

Waikura
Linwood-Central-Heathcote Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waikura Linwood-Central-Heathcote Community Board will be held on:

Date: Wednesday 15 June 2022
Time: 4.30pm
Venue: The Board Room, 180 Smith Street,
Linwood

Membership

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

10 June 2022

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
941 6663
arohanui.grace@ccc.govt.nz
www.ccc.govt.nz

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

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

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

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

TABLE OF CONTENTS

Karakia Tīmatanga	4
C 1. Apologies Ngā Whakapāha	4
B 2. Declarations of Interest Ngā Whakapuaki Aronga	4
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	4
B 4. Public Forum Te Huinga Whānui	4
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	4
B 6. Presentation of Petitions Ngā Pākikitanga	4

STAFF REPORTS

C 7. Ōpāwaho (Lower Heathcote) Guidance Plan	13
CA 8. Slow Speed Neighbourhoods - Opawa	69
C 9. 80 Durham Street South - Proposed P10 Restriction	125
C 10. Maffey's Road - Proposed No Stopping Restrictions.....	131
C 11. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Avonside Childcare Centre	137
C 12. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Roimata Commons Trust	141
C 13. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Cashmere Technical Football Club Floodlight Towers.....	145
C 14. Waikura Linwood-Central-Heathcote 2021-22 Discretionary Response Fund Application - Te Aratai College Jazz Band.....	149
C 15. Waikura Linwood-Central-Heathcote Community Board Area Report - June 2022	155
B 16. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	182
C 17. Resolution to Exclude the Public.....	183

Karakia Whakamutunga

Karakia Tīmatanga

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

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

That the minutes of the Waikura Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 1 June 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 Linwood Park Basketball Lights

Milahn Taufua-Paulo and Sarah Miller will speak to the Board regarding installation of lights at Te Pou Toetoe: Linwood Pool Basketball Court.

4.2 Canterbury Softball

Cheryl Kemp, Chief Executive will speak on behalf of Canterbury Softball regarding Canterbury Softball project to replace the lime fields with an artificial surface.

5. Deputations by Appointment Ngā Huinga Whakaritenga

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

5.1 Slow Speed Neighbourhoods - Opawa

Claire Coveney will speak to the Board regarding Clause 8 - Slow Speed Neighbourhoods – Opawa.

6. Presentation of Petitions Ngā Pākikitanga

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

Waikura Linwood-Central-Heathcote Community Board OPEN MINUTES

Date: Wednesday 1 June 2022
Time: 4.34pm
Venue: The Board Room, 180 Smith Street,
Linwood

Present

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

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Unconfirmed

Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Tīmatanga:

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved LCHB/2022/00054

That the apology from Jake McLellan for lateness be received.

Michelle Lomax/Sara Templeton

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved LCHB/2022/00055

That the minutes of the Waikura Linwood-Central-Heathcote Community Board meeting held on Wednesday, 18 May 2022 be confirmed.

Tim Lindley/Jackie Simons

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Sumner Tennis Facilities

Nelson Glass, Treasurer, Sumner Tennis Club spoke to the Board regarding the club's future plans.

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

Community Board Resolved LCHB/2022/00056

Part B

That the Waikura Linwood-Central-Heathcote Community Board:

1. Requests staff provide advice to the Sumner Tennis Club and the Board on the process for long term use of the Residential Red Zone land in the Port Hills.
2. Requests that staff include the information from the public forum presentation by the Sumner Tennis Club to the Board's 1 June 2022 meeting for consideration in

development of the Council's Draft Sports Facilities Plan and ensure that the Sumner Tennis Club has input into the Draft Sports Facilities Plan.

Tim Lindley/Michelle Lomax

Carried

Attachments

A Clause 4.1 – Public Forum: Sumner Tennis Club Presentation by Nelson Glass.

4.2 Cave Rock Mast Lighting

Jamie Dawson, local resident spoke to the Board regarding the Cave Rock, Sumner Mast Lighting.

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

Community Board Resolved LCHB/2022/00057

Part B

That the Waikura Linwood-Central-Heathcote Community Board:

1. Requests staff advice on the licensing arrangements for the lights on the Cave Rock Mast, including options to extend the lights and how they are arranged, the times they are lit and the potential for the community to be consulted.
2. Requests staff discuss with the licence holder about the potential to switch off the Cave Rock Mast lights over the period of Matariki.

Darrell Latham/Sara Templeton

Carried

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.

Jake McLellan joined the meeting at 5:29 pm.

7. Beach Hospitality Ltd-Landlord Consent and Affected Party Approval for Proposed Sun Louvre Alterations-25 Esplanade Sumner

Board Comment

The Board laid the report on the table at its 4 May 2022 meeting and had requested staff advice on the effect of changing the sun louvre colour and the history of 25 Esplanade building. The staff advice was attached to the report in the meeting agenda.

Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves on behalf of Council, as Landlord, the proposed sun louvre alterations.

2. Approves on behalf of Council, as building owner, permission required by the Tenant under Section 104 of the resource consent application RMA/2021/4165.
3. Authorise the Property Consultancy Manager to manage and conclude all issues, processes and documentation associated with the request for landlord approval.

Community Board Resolved LCHB/2022/00058

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves on behalf of the Council, as Landlord, the proposed sun louvre alterations to 25 Esplanade Sumner building subject to the cedar re-cladding of the uprights and the top facing facade.
2. Approves on behalf of Council, as building owner, permission required by the Tenant under Section 104 of the resource consent application RMA/2021/4165.
3. Authorises the Property Consultancy Manager to manage and conclude all issues, processes and documentation associated with the request for landlord approval.

Darrell Latham/Michelle Lomax

Carried

8. 373 Tuam Street - Proposed No Stopping Restrictions

Community Board Resolved LCHB/2022/00059(Original Officer Recommendation accepted without change)

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves 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 on Tuam Street as indicated on the drawing TG142011 Issue 1, dated 02/05/2022 (refer Attachment A the report on the meeting agenda) and detailed in recommendation 1a below:
 - a. That the stopping of vehicles is prohibited at all times on the north side of Tuam Street commencing at its intersection with Livingstone Street and extending in an easterly direction for a distance of 31 metres.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1a 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).

