / Ngā Whakapuaki Aronga**

**Part B**

Shirish Paranjape declared an interest in Item 9 as a member of the Riccarton Bush Trust.

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

**Part C**

The Chairperson asked members to confirm that the minutes were a true and accurate record of the meeting held on 11 April 2022. No matters concerning the accuracy of the minutes were raised. Bridget Williams moved that the minutes be confirmed. The motion was seconded by James Gough and when put to the vote was carried unanimously.

**Community Board Resolved FWHB/2022/00022**

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 11 April 2022 be confirmed.

Bridget Williams/James Gough

**Carried**

**4. Public Forum / Te Huinga Whānui**

**Part B**

**4.1 University of Canterbury Athletics Club**

Michael Henstock spoke on behalf of the University of Canterbury Athletics Club regarding the Club's proposal to develop permanent athletics facilities at Fendalton Park. The Club operated with temporary facilities over the 2021/22 summer season which was very successful and received positive feedback. The running track also ended up being well used by the general public.

The Club have reached agreement with the neighbouring bowling club to use a storage container and toilet/bathroom facilities, and are grateful for their support.

The Club want to negotiate a lease to enable construction of permanent facilities, including rubber surfaces for the long jump and high jump run-ups, and throwing circles. The Club are hoping to have this underway by January 2023.

Mr Henstock also indicated the Club are likely to approach the Board for funding support once further progress is made.

## 5. Deputations by Appointment / Ngā Huinga Whakaritenga

### Part B

There were no deputations by appointment.

## 6. Presentation of Petitions / Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 7. Fendalton-Waimairi-Harewood Community Board Submissions Committee Minutes - 4 April 2022

The Chairperson asked members to confirm that the minutes were a true and accurate record of the meeting held on 4 April 2022. No matters concerning the accuracy of the minutes were raised. Bridget Williams moved that the minutes be confirmed. The motion was seconded by Mike Wall and when put to the vote was carried unanimously.

### Community Board Resolved FWHB/2022/00023

#### Officer recommendations accepted without change.

That the Waimāero Fendalton-Waimairi-Harewood Community Board receives and confirms the Minutes from the Fendalton-Waimairi-Harewood Community Board Submissions Committee meeting held 4 April 2022.

Bridget Williams/Mike Wall

Carried

## 8. Fendalton-Waimairi-Harewood Community Board Submissions Committee Minutes - 9 May 2022

The Chairperson asked members to confirm that the minutes were a true and accurate record of the meeting held on 9 May 2022. No matters concerning the accuracy of the minutes were raised. Bridget Williams moved that the minutes be confirmed. The motion was seconded by Shirish Paranjape and when put to the vote was carried unanimously.

### Community Board Resolved FWHB/2022/00024

#### Officer recommendations accepted without change.

That the Waimāero Fendalton-Waimairi-Harewood Community Board receives and confirms the Minutes from the Fendalton-Waimairi-Harewood Community Board Submissions Committee meeting held 9 May 2022.

Bridget Williams/Shirish Paranjape

Carried

## 9. Fendalton-Waimairi-Harewood Community Board, 2021-22 Discretionary Response Fund Applications, Anglican Diocese of Christchurch Merivale St Albans, Riccarton Bush Trust

The Community Development Advisor introduced this item and called for any questions from the Board. There being no questions or debate on this item, Sam MacDonald moved that the staff recommendations be adopted. The motion was seconded by Mike Wall and on being put to the vote was declared carried unanimously.

### Community Board Resolved FWHB/2022/00025

**Officer recommendations accepted without change.**

#### Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves a grant of \$3,600 from its 2021-22 Discretionary Response Fund to Riccarton Bush Trust towards their Pump and Bore Liner replacement.
2. Approves a grant of \$6,400 from its 2021-22 Discretionary Response Fund to Anglican Diocese of Christchurch – Parish of Merivale St Albans towards their Gentle Stepping Stone outreach project.

Sam MacDonald/Mike Wall

**Carried**

## 10. Application to the 2021-22 Fendalton-Waimairi-Harewood Youth Development Fund - Nicholas Book

The Community Governance Manager introduced this item and explained that this matter has been brought to the Board because it exceeds the amount that staff are able to approve within their delegations. There being no questions or debate on this item, David Cartwright moved that the staff recommendation be adopted. The motion was seconded by Shirish Paranjape and on being put to the meeting was declared carried unanimously.

### Community Board Resolved FWHB/2022/00026

**Officer recommendations accepted without change.**

#### Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Approve a grant of \$500 from its 2021-22 Youth Development Fund to Nicholas Book towards competing at the 2022 U16 FIBA Asia Cup in Qatar in June 2022 and the U17 FIBA World Cup in Spain in July 2022.

David Cartwright/Shirish Paranjape

**Carried**

## 11. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2022

The Community Governance Manager introduced this item and highlighted the following points:

- The Governance Team will present a report to the Board in June to confirm the recipients of the Community Service Awards. The plan is for the awards to be presented at a function in July or August.
- The Bishopdale Safety Initiative is underway and a booklet will be delivered with the Bishopdale Bulletin shortly.
- The Community Development Advisors are providing capacity building training for local community groups which have been very successful. The Governance Team has a database which is intended to capture every community group in the Board area. Every group on the database gets invited to courses and networking events that we host. Board members are welcome to send the details of groups they know about to the Governance Team to make sure they are on the database.

Mike Wall moved that the staff recommendation be adopted. The motion was seconded by David Cartwright and on being put to the meeting was carried unanimously.

### Community Board Resolved FWHB/2022/00027

**Officer recommendations accepted without change.**

#### Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for May 2022.

Mike Wall/David Cartwright

**Carried**

## 12. Elected Members' Information Exchange

#### Part B

Members exchanged information on the following matters of interest:

- Mike Wall informed the Board that he attended the opening for the Christine Heremaia Field Centre, which is the Styx Living Laboratory Trust's new facility, on 7 May. It was a great event and well attended.
- Board Members are receiving numerous reports of car break-ins, including at the Groynes. The Board discussed security cameras and signage as potential ways to address this.
- Aaron Keown informed the Board of a tree on Cullahill Street which has caused significant damage to the underground infrastructure. The local residents have asked for it to be removed.

- The Riccarton Bush Trust held an event to launch fundraising for the proposed Boardwalk Project. The Christchurch Foundation is going to lead the fundraising efforts.
- Shirish Paranjape is giving a presentation to the Canterbury Justices of the Peace Association about the role of the Community Board.
- The Board discussed the Autumn street sweeping schedule.
- Bridget Williams informed the Board that she had been contacted by a local resident concerned that people are parking illegally outside their driveway, creating an obstruction.

**Office Road**

The Board requested advice from staff about ways to address people parking against the very short sections of kerb outside 70 Office Road (which obstructs the driveway).

**Meeting concluded at 5.05PM.**

**CONFIRMED THIS 13<sup>TH</sup> DAY OF JUNE 2022**

**BRIDGET WILLIAMS**  
**CHAIRPERSON**



## 7. Proposed Road Names - 232 Styx Mill Road

Reference / Te Tohutoro: 22/650272

Report of: Paul Lowe, Manager Resource Consents,  
Paul.Lowe@ccc.govt.nz

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

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

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve the proposed road names for the subdivision at 232 Styx Mill Road.
- 1.2 This report is staff generated resulting from a naming request received from the subdivision developer.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves the following new road names for 232 Styx Mill Road (RMA/2021/3027):
  - a. Road 1 - Meadow Stream Drive
  - b. Road 2 - [Sawmill Drive](#)

### 3. Background / Te Horopaki

#### Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by Davie-Lovell Smith Limited on behalf of the developers, for the subdivision at 232 Styx Mill Road (RMA/2021/3027). A preferred name and alternative names for each road have been put forward by the developer.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

### Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.8 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.9 The level of significance was determined by the number of people affected and/or with an interest.
- 3.10 The Council's Senior Advisor Treaty Relationships has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori name as set out below.
- 3.11 Due to the assessment of low significance, no further community engagement and consultation is required.


### Proposed Names

- 3.12 The proposed names are shown in **Attachment A**.
- 3.13 The proposed options are themed for the historical use of the land and the local environment and are preferred by the applicant.
- 3.14 Road 1 - Preferred name: Meadow Stream Drive
- 3.15 Meadow Stream is the name of the development. As far back at the 1940's these areas were kept as meadows for grazing.
- 3.16 Road 2 - Preferred name: Twin Meadows Drive
- 3.17 The development site was previously two main paddocks. This road crosses over both paddocks.
- 3.18 Note: Twin Meadows is similar to Meadow Stream Drive and LINZ have accepted it as being sufficiently different to avoid confusion. However Council officers consider that stronger options have been put forward as alternatives below, and recommend Sawmill Drive. The decision on this ultimately lies with the Community Board.

### Alternative Names

- 3.19 Styxwood Drive - Part of the Styx Vision is to enable the margins of the river, the development includes an esplanade reserve.
- 3.20 Sawmill Drive - Historically the Styx area had sawmills nearby which were powered by waterwheels within the river.
- 3.21 Ākau Drive - Ākau is the Te Reo Māori term for the bank of a river or stream. The site adjoins the Styx River and the esplanade reserve which separates the river from the residential subdivision is a key feature of the development.
- 3.22 Wīra Wai Road - Wīra Wai is the Te Reo Māori word for waterwheel. The river was used to drive waterwheels and provided an important source of power for sawmills and flaxmills.

### Attachments

No.	Title	Page
A 	RMA/2021/3027 - Proposed Plan - 232 Styx Mill Road	14

### Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
  - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

### Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Leashelle Miller - Planning Technician Paul Lowe - Manager Resource Consents
<b>Approved By</b>	John Higgins - Head of Resource Consents Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



## 8. Highgate Avenue / Rossall Street Intersection - Proposed No Stopping Restrictions

Reference Te Tohutoro: 21/1623423

Report of Te Pou Matua: Sally-Ann Marshall, Traffic Engineer  
sallyann.marshall@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider options to improve visibility at the intersection of Highgate Avenue and Rossall Street. This report has been written following a request from a local resident to address visibility issues caused by vehicles parked too close to the intersection.
- 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.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time at the intersection of Highgate Avenue and Rossall Street as indicated in the drawing TG140738 Issue 1, dated 08/11/2021 (refer Attachment A) and detailed in recommendations 1a-1d below:
  - a. That the stopping of vehicles is prohibited at all times on the west side of Rossall Street commencing at its intersection with Highgate Avenue, and extending in a north westerly direction for a distance of ten metres.
  - b. That the stopping of vehicles is prohibited at all times on the west side of Rossall Street commencing at its intersection with Highgate Avenue, and extending in a south easterly direction for a distance of 20 metres.
  - c. That the stopping of vehicles is prohibited at all times on the north side of Highgate Avenue commencing at its intersection with Rossall Street, and extending in a south westerly direction for a distance of 13 metres.
  - d. That the stopping of vehicles is prohibited at all times on the south side of Highgate Avenue commencing at its intersection with Rossall Street, and extending in a south westerly direction for a distance of 13 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a – 1d above.

3. Approves that these resolutions 1 to 2 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 A local resident has raised concerns that currently there is poor visibility exiting Highgate Avenue at the intersection with Rossall Street. This is due to vehicles being parked too close to the intersection.
- 3.2 It is recommended to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide Minimum Gap Sight Distance, allowing a driver exiting the side street sufficient visibility of approaching traffic to make the desired turn safely.
- 3.3 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Transport Activity Plan in the [Council's Long Term Plan \(2021 - 2031\)](#).
- 4.2 The following feasible options have been considered:
  - Option 1 - Install No Stopping Restrictions (preferred option)
  - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (preferred option)
  - 4.3.1 The advantages of this option include:
    - Addresses community concerns over the lack of visibility at the Highgate Avenue intersection with Rossall Street.
    - Reduces the risk of a crash by improving sightlines at the Highgate Avenue intersection with Rossall Street.
    - Legalises the no stopping of on-street parking near this intersection.
  - 4.3.2 The disadvantages of this option include:
    - Displaces parking to another location.

### 5. Detail Te Whakamahuki

- 5.1 Under the Christchurch City Council Road Classification Map, Highgate Avenue and Rossall Street are classified as a Local and Minor Arterial Road respectively.
- 5.2 Visibility can be limited by parked vehicles along Rossall Road at the intersection with Highgate Avenue. There are moderate residential parking demands in the area.
- 5.3 There have been no reported crashes at the Highgate Avenue and Rossall Street intersection in the last five years. This junction has no risk classification under Council's high risk junction mapping system.
- 5.4 Approval is required by the Waimāero/Fendalton-Waimairi-Harewood Community Board.



- 5.5 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**

- 5.6 One affected resident and the property owner were advised of the recommended option by letter. Neither party responded.
- 5.7 The Team Leader Parking Compliance supports the preferred option.
- 5.8 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

## **6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here**

### **Strategic Alignment Te Rautaki Tīaroaro**

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 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 pedestrians/drivers/cyclists, by providing a safer means of exiting Highgate Avenue.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement – approximately \$250 for the new road markings and \$750 for producing the report,
- 7.2 Maintenance/Ongoing costs – approximately \$200 a year.
- 7.3 Funding Source - Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

### **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 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 Not applicable.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	69B Rossall Street - Proposed No Stopping	20

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).

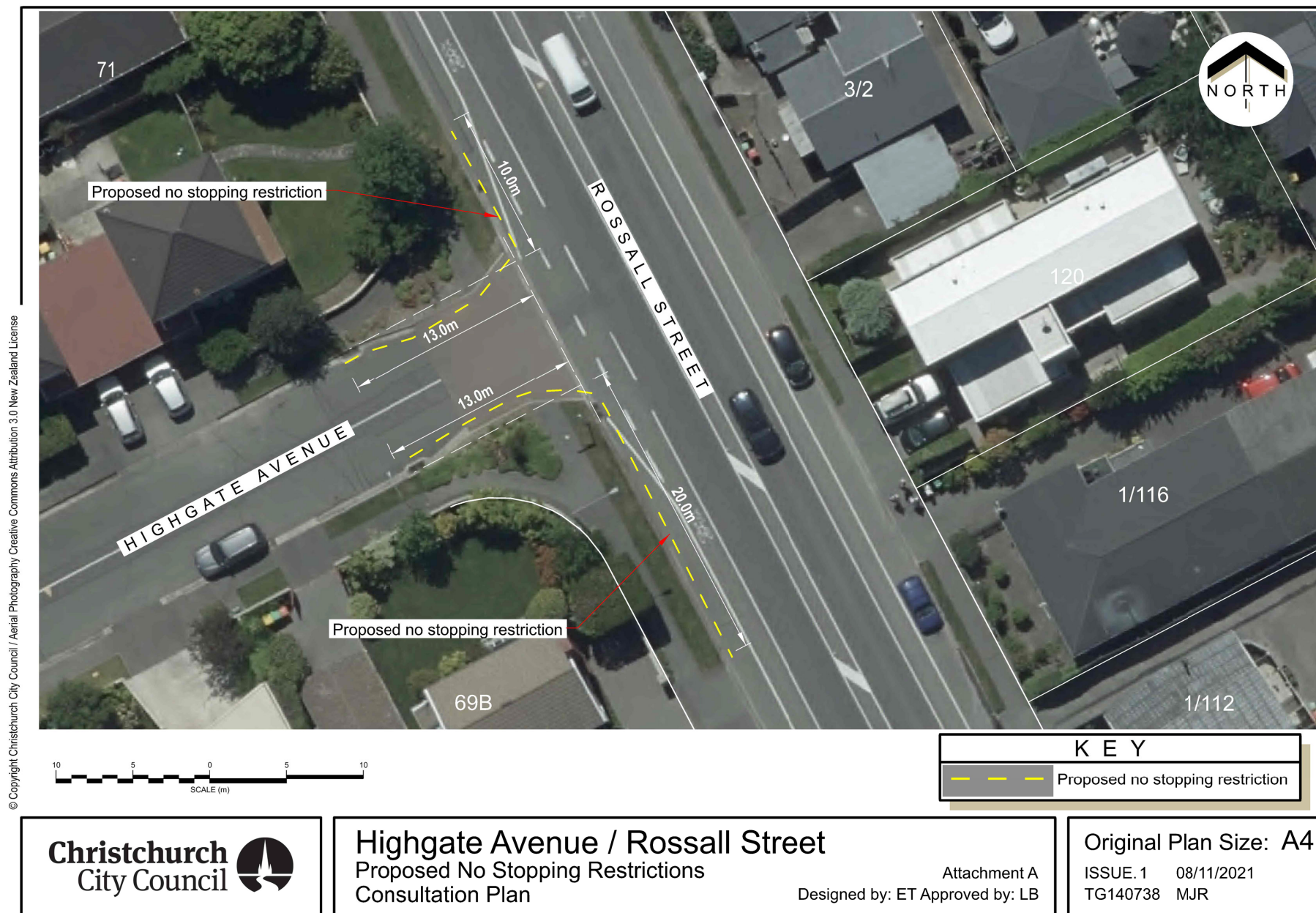
(a) This report contains:

- (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

<b>Author</b>	Sally-Ann Marshall - Traffic Engineer
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Steffan Thomas - Head of Technical Services & Design Lynette Ellis - Head of Transport & Waste Management



## 9. Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro: 22/590592

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

Hannah Ballantyne, Engagement Advisor,  
hannah.ballantyne@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Papanui, and to make a recommendation to the 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 kilometres per hour to 40 and 30 kilometres per hour in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommends that the Council:

1. Approves, 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-1nn (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 Bretts Road (entire length).
  - b. Approve that the permanent speed limit on Bretts Road (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Lingard Street (entire length).
  - d. Approve that the permanent speed limit on Lingard Street (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Mathias Street (entire length).
  - f. Approve that the permanent speed limit on Mathias Street (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Innes Road to its intersection with Mays Road.



- h. Approve that the permanent speed limit on Rutland Street from its intersection with Innes Road to its intersection with Mays Road be set at 40 kilometres per hour.
- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street.
- j. Approve that the permanent speed limit on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Chapter Street (entire length).
- l. Approve that the permanent speed limit on Chapter Street (entire length) be set at 40 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Weston Road from its intersection with Papanui Road to its intersection with Rutland Street.
- n. Approve that the permanent speed limit on Weston Road from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Knowles Street from its intersection with Papanui Road to its intersection with Rutland Street.
- p. Approve that the permanent speed limit on Knowles Street from its intersection with Papanui Road to its intersection with Rutland Street 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 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 Achieves 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 Through consultation on Slow Speed Neighbourhoods – Papanui, there were request from submitters to extend the zone to cover these roads bound by Papanui Road and Innes Road. Following changes to the Setting of Speed Limits Rule: 2022 it is now possible to include these streets as slow streets.
- 3.4 The Council determined through the Long Term Plan (LTP) to implement at least five slow speed neighbourhoods per year over the next three years. The Papanui 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 the Council, 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 Christchurch's roads.
- 5.2 It is proposed to reduce the speed limit from 50 kilometres per hour to 40 and 30 kilometres per hour on selected streets in Papanui.
- 5.3 The Council traffic and speed count data indicates that the majority of road users already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling well below this limit. Implementing a lower speed limit will help to reinforce this safer driving behaviour, and help those unfamiliar with the area to 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 to 3 kilometres per hour reduction in operating speeds. Installation of new speed limit signage in this area may also therefore result in a slight reduction in operating speeds.
- 5.4 Neighbourhoods are areas where we can make the most difference with slower speeds to improve safety for vulnerable road users, because everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling, or using public transport.
- 5.5 The proposed 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.
- 5.6 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.

- 5.7 The local road network bound by Papanui Road, Innes Road, Rutland Street and Mays Road, has been requested for inclusion within the slow speed neighbourhood through consultation on the streets to the north of this area.
- 5.8 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year.

### Community Views and Preferences

- 5.9 Consultation was open from 8 April to 3 May 2022.
- 5.10 The consultation was advertised through a letter box flyer (1,000 households), [Newsline story](#), social media posts on community Facebook pages, on-site signage at two locations, and the online Have Your Say portal.
- 5.11 The Council received 82 submissions. The table of submissions is available in Attachment B.
- 5.12 63 submitters (77%) clearly support the proposal, 14 clearly oppose (17%) and five submitters (6%) take no clear stance either way. The full analysis of submissions is available in Attachment C.
- 5.13 Following a review of the submissions, the Slow Speed Neighbourhood was extended to the south to cover Mays Road, Rutland Street and the streets that are bound by Mays Road, Rutland Street, Papanui Road and Innes Road.
- 5.14 A letter outlining the speed changes has been delivered to all households of the newly included streets.

## 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 percent 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 2022: 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 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.5.1 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 - ≥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.

#### 6.5.2 Capital Programme

- \$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

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

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.8 This proposal includes measures to encourage walking/cycling/public transport and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.
- 6.9 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

6.10 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 - \$7000
- 7.2 Maintenance/Ongoing costs – approximately \$500/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 2022.
- 8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 8.3 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.

- 8.4 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

- 8.5 There is a legal context, issue or implication relevant to this decision
- 8.6 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 – 8.4.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A  	Slow Speed Neighbourhood - Papanui - Proposed Speed Limit Map	27
B  	Slow Speed Neighbourhood - Papanui   Submission table	28
C  	Slow Speed Neighbourhood - Papanui   Analysis of submissions	53

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

Document Name	Location / File Link
Not Applicable	Not Applicable

## Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

(a) This report contains:

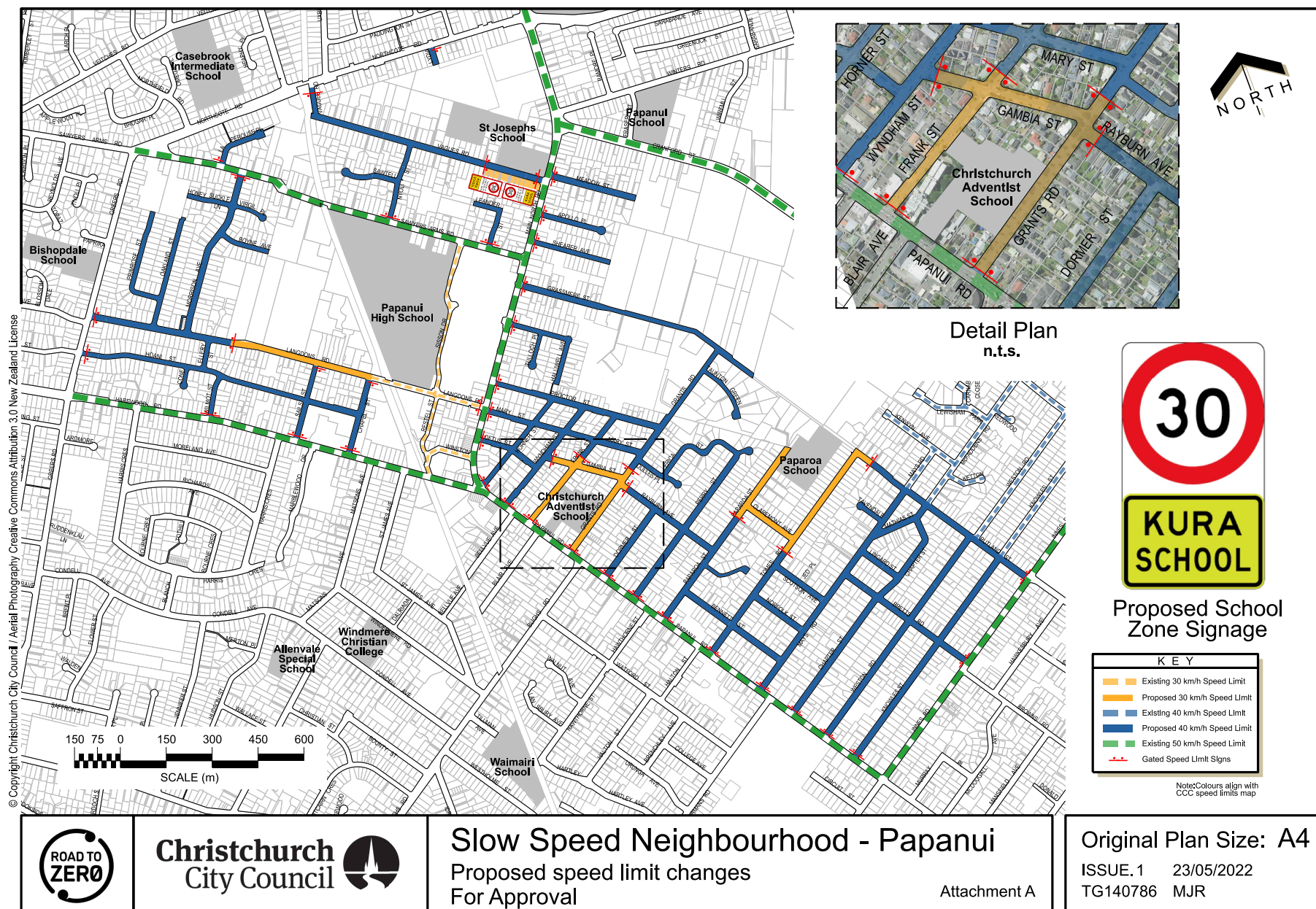
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Senior Transportation Engineer Hannah Ballantyne - Engagement Advisor
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management





Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
46091	Please read my attachment.  Thank you for rolling out slow speed neighbourhoods	Fiona Bennetts		
45643	Vagues Road has a school on it and would benefit from a 30km speed limit and speed humps. Also, the Nyoli street Vagues Road corner is frequently used by anti-socials spinning their wheels and speeding. Only a matter of time before a serious crash occurs.	Terry Frost		
46042	<p>I approve of most of these changes but I have grown up in this area, travel these streets by both car, bicycle, and have noticed some issues with the current design.</p> <p>1) Main North Road limit needs drop to at least 40km/h</p> <p>Reasons:</p> <p>I. Being a person who rides a bicycle south along Main North road does not have a very safe feeling at all when cars are speeding along at more than 50km/h (even though 50km/h is the speed limit), especially when riding my bicycle with my 3 year old son on it, and my wife riding her bicycle with our 1 year old son on it.</p> <p>II. The road is too narrow at the Main North road/ Sawyers Arms road lights and cars drift into the bicycle lane to give distance to themselves and cars turning right onto Sawyers Arms road.</p> <p>III. Having three different speed limits in the Papanui area will be confusing</p> <p>IV. With the upcoming PaknSave move to Main north road, it is going to bring even more traffic.</p> <p>V. Along some parts of Main North Road (especially outside of Northlands Shopping Centre) Cars are already going 30km/h during busy parts of the day</p> <p>VI. Between Harewood Road and Langdons Road, there are shops both sides of Main North Road, with people crossing anywhere along the road (Similar to Lincoln Road and Riccarton Road).</p> <p>VII. Safer for people turning into Vagues road to pick up and drop off their children from school.</p> <p>VIII. Safer for people on bicycles trying to pass between busses that have stopped (to pick up and drop people off) and cars.</p> <p>IX) The road is shared by, busses, trucks, people on bicycles, people on scooters, and cars</p> <p>2) Papanui Road needs to have its speed lowered to at least 40km/h between Harewood Road and Blighs Road</p> <p>Reasons:</p> <p>I. Safer for people crossing the road between the shops.</p> <p>II. Safer for people in cars to turn in and out of Bellevue Ave and Blairs Road</p> <p>3) Rutland Street 40k zone should be extended to at least Mays road (see attached rutland-mays.png)</p> <p>Reasons:</p> <p>I. To make it safer for cyclists crossing Rutland Street road.</p> <p>II. So cars are not speeding up right outside the kindergarten making it safer for parents and their children crossing the road, and gives a shorter distant needed to stop.</p>	David Gardner		



Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	<p>4) The speed of Sawyers Arms road should be dropped to 40km/h</p> <p>Reasons:</p> <p>I. Speed consistency in the area.</p> <p>II. Safer for cars turning into side streets because of the width of the road and the cars that are also parked on the road.</p> <p>5) I approve the speed limit change to 30km/h on Langdons Road, though should be extended to past the shops at the Morrison Ave intersection, for safety of people crossing the road to get to the shops.</p> <p>The OECD's International Transport Forum Speed and Crash Risk report. Outlines the relationship between speed and crash occurrence and severity. It shows that if impact speed increases from 30 km/h to 40 km/h the risk of fatal injury to a pedestrian or cyclist is about doubled. Other internationally adopted research supports the recommendation that relatively small changes in speed can have a high impact on crash survival rates.</p>			
46063	Please see submission attached.	Rosa Verkasalo	Canterbury District Health Board	Policy Analyst
46070	Please see attached feedback document.	Dan Shepherd	Blind Low Vision NZ	Regional Manager - Southern
45568	Supportive of lower speeds but CCC also need to look into parking restrictions for some roads in this area where parking on both sides of the road makes it impossible for 2 way traffic to pass e.g. Grants Rd outside Ngaio Marsh Retirement Village, Rayburn Ave, Mary St. Parking in these streets should be restricted to one side of the street.	Abby Foote		
45824	I believe in being honest and the ccc is full of crap. The neighbourhood including myself has been forced to do your work and continuing to do so because you can't. As for the speed down Hoani Street, it has been a nightmare for decades. Just because you think that lowering, the limit is going to change things it is not. Don't make yourselves more stupid than you are. How do you enforce something like this when drivers don't care and drive to speeds that will kill a child or disabled person and then there blood will be on you. And don't get me started on the household rubbish and abandoned shopping trolleys. You just don't care so just f off!	Justin Richardson	Yes I do	The sheriff of Hoani
46080	<p>Thank you for the opportunity to provide feedback on this proposal.</p> <p>I live on [REDACTED] and regularly walk, cycle and drive around the area affected by this proposal. My daughter attended [REDACTED]</p> <p>I also work in the road safety sector in New Zealand, and am familiar with best practice in speed management under the Safe System approach to road safety. I am a member of the Australasian College of Road Safety and Women in Urbanism Aotearoa. My feedback is also informed by the latest guidance from Waka Kotahi regarding expectations for road controlling authorities (RCAs) setting speed limits outside schools (as presented at the Trafinz workshop on 2 May 2022)</p> <p>I am generally supportive of CCC setting lower speed limits in my neighbourhood. However, my feedback specifically focuses on the lack of 30km/h speed limits proposed outside the following schools in this area:</p> <ul style="list-style-type: none"><li>- Paparoa Street School (Tomes Road, Paparoa Street)</li><li>- Christchurch Adventist School (Grants Road)</li><li>- St Joseph's School (Vagues Road)</li></ul> <p>The recently approved Land Transport Act Setting of Speed Limits Rule 2022 comes into force on 19 May 2022. The new Rule sets a clear expectation that RCAs must set a speed limit of 30km/h on roads outside schools, unless they can justify that a higher speed limit is the safe and appropriate speed for the road. The Rule also includes a target for each RCA that at least 40% of schools are compliant with the Rule by 30 June 2024 and all schools by 31 December 2027.</p>	Dale Harris		