Jackie Simons/Michelle Lomax

Carried

9. Wakefield Avenue / Arnold Street - Proposed No Stopping Restrictions
Community Board Resolved LCHB/2022/00060 (Original Officer Recommendation accepted without change)

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves 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 Wakefield Avenue and Arnold Street as indicated on drawing TG142016 Issue 1, dated 04/05/2022 (refer Attachment A the report on the meeting agenda) and detailed in recommendations 1a-1b below:
 - a. That the stopping of vehicles is prohibited at all times on the east side of Wakefield Avenue commencing at its intersection with Arnold Street, and extending in a northerly direction for a distance of 24 metres.
 - b. That the stopping of vehicles is prohibited at all times on the north side of Arnold Street commencing at its intersection with Wakefield Avenue, and extending in a south easterly direction for a distance of 5 metres.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a – 1b 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).

Tim Lindley/Jackie Simons

Carried

10. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund - Transfers
Community Board Resolved LCHB/2022/00061 (Original Officer Recommendation accepted without change)

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves a transfer of the remaining balances from the Board's 2021/22 Youth Development Fund, Light Bulb Moment, Summer with your Neighbours, and Community Service Awards to its 2021/22 Discretionary Response Fund.

Sara Templeton/Sunita Gautam

Carried

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

Part B

Board members exchanged information on the following:

- Progress relating to Bromley Traffic issues, and St Leonards Square, Sumner were clarified.
- An acknowledgement was made of the strong advocacy on the Christchurch Wastewater Plant issues at Council by the Linwood Ward Councillor and the Community Board Chairperson.
- The Board were advised that there was a large attendance at the recent Summit Road Society Annual General Meeting.

11.1 Parking in Hill Suburbs

The Board discussed the recent instances of parked cars been vandalised, broken into, rocks placed on accelerators and the cars being left to roll down hills. The Board discussed inappropriate parking on hill suburbs from Scarborough through to Mt Pleasant.

The Board agreed to ask for staff advice on a plan to manage inappropriate parking and speed on the Port Hills suburbs.

11.2 Port Hills - Water Network

The Board discussed the issue of drinking water and stormwater leakage from the hill suburbs.

The Board agreed to request a briefing on the current state of the Council's waterpipes network on the hill suburbs from Scarborough through to Mt Pleasant and the Council's future plans for the hill suburbs water pipes network.

11.3 Christchurch Wastewater Plant - Post November 2021 Fire

The Board discussed the impact on the community of the 1 November 2021 Christchurch Wastewater Plant Fire. The Board discussed the Council's and Canterbury District Health Board's response since the fire. Of particular concern are the potential health impacts, both short term and long term, on the residents living close to the damaged plant.

The Board agreed to request staff to arrange a meeting of the Board with the Canterbury Chief Medical Officer to discuss the impacts of 1 November 2021 Christchurch Wastewater Plant Fire on the affected community.

The Board agreed to request that a letter be written to the Chief Executive of the Canterbury District Health Board (CDHB) requesting information on what data is being collected on the effects of the 1 November 2021 Christchurch Wastewater Plant Fire, how the CDHB is supporting the affected community post and what are the CDHB's plans moving forward to support the affected community.

11.3 Christchurch City Council Te Haumako Te Whitingia Strengthening Communities Together Strategy

The Board discussed the recently approved Christchurch City Council Te Haumako Te Whitingia Strengthening Communities Together Strategy and the additional roles that Community Boards may have.

The Board agreed to request a briefing on Te Haumako Te Whitingia Strengthening Communities Together Strategy and the role of Community Boards in regards to the strategy

11.4 Community Safety

The Board discussed the recent briefing from Superintendent Lane Todd advising that police personnel are being released from duty at the Managed Isolation and Quarantine facilities and returning to normal duties including the Neighbourhood Policing Teams.

The Board agreed to request an update from the Phillipstown Neighbourhood Policing Team (NPT) on their workplan.

11.5 Plan Change 4 - Appeal

The Board discussed the appeal to the Environment Court by Australian AirBnB on the Christchurch District Plan Change 4 – Short Term Accommodation. The Board considered if the Board would be a party to the appeal.

The Board agreed to request that staff meet with Board members Tim Lindley and Michelle Lomax to discuss the implications and processes of being a party to an Environment Court appeal.

Tim Lindley and Michelle Lomax are to report back to the Board's 15 June 2022 meeting.

Yani Johanson left the meeting at 6:12 pm.

Yani Johanson returned to the meeting at 6.17pm.

12. Resolution to Exclude the Public

Community Board Resolved LCHB/2022/00062

Part C

That at 6.21pm the resolution to exclude the public set out on pages 79 to 80 of the agenda be adopted.

Alexandra Davids/Michelle Lomax

Carried

The public were re-admitted to the meeting at 6.38pm.

Karakia Whakamutunga

Meeting concluded at 6.39pm.

CONFIRMED THIS 15th DAY OF JUNE 2022

ALEXANDRA DAVIDS
CHAIRPERSON

7. Ōpāwaho (Lower Heathcote) Guidance Plan

Reference / Te Tohutoro: 22/678570

Report of / Te Pou
Matua:

Yani Johanson, Chairperson, Ōpāwaho (Lower Heathcote) Working Party, Waikura Linwood-Central-Heathcote Community Board, yani.johanson@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General manager, mary.richardson@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Community Board to adopt the Ōpāwaho (Lower Heathcote) Guidance Plan (Plan). This report has been written at the request of the Ōpāwaho (Lower Heathcote) Working Party at the working party meeting on 16 May 2022.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This is because the adoption of the Guidance Plan will not commit the Board or the Council to any actions or expenditure, instead it will inform Board priority setting, a Board submission to the LTP and ongoing discussions with staff over the prioritisation of work programmes already included within the LTP.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Adopt the Ōpāwaho (Lower Heathcote) Guidance Plan attached to this report as Attachment A.
2. Present the Ōpāwaho (Lower Heathcote) Guidance Plan to Council for information.
3. Note that the adoption of the Ōpāwaho (Lower Heathcote) Guidance Plan does not commit the Waikura Linwood-Central-Heathcote Community Board, the Council on any community partner to the implementation of the Plan. Instead, the plan will provide future Community Boards and community groups a coherent big picture from which to advocate for projects and funding, the implementation of which will be undertaken as and when resources are allocated over time.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This Plan is the result of extensive collaborative partnership and consultation between the Waikura Linwood-Central-Heathcote Community Board, Christchurch City Council staff, the community and organisations with an interest in the lower Ōpāwaho Heathcote River.
- 3.2 Following local community engagement a working party was formed to address any perceived short-comings with having different parties work in and along the Ōpāwaho Heathcote river corridor and to promote a collaborative approach.
- 3.3 The plan is a living and enduring framework to support and enhance the long-term sustainability of ecology and biodiversity in the area, reverse the damage and restore the ecosystem after decades of degradation from a wide range of sources.
- 3.4 The intent of the Plan is to provide a collaborative approach to wisely manage the lower Ōpāwaho Heathcote River so that it is available for future generations to use and enjoy.
- 3.5 The Plan is a top priority in the Waikura Linwood-Central-Heathcote Community Board Plan.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The alternate option is that the Waikura Linwood-Central-Heathcote Community Board does not adopt the Plan. This is not recommended as the Plan is considered robust, realistic, effectively co-developed with community, with a number of aspirational projects able to be implemented.