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	<p>There is a large body of evidence that supports speed limits of 30km/h (or lower) for road environments where vulnerable road users are present (pedestrians, cyclists, scooter riders etc.). If a car travelling at 30km/h hits a person walking, the risk of dying is 10%. Arguably, our younger people are more vulnerable than the average 'person' is. Being shorter, they are at more risk of serious head, neck and chest injuries following an impact with a motor vehicle. They are more likely to make poor decisions as their risk awareness and observation skills are still developing.</p> <p>During school hours, there are large volumes of students travelling along and across the roads and schools listed above. There are supervised school crossings at all three schools including– kea crossings on Vagues Road and Tomes Road.</p> <p>Therefore, there is no justification for CCC to propose permanent 40km/h speed limits for these roads. They are not safe and appropriate given their use and place function. It is inconsistent with the new Rule, and is inconsistent with the outcomes sought in the government's Road to Zero Strategy.</p> <p>My request is that CCC consider and implement either permanent or variable 30km/h speed limits on roads outside these schools.</p>			
45570	<p>I live locally and cannot see the need for reduced speed limits in most of these proposed streets other than Langdons Road near the new Northlink. Most of the proposed areas are not main thoroughfares and it seems pointless, as many of these streets do not see much traffic during the day.</p> <p>If anything it would be more worthwhile putting in a roundabout or traffic lights at the sails street/Langdon road intersection to assist those cars trying to turn right which then block anyone from being able to turn left.</p>	Monique O'Sullivan		
46082	<p>Spokes Canterbury fully supports:</p> <ul style="list-style-type: none"><li>- Slow Speed Neighbourhoods as a concept, but speed limits need to be 30 km/h on local roads and 40 km/h on arterial roads.</li></ul> <p>This is supported by the reference that CCC has quoted on the above-referenced haveyoursay page - The International Transport Forum's Speed and Crash Risk Report at <a href="https://www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf">https://www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf</a>. On page 14 of this report, Figure 2.1 shows that the relative safety risk to a pedestrian at 40kph is 2.5 times the risk at 30kph. And of course – as is mentioned in the research report – the risk of a crash increases as mean speed increases (and the relationship is best expressed “in terms of a power function” rather than just proportional to mean speed.</p> <ul style="list-style-type: none"><li>- Reducing Langdons Road speed limit outside the Northlink shops to 30 km/h</li><li>- Reducing the speed limit on the remaining western section of Langdons Road to 40 km/h</li><li>- Reducing Vagues Road speed limit to 40 km/h</li><li>- Including gated speed limit signs – preferably including on-road paint to highlight the change in speed limit</li><li>- Install some cycle counters before the changes are made and record cycle counts before and after changes. Spokes suggests somewhere in the realm of 5 – 10 cycle counters, and accepts that once the changes are made and embedded (say 6 months) the cycle counters can then be moved to assist with other changes.</li></ul> <p>Spokes Canterbury requests that CCC:</p> <ul style="list-style-type: none"><li>- Reduce the speed limit on Papanui Road from the Blighs Road intersection to the Harewood intersection to 40 km/h, which is the current maximum speed most drive at when not stuck in a traffic jam, and is much safer for the high-pedestrian area around the shops and businesses</li><li>- Reduce the speed limit on Main North Road from the Harewood Road intersection to the Sawyers Arms Rd intersection to 40 km/h, which is the current maximum speed most drive at when not stuck in a traffic jam, and is much safer for the high-pedestrian area around the shops and businesses</li></ul>	Chris Abbott		Secretary

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	<p>- Reduce the speed limit on Sawyers Arms Road from the intersection with Main North Road to the railway line to 40 km/h, which is the current maximum speed most drive and is much safer for the high-pedestrian area around the shops and Papanui Domain</p> <p>- Reduce the speed limit on Harewood Road from the intersection with Papanui/Main North Roads to Sails Street, as this is a high pedestrian area with rest homes and Mitre 10 and the Nor'west arc and Wheels to Wings Cycle ways</p> <p>- Further reduce the proposed speed limit from 40 to 30 km/h on all other streets shown in green on the map, especially around Proctor/Grants through to Main North/Papanui which is very narrow and 40 km/h is unsafe and unnecessary. If consensus cannot be reached on all streets being reduced to 30 km/h, please as a minimum reduce these streets.</p> <p>- Extend the reduced speed limit of 40 km/h on Rutland Street to the Mathias / McFaddens Road intersection at a minimum, but ideally all the way to St Albans Street.</p> <p>The Papanui Parallel Major Cycle Route runs along all of Rutland Street – and all of Grassmere Street too.</p> <p>For the very short distances involved and the PLANNED presence of many active transport citizens Spokes asks for a 30 km/h speed limit along all of Rutland and Grassmere Streets.</p> <p>And a final request – when including maps, in addition to including direction by way of a North arrow (thank you), please also include a scale legend and ensure all streets are labelled. Papamui Rd is not labelled) on the provided “Papanui area street plan”.</p> <p>Spokes Canterbury (<a href="http://www.spokes.org.nz/">http://www.spokes.org.nz/</a>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <a href="https://can.org.nz">https://can.org.nz</a>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing held to consider submissions on these projects.</p> <p>Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p>			
45830	I totally agree that the speeds need to be slowed down in the avenues, This won't stop the crazy drivers at night but it's a start maybe some more speed humps positioned to stop them being able to speed straight though.	Lynne Couper		
45579	You say you are going to reduce the speed limit from 30k to 40k how does that.	john Williams		
46092	We live on [REDACTED] and I think it is an excellent idea to reduce the speed limit. My only concern is that Claremont Ave is very wide and straight. Therefore, it will be easy to continue to drive at speed along the road, without any mitigating controls (I.e. speed bumps or the street being redeveloped to make it narrower).	Leanne Maitland		
46093	I am supportive of the recommended changes. Areas of the city where the speed reductions have been previously implemented make it feel safer to walk, bike, and scooter and I think this plays a part in seeing more people using these forms of transport in our streets. Even if the average speed is still higher than the posted limit, it is better than the speeds experienced prior. I'd like to see streets the area bounded by Innes Road and Mays Road - Rutland St to Papanui Road reduced to 40kph also, including the entire length of Rutland St. The cycleway has increased the number of children biking and scootering to school and the traffic feels too fast for such vulnerable people to be moving around so close. Thanks for the opportunity to make this submission	Robert Fleming		
45582	We desperately need reduced speeds in Northcote! We have soooo many crashes, near misses with people and dangerous driving. My kids have nearly been hit while walking on the footpath, cars have smashed into our fence on [REDACTED] and it happened just last night on Fenchurch street! I think speed bumps in the area would help a huge amount as a deterrent. Most homeowners on my street and surrounding streets agree that the roads are very unsafe.	Jenna McNeil		
45584	I live on [REDACTED], which is now regularly subjected to hoons driving noisy cars at a high speed. We are also subjected to speed rats who can't get to their destination fast enough. St James Ave now carries a much higher volume of traffic. It is a quick shortcut to Mitre 10 on Harewood Rd. Residents who have to back out of their driveway where there's poor visibility are at high risk of serious injury, even death. Speedsters ignore the sharp corner at number 74, despite a white centre line. I have on several occasions been nearly taken out by vehicles driving well over the middle line. It is a dangerous corner to navigate.	Madeleine Price		
	St James Ave bounds St James Park, well used by dog walkers and children crossing back and forth. This is a very valid need for speed restrictions to be in place.			

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	I am pleading for a speed restriction of 30kms to discourage speeding dangerous drivers and to make driving on the Avenue much safer for all.			
45598	<p>Langdons Rd</p> <p>The proposed change to the Langdons Road speed limit is an excellent idea. Most drivers coming from Northlands shopping centre seem unaware of the continuation of the 30 km/hr section along Langdons Rd from the Restell Street/Sisson Dr roundabout. Extending this 30 km/hr zone to Northlink would make this speed limit more obvious. Traffic has increased in the area since the development of the Northlink shopping centre and the Mitre 10 Mega store.</p> <p>It is becoming increasingly difficult to turn right into Langdons Rd from Chapel St, and this is exacerbated by nearby railway crossing. Therefore, in addition to changing the speed limit, I would suggest traffic flow would be improved by adding a roundabout at this intersection. This would also serve as a calming influence on traffic.</p> <p>St James Ave</p> <p>I have lived in [REDACTED] since 1986 and over the years I have seen this street increasingly used as an alternative route to Papanui Road. The opening of the Mitre 10 Mega store has also increased traffic in the area. The increased traffic is not a problem in itself, but a small proportion of road user's travel faster than the conditions allow. This is a residential street with children and pets. (Indeed, one of our dogs was killed a few years ago on the street.) There are regular sports events held at St James Park most weekends throughout the year involving both school-age children and retired folk, and these events increase car and pedestrian traffic near both park entrances on St James Ave. The street is an avenue that is slightly narrowed by its oak trees, and although many people understand this additional hazard and drive appropriately below the current speed limit of 50 km/hr, a few drivers lack awareness of this.</p> <p>The corner halfway along St James Ave deserves a special mention. This right angle bend is a hazard in its own right, with most cars heading northwest towards Harewood Rd crossing the mid-line, even with oncoming traffic! Many drivers overestimate the safe speed at which to turn this corner, and I know of at least two accidents that have occurred here as a result.</p> <p>Although CCC in St James Ave has obtained speed measurements, these have been obtained at the start of the avenue before speeding drivers have a chance to speed, thus underestimating the problem.</p> <p>Ours is a beautiful avenue with its oaks that change with the seasons. It is popular with dog-walkers. Its lovely park is well used by a wide range of people. A small reduction of the speed limit to 40 km/hr would be an appropriate step towards making the street safer and more people-friendly, making road users passing through more responsive to the local community without an unduly large penalty on their travel time.</p> <p>Dr Mike Hurrell</p>	Michael Hurrell		
45599	<p>I vehemently oppose these changes for a number of reasons.</p> <p>1. Year upon year upon year it has been proven that speed is not the main cause of road deaths. Impaired drivers and driver inattention causes more deaths than speed by long way. You are looking to spend a heap of public money on something that is not the cause of deaths.</p> <p>2. The people speeding and causing issues don't care about speed limits. Honestly, think this will change that? You're dreaming.</p> <p>3. On the whole, in other areas where this has happened, there is more police presence, but they sting locals for going 5kmh or more over the limit. Lines the public coffers of course, but doesn't solve the problem.</p> <p>4. Just because you decide to clamp down in this area, doesn't stop the idiots from going somewhere else. What... make the whole city 40kmh?</p> <p>Feel free to please send me any info/ stat's that show that a 30/40kmh limit actually works and doesn't just frustrate the local public who don't cause the issues. Another case of legislating for the minority.</p>	Simon Teague		
45608	Don't do it ,I know that it's probably pointless as this form will go into the bin as it's just a box ticking exercise, but hey at least I tried	Kerry Beveridge		

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45866	Living on [REDACTED], I am over the people who live further down the street and the speedy they go on motorbikes and in cars. I feel unsafe as I live near the street and feel they may lose control. The noise is also a factor. I would certainly support a reduction to 40km/h and would actually prefer a 30km/h. But we need the monitoring (i.e. camera's at the Main North Road traffic lights facing down Halliwell Ave).	Victoria Wales		
45611	Road works times and good signage dates would be appreciated .I think it's a great idea to make our community safer. The use of scooters and the way that some speed about traffic is an issue I would like to see Signage for Scooter users who are speeding more frequently these days on the roads with more person's adopting a cheaper mode of transport I think it will also highlight the Dangers to traffic users and foot traffic. Many times scooters users have frightened me with high speeds and darting in and around congested traffic and on roads in general. In addition, Drivers who are reckless on our Streets need to have some way to slow their speeds down. I welcome these changes. Great Move forward Council Thank you.	Fox Veronica		
45612	I personally don't think the limits should be changed around Papanui. It's already slow enough getting around there now especially with all the ridiculous amounts of traffic lights around. Nothing wrong with 50km and it should be kept that way	Shania Harkerss		
45870	<p>St James Avenue in Papanui needs to be included in a 30km as there is a high number of cars rat running through the street at high speeds to avoid Papanui Road. In off peak times and at night there are cars that appear to be racing through the street with the added challenge of negotiating the sharp bend outside no.77. The camber of the road is out in this bend, which tends to push the cars to the curb and results in many sliding into the deep-dish gutter. Some veer right across the carriage way and into the fence on the other side of the corner. Recently this resulted in a pedestrian being struck and needing to be hospitalised. Cars race through the narrowing at Bellevue, when neither will give way a head on accident results. There have been vehicles travelling at speed that get into difficulty in this area, hit the curb, and mount the footpath. Others fail to take the bend out if St James into Windermere and plough across the large grass area beside the intersection. These vehicles even when damaged make their way from the street to avoid residents and the Police. Trees in the St James Windermere intersection have been broken at ground level recently.</p> <p>As cars speed through the full length of the street both day and night, it is a considerable risk to cross the road to enter the park at both entrances. A pause way at those park gates would be a blessing making a safer crossing for children's sport at the weekend and when the several schools in the area use the park. There are schools that teach road crossing in the street, which is risky to say the least. Cars turn from Harewood Road and gain a fast clip before they are at the park. This area is used for smoking tyres and often has large rubber marks on its surface.</p> <p>Pedestrian pause ways would also provide safety to the rest home residents in the area many of whom walk to the rose garden area in the park. Preschools also cross the wide street at the same point to walk the park.</p> <p>A speed limit lowering for the entire street would improve safety, with it lowered further at the sharp bend by no.77 and the road narrowing at Belview Street.</p> <p>Pedestrian pause ways for safety for the local residents and sport players would be a massive improvement in this street that has not only become a rat run but also a part of the race track for young drivers, sadly this not just limited to night.</p> <p>The rat runners travel way over the 50km speed also</p>	Howley Margaret		
45625	How about doing something about the exiting of the Kmart shopping area and Langdons onto Greers? Slowing down the speed limit will only make it harder.... you've allowed vehicles to be attracted to this location enmasse but not considered the consequences	Sue Meadows		
45627	I work from home as an Early Childhood Educator. I hear cars screaming down Vagues Road all hours of the day. This is concerning as there is a school (St Joseph's) on the road, as well as many children living in the area. I believe the only way to make this area safer is by creating speed bumps to slow the traffic. It is a wide road, which cars are using as a cut through and are going fast to avoid busy traffic from the main road. I have lived here for a few years now and it has always been a problem.	Lauren Cooke		
45630	<p>Hi there, my name is Augustino and I've had the privilege to live in New Zealand for almost 3 years now.</p> <p>I've had the opportunity of living in several countries around the world and on every continent but have decided to make NZ my home, for now...</p> <p>Once arriving in NZ two things on the road stood out to me.</p> <ol style="list-style-type: none"> <li>1. These are one of the slowest roads I've ever driven on.</li> <li>2. These are the worst drivers I've ever come across.</li> </ol>	Augustino Kondylis		

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	<p>Obviously, a speed change is your temporary solution to having one of the highest road incidents per capita because it's obviously worked a bit but clearly hasn't worked enough and this is where you think "it's worked before, so let's do it again"</p> <p>Now, because my license have expired when I moved here, I was told I had to restart from my learners again and in my opinion, this is the root cause of the problem. You are asked to complete 35 pathetically easy questions and once you pass you can drive that day supervised. The next restricted and full test are just as much of a joke... on both occasions the testers put down the book and started to have a chat, ignoring a large amount of the questions and on both occasions was told to turn around early because I know how to drive. This showed me that they aren't looking for past bad habits on the road and not taking this seriously.</p> <p>You can't tell me that speed kills when you have to drive 40km/h and then have to take it down to 30km/h - the issue isn't speed limit then, people will always speed when they don't respect the road rules and are just all around bad drivers. Your slogan is "road to zero" assuming you mean road deaths and incidents but it feels more like that was will the speed limit soon.</p> <p>In the CBD, police cars, bus drives and public servants of all kinds do not obey to ridiculous speed limit. Please wake up and realize that the already slow speeds aren't the problem- it's the way to test and teach the people of NZ to drive, it's a complete joke!</p>			
45632	I completely support the changes to lower speeds and any related calming measures like those that speed humps. I Would be supportive of more (or all) being 30 to enable a safer environment for people walking and cycling around the neighbourhood. Crossing Papanui Road near the north end should be easy and safe for instance and it is not currently. This will be great for the Papanui and Strowan communities and I would be supportive of changes on the Strowan side too.	Thomas McNaughton	N/A	Personal submission
45888	I fully endorse this national and local initiative. Well done!	Andrew Gresham		
45633	<p>This looks good although I would consider making the stretch along Main North Road along the mall 30 as well. When there are many buses, pedestrians here it can be busy and the big buses can also impair visibility. Also, consider any impact that the future super Catholic Church may have to traffic patterns especially on a Saturday evening/ Sunday morning.</p> <p>I find the bit of Harewood Road near Mitre10 very difficult to cross as a pedestrian or cyclist (along the cycle path). Making this section easier should be a priority.</p>	Amy McNaughton		
45639	I fully support the plan and think it is long overdue. I would like to point out how dangerous Sisson drive is near the mall. nobody respects the speed limit in place and the pedestrian crossing by pak n save is the most dangerous I have ever used as nobody stops.	Simon cruse		
45641	I live on one of the streets for which there is a proposed speed limit reduction to 40km/h. I strongly support the supposed change (and would gladly see further reductions). I frequently observe vehicles traveling dangerously and at excessive speed down our street. I travel primarily by bicycle, and the lower speed limits would make my journal feel safer when transiting between my home and one of the cycle corridors that join to this region (and thank you for your ongoing work on those!).	James Dent		
45898	<p>Kia Ora,</p> <p>I agree with all these changes.</p> <p>My submission is to suggest that St James Ave and Windermere Road are added to the slow speed Roads.</p> <p>My reasons are:</p> <ol style="list-style-type: none"> <li>1. both of these roads have relatively narrow carriageways. Narrowing of the carriageways was done when both roads were last upgraded with ne gutters, seal etc. this process has not been completed at the North half of St James Ave</li> <li>2. Both have expensive parking on both sides. this includes resident parking but also parking connected to the Windermere Home, a school in Windermere Road, Croquet and other sports activities associated with St James Park (especially on Saturdays).</li> <li>3. These roads have become attractive as a 'rabbit run' short cut between Blighs Road (traffic to and from town and Riccarton) and Harewood Road (traffic to and from Harewood, Northlands, and Bishopdale etc.). This includes traffic destined for major shopping areas, Northlands, Bishopdale Mall, Mitre 10 on Harewood road etc.</li> </ol>	Willem van den Ende		