5. Detail Te Whakamahuki

- 5.1 The Waikura Linwood-Central-Heathcote Community Board Plan 2020-22 included a desired outcome for improve the amenity and ecology of the Ōpāwaho Heathcote River and to see a coherent holistic approach to any works along the river corridor.
- A specific outcome measure was: Greater alignment between projects according to a coherent holistic plan.
- In 2020-21 the Community Board reaffirmed that this was one of its main priorities for the year and set aside money from its Discretionary Response Fund to support the project.
- A community meeting was held in October 2020 and a working party was formed.
- Over the next 18 months the Working Party engaged with community, identifying community use, concerns and aspirations for the lower Ōpāwaho Heathcote River. Subsequently developing the Guidance Plan.
- 5.2 The Ōpāwaho (Lower Heathcote) Working Party is made up of three community board members, ten – fifteen members of the public (some also representing local community groups). The working Party is supported by key council staff and community governance including but not limited to Parks, Three Waters, Transport and Community Support & Partnerships.
- 5.3 The decision affects the Linwood and Heathcote wards of the Waikura Linwood-Central-Heathcote Community Board.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This project meets the following Community Outcomes; Resilient communities, Liveable city and Healthy environment and the Strategic Priority of Enabling active and connected communities to own their future.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#).
- 6.2.1 Activity: Community Development and Facilities
- Level of Service: 4.1.27.2 Community development projects are provided, supported and promoted. - Community Board plans are developed and implemented.

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies namely the Waikura Linwood-Central-Heathcote Community Board Plan.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The adoption of this Plan does not commit Council or any other stakeholder to undertake any physical works, as such, any impact on Mana Whenua at this time will be limited. However this decision does involve a decision in relation to ancestral land or a body of water or other

elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

- 6.5 Following consultation with Mahaanui Kurataiao, the working party engaged with Matapopore Charitable Trust around matters of significance to Mana Whenua, including the cultural framework, landscape types and proposed treatments.
- 6.6 This decision regards the Ōpāwaho Heathcote River corridor as a taonga, with the aim to restore and enhance Te Mana o te Wai, returning to the principles of mahinga kai.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 Climate change impacts have been considered in this Plan.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Accessibility considerations have been considered in this Plan.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 There are no costs in adopting this plan. This is because the adoption of the Plan will not commit the Board or the Council to any actions or expenditure, instead it will inform Board priority setting, a Board submission to the LTP and ongoing discussions with staff over the prioritisation of work programmes already included within the draft LTP.

Other / He mea anō

- 7.2 The Board and community groups may use this Plan to advocate for funds in the 2024-34 Long Term Plan to fund identified projects over and above current levels of service. The Board have signalled an intention to provide funding for community projects along the river corridor, where appropriate.
- 7.3 The Board will hold a discussion about the disbursement of any remaining funds when the project is complete in the course of considering community board projects for the 2022/23 Strengthening Community Funding round.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 The Community Board has the authority to adopt this Plan as it is a priority in the Waikura Linwood-Central-Heathcote Community Board Plan and adoption does not commit the Board, Council or community partners to deliver.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture





- 8.2 There is no legal context, issue or implication relevant to this decision because the adoption of the Plan does not commit the Board or the Council to any actions over current agreed levels of service in the 2021-31 LTP.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 The principal risk to Council and the Board is assumption that the Board's adoption of the Plan is effectively committing to some/all the actions and projects contained therein.
- 9.1.1 This could be caused by community expectation derived through, in part, the extensive collaborative process.

- 9.1.2 This risk can be partially mitigated by a clear note accompanying the resolution and ongoing communication by elected members and staff that the Board is approving a Plan and not committing to implement the actions contained therein.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A  	Ōpāwaho (Lower Heathcote) Guidance Plan	17
B  	Submissions to the Draft Guidance Plan	44

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

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

Author	Jane Walders - Support Officer
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Ōpāwaho **Lower Heathcote Guidance Plan**

2022

Item 7

Attachment A



ccc.govt.nz

Christchurch
City Council 



2 Ōpāwaho Lower Heathcote Guidance Plan 2022

Contents

Vision statement	5	Lower Ōpāwaho River - landscape types	22
Foreword	6	Landscape type 1	23
Introduction	8	Landscape type 2	24
Background	8	Landscape type 3	25
The river and the history of degradation.....	9	Landscape type 4	26
Who is involved?.....	10	Landscape type 5	27
How the plan will be used.....	10	Place based actions	28
Expected benefits.....	10	Actions across the whole river corridor	30
Lower Ōpāwaho Existing Site Plan map.....	12	Opawa Road to Radley Street	36
Lower Ōpāwaho Existing Roads and Landscape		Radley Street to The Cut	38
Zones map	14	The Cut to Tunnel Road.....	40
Cultural framework.....	16	Woolston Loop	42
Whanaungatanga	17	Tunnel Road to Estuary.....	44
Mātauranga.....	17	Opportunities to get involved	46
Kaitiakitanga	18	Appendix.....	48
Manaakitanga	19	Notes.....	50
Whakapapa.....	19		
Hauroa	20		
Wairuatanga	21		

Ōpāwaho Lower Heathcote Guidance Plan 2022 3



The lower Ōpāwaho Heathcote River embodies a living partnership between people and the awa, where activities restore and enhance te mana o te wai.

This will be achieved through:

- Recognition that the lower Ōpāwaho Heathcote River corridor is a taonga.
- Collaborative and cohesive activity between the community, Christchurch City Council and other organisations.
- The protection and restoration of ecology and biodiversity.
- A return to the principles of mahinga kai, where the environment mutually enhances people and the river.
- Understanding ‘ki uta, ki tai’, the broader effects on the river from activities and conditions in the Port Hills and areas alongside the river and estuary environments.

Foreword

This guidance plan is the result of extensive collaborative partnership and consultation between the Waikura Linwood-Central-Heathcote Community Board, Christchurch City Council staff, the community and organisations with an interest in the lower Ōpāwaho Heathcote River. The plan is a living and enduring framework to support and enhance the long-term sustainability of ecology and biodiversity in the area, reverse the damage and restore the ecosystem after decades of degradation from a wide range of sources.

The framework established here builds on significant work and activity already under way. Identifying projects that facilitate the enduring nature of this plan would not be possible without the enormous contribution from community volunteers over many years. Similarly, the Christchurch City Council proposals for the lower Ōpāwaho Heathcote River, acknowledging existing ecosystem issues and flood management, and the Mahinga Kai framework developed by the Matapopore Charitable Trust, were critical in providing a policy framework for this plan.

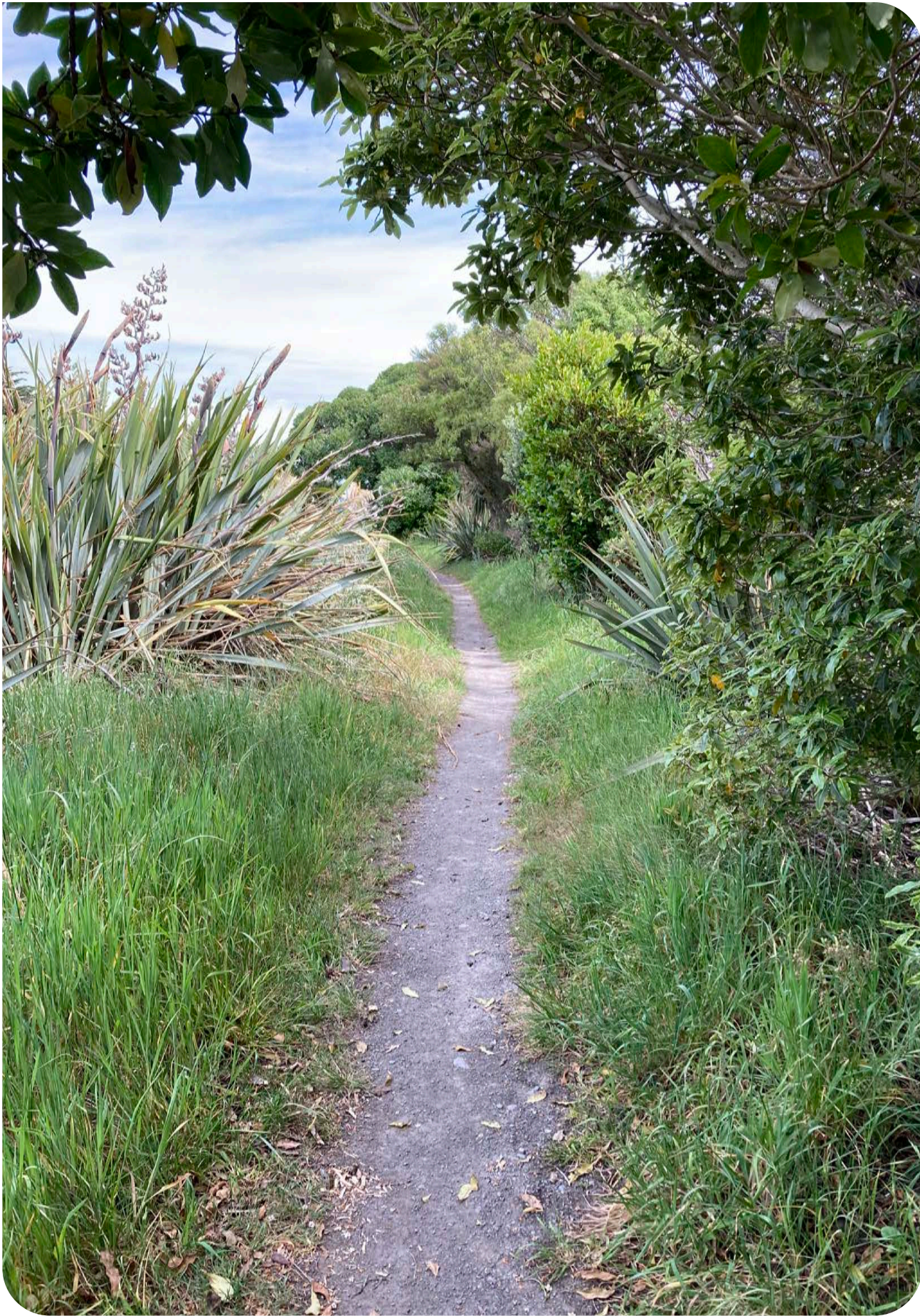
The intent of this plan is to provide a collaborative approach to wisely manage the lower Ōpāwaho Heathcote River so that it is available for future generations to use and enjoy. The lower Ōpāwaho Heathcote River is a taonga for the people of Ōtautahi-Christchurch, but the historical degradation and effects of human use do not reflect that.

This project has included a wide range of individuals from across the Council, community, iwi and other organisations. Thanks go out to the many members of the community and Council who have been involved at all stages of the process, in particular those who took the time to call in to the drop-in sessions and/or send in submissions on the plan, and specific feedback received will be made available for future project planning. Special thanks to the Elected Members of the Waikura Linwood-Central-Heathcote Community Board; Councillor Yani Johanson, who chaired the Working Party, and Tim Lindley, and community members of the working party:

- Mick Ingram, Kennaway Group, Calder Green Reserve, Royal Forest & Bird Society
- Dugald Wilson, Laura Kent Reserve Workgroup
- John Marsh, Heathcote Community Association, Summit Road Society
- Malcom Long, Ōpāwaho Heathcote River Network
- Rachel Barker, Ōpāwaho Heathcote River Network
- Annabelle Hasselmann, Ōpāwaho Heathcote River Network
- Bruce Stanton, Kennaway Group
- Tanya Jenkins, Avon-Heathcote Estuary Ihutai Trust
- Alisdair Hutchison, Ōpāwaho Heathcote River Network, Avon-Heathcote Estuary Ihutai Trust
- Marie Gray, Summit Road Society



Alexandra Davids
 Waikura Linwood-Central-Heathcote Community Board Chairperson



Introduction

Background

The lower Ōpāwaho Heathcote River is one section of the greater Ōpāwaho Heathcote River that flows from the south-west of Christchurch to the Ihutai Avon-Heathcote Estuary. This guidance plan covers the area from the Opawa Road Bridge to the Ferrymead Bridge at the entrance to the estuary¹.

This section of the river is culturally, historically, and ecologically significant, and is a source of mahinga kai and a focus of historical and cultural activity².