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	<p>4. Both of these roads will take and empty onto the East end of the proposed Harewood Road cycleway and traffic realignment.</p> <p>5. These two roads are designed as quiet residential streets.</p> <p>Incidentally, both are designated as "Memorial Avenues" that commemorate the fallen of both World Wars and were chosen to be such I=based on their quiet nature</p> <p>5. Other roads have wider carriageways, reduced parking at peak times and are designed to take heavier traffic loads. In particular:</p> <p>Blighs Road, Papanui Road, and Harewood Roads</p> <p>Condell Ave between Blighs Road and Greers Road.</p> <p>I live at 5 St James Ave, which is on the corner of St James Ave and Windermere Roads, and see the traffic issues often. These do not always result in injuries or notified accidents but I see many occasions when avoidance manoeuvres are necessary. There are several traffic calming restrictions in road width on St James Ave but these are ineffectual. They simply add to the business of the carriageway without slowing traffic appreciably.</p> <p>A reduced speed limit would serve us better in this regard.</p> <p>I am not proposing the same for some of the other streets in this neighbourhood e.g. Matsons Ave, Harris Crescent and associated roads because these have different characteristics. They are designed as heavier traffic roads, have wider carriageways and in the case of Harris Crescent, they carry much less traffic.</p> <p>Many thanks for considering my submission</p> <p>Willem C. van den Ende</p>			
45644	<p>Thank you for hearing our concerns.</p> <p>Boy racers regularly use Vagues road both during the day and at night. The road is not marked (no division line separating lanes) and the current speed limits are rarely respected. Many families with little kids and elderly people live on this street and we have a school on the street too.</p> <p>In addition to reducing the speed limit, which we think is a great idea; we would appreciate if speed bumps were installed on the road to help enforcing the speed limits and to make the neighbours feel safer.</p> <p>The present and past experience suggest that without speed bumps it is unlikely that any speed limit will be respected on the street. Thank you very much for considering this.</p>	Rodrigo Martinez Gazoni		
45645	<p>Yes - presently my wife and I use the footpaths in this area (Sisson Drive, Langdons Rd, Sawyers Rd areas) almost daily and notice that enforcement of the 30 Km/Hr areas do not appear to be policed at all. A problem arises when a pedestrian who is aware of the 30 Km/Hr area attempts to cross the road, and is expecting the traffic to be doing the speed limit or less, and steps onto the road only to find that the vehicles are travelling much faster. We are seniors (70 and 75 years old) and in good health and appreciate being able to get out and about locally, but we are doubtful that the slowing of the traffic is going to make it easier to navigate across roads. The footpaths are already a problem with cyclists using them instead of the adjacent cycleways, with Police cars driving by without doing any enforcement. The combined cycleway/footpath between the railway line and Papanui High is unpleasant to use for pedestrians as some cyclists, and motorised cyclists expect you to have eyes in the back of your head, and be of excellent hearing. Sorry, have gone slightly off the speed limit thing, but I am not entirely convinced that a reduced speed limit without enforcement will achieve the desired effect.</p>	Terence Faulkner		
45649	<p>Vehicles travel too fast at all times of day along Vagues Road in Northcote, it is dangerous and disruptive. I hope that reducing the speed limit would help but myself and other neighbours would like to see speed bumps being installed to fix this issue.</p>	Rocio Robles		
45659	<p>This is the best idea EVER - I hope though that this would be policed, we have a massive issue with boy racers down Vagues road and Northcote road every single night the same thing. They also speed down to the end of sawtell place and do donuts at the end of the cul de sac, then race each other to nyoli st - I have seen</p>	April taingahue		



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	<p>more than one car almost clip a car parked on the street. As Vagues Rd is wide and straight there are cars racing down that street most nights. I also recommend judder bars down there, there is a primary school down there and the parents speed as well - it is a losing battle.</p> <p>Motorbikes seem to think nyoli street is challenging them to a race as they ALWAYS race down there and I've seen 2 people even racing with no helmets as well. It would be safer for the community AND the motorists to reduce the speed limit around these streets</p> <p>Sawtell pl/Vagues Rd/Sawyers Arms Rd/Nyoli Place and most definitely Northcote rd., it's only a matter of time before someone dies.</p>			
45661	<p>I totally agree with the proposal to lower speed limits around my area.</p> <p>Living on the corner of Loftus St and Wyndham street I am constantly aware of drivers speeding both down Loftus St and Wyndham street with the added problem of trucks or cars with trailers, drive down Wyndham Street when they hit the cobbled area at the end of Loftus Street create movement and my house shakes on occasion. This is of concern to me that this amount of movement can occur.</p> <p>I am hoping that if the speed limit is decreased this shaking will no longer occur. I also believe that if this proposal is accepted, there will be monitoring of the new speed limit for quite some time.</p>	Dawn Allen		
45673	<p>I have lived in [REDACTED] Papanui for over 30 years (between Mary and Procter Streets). During this time, I have seen huge changes in the area including the development of the Ngaio Marsh retirement village. To build this village a large number of poplar trees were sacrificed.</p> <p>The vehicular traffic down what was a quiet street has steadily increased and more so recently with development of cycle lane down Grassmere St through to Rutland Street. This includes traffic lights being installed at the Grassmere St /Main North Road intersection with 'rat runners' using the Grassmere, Grants and Rayburn Ave as a short short cut to get to Bealey Ave. Peak period times are between around 7.30am to 9am and then after school to about 5.30pm. By using this, route cars need only to stop at 1 traffic light (Innes/Rutland intersection) as opposed to the 11 traffic lights they miss using Main North Road and Papanui Road.</p> <p>The speed at which many cars travel is a concern given the number of elderly people who walk, (including schoolchildren), use walkers and dog walk in the area. I would interested in speed humps between Rayburn Ave and the Papanui Stream however curtailing speed by reducing the speed to 30 Km/h would definitely. At 30km/h, I suspect that cars may reduce their limit to 40km/h.</p> <p>Of recent concern to me is the intersection at Rayburn, Grants and Gambia Street, which has a very slight speed hump with signage stating 25km/h. Many times, I have continued to drive down Grants Rd to Papanui Road and note the number of cars who slow down/stop in Rayburn Ave only to continue to do the slight turn into Gambia Street. This is in spite of me not indicating that I turning left into Rayburn Ave - I have needed to brake and toot my horn only to be greeted by drivers looking grumpy and making gestures with the right hand!</p> <p>Using Rutland Street as a route to go south to the city is problematic at times given the need to go past a very busy school (Paparoa) which is also narrow. I believe all the streets from Innes Road north to the Main North Road should be make 30km/h.</p> <p>Finally in 2005 the CCC narrowing the 8 streets in the surrounding area (including Grants Road) and made them Living Streets (at huge expense!). With new building regulations and infill housing, the streets now have 2 street parking issues. Firstly, the developments of Northlands Mall surrounding retail outlets mean the staff park on streets all day (where possible). This means giving the narrowing of the streets cars will sometimes stop to give way to a car from the opposite direction...</p> <p>Secondly, in Grants Road number 70 Grants Road the sole dwelling was removed about 2 years ago with 3, 3-bedroom rental homes being constructed with a single garage each. There is no off street parking outside this property due to the narrowing of the street intersection. Again, it is becoming more common for cars to have give way to each other in order to pass. Especially given the width of the many SUVs in the area plus work vans.</p> <p>Thank you for reading my diatribe - very happy to speak in to the above points.</p>	Susan Peake		
45674	<p>As a resident of this area, I am very much in favour of these proposed changes and in fact, I would favour Gambia St being 30km/h.</p> <p>It has become a by-pass between Papanui Rd and Main North Rd and with the increasing housing density in the area and the subsequent increase in on street</p>	Jan Galloway		

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	parking this street is dangerous at times for people of all ages, pets etc. The intersection of Grants, Gambia, and Rayburn Ave is problematic at the best of times as cars are allowed to park quite close to it on Gambia and if there are cars parked on both sides of Gambia, there is little room for cars travelling along Gambia itself.			
45681	We live on the corner of [REDACTED] What worries us is the speed that some people drive down Grants Road - from Rayburn Avenue to Grassmere Street. The street is not very wide and there will be a nasty accident at some stage. Many old folk live around here and children who walk to the 2 local schools. Lowering the speed (and to the other surrounding streets) to 30 would be a good start in terms of being safer for all. Our neighbour, Susan Peake, is filling this in for us.	Cliff Moodie		
45684	Continually lowering speed limits does not solve the problem of drivers, pedestrians, cyclists not looking where they are going and ignoring road signs. Better driver education for drivers, cyclists AND SCOOTER RIDERS would be a better solution. Look at ACC claims for injuries caused to pedestrians by scooter riders.  Lowered speed limits in front of school entrances make sense because these are also general congestion areas during start and finish times, but on other roads, it does not make sense at all and only contribute massively to driver frustration and then poor driver behaviour.  The council created a problem when cycle lanes were created on roads that were too narrow for this purpose, and provided parking bays that are too narrow for even small vehicles to park in without spilling out into the traffic. People getting out of these parked vehicles don't look before flinging open their doors into the oncoming traffic – again a case of poor public/driver education.  I propose that the speed limit in front of schools be 30km/h, but that the speed limit on other areas be kept at 50km/h and a NATIONAL ROAD USER PROGRAM be introduced and promoted through schools and via the media to make each person also take responsibility for their own safety.	Elmarie Grublys		
45688	Mary Street is the most dangerous st for residents to come out of their properties. [REDACTED] traffic can come around both sides very quickly Give away signs are needed traffic coming from Grants Rd and the Main North Rd do more than the 20 as they should.....If four wheel drives are parked either side of my drive out, it can be disconcerting trying to see any oncoming traffic from any of the above locations. I am elderly as others are in the Mary St we get a pretty raw deal with traffic and parking comes into it as well. Not to say there have been times some of us nearly left this Planet.	Peter John Stuart		
45697	I spend a significant amount of time in the area both for personal and work reasons and am definitely in favour of the reduced speed proposals. This area has a large number of people who are particularly vulnerable to being struck by a vehicle, either because they are children, elderly and/or have health/disability issues. I frequently see drivers, cyclists and pedestrians paying inadequate attention to potential road hazards - meaning they are at greater risk of causing or being the victim of an accident. Reduced speeds will undoubtedly increase the time available to react to danger once it is noticed and should impact still occur will significantly reduce harm.	Damian Ardell		
45699	I agree with the proposed changes...about time! I have lived in the area [REDACTED] for nearly 30 years. It was mostly paddocks and quarter acre sections. Now it packed from Papanui Rd to Grassmere St. People are parking their cars on the streets, both sides so traffic needs to slow down to pass and sometimes pulling over. Rymans care workers line both sides of Grants Rd, Mary St and others in between. To make matters worse it looks like development is about to begin North of Grassmere to Cranford St! What is planned for this area?	William Blair		
45957	Admirable Sentiments!  The existing limited speed zone does not appear to be being policed/enforced. What difference will a larger wish-zone do other than feed greater contempt for good intentions.  Drivers ignore / don't see the insignificant signage, whether or not their minimal implementation is "legal".  Perhaps install significant signage at speed humps at all speed transition points and also ENFORCE the lower speeds.	Stephen Carran		
45714	Please look at lowering the speed limit on Vagues Road and enforcing this with speed bumps. The street could even be narrowed and wider footpaths with trees and cycle ways could be introduced to help solve the issue. There are lots of children and families living on this street and because of the width of the street cars often speed down here. It would make the neighbourhood a lot safer if something was done, especially with schools in the neighbourhood.	Liberty Neumann		
45971	While very supportive of this, I think you are missing a few further opportunities, namely:  - the already heavily traffic calmed Papanui East area (bordered by Main Nth Rd, Papanui Rd and Grants Rd) could easily be 30km/h  - the streets bordering Paparoa St School should be 30km/h	Glen Koorey		

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	- the busy Papanui retail area sections of Papanui Rd (to Blair Ave), Main North Rd (to Sawyers Arms) and Harewood Rd (to railway line) should be 40km/h, if not lower			
45716	<p>I am fully in support of these measures; however, I believe speed humps or other traffic calming measures need to be installed near the school on Vagues Road. There are multiple incidents each day where cars are widely exceeding the speed limit on this road, known for being wide and straight with few adjoining roads.</p> <p>Reducing the limit will not slow the actual offenders / those most likely to have an incident down - the safety of elder people and primary aged children is the focus here. A pedestrian crossing near the school at the Main North Road end may increase pedestrian safety, as well.</p> <p>Given the adjacency to other cycle ways - a cycle way would work very well here, given there is no quick accessible route linking the two paths?</p>	Cameron Smith		
45717	<p>The thru route from Tomes Road, Claremont Ave, Paparoa street, and Rayburn Ave is always very busy; it is often used as a racetrack. Pick up and drop off Paparoa st school cars are parked down all these street, yes I agree 40kph is a good idea.</p> <p>Grants Road is in need of urgent road works especially down the eastern end, sewage pot hole covers need to be lowered</p>	David Quested		
45974	I am glad of the speed reduction as the streets are narrow and busy throughout Papanui. I would like to see Erica Street reduced to 30 km/hour as it is very windy and vision on the corners is poor.	Jill Cummack		
45977	<p>I received your leaflet recently and would welcome a slower speed on Vagues Road for more than just for the school.</p> <p>I have noticed that trucks - possibly - work on the new school shake my house more often than not when they travel along the street both ways but more noticeable when travelling towards Northcote Road.</p> <p>Schoolchildren are in the street before and after school, going to the Graeme Condon Swimming Pool &amp; learning other rules of the road when cycling in groups children from St Joseph's + Northcote Intermediate walk and scooter to and from their schools. &amp; there are quite a few elderly people who reside in the street.</p> <p>I am visually impaired = hence a written submission not one online.</p> <p>I would welcome a slower speed for the entire street from Main North Road to Northcote Road.</p> <p>[in addition, phone call, not verbatim] I live right across from Nyoli Street are there are many cars parked there during the day from people who work at the mall. At the end of the day they plant boot as soon as they get onto Vagues Road (this is evident by all the tire marks on the road). There needs to be speed signs on either side of the road at this intersection when the new speeds are implemented. The 'safety zone' on Nyoli Street needs to be moved back from the corner as heavy vehicles struggle to get around it. Can you also have a word to the building site managers to ask them to ensure their drivers are driving slowly? Currently the pictures inside my house are constantly shaking from their speed.</p>	Elizabeth Norton		
45723	<p>You nepotistic despots destroyed Langdon's road by approving consent for Northlink without ensuring the infrastructure was capable of handling it.</p> <p>Your reduction of speed is a veiled attempt to blame the users of the road for your mishandling.</p> <p>A cycle lane should have been added when the road works were carried out in 2020. Lights should have been put up at the intersection of Greers and Langdons, and at the main entrance and exit of Northlink before the shops went in.</p> <p>Instead there are 4 unmanaged entrances and exits where left turning traffic (into the shopping centre) cannot get over enough for straight through traffic to pass safely, creating blind spots, and right turning traffic (onto Langdons) can't get a break.</p> <p>Every morning the traffic on Greers makes a right turn from Langdons impossible and the right turning traffic from Greers to Langdons (with the pedestrian island to the north of the intersection) incredibly unsafe for the children walking to Bishopdale school.</p> <p>Slowing traffic will not reduce crashes. It will not reduce congestion. It will not make the streets safer for the students going to the local schools. Correct road layout and traffic management to support what has now become a main road is what is required.</p> <p>The rest of the streets to the south west of main north road are to winding to travel at 50km/h anyway. People who are not doing 50km/h will not change their driving because a sign and two weeks of enforcement is implemented.</p> <p>A large population in our neighbourhood already has a massive distrust and resentment towards the police. Forcing the police to take accountability for your incompetence is disgraceful.</p>	Michael English		