From the mid 1800’s to 1925, the lower Ōpāwaho Heathcote River has suffered from the effects of human land use, including settlement, industrial pollution, and urban development³. It was not until 1970 that the remaining industries had their effluent directed to the sewage treatment plant. This improved water quality in the lower river, but ongoing development and settlement in the catchment over the past 200 years, combined

with the effects of the 2010/11 earthquakes mean the catchment values remain degraded⁴.

Significant work has been done, and continues to be done, by the community and Council to address some of the river’s problems. The scale of the issues, and the time and resources needed, demand a partnership approach to ensure solutions are sustainable, achievable, and will best serve those who live in and use the area.

In the future this part of the river will be affected by climate change, sea-level rise and other environmental changes. Whilst the exact effects are unknown, it highlights the importance of future planning⁵.

The guidance plan aims to be cohesive, bringing together the various efforts of the community and organisations with an interest in the health and use of the lower Ōpāwaho Heathcote River.

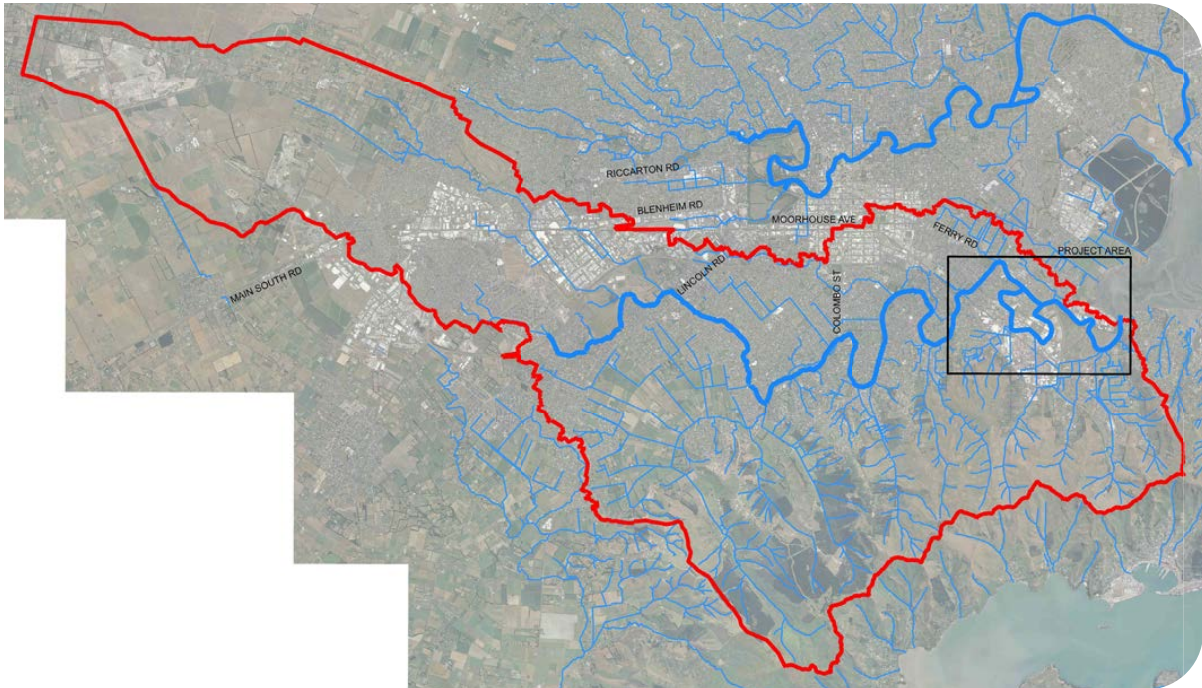


Image: Catchment Area, including area of Focus for the Project

1 Other sections are covered by existing plans, such as the Christchurch City Council’s Mid-Heathcote Linear Park Masterplan and Heathcote Stormwater Management Plan, or community group plans including the Avon-Heathcote Estuary Ihutai Trust Estuary Management Plan.
 2 Ōpāwaho / Heathcote River Catchment – Tauāki Wai Pātāua Vision and Values 2016, <https://ccc.govt.nz/assets/Documents/Environment/Water/Heathcote-River-Catchment-Vision-and-Values.pdf>
 3 Ōpāwaho Heathcote River Network, <https://ohrn.nz/about-the-river/#1608425521307-1d0bb0af-7472>
 4 Ibid
 5 NIWA – Impacts of Climate Change on Urban Infrastructure & the Built Environment, https://niwa.co.nz/sites/niwa.co.nz/files/tool_2.1.4_inundation_modelling.pdf

The river and the history of degradation

Water quality in the lower Ōpāwaho Heathcote River is generally poor in comparison to other Ōtautahi Christchurch catchments⁶. This affects the waterway’s ecology, with contaminants having negative effects on the physiology and behaviour of instream biota. The worst areas for water quality are in the Curletts Stream, Ōpāwaho Heathcote River at Tunnel Road, Haytons Stream, and Ōpāwaho Heathcote River at Ferrymead Bridge⁷. The best water quality is found closest to springs, emphasising the importance of clean natural water sources.

Human land use in the late 19th and early 20th centuries resulted in significant amounts of industrial and commercial pollutants entering the river and its catchment⁸. Residential building on the Port Hills and settlement along the river’s edge have increased sedimentation and reduced biodiversity, enabling invasive species to thrive.

Some wetland restoration has occurred since the 1980’s and the environmental decline is being reversed. Restoration has been uneven, with efforts mainly associated with other programmes of work, such as stormwater works, rather than as part of a wider plan.

Sediment and erosion issues worsened with the Christchurch earthquakes, further affecting the river’s ecology. While significant works were done, such as dredging to remove sediment, the opportunity to integrate mitigation efforts with land use and enhancement projects have not been fully exploited.

Some projects with positive intent have had unintended or unplanned side effects for the river. For example, anecdotal evidence from the community suggests that dredging and cutting or removing natural vegetation has led to some vegetation not re-establishing successfully.

Similarly, there is a risk that relocating animals or river life does not guarantee their ability to establish in the new location, with the opposite effect to what was intended.

How the plan came about

In 2015 the community and community board identified a gap in future planning, including the lack of an integrated approach to river management. A partnership was developed between community groups and individuals and official agencies, including Environment Canterbury and community boards. In their 2016-19 and 2020-22 plan, the Waikura Linwood-Central-Heathcote Community Board identified a lack of cohesion and a desperate need to restore the condition of the river.