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	Fix the problems, you created, properly! Better yet, let someone more competent take your job and fix these issues.			
45993	I agree with the decision to slower speeds. However, there is another issue I wish to raise and not sure if appropriate here. At the corner turning L from Tulloch place to Halliwell Ave the car parks are right on the corner on Halliwell Ave. If there is a big car? Ute/SUV the line of sight is so poor putting many people at risk - You need to very slowly enter into Halliwell ave taking risk of running into another car. This is a comment from many people, including visitors. It seems a simple solution to put yellow dotted lines a few metres up Halliwell Ave on the L heading towards Main North Road	Linda Smith		
46001	My Council members have evaluated the proposed speed limit changes and believe they are well presented and justifiable under the ever-changing streetscape. We believe they will help provide further protection for all road users in the area.	John Skevington	Automobile Association - Canterbury/West Coast District Council	Chairman.
45747	I do not see St James Ave on this map...yet I have seen many comments about hoon racers etc. in our Avenue and agree something needs to be done. I would like to see speed humps installed on the curve where the white line is and where people continually cross over.	Mary Scales		
45748	<p>I agree in general with the proposed decreases to 40km, but I do think the 30km options will just be ignored anyway so I'm not convinced that the effort will be beneficial. I wonder though why the main road outside Northlands Mall doesn't receive more attention as 50km is barely reachable on any given day there anyway especially with the amount of lights and bus stops and pedestrians crossing anywhere they like. And sorry but no, the new lights mid bus stop has not stopped people running across any part of the road closest to their bus. If anything it's just increased vehicle crashes as drivers don't pay attention.</p> <p>I live on [REDACTED] and for years have struggled with access from both north and south directions. Technically being a cull de sac, access is already limited and even on foot I am always uneasy with a four year old on her scooter or bike on Main North Rd to Cranford St block. (Side note: even at her age she already knows she can't trust the zebras/pedestrian crossings as we often count the cars flying through these on both sides of the lights while we wait to cross, particularly the south band crossing)</p> <p>From the north the merge lines from double lanes are so close to Meadow St entry that I've had more than a few near misses of vehicles behind almost rear ending me even with indicating with as much notice as possible. The cyclists also perform daily risks in that small stretch from Cranford St lights to Meadow St. Coming from the south it's just as painful as, while there are lines in the middle to wait, if you try this manoeuvre during school or other rush hours with oncoming cars trying to turn right into Vagues Rd it can be just like a game of dodge as you wait for a gap or hope another driver lets you cross.</p> <p>Both Vagues Rd and Meadow St have heavy times with school traffic on Vagues for St Joseph's (and new Marian college coming also) and then Meadow St with not only residents and business but also campervans and other holiday park traffic. I can only imagine the out of towners' impressions of accessing and exiting their only choice of accommodations for campervans and the likes.</p> <p>Lastly, I'm not exactly sure what gated speed signs are but whatever you do, please do not cut access from north or south to Meadow St like you've done to other side streets. It's hard enough already...</p> <p>Thanks and good luck!</p>	Alice Kerr		
46004	I support the changes.	Cody Cooper		
45760	I fully support the proposal to reduce the speed limits on the local residential streets identified. The roads are often narrow and reduced to a single lane when there are cars parked on both sides of the street and drivers not familiar with the area and not given to road courtesy often cause accidents and/or near misses. I am pleased that the council has listened to residents' concerns.	Linley Coulson	N/A	
45766	<p>The reduction of speed limits within the designated Papanui area is an excellent idea.</p> <p>However, with respect, it has to have more teeth than just putting up new signs and advising the Police to monitor speed at their discretion. In fairness to the Police, they have more issues going on than to monitor vehicle speeds in this area. A classic case and point here is the 30kph area on Langdons Road from railway line to Main North Road - hardly anybody, when not stuck in traffic, observes this speed. Just take time out one day, go, and have a look. Even the small 30kph sign outside the St. John's shop is facing the wrong way.</p> <p>More prominent signage, e.g..., "Restricted Speed Zone" and road humps (significant ones), need to be established at the entry points into the restricted speed</p>	Stuart Beswick		

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	<p>areas. Examples of establishment of speed humps, to name a few - Langdons Rd off Main North Road, Mary St off Main North Rd (current one does not slow traffic) Horner St off Papanui and Main North Rd corner, Wyndham St off Papanui Rd (and all roads going south off Papanui Rd), Proctor St off Main North Rd (and all streets going east off Main North Rd. Plus all other streets that enter the speed restriction zone.</p> <p>Living in the area I have observed (more prominent now than a few years ago) an increase in "rat running" with vehicles coming off Harewood road into Horner St, turn right into Loftus St, left into Wyndham St, turn right into Gambia St, across Mary St then carry on down to St. Albans area and beyond. Same in reverse, but with traffic going down Loftus to Main North Rd. With the narrow streets and vehicle speeds, we have noticed a number of near misses.</p>			
45770	<p>Buffon Street in Waltham has HUGE issues with boy racers. Lots of extremely dangerous driving over the 4 years I've lived here. Waltham school is so close by, same street, so can we please look at getting speed bumps put in? Please!</p> <p>Buffon Street.</p>	Hannah McGowan		
46028	I am in strong support of this proposal. It is also worth noting that I am also in favour of making all proposed 40 km/h roads 30 km/h roads.	Liam Laing		
45774	I strongly would recommend the speed limit in Apollo Place be reduced to 30km/hr, reason being there is quite a lot of children in the street and many elderly people living here, 40km/hr is too fast.	Andy Davison		
45775	<p>I was very pleased to receive your pamphlet in my mailbox yesterday. I have been living in [REDACTED] for 8 years and have had concerns for a long time. Grants road is a main thoroughfare through to Northlands mall via Mary St. And to main north road via Grassmere St. Drivers do not take the narrow nature of our street and drive too fast. I often hear cars speeding down my street between 1 and 3 am. There is a preschool, a school, a church, an alley way/walkway entrance along the river, an entrance to a children's playground, a large retirement village with several entrances and a cycle way at the end of my street on. With multi flat units being built in the street and large homes. There is an increased number of cars parking on the street. Making the road narrower and more difficult to drive along. You have to stop to let cars pass before you can continue. I ride a bike, after work in summer and at weekends and feel very aware of cars speeding along the street. And lack of visibility turning up the cycle way from Grants road, where it meets Grassmere St.</p> <p>I have noticed the streets leading from Rutland street to Cranford st have been reduced to 40 km speed limit. Knowles street is much wider than Grants road and does not have a school, preschool, retirement village or church on it. So I have been meaning to write to you and ask that you consider lowering the speed to 40 kms on Grants road too.</p> <p>Thank you for your request. I appreciate you taking the time to consider the safety of our streets.</p>	Jackie Longson		
45778	There also should be parking on only one side of the roads of Mary Street, Proctor Street, Frank Street, Grants Road, etc., the area on the city side of the Main North Road.	Robert Hastie		
45779	Boy racer on Friday and Saturday nights mostly racing along Grassmere Street at high speeds, normally at 1 or 2 am in the morning and residents are disturbed	Sally Cooper		
46038	I think reduced speeds are eminently sensible as exiting driveways and crossing roads is hazardous especially with schools and rest homes in the neighbourhood.	Joanne Clark		
45785	<p>One of the reasons submitted for a lower speed limit is to "create a sense of place within a neighbourhood"</p> <p>Could you kindly explain what this rather strange wording means. I have asked several friends of mine and no one can make any sense of it.</p>	Jeremy Richards		
45535	When they first made our streets 'living streets' years ago, they narrowed the intersections and planted bushes and trees, and enabling parking that now blocks your ability to see. We were originally given letters to say the speed would be reduced to 40kmh. Though that never happened and so the roads were and are dangerous. It is about time they finally might be making the proposed changes. Slower speed may at least give more time to be able to see traffic before a crash occurs. Plus there are many families and older people crossing roads and the roads are busier with people using them as fast shortcuts. This may be worse with Cranford St and Papanui Rd now being very busy.	Samantha Manning		
45536	I believe this is a good idea. I live in the middle of [REDACTED] and many people speed down our street, even though there are speed bumps down the road. They almost see it as a reason to speed up in between the bumps. There are families with children that live around here that play and hang out around the street, and I would hate to see one of them get hurt. Plus the speeding sets a bad example for the children also.	Ashleigh Archbold		
45538	Changing a whole kilometre of Langdons Rd to 30kph is a stupid idea. It has always been a busy road, and nobody is going to do 30, even bicycles can go faster than that. Maybe you should have thought of that before giving consent to Northlink? If you feel you must lower that speed limit, at least make it 40kph; instead of slowing all of society down to a crawl to take into account the attention span of the dumbest individuals.	Caleb Ward		
45539	<p>Reducing speed limits does nothing. Very few people observe them. I moved from Beckenham where they did this and it made zero difference and was just a waste of money. My work vehicle is speed monitored and as I did 30 - 40k, I'd just be abused as people dangerously overtook me!</p> <p>It would make more sense spending the money on lights outside Northlink and perhaps speed bumps etc. that force people to slow down</p>	Carolyn Neame		



Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
45541	A priority should be to lower the speed to 30km on Hoani and all the side streets off it. It's so busy with students and workers parking and walking through. Langdon's rd. to 30om is good, and it seems weird that the neighbourhood area has a higher speed. Oakland st & Primrose should be 30 with gated signs. Also down by Paparoa st school and the park should be 30km to make it safer. In addition, all the 30km streets will foster better communities through additional social capital and a quitter and friendlier environment.	Thomas Blakie		
45800	<p>The traffic levels up Langdons Road are causing huge bottlenecks now, reducing the speed levels will not increase traffic flow, it will cause additional bottlenecks from the roundabout right up through to the Northgate shopping centre. The traffic flows to Northgate should have been in the initial proposal for development. This development was right in the heart of residential areas therefore consultation with residents prior to granting permits should have been part of your change management plan. Perhaps an entrance to Northgate via Greers road as well may have been constructive in reducing vehicles turning right into Langdons Road from Greers Road and banking up due to the left turning traffic into same road. More planning and consultation is needed rather than just implementing and trying to solve an issue after the fact. Waste of resources and taxpayer money. Do it right the first time and stop the rework.</p> <p>In addition, the new traffic light system at the corner of Mary St and Main North Road is a joke. Right turning traffic from Mary Street to Main North Road is nigh on impossible when having to wait for the Left turning traffic from Langdons Road. Needs some work there as well?</p>	Sally Van Gaalen		
45545	<p>I am strongly in support of lower speed limits in this area. As staff will already know, there are lots of traffic calming measures already in place in the area south of Main North Road that tend to keep speeds to 40km/h or less, but there's no harm in setting a lower limit too.</p> <p>My main concern is with the lower speeds on Langdons Road. We regularly use this as a through road from Mary Street up to the ring road to head west. This was the preferred route because traffic is quite slow turning from Mary through Main North to Harewood at peak times. The proposed speed limit clearly indicates Langdons should not be used as a through road, which is good. However, to compensate for this, changes will need to be made at the lights of Papanui/Main North/Harewood to speed up the flow of traffic on Main North turning onto Harewood.</p>	Graham Wagener		
45548	You need actual data to inform these proposed changes not just hearsay from individuals. I am in Papanui daily and haven't seen speeding or dangerous driving so do not support the proposal	Jan Edwards		
46060	<p>Hi - I am a resident of Grants Road having resided here with my family since 2009. I am extremely concerned about the increase in traffic volume that is expected with the residential development of the Cranford Basin. It is expected that there will be up to 4000 vehicles a day travelling along Grants Road. Grants Road is a "living street" and I am so disappointed that it is now going to become a "feeder" street to this new development. It is already a considerable "rat run" with cars using Grants Road and the surrounding smaller roads to cut between Main North Rd/Papanui Rd and Rutland Street.</p> <p>My main concern with the increase in the vehicle volumes are as follows:</p> <p>Grants Road is currently a 50km zone - this needs to be dropped to 30km to accommodate this huge increase in traffic volume in such a highly populated residential street. I already find it difficult enough to reserve off my driveway onto Grants Road with the current level of traffic. Further, the street has previously been narrowed and now with an increase in residential builds in the last couple of years parking on the street is dense. With vehicles parked on either side of the road it is not possible to travel along any stretch of Grants Road between Papanui Road and the junction with Proctor Street two vehicles abreast. Vehicles ALWAYS have to pull in to one side to allow vehicles through (it is on par with Dormer Street). However, if the road were to be widened this would almost certainly mean that the road and the high volume of traffic is growing ever increasingly towards our front door. Grants Road does not have the capacity that other feeder roads (e.g. Blighs Road) have - it is too narrow, homes are far closer to the road already and no properties have extensive driveways. The answer is not to make parking illegal on one side of the street which has been a previous suggestion in a nearby street as there is limited enough parking for residents as it is!</p> <p>I strongly urge that reconsideration be made regarding the anticipated increase of traffic in Grants Road as at present; the suggestions are only going to decrease in the wellbeing of current residents!</p>	debbie nield		
45552	Happy to support, although it would be good to have better enforcement. E.g., McFaddens Rd traffic acts as if the existing limit is 50. Mid-block speed limit signs are required to get motorists attention, as the signs at the intersections are easily missed	David Moorhouse		
45560	Overall, I agree with the changes, I would however question why a lower speed limit is no being applied outside northlands mall and the Papanui Rd shops as I think that lower speed limits here would also provide safety benefits.	Geoff Sugden		
46072	The roads in this area are not suitable for 50km/h traffic and lower speed limits need to be introduced. The roads are close to several high-risk facilities including schools and retirement villages. There is insufficient parking currently on Grants Road and this increases the risk when people are leaving their properties. I would certainly recommend that the speed limits be reduced. Thanks	Dean Uren		
45561	I support the proposal to slow speed in these areas.	Merav Benaia		

Submission ID	Is there anything we need to know before carrying out these changes?	Name	Name of organisation	Your role
	However, it is falling short of addressing rat running in the Papanui Ward area that is on the other side of Harewood Rd.  One such road is St James Avenue where it is becoming impossible to cross the road from Dalriada Street to the park due to poor visibility and high speeding cars coming from Blighs Rd or from Harewood Rd.			
46073	Being a resident of this zone, with children who have attended Paparoa St school and commuting to work in the zone. Reducing the speed in such a broad area is excessive. The poor drivers will continue to be poor drivers and those who speed or crash will still do so. This is once again penalising the general law abiding citizens when it is only a minority. Placing speed bumps strategically, I believe would be more effective.  The slow speed on Langdons Rd is sensible as you have the pedestrian crossing, the roundabout, the Library, the mall, the railway crossing and Papanui High School all within a limited zone. There is a stop sign on Rayburn ave, which requires slower speed. The intersection of Rayburn Ave and Grants Rd as you turn into Gambia St requires traffic to also slow to a stop before proceeding. Grants rd. requires slower speeds near the Christchurch Adventist school.  Speed bumps close to Paparoa St school and on Tomes Rd and Claremont Avenue would be more effective to slow the traffic down taking a short cut through to Papanui or through to St Albans.	Tina Williams		
45821	I live in Morrison Ave, Northcote. This street is shocking for speeding drivers using g it as a drag strip. Someone is going to be run over.	John Sorensen		