The board set up a working party in 2020 with representatives and stakeholders to develop a plan for the river. This approach acknowledges the previous efforts that have been undertaken, such as the 1998 Heathcote River Floodplain Management Strategy. These earlier projects produced a significant body of work to support future efforts, but have not evolved over time as circumstances have changed.

This guidance plan aims to build on those earlier efforts.

6 <https://ccc.govt.nz/environment/water/waterways/waterway-monitoring>
 7 <https://ccc.govt.nz/assets/Documents/Environment/Water/Monitoring-Reports/2019-reports/City-wide-surface-water-quality-report-2019.pdf>, page viii
 8 Ōpāwaho Heathcote River – Draft Stormwater Management Plan 2021, <https://ccc.govt.nz/assets/Documents/Consultation/2021/07-July/Heathcote-Stormwater-Management-Plan-SMP-draft-WEB-2.pdf>

Who is involved?

An inclusive approach that welcomes everyone with an interest in the river will result in a better future for the lower Ōpāwaho Heathcote River. While there are some established community groups such as the Ōpāwaho Heathcote River Network, this plan of action is deliberately broad in scope to include and welcome interest from across the community.

Some of these groups of interest are:

- Christchurch City Council
- Council and Community Board Elected Members
- Ōpāwaho Heathcote River Network (OHRN)
- Avon-Heathcote Ihutai Estuary Trust
- Forest and Bird
- The Laura Kent Working Group
- Kennaway Working Group
- Summit Road Society
- Ferrymead Heathcote Saltmarsh Group
- Ngāi Tūāhuriri/Matapopore
- Local residents
- Local businesses
- Recreational river and land users

Members of the Community Waterways Partnership

How the plan will be used

This guidance plan will provide a coherent vision for all the groups who act in the area, establishing priorities and agreed actions for the future. This process will allow individual groups to understand their role in the broader plan, and for Council and other agencies to support those groups in their efforts. A cohesive overview will enable these efforts to be complementary and supportive of other activities, to be more efficient, to make better use of available resources, and to build a stronger community of interest.

The co-development of this plan, by the community board and the community, gives continuity across political geographical boundaries and electoral terms. It is envisaged that the Ōpāwaho Lower Heathcote River Guidance Plan has a life for as long as the river requires it, and that it will be reviewed by the community and Council every three years.

Expected benefits

Through the lens of an integrated cultural framework, this plan will coordinate activities already under way, being planned, or envisaged along the lower Ōpāwaho Heathcote River corridor. This approach will ensure activities are aligned in a more efficient way and allow community groups and Council to share resources. It will significantly highlight a commitment to the principles of Te Mana O Te Wai⁹.

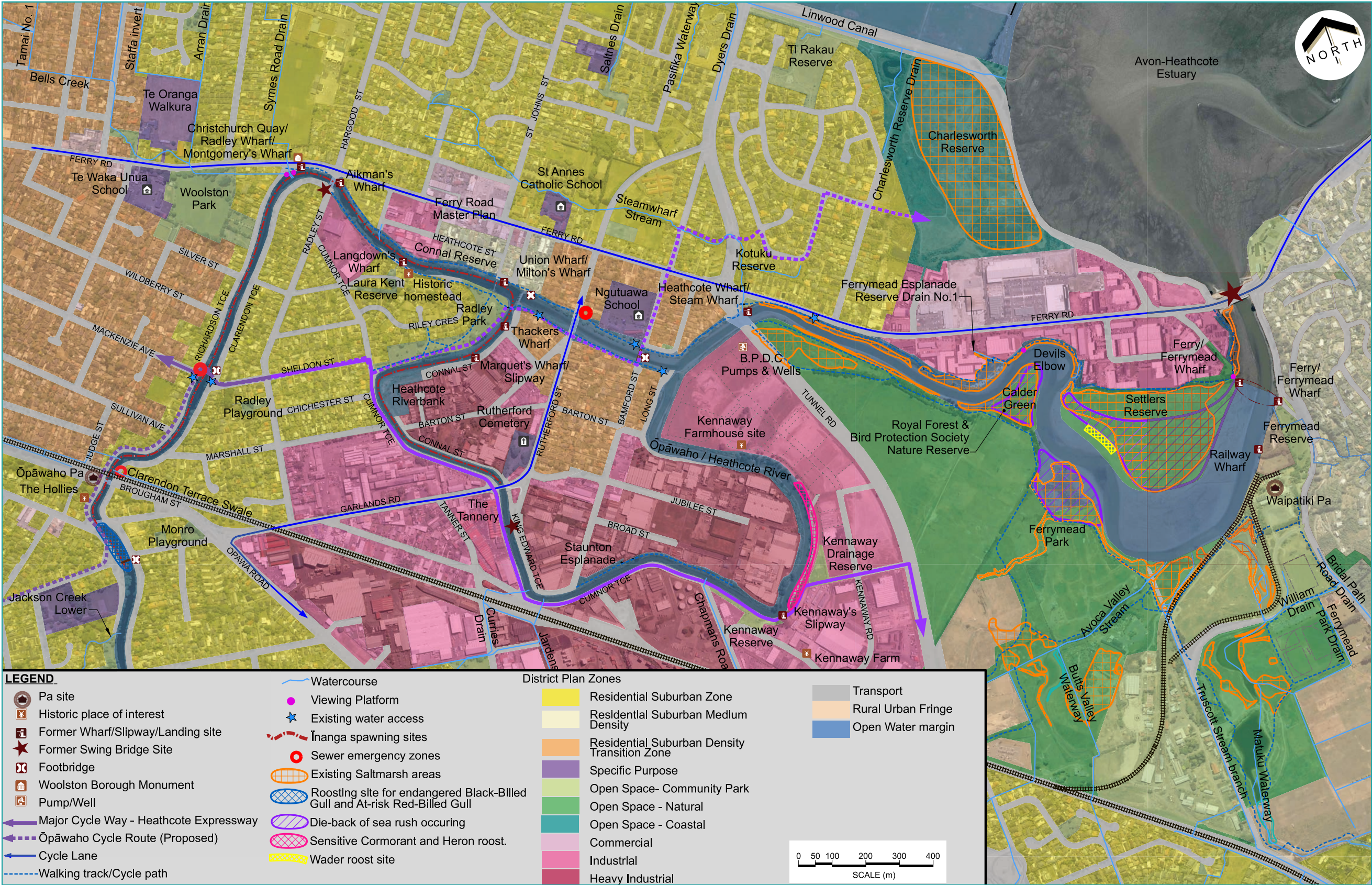
The guidance plan will establish a cohesive plan for the area’s future, so that everyone working in the area understands the goal and works together to achieve it. This will enable more organisations and groups to get involved and to have a positive effect as part of a stronger community.

While the focus of this guidance plan is the coordination and integration of efforts, the key outcomes will see improvements in the lower Ōpāwaho Heathcote River. There will be direct and measurable environmental gains in key areas such as water quality, biodiversity and human use of the river.

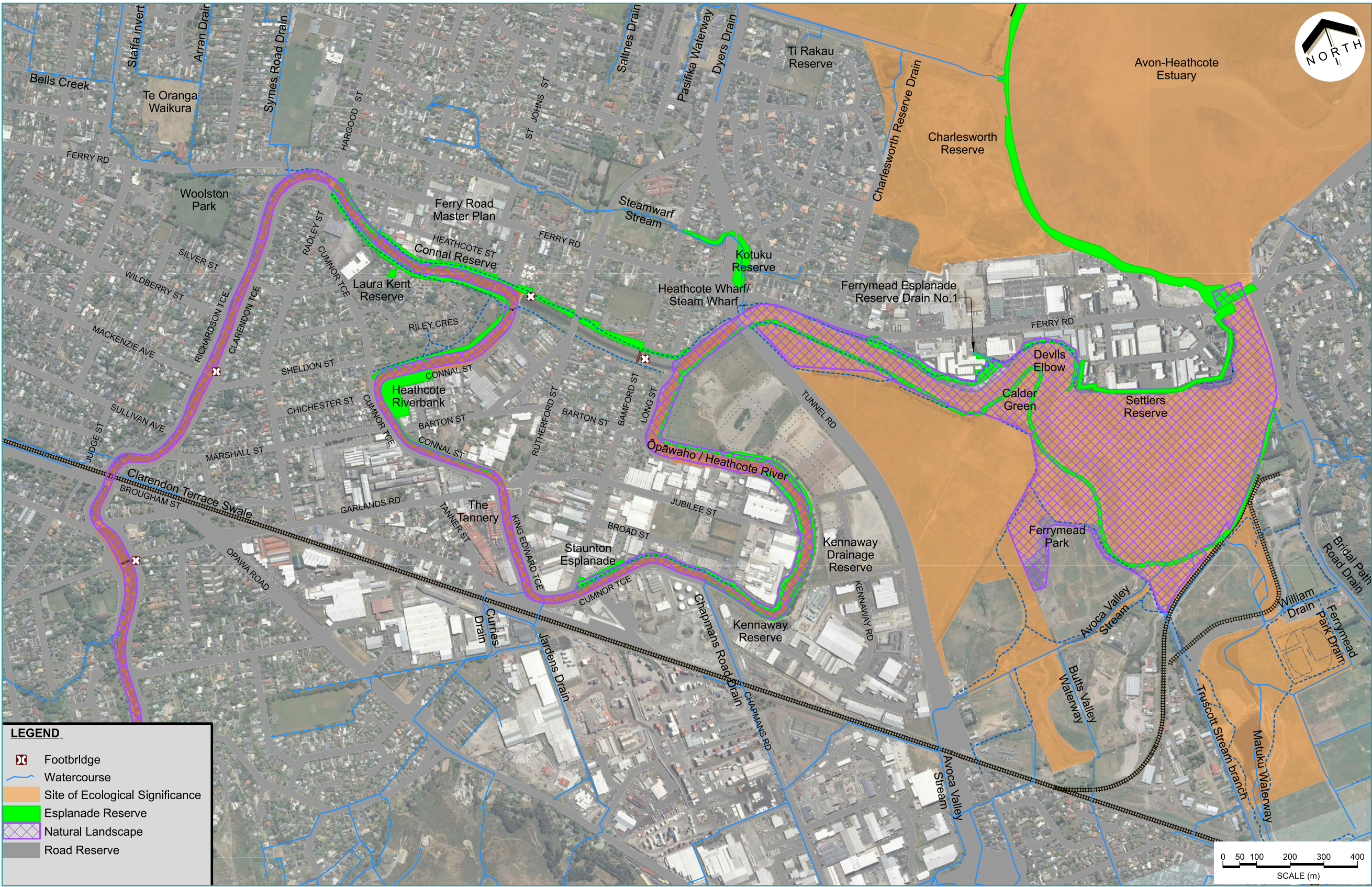


9 National Policy Statement for Freshwater Management

Current Situation showing District Plan Zones and Points of Interest along the lower Ōpāwaho Heathcote River Corridor



Existing Road and Landscape Zones



Cultural Framework

This framework, developed from the Matapopore Charitable Trust Mahinga Kai framework, aims to guide and inform the design of an environment to restore the mauri (life essence) of water and land. It instils a greater sense of connection, reciprocity and responsibility between the community and the natural environment. This framework approach emphasises the interconnectedness of people and place, and recognises the reciprocal relationship between people and the places they visit, use and enjoy.

This holistic approach enables all those with an interest in the lower Ōpāwaho Heathcote River to play a role in enhancing and restoring the natural characteristics of the river and land. It allows consideration of multiple cultural aspects, including:

- Whanaungatanga – Social and whanau connections, community togetherness
- Mātauranga – Knowledge development, education, cultural practices and the transference of knowledge
- Kaitiakitanga – Custodianship, reciprocity, respect and environmental enhancement
- Manaakitanga – Safe, inclusive and welcoming environments, and productive landscapes
- Whakapapa – identity, history and acknowledgement of tīpuna
- Hauora – Physical, spiritual and mental health and well-being
- Wairuatanga – Connection to place and to the natural environment

“A healthy river and its rich and diverse ecosystem will bring an abundance of diversity in birds, vegetation, insects, fish and other in-stream forms of life. A healthy river could again be the central location for whanau activities, play, swimming and resource gathering.”

– Matapopore Charitable Trust, Mahinga Kai framework

Whanaungatanga

The relationships and social connections that foster community togetherness, and social wellbeing. It is the principle which binds people together, with a sense of unity, belonging and cohesion.

Key themes that the plan addresses:

- Public meeting spaces
 - Identify and enhance places where small groups can meet or relax
- Community group spaces
 - Identify and develop places where community groups can congregate for gatherings and activities



Mātauranga

Indigenous systems of knowledge arising from a worldview based on kinship relationships between people and the natural world. Humans are not seen as superior to the natural order but as existing within it.

In this plan it describes activities along the river that provide for knowledge development, education, cultural practices, and the transfer of knowledge.