Submission #46091

## Papanui Slow Speed Neighbourhood

I Fully Support:

- Slow Speed Neighbourhoods as a concept, but speed limits need to be 30 km/h on local roads and 40 km/h on arterial roads
- Reducing Langdons Road outside the Northlink shops to 30 km/h
- Reducing the remaining western section of Langdons Road to 40 km/h
- Reducing Vagues Road to 40 km/h
- Including gated speed limit signs, which I hope includes on-road paint to highlight the change

Please also:

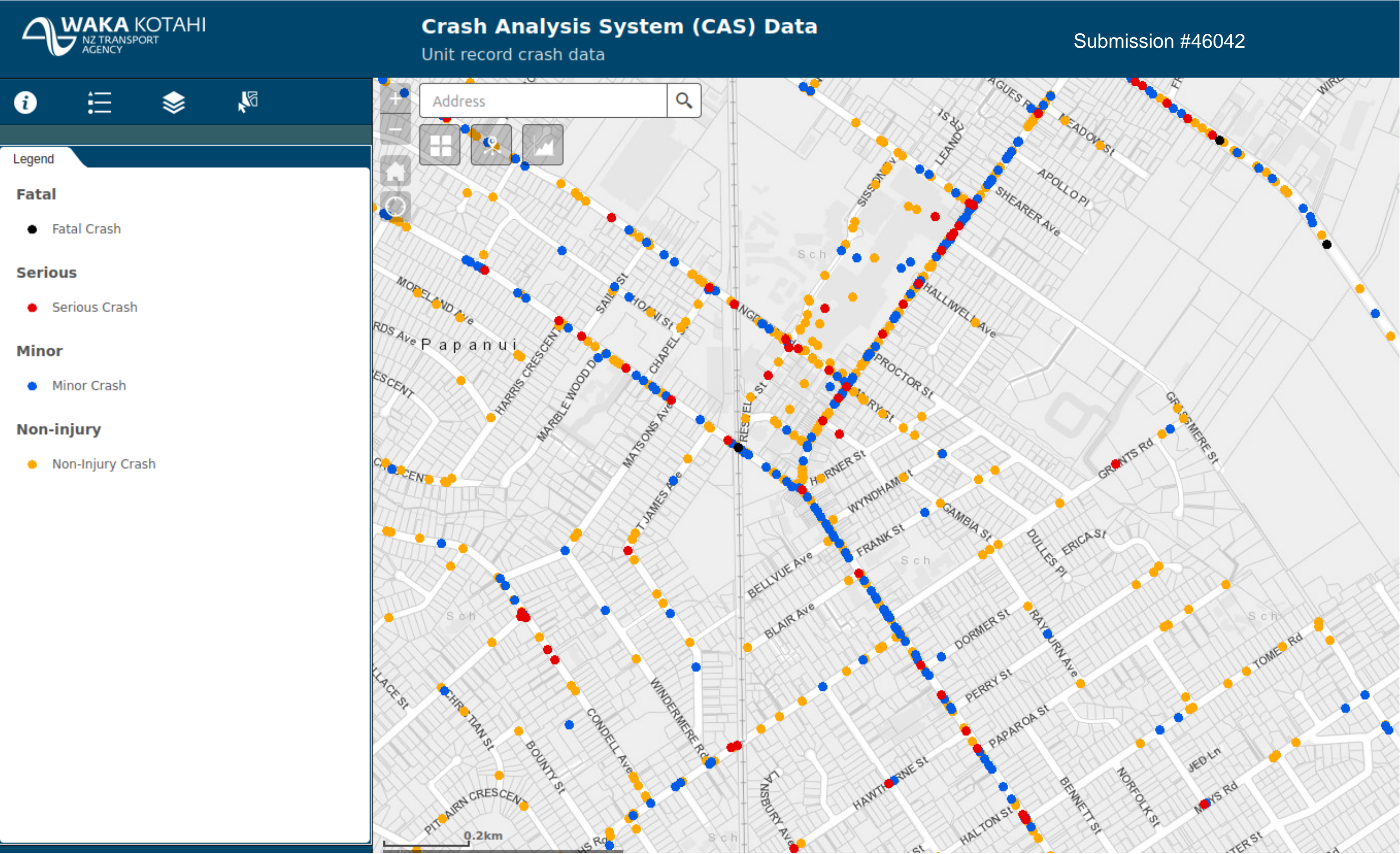
- Reduce the speed limit on Papanui Road from the Blighs Road intersection to the Harewood intersection to 40 km/h, which is the current speed most drive at when not stuck in a traffic jam, and is much safer for the high-pedestrian area around the shops and businesses
- Reduce the speed limit on Main North Road from the Harewood Road intersection to the Sawyers Arms Rd intersection to 40 km/h, which is the current speed most drive at when not stuck in a traffic jam, and is much safer for the high-pedestrian area around the shops and businesses
- Reduce the speed limit on Sawyers Arms Road from the intersection with Main North Road to the railway line to 40 km/h, which is the current speed most drive and is much safer for the high-pedestrian area around the shops and Papanui Domain
- Reduce the speed limit on Harewood Road from the intersection with Papanui/Main North Roads to Sails Street, as this is a high pedestrian area with businesses, rest homes and Mitre 10, plus the Nor'west arc and Wheels to Wings Cycleways
- Further reduce the proposed speed limit from 40 to 30 km/h on all other streets shown in green on the map, especially around Proctor/Grants through to Main North/Papanui and Hoani Street which is very narrow and 40 km/h is unsafe and unnecessary. If consensus cannot be reached on all streets being reduced to 30 km/h, please as a minimum reduce these streets
- Please extend the reduced speed limit on Rutland Street to the Mays Road intersection at a minimum, but ideally all the way to St Albans Street as the Papanui Parallel is a highly-used cycleway, and the sight-lines around side streets are not great due to the on-street parking. I hope Chapter, Weston, Knowles, Bretts etc. are being reduced soon too.



Submission #46042







Submission #46063

# Canterbury

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## District Health Board

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Te Poari Hauora ō Waitaha

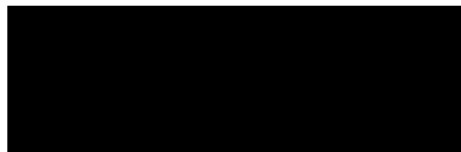
Item 9

Attachment B

### Submission on Slow Speeds Neighbourhood - Papanui

**To:** Christchurch City Council

**Submitter:** Canterbury District Health Board



**Proposal:** CCC is proposing to reduce the speed limit from 50 km/h to 40 and 30km/h on selected streets in the Papanui area.

Submission #46063

## SUBMISSION ON SLOW SPEEDS NEIGHBOURHOOD - PAPANUI

### Details of submitter

1. Canterbury District Health Board (CDHB).
2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.
3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

### Details of submission

4. We welcome the opportunity to comment on the proposal on the Papanui slow speeds neighbourhood. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'<sup>1</sup>.

<sup>1</sup> Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.



Submission #46063

7. Transport is an important determinant of health<sup>2</sup>, especially through mechanisms of air pollution, noise, road injury, physical activity and connectivity to other resources.

### Comments

8. The CDHB supports the proposed speed reduction, for reasons which are further described below.
9. Firstly, the risk of death or serious injury for pedestrians, cyclists and those crossing the street decreases significantly with reductions of vehicle speed. For example, a cyclist or pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95%<sup>3</sup>.
10. Secondly, low physical activity is the 10<sup>th</sup> leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases<sup>4</sup>. Roads which are safe help to address this by encouraging the use of active transport such as walking, cycling and scooting.
11. Thirdly, safe and walkable streets help to establish a sense of place within a neighbourhood. There is evidence that speed limits support greater social inclusion and community cohesion, and facilitate community support networks<sup>5</sup>, all of which have an influence on the health and wellbeing of individuals and communities.
12. Lastly, the proposed speed limit reductions would reduce noise exposure, which has increasingly been associated with negative impacts on health and well-being. Exposure to road traffic noise has been linked with heart disease, hypertension, diabetes, aggression and sleep disturbance<sup>6</sup>.

### Conclusion

13. The CDHB does not wish to be heard in support of this submission.
14. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

<sup>2</sup> Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.

<sup>3</sup> Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from:

<http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf>

<sup>4</sup> Institute for Health Metrics and Evaluation. 2018. <http://www.healthdata.org/new-zealand>

<sup>5</sup> British Academy. 2014. "If you could do one thing..." Nine local actions to reduce health inequalities. Retrieved from:

<https://www.thebritishacademy.ac.uk/documents/290/local-actions-to-reduce-health-inequalities.pdf>

<sup>6</sup> Rossi, I. A., Vienneau, D., Ragettli, M. S., Flückiger, B., & Röösli, M. (2020). Estimating the health benefits associated with a speed limit reduction to thirty kilometres per hour: A health impact assessment of noise and road traffic crashes for the Swiss city of Lausanne. *Environment international*, 145, 106126.

Submission #46063

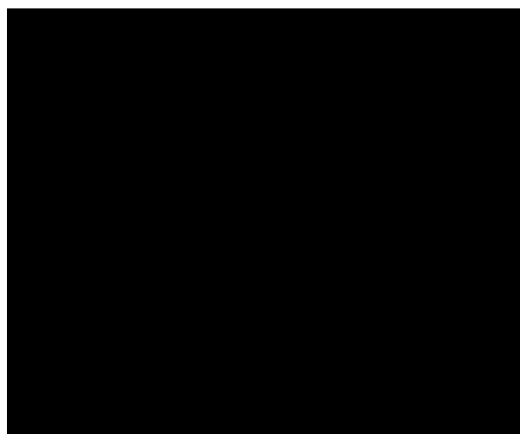
15. Thank you for the opportunity to submit on the proposal on the Papanui slow speeds neighbourhood.

**Person making the submission**



Dr Anna Stevenson  
Public Health Physician  
Medical Officer of Health

Date: 2/05/2022



Submission #46070



2 May 2022

### **Slow speeds neighbourhood – Papanui, Blind Low Vision NZ feedback submission**

Blind Low Vision NZ is New Zealand's leading provider of vision loss rehabilitation services, empowering New Zealanders who are blind, deafblind or low vision to live the life they choose. Our services provide members with the tools necessary to support independence and participation in their local community, and Blind Low Vision has a membership of almost 50 clients that reside in the Papanui area. As a service provider seeking to support the independent participation in community for residents of Papanui and surrounding suburbs, Blind Low Vision NZ supports the proposal to reduce speed limits in the boundaries of the Papanui area as specified – we are however seeking Council give consideration to other measures which can further support safe, intentent travel and participation in this community.

Blind Low Vision NZ believes it would be beneficial to extend the 40 km/hr speed limit to include the sections of the Main North Road and Harewood Road from Papanui Road to the extent of the side street speed limits, as there are destination shops, major pedestrian/cycle route crossings on both Harewood and Main North Roads, desired bus routes and retirement facilities adjacent. The Main North Road already has new signaled crossings that require more frequent stops by motorists/road users, and the Bus Interchange which would also be supported by a lower speed limit, with an outcome of safer travel for all users.

A consideration not taken into account is the unmet demand for safe road crossings as people are avoiding crossing and reducing their movements within the community where they cannot get across a road independently. This is a social cost.

Making safe, independent travel a priority, Blind Low Vision NZ is also seeking consideration be given to more pedestrian priority crossings on Langdons Road and Harewood Road. Blind Low Vision NZ can confirm that refuge islands are not easy for those who are blind or have low vision to cross safely, as identifying appropriate gaps in

Submission #46070

traffic using hearing is challenging in this area. Refuge islands are also challenging for those with reduced gait, older persons and younger persons. As part of this project, Blind Low Vision believes this would be beneficial to those living in this community, those who travel to destinations by bus and pedestrians who commute through the area.

In summary, Blind Low Vision NZ are in support of the proposed changes to speed limits, but believe there is an opportunity for the above measures to further support the desired outcomes of the Slow speeds neighbourhood – Papanui project. Furthermore, Blind Low Vision NZ as a service provider within the Papanui community is available to speak to the additional measures suggested in more detail, and support this project where possible.

Yours sincerely,



Dan Shepherd  
**Regional Manager - Southern**  
**Blind Low Vision NZ**

## Slow speeds neighbourhood - Papanui

### Analysis of submissions



Between 8 April and 3 May 2022, 82 submissions were received on the Slow speeds neighbourhood – Papanui consultation.

#### Submitter profile

Four submissions are from those representing organisations, with the remaining 78 from individuals.

#### Feedback

We asked submitters if there is anything that we need to know before carrying out the proposed speed changes.

63 submitters (77%) clearly support the proposal, 14 clearly oppose (17%) and five submitters (6%) take no clear stance either way.

Comments from those who support the proposal state that reducing speed limits will increase safety. Those who oppose the proposal state that speed is not the issue on their roads (six submitters), that reducing speed limits will penalise good drivers (four submitters) and that it will cause poor traffic flow (two submitters).

27 submitters (33%) want the proposed 40km/h speed limit to drop to 30km/h on selected streets, or for more streets to be reduced to 40km/h. Common requests are;

- 40km/h extension to include the commercial areas of Main North, Harewood and Papanui Roads (eight submitters)
- 40km/h extension to south of Harewood Road, namely St James Avenue (five submitters)
- 40km/h extension of Rutland Street to at least Mays Road (four submitters)

16 submitters (19%) want additional traffic calming measures to be installed. Two of these submitters are against the speed changes and think that these measures should replace the proposal rather than supplement.

Eight submitters (10%) request additional police enforcement of these changes.





## 10. Fendalton-Waimairi-Harewood 2021-22 Discretionary Response Fund - Burnside Bowling Club

Reference / Te Tohutoro: 22/590259

Report of / Te Pou Lisa Gregory, Community Recreation Advisor

Matua: lisa.gregory@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

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application for funding from its 2021-22 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00064085	Burnside Bowling Club Inc	Sunshade Installation	\$20,000	\$8,000

- 1.2 There is currently a balance of \$26,204 remaining in the fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves a grant of \$8,000 from its 2021-22 Discretionary Response Fund to the Burnside Bowling Club towards the installation of four sun umbrellas on the north side of the Orchard Bowling Green.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations are strongly aligned to the Strategic Framework and in particular the Community Outcome of Resilient Communities.

#### Decision Making Authority Te Mana Whakatau

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

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

3.2.2 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

### Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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


### Discussion Kōrerorero

- 3.6 At the time of writing, the balance of the 2021-22 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$148,754	\$112,550	\$26,204	\$18,204

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

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Fendalton-Waimairi-Harewood 2021-22 Discretionary Response Fund - Burnside Bowling Club Decision Matrix	57

### 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

<b>Author</b>	Lisa Gregory - Community Recreation Advisor
<b>Approved By</b>	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

2021/22 DRF FENDALTON-WAIMAIRI-HAREWOOD DECISION MATRIX

Priority Rating

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

00064085	<b>Organisation Name</b>  Burnside Bowling Club Inc	<b>Name and Description</b>  <b>Sunshade Installation</b>  Installation of four sun umbrellas to be placed on north side of Orchard Green.  This is required to provide shade for both the players and the increasing numbers of spectators.	<b>Funding History</b>  2021/22 - \$8,000 (Greenkeepers Wage) SCF 2019/20 - \$52,000 (Accessible Men's Bathroom Upgrade) Capital Endowment Fund Round 2  <b>Other Sources of Funding</b> Funds on Hand - \$892 The club will cover any shortfall	<b>Request Budget</b>  <b>Total Cost</b> \$20,892  <b>Requested Amount</b> \$20,000 <b>96% percentage requested</b>  <b>Contribution Sought Towards:</b> Equipment / Materials - \$20,000	<b>Staff Recommendation</b>  <b>\$ 8,000</b>  That the Waimāero Fendalton-Waimairi-Harewood Community Board approves a grant of \$8,000 from its 2021-22 Discretionary Response Fund to the Burnside Bowling Club towards the installation of four sun umbrellas on the north side of the Orchard Bowling Green.	<b>Priority</b>  <b>2</b>			
<table><tr><td><b>Organisation Details:</b>  Service Base: 330 Avonhead Road, Avonhead  Legal Status: Incorporated Society  Established: 9/12/1963  Staff – Paid: 2  Volunteers: 230  Annual Volunteer Hours: 13300  Participants: 10,600  Target Groups: Sports/Recreation  Networks: Bowls Canterbury, Bowls New Zealand, Turf Culture NZ  <b>Organisation Description/Objectives:</b> Promote the game of bowls to members and to the community.  Encourage the youth to play bowls with involvement with local schools and scouts as required.  Provides use of greens to charitable organisations eg Laura Ferguson Brain Injured  Provides the facilities for the community to use both the greens and the pavilion  Facilities used by Bowls Canterbury and Bowls New Zealand for their events which attracts many of the public and local bowlers to view the events.</td><td><b>Alignment with Council Strategies and Policies</b><ul style="list-style-type: none"><li>Strengthening Communities Strategy</li><li>Physical Recreation and Sport Strategy</li><li>Ageing Together policy</li></ul> <b>Alignment with Council Funding Outcomes</b><ul style="list-style-type: none"><li>Support, develop and promote capacity</li><li>Community participation and awareness</li><li>Provide community based programmes</li><li>Reduce or overcome barriers</li></ul> <b>Outcomes that will be achieved through this project</b>  Offer various bowls programmes and competitions from mid-October to March.  To provide adequate shade from the sun for players and spectators.  To provide adequate shelter from inclement weather for players and spectators.  <b>How Will Participants Be Better Off?</b>  With the increasing age of many members we have to try and provide the shade to avoid the increased chance of accelerating melanoma.  Provide adequate sun protection for the aging members of the club who have various skin conditions.  We strive to be a responsible Club by providing adequate sun protection for the viewing public.  Makes playing and watching the game more comfortable and safe for all involved.</td><td><b>Staff Assessment</b>  The Burnside Bowling Club (BBC) was established in 1963 and is based at Burnside Park on Avonhead Road. They currently have 263 active female and male members ranging in age from 10 years old to 90 years plus.  The club has three greens which are regarded amongst the best playing surfaces in Australasia and have hosted numerous local, national and international tournaments over the years. They also run a variety of other programmes for local primary schools and a rehabilitation group from Laura Ferguson.  In today's climate and with the increasing rates of skin cancer, the club understand the importance of providing adequate protection from the sun for all users, including spectators and they strive to be responsible by offering adequate shade.  This project is about installing four additional sun umbrellas on the north side of the Orchard Bowling Green to provide this shade for both players and spectators.  The rationale for the staff recommendation of \$8,000 to the BBC is:<ul style="list-style-type: none"><li>The Burnside Bowling Club, through its strong volunteer base and robust executive, will continue to promote and develop the sport of lawn bowls within both the local and the wider community.</li><li>The investment in the facility will lead to continued usage by Bowls Canterbury and Bowls New Zealand for their events which attracts many local and non-local bowlers and public spectators.</li><li>This project reiterates the essential sun smart messaging that will ensure that all involved at the club will have protection from the sun.</li></ul></td></tr></table>							<b>Organisation Details:</b>  Service Base: 330 Avonhead Road, Avonhead  Legal Status: Incorporated Society  Established: 9/12/1963  Staff – Paid: 2  Volunteers: 230  Annual Volunteer Hours: 13300  Participants: 10,600  Target Groups: Sports/Recreation  Networks: Bowls Canterbury, Bowls New Zealand, Turf Culture NZ  <b>Organisation Description/Objectives:</b> Promote the game of bowls to members and to the community.  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## 11. Application to the 2021-22 Fendalton-Waimairi-Harewood Youth Development Fund - Eva Marryatt

Reference / Te Tohutoro: 22/650286

Report of / Te Pou  
Matua: Karen Boag, Community Development Advisor,  
karen.boag@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application received for funding from its 2021-22 Youth Development Fund.
- 1.2 This report is to assist the Board to consider an application of funding from Eva Marryatt.
- 1.3 There is currently a balance of \$1,100 remaining in this fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Approve a grant of \$500 from its 2021-22 Youth Development Fund to Eva Marryatt towards attending the Global Young Leaders Conference and associated events in Washington DC and New York City from 21 June 2022 to 3 July 2022.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations in this report align to the Council's Community Outcome of Resilient Communities including:
  - Celebration of our identity through arts, culture, heritage and sport and recreation
  - Valuing the voices of all cultures and ages (including children)

#### Decision Making Authority Te Mana Whakatau

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

#### Assessment of Significance and Engagement Te Mana Whakatau

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

- 3.6 The level of significance was determined by the number of people affected and/or with an interest.
- 3.7 Due to the assessment of low significance, no further community engagement and consultation is required.

#### 4. Applicant/ Te Kaitono 1 – Eva Marryatt

- 4.1 Age: 17
- 4.2 School: Christchurch Girls' High School
- 4.3 Suburb: Burnside
- 4.4 Event seeking support for: Global Young Leaders Conference in Washington DC and New York City the 30 June 2022 to 3 July 2022.
- 4.5 Eva Marryatt has been invited to attend the Global Young Leaders Conference in Washington DC and New York City. The conference invites high achieving scholars from all over the world to come together for ten days to discuss and combat global issues in a summit format. Eva was selected via an American basketball recruiting company because of her hard work, success and high scoring grade point average.
- 4.6 Eva has consistently achieved excellent grades, in school, in all her subjects. As well as, being a diligent student, she is also involved in extracurricular activities. She is a highly successful basketball player. She has competed at school, club, Rep and NZ level teams. Additionally, she has played volleyball, cross-country running and netball. Eva is also very passionate about the environment and involved in the environment committee at her school. She is a prefect at her school, head of house, and has multiple other leadership roles within and outside of school. Such as captain of her club basketball team. She has received multiple awards, in particular, leadership awards.
- 4.7 Her participation in the Global Young Leaders Conference will benefit her as an individual because it will help her develop critical leadership skills in the global context. She will learn from today's world leaders and her peers from all around the world. Furthermore, by attending this conference, she will have a better chance of gaining entrance to her preferred university course and potentially a scholarship.
- 4.8 Eva has raised \$700 through fundraising and working part-time to assist with her costs involved in the event.
- 4.9 The following table provides a breakdown of the costs for the event:

EXPENSES	Cost (\$)
Flights	2,600
Conference Fees	6,500
<b>Total</b>	<b>\$9,100</b>

#### Attachments Ngā Tāpirihanga

There are no attachments to this report.

#### 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

<b>Author</b>	Karen Boag - Community Development Advisor
<b>Approved By</b>	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood





## 12. Application to the 2021-22 Fendalton-Waimairi-Harewood Youth Development Fund - Hannah Shatford

Reference / Te Tohutoro: 22/666270

Report of / Te Pou  
Matua: Lisa Gregory, Community Recreation Adviser,  
lisa.gregory@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application received for funding from its 2021-22 Youth Development Fund.
- 1.2 There is currently a balance of \$1,100 remaining in this fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Approve a grant of \$500 from its 2021-22 Youth Development Fund to Hannah Shatford towards competing at the 2022 FINA World Championships in Budapest from 18 June to 3 July 2022.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations in this report align to the Council's Community Outcome of Resilient Communities including:
  - Celebration of our identity through arts, culture, heritage and sport and recreation
  - Valuing the voices of all cultures and ages (including children)

#### Decision Making Authority Te Mana Whakatau

- 1.1 Determine the allocation of the discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 1.2 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 1.3 The Fund does not cover:
  - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
  - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

#### Assessment of Significance and Engagement Te Mana Whakatau

- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.2 The level of significance was determined by the number of people affected and/or with an interest.

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

#### 4. Applicant/ Te Kaitono - Hannah Shatford

- 4.1 Age: 17
- 4.2 School: Christchurch Girls High School
- 4.3 Suburb: Strowan
- 4.4 Event seeking support for: 2022 FINA World Championships in Budapest from 18 June to 3 July 2022.
- 4.5 Hannah has been participating in Artistic Swimming (or Synchronised Swimming) for over six years. She is a current member of the Aquaferes, the Artistic Swimming New Zealand (ASNZ) Senior National Team.
- 4.6 Hannah has been part of ASNZ's talent development and high-performance programme for a number of years, and in this time has shown great commitment, work ethic and teamwork.
- 4.7 Training expectations for the New Zealand senior athletes are they that they complete a minimum of 24 hours of training a week. Hannah is required to do additional training as she is the number one flyer for the team, which means she appears on the top of the team lifts, often doing summersaults and other difficult moves.
- 4.8 Due to the size of Artistic Swimming in New Zealand, the national body (ASNZ) has limited funds to support the national team campaigns and participation in World Championships relies on significant personal/family financial investment.
- 4.9 Leading up to the World Championships, the team has trained for 10 to 14 days in December, January, March and April. The average cost of these camps has been \$1,100 each.
- 4.10 The following table provides the total costs for the training camps and event:

EXPENSES	Cost (\$)
Pre-competition camps, offshore camp, flights, accommodation, travel insurance	\$11,614
<b>Total</b>	<b>\$11,614</b>

#### Attachments Ngā Tāpirihanga

There are no attachments for this report.

#### 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

<b>Author</b>	Lisa Gregory - Community Recreation Advisor
<b>Approved By</b>	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood



## 13. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - June 2022

Reference / Te Tohutoro: 22/657410

Report of / Te Pou Maryanne Lomax, Community Governance Manager,  
Matua: maryanne.lomax@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community,  
Pouwhakarae: mary.richarson@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 Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for June 2022.

### 3. Community Support, Governance and Partnership Activity

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Service Awards 2022	The function to present the awards will be held on Thursday 7 July 2022 at the Russley Golf Club starting at 4.00pm.	7 July 2022	<ul style="list-style-type: none"><li>• Resilient Communities</li></ul>
Bishopdale Safety Initiative	The Bishopdale Safety Initiative is underway with the Community Safety Information Booklet being delivered to all households, along with the Bishopdale Bulletin, over the next two weeks.	Ongoing	<ul style="list-style-type: none"><li>• Resilient Communities</li><li>• Board Plan Priority</li></ul>

#### 3.2 Community Capacity Building - Speaker Series

The second workshop of the Speaker Series took place at the beginning of May; Conflict Management. The interactive 2-hour session took place on zoom and was delivered through Mental Health Education and Resource Centre (MHERC) and facilitated by Marina Shearer.

The workshop gave participants a basic understanding and appreciation of how to resolve conflict constructively, reducing their fear of conflict and allowing them to keep their relationships strong and growing whilst avoiding harm.

Feedback from some of the local community workers who attended:

- I like to attend to refresh and to be able to share with my colleagues. Very professional delivery from a highly experienced facilitator.
- Thank you for running the course at no charge. I wouldn't have been able to attend otherwise.

### 3.3 Walking Festival - 'Walk Waitaha'

The new format Walking Festival, 'Walk Waitaha' ran throughout April and May 2022 and was very well received, offering a great array of self-guided walks and walking activities over a six week period.

Thank you to all of our staff who continue to work hard to bring the Walking Festival to life each year as well as our partners who are with us every step of the way. This hard work resulted in the Walking Festival receiving a Merit Award for Best Event at the Recreation Aotearoa Awards for 2020/2021!

The Recreation Awards recognise excellence, innovation, and effectiveness of outstanding activity within the recreation sector as well as the achievement and service of individuals whose commitment and contribution promotes the ongoing development and enhancement of the industry.

We can't wait to bring the Walking Festival back in its usual format next year; where we will continue to explore, discover and connect with the wonderful world of walking.



### 3.4 Community Funding Summary

3.4.1 A status report on the Board's 2021-22 Discretionary Response Fund and Youth Development Fund as at 24 May 2022 is attached (refer **Attachment A**).



3.4.2 The Strengthening Communities Fund opened for applications on Monday 21 March 2022 and closed on Tuesday 26 April 2022. A total of 56 applications have been received. A workshop will be held with the Board in July 2022 for the Board to consider the applications received and seek further information/clarification, if required. A full report with staff recommendations will be presented to the Board for a decision at their meeting in August 2022.

### 3.5 Participation in and Contribution to Decision Making

#### 3.5.1 Council Engagement and Consultation

- On 9 May 2022, the Waimāero Fendalton-Waimairi-Harewood Community Board Submissions Committee met and developed submissions for the following consultations:
  - Draft Housing and Business Choice Plan Change
  - Draft Heritage Plan Change

- **Recreation and Sport Centres Survey** - The Council are seeking feedback from residents in regards to the opening of two new centres towards the end of 2023; Parakiore and the Hornby Centre.







This survey will help the Council understand what people want from our recreation and sports centres – our two new centres and our existing centres. It's a chance for residents to have a say on the activities and programmes we offer and to suggest new ideas for us to consider.

The survey opened on 13 May 2022 and will close on 31 July 2022. Feedback can be submitted on the Council's Have Your Say page.

## 4. Advice Provided to the Community Board

- 4.1 Customer Service Request Report - Hybris monthly report for April 2022 attached, 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 (refer **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Report - April to May 2022 (refer **Attachment C**).
- 4.3 Memo - Merivale Parking and Traffic Issues (*circulated 29 April 2022*)
- 4.4 Memo - Climate Action Campaign (*circulated 4 May 2022*)
- 4.5 Memo - Bus stop improvements along route 17 and 28 (*circulated 10 May 2022*)
- 4.6 Memo - Community Board Operational Arrangements (*circulated 20 May 2022*)
- 4.7 Fendalton-Waimairi-Harewood Alcohol Licence Requests - 22 April to 23 May 2022 (*circulated - 23 May 2022*)

## Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Fendalton-Waimairi-Harewood Board Funding Update - May 2022	71
B  	Fendalton-Waimairi-Harewood Hybris Ticket Report - April 2022	73
C  	Fendalton-Waimairi-Harewood Graffiti Report - April-May 2022	74

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood Karen Boag - Community Development Advisor Natalie Dally - Community Development Advisor Lisa Gregory - Community Recreation Advisor Aidan Kimberley - Community Board Advisor
<b>Approved By</b>	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

# Waimāero Fendalton-Waimairi Harewood Board Funding Summary

Updated - 23 May 2022

Fendalton/Waimairi Discretionary Response Fund	Allocation 2021-22	Board Approval (Date)
Budget 2021-22		
Carried Over from 2020-21	\$ 64,963	
Remaining Funds from SCF 2021-22	\$ 67,791	
Total for 2021-22 Financial Year	\$ 132,754	
Youth Development Fund - Opening Balance allocation	\$ 5,000	16-Aug-21
Allocations made		
Girl Guides Assn of NZ (Kendal Girl Guides Jamboree) <b>Note: Board approved \$450 on 16 August 2021 however event has now been cancelled and funding is being returned.</b>	\$ -	16-Aug-21
Burnside High School - South Island Basketball Tournament <b>Note: Board approved \$1,000 16 August 2021 however payment not processed due to event being cancelled</b>	\$ -	16-Aug-21
Burnside High School (Senior Dance Team)	\$ 1,000	13-Sep-21
Burnside High School (Spirit of Adventure Voyage)	\$ 1,200	15-Nov-21
Hayley Mackey (Judo Tournaments - Europe and Africa)	\$ 500	14-Feb-22
Nicholas Book (FIBA Asia Cup and FIBA World Cup)	\$ 500	16-May-22
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$350		12-Apr-21
Nathan Dix - First XI football tournament <b>Note: CGM approved \$150 on 18 August 2021 however payment not processed due to event being cancelled</b>	\$ -	
Jay Xuan Tan - AIMS Games <b>Note: CGM approved \$150 on 18 August 2021 however payment not processed due to event being cancelled</b>	\$ -	
Hannah MacKay (Girl Guide Jamboree Alternative local event)	\$150	8-Sep-21
Owen Dabkowski (Duke of Edinburgh Gold - Tramping Trip)	\$ 150	23-Sep-21
Neve Nuku (Summer Netball Camp)	\$ 100	15-Nov-21
Caitlin Dufty (Sheila Winn Shakespeare Nationals in Wellington and NSSP in Dunedin)	\$ 300	23-May-22
Youth Development Fund Balance - Available for allocation	\$ 1,100	
Discretionary Response Fund - Total Allocation	\$ 132,754	
Allocations made		
Celebrate Bishopdale 2021 (Board Project)	\$ 8,000	16-Aug-21
Culture Galore 2022 (Board Project)	\$ 12,000	16-Aug-21
2020-21 Youth Development Fund (Board Project)	\$ 5,000	16-Aug-21
Youth Activities and Events (Board Project)	\$ 5,000	16-Aug-21
Community Service Awards 2022 (Board Project)	\$ 3,000	16-Aug-21

Summer with your neighbours 2021-22 ( <i>Board Project</i> )	\$ 4,000	16-Aug-21
Community Liaison and Events ( <i>Board Project</i> )	\$ 2,000	16-Aug-21
Burnside Rugby Football Club Inc ( <i>Security Cameras</i> )	\$ 3,300	16-Aug-21
Burnside Park Tennis Club ( <i>Upgrade of Astro Grass</i> ) <b>Note: \$16,000 approved - project not going ahead and funding has been returned</b>	\$ -	13-Sep-21
FC Twenty 11 ( <i>Replacement of Broken Football Goals</i> )	\$ 2,250	13-Sep-21
Community Pride Garden Awards 2022 ( <i>Board Project</i> )	\$ 3,000	18-Oct-21
Northgate Community Services Trust ( <i>Kitchen Upgrade</i> )	\$ 5,000	18-Oct-21
Bengali Association Christchurch ( <i>Durga Puja Event</i> )	\$ 2,000	18-Oct-21
Neighbourhood Trust ( <i>Parenting Adventures</i> )	\$ 1,000	18-Oct-21
Anglican Diocese of Christchurch - Parish of Merivale St Albans ( <i>All Souls - Children and Youth Connect</i> )	\$ 6,000	13-Dec-21
Anglican Diocese of Christchurch - Parish of Merivale St Albans ( <i>The Corner Community Hub</i> )	\$ 10,000	13-Dec-21
Burnside Park Tennis Club ( <i>Clubhouse roof repairs</i> )	\$15,000	14-Feb-22
McLeans Island Golf Club ( <i>Storage facilities</i> )	\$10,000	11-Apr-22
Anglican Diocese of Christchurch - Parish of Merivale St Albans ( <i>The Gentle Stepping Stone Project</i> )	\$ 6,400	16-May-22
Riccarton Bush Trust ( <i>Pump and Bore Liner replacement</i> )	\$ 3,600	16-May-22
Discretionary Response Fund Balance - Available for allocation	\$ 26,204	

## Ticket Report

01 Apr 2022 - 30 Apr 2022

### Fendalton-Waimairi-Harewood

#### Tickets Reported in April 2022

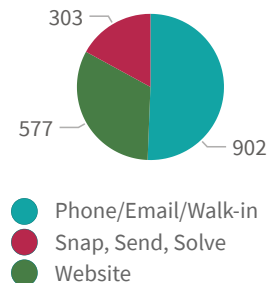
1,782

Tickets Reported

#### Status as of Report Date

1,053 Closed/Resolved  
729 Open

#### Channels



#### Currently Open Tickets\*

2,131

# Open Tickets

139

Avg open ticket age (days)

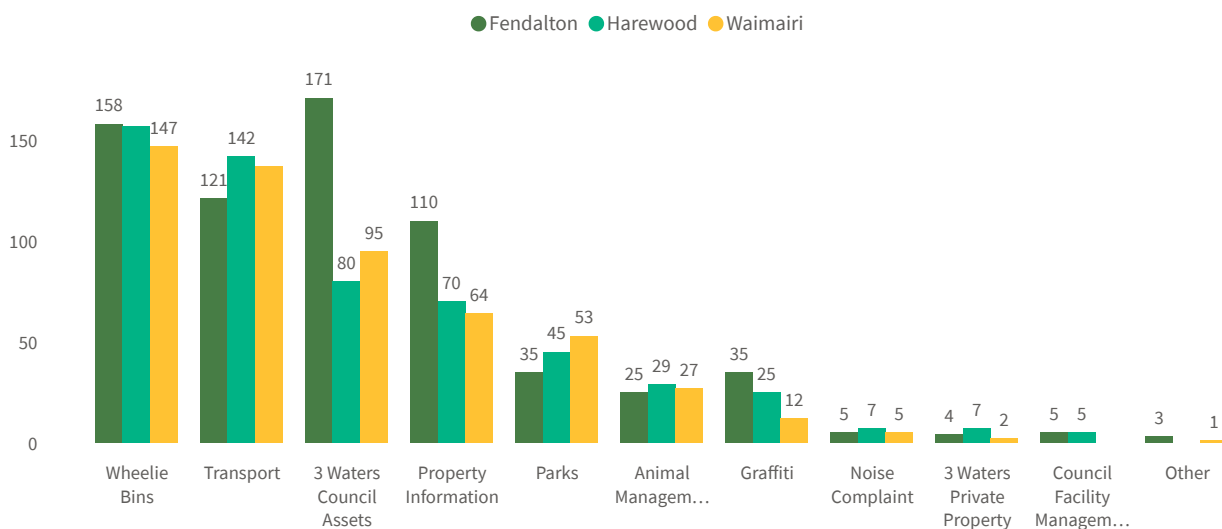
25% of open tickets are less than 10 days old

50% of open tickets are less than 51 days old

75% of open tickets are less than 168 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)
228	Leak (Water Supply)
161	Bin Not Collected
147	Damaged Bin
105	Residential Property Files
90	Litter (Road)
89	Residential LIM
62	Road Asset (e.g.footpath,road,furniture)
62	Tree (Road)
60	Missing Bin
48	Enhanced Service

Report date:  
02 May 2022

## Graffiti Insight Fendalton-Waimairi-Harewood Reported Graffiti

graffiti  
PROGRAMME

April 20<sup>th</sup> - May 20<sup>th</sup> 2022

### By Ward

Ward	# of Tickets	# of Tickets - Previous Month
Fendalton	38	39
Harewood	26	25
Waimairi	13	12
<b>Total</b>	<b>77</b>	<b>76</b>

### By Suburb

Suburb	# of Tickets	# of Tickets - Previous Month
Avonhead	4	2
Belfast	1	1
Bishopdale	17	19
Bryndwr	1	
Burnside	19	10
Fendalton	9	4
Harewood	6	3
Ilam	3	3
Merivale	7	20
Papanui	1	
Russley	1	2
St Albans	5	6
Styx	2	3
Yaldhurst	1	
<b>Total</b>	<b>77</b>	<b>76</b>

### By Street

Street	# of Tickets	# of Tickets - Previous Month
Jellie Park	10	4
Bishopdale Park	4	6
Merivale Reserve	4	1
Greens Road	3	
Bainton	2	3
Hockey Park	2	
Ilam Road	2	
Kahu Road	2	1
Main North Line between Fendalton and Matai East	2	
Reynolds	2	2
<b>Total</b>	<b>77</b>	<b>76</b>

### Handling Officer/Processor

Asset Owner (or council contractor) responsible for removing graffiti.

Graffiti Team (CCC)

- Private property, owners contacted and offered solutions for removal

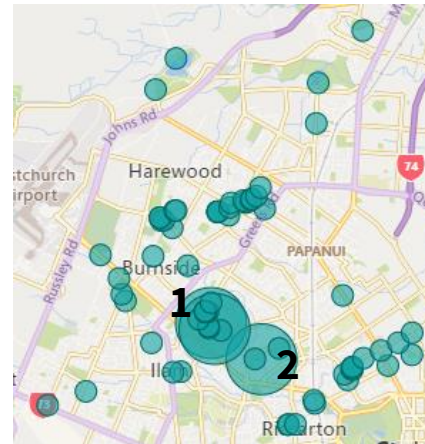
City Care (Graffiti)

- Council asset/bordering council property

City Care (Northern Road Maintenance)

- Council roading asset

### Map View



- 1 Jellie Park
- 2 Waiwetū Reserve

### Frequently Reported TAG

SLER

WEAK

### Reporters

Reporter Type	Total
Non Volunteer	51
Individual Volunteer	17
Group Volunteer	9
<b>Total</b>	<b>77</b>

Processor	Total
City Care (Graffiti) (External Contractor)	45
Graffiti Team (CCC Internal)	8
Orion (Graffiti) (External Contractor)	7
Enable (Graffiti) (External Contractor)	5
Parks Triage Officer (CCC Internal)	3
Chorus (Graffiti) (External Contractor)	2
City Care Water Pumps (External Contractor)	2
Vodafone NZ (External Contractor)	2
Kath Burt	1
Styxmill Reserve and Surrounds (CCC Internal)	1
Tree Tech (External Contractor)	1
<b>Total</b>	<b>77</b>



graffiti  
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## Graffiti Insight Fendalton-Waimairi-Harewood Removed Graffiti

April 20<sup>th</sup> - May 20<sup>th</sup> 2022

### By Ward

Ward	Cleaned Graffiti Square Metres
Fendalton	196
Harewood	72
Waimairi	46
<b>Total</b>	<b>314</b>

### By Suburb

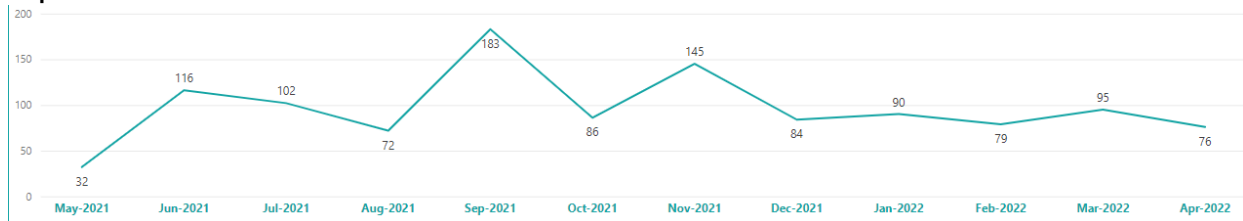
Suburb	Cleaned Graffiti Square Metres
Avonhead	2
Belfast	4
Bishopdale	10
Bryndwr	0
Burnside	155
Fendalton	53
Harewood	34
Ilam	18
Merivale	7
Papanui	0
Russley	0
St Albans	7
Styx	14
Yaldhurst	10
<b>Total</b>	<b>314</b>

### By Street

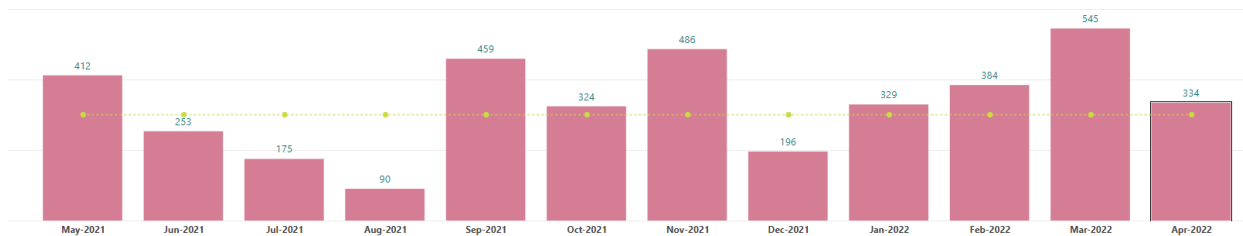
Street	# of Tickets	Cleaned Graffiti Square Metres
Jellie Park	10	127
Kahu Road	2	28
Wairakei Reserve	1	26
Kendal Reserve	1	24
Main North Line between Fendalton and Matai East	2	16
Barnes Road	1	14
Maidstone	1	12
Yaldhurst Domain	1	10
Waiwetu Reserve	2	9

## Ward Trends

### Reported Graffiti



### Removed Graffiti















## TAG Images/Locations

<p>SSS report ID: 2366041 20/05/2022</p> <p>Just more childish graffiti Label: (not defined) Ward: Harewood Suburb: Bishopdale Length (m):- Height (m):1</p>	<p>SSS report ID: 2365360 20/05/2022</p> <p>Jellie park toilet Incident Cat... Label: (not defined) Ward: Fendalton Suburb: Burnside Length (m):- Height (m):1</p>	<p>SSS report ID: 2365173 20/05/2022</p> <p>Graffiti on the bus stop's rig... Label: (not defined) Ward: Fendalton Suburb: Bryndwr Length (m):- Height (m):-</p>	<p>SSS report ID: 2360607 18/05/2022</p> <p>Jellie park Label: (not defined) Ward: Fendalton Suburb: Burnside Length (m):- Height (m):1</p>
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## Graffiti Insight Fendalton-Waimairi-Harewood

April 20<sup>th</sup>- May 20<sup>th</sup> 2022

graffiti  
PROGRAMME

<p>SSS report ID: 2360600 18/05/2022</p>  <p>Jellie park Label: (not defined) Ward: Fendalton Suburb: Burnside Length (m):- Height (m):1</p>	<p>SSS report ID: 2358839 17/05/2022</p>  <p>Inside Entrance gateway to c... Label: (not defined) Ward: Harewood Suburb: Harewood Length (m):1 Height (m):1</p>	<p>SSS report ID: 2354395 15/05/2022</p>  <p>Hello Council person Frustra... Label: (not defined) Ward: Fendalton Suburb: Merivale Length (m):1 Height (m):-</p>	<p>SSS report ID: 2350566 13/05/2022</p>  <p>Hello council OFFENSIVE gr... Label: (not defined) Ward: Fendalton Suburb: Merivale Length (m):2 Height (m):1</p>
<p>SSS report ID: 2332258 05/05/2022</p>  <p>On fence in alley way betwe... Label: (not defined) Ward: Harewood Suburb: Bishopdale Length (m):- Height (m):- Status: Unverified</p>	<p>Graffiti - Avonhead, Kyeburn to Withells 04/05/2022</p>  <p>burnside park mens toilets Label: (not defined) Ward: Waimairi Suburb: Avonhead Length (m):- Height (m):-</p>	<p>Graffiti - Wairakei, Abros to Wooldridge 04/05/2022</p>  <p>Details: service box corner 5... Label: (not defined) Ward: Waimairi Suburb: Burnside Length (m):1 Height (m):1</p>	<p>SSS report ID: 2329089 03/05/2022</p>  <p>(no description) Label: (not defined) Ward: Harewood Suburb: Bishopdale Length (m):- Height (m):- Status: Unverified</p>
<p>Graffiti - Maidstone, Farnham to Waimairi 21/04/2022</p>  <p>Ray Blank toilet Label: (not defined) Ward: Waimairi Suburb: Ilam Length (m):4 Height (m):3</p>	<p>SSS report ID: 2300820 20/04/2022</p>  <p>Merivale reserves bike path -... Label: (not defined) Ward: Fendalton Suburb: Merivale Length (m):3 Height (m):1 Status: Unverified</p>	<p>Graffiti - Jellie Park 21/04/2022</p>  <p>EMAIL TRIAGE - NO PHOTO... Label: (not defined) Ward: Fendalton Suburb: Burnside Length (m):10 Height (m):9 Status: Unverified</p>	<p>SSS report ID: 2302831 21/04/2022</p>  <p>Several works in lane betwe... Label: (not defined) Ward: Fendalton Suburb: Fendalton Length (m):6 Height (m):4 Status: Unverified</p>

Graffiti Insight  
Fendalton-Waimairi-Harewood

graffiti  
PROGRAMME

April 20<sup>th</sup> - May 20<sup>th</sup> 2022

Item 13

Attachment C

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

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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.

### **Karakia Whakamutunga**

## 15. Resolution to Exclude the Public

*Section 48, Local Government Official Information and Meetings Act 1987.*

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

### Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:



ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
16.	WAIMĀERO FENDALTON-WAIMAIRI-HAREWOOD COMMUNITY SERVICE AWARDS 2022	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PERSONAL DETAILS OF NOMINEES AND NOMINATORS ARE INCLUDED IN THE REPORT. NAMES OF UNSUCCESSFUL NOMINEES ARE KEPT CONFIDENTIAL.	NAMES OF SUCCESSFUL NOMINEES WILL BE RELEASED AFTER THE BOARD'S COMMUNITY SERVICE AWARDS 2022 FUNCTION.