Key themes that the plan addresses:

- Education for tomorrow
 - Partner with places of learning such as schools and universities to create opportunities for education now to benefit the future
 - Use and support the Community Waterways Partnership
 - Disseminate information to increase public knowledge of activities and events affecting the lower Ōpāwaho Heathcote River Support for science
 - Facilitate scientific work that supports the guidance plan vision
 - Observation spaces
 - Establish places from which to observe the lower Ōpāwaho Heathcote River Ecological sites
 - Establish ecological sites now, for the future



Kaitiakitanga

Guardianship or stewardship, taking a holistic view of caring for the environment. The focus is not on ownership and it is concerned with environmental sustainability and beneficial use.

In this plan, Kaitiakitanga describes activity that restores and enhances the natural environment.

Key themes that the plan addresses:

- Biodiversity
 - Support the sustainable existence of life, including through the restoration of habitats and vegetation
 - Monitor and control invasive species, animals and predators
- Water quality
 - Work to improve or sustain water quality alongside the Community Waterways Partnership
- Integrated approach to pollution
 - Cohesive and integrated solutions to reduce pollution, waste and rubbish



Manaakitanga

The way people demonstrate respect, care and consideration of each other. It is about uplifting the personal mana of others by practising care, courtesy and consideration. Acts of Manaaki contribute to open and positive environments to work and learn in.

In this plan Manaakitanga refers to safe, inclusive and welcoming environments, and productive landscapes.

Key themes that the plan addresses:

- Increase interaction
 - Develop positive messaging for visitors, including signs and murals, aligned with the Community Waterways Partnership
- Improve land use
 - Identify opportunities to improve the use of private and public land in and adjacent to the lower Ōpāwaho Heathcote River
- Improve public access
 - Where appropriate, improve visitor access
 - Identify, protect and constrain access to sites of ecological significance



Whakapapa

A framework that links all animate and inanimate, known and unknown phenomena in the physical and spiritual worlds. It maps the relationships that bind all things.

In this plan whakapapa refers to identity, history and acknowledgement of tīpuna (ancestors)

Key themes that the plan addresses:

- Storytelling
 - Share information with the community about heritage, historical land use and mythology
- Historical sites
 - Identify and develop historical sites of importance
- Design framework
 - Cohesive design elements across activities, events and displays



Hauora

A holistic way of viewing health and wellbeing that is unique to New Zealand.

In this plan Hauora refers to physical, spiritual and mental health and wellbeing, including environments which encourage physical activity, and promoting natural health such as natural medicine practices

Key themes that the plan addresses:

- Improve play areas
 - Create or maintain places to play and explore
- Mahinga kai
 - Appropriately manage resources and the associated knowledge, including identifying reserve spaces or activity zones
- Recreation spaces
 - Develop places for recreation, including launch locations, bike and walking trails



Wairuatanga

The distinctive identity or spirituality of people and places. It contributes to a sense of belonging and connects Māori heritage with its contemporary context.

In this plan wairuatanga refers to connection to place and the natural environment, and the acknowledgement and protection of mauri (life essence).

Key themes that the plan addresses:

- Connections
 - Create logical and cohesive connections between spaces
- Character spaces
 - Support the development of unique or character spaces
- Relaxation spaces
 - Create quiet spaces for relaxation and reflection by removing or reducing external interference including the impact of traffic and/or technology
- Emphasise the natural environment
 - Use best practice designs for lighting, structures and other improvements to support local birds and wildlife



Lower Ōpāwaho River – Landscape types

The vision for this guidance plan is to restore the partnership between people and the river, where activities restore and enhance the river’s health and status. All proposals in the plan work towards this aim and the seven core waterway values of ecology, culture, heritage, landscape, recreation, drainage and safety and risk.

In order to achieve the vision, there needs to be a clear understanding of the existing river environment. Areas that have similar characteristics have been identified and summarised as a set of landscape types, with different landscape treatments determined for each landscape type, to guide the restoration activities for each section of the river.

Locations for human activity have been identified at key points along the river. By setting aside spaces for people in specific areas, the remainder of the river corridor can be planted and left undisturbed for wildlife.

The key aspirations of the plan are summarised below, with further details of how these can be achieved on the following pages.

1. Prioritise the natural environment;
2. Increase space available for the river margin / flooding;
3. Intensify native planting and reduce the area of lawn;
4. Reduce exotic trees and intensify native tree canopy;
5. Increase shading of the river;
6. Provide habitat for native fauna;
7. Create a place of education;
8. Improve connectivity to the river and between activities;
9. Enhance social connections.

As reflected in the aspirations above increasing the opportunities for undisturbed native, riparian planting is a key goal of the guidance plan. The benefits of this type of planting are extensive and include:

1. Provision of habitat for birds and fish;
2. Identification and support for inanga spawning habitats;
3. Greater numbers of birds and fish in the river as a result of the extra habitat;
4. Reduction in sediment entering the river;
5. Reduction in contaminants entering the river;
6. Increases bank stability and reduces erosion;
7. Reduction in weed species because it’s harder for them to get established;
8. Increases people’s access to nature which is good for our health and well-being.

These benefits are taken into account throughout the described landscape types and the proposed treatments which follow. For simplicity, actions have been suggested along the whole river corridor where possible or by sections, as per the landscape type identified on the maps while working within the Cultural Framework outlined earlier.

Landscape type 1

The river bank is next to a residential road with a narrow 2 to 3 metre river edge with steep banks. No footpath is provided for pedestrians and the area is dominated by exotic grass and trees.

Issues:

- Grass needs mowing which disturbs wildlife, removes habitat and encourages weed growth;
- It doesn’t contribute to the biodiversity of the river;
- It has limited sediment and stormwater filtering capacity;
- Narrow, steep banks limit space for riparian planting;
- Shading of the water is limited to that provided by exotic trees.

Proposed treatment

Maximise space for riparian planting by:

- a. Planting as close as possible to the road verge;
- b. Reshaping the banks where possible, with additional stabilising support where required;
- c. Reducing areas of exotic grass;
- d. Not providing pedestrian access on the river bank.

Increase shading of the river through:

- a. Overhanging plants along the river edge;
- b. Increasing native tree canopy cover as part of a succession plan to phase out exotic tree species, noting the correlation between mature trees and bank stability;
- c. Ensuring riparian planting follows best practice guidelines.

Reduce traffic alongside the river by:

- a. Making roads more pedestrian friendly and looking for opportunities to narrow the roads and reduce speeds as they come up for renewal;
- b. Increasing planting up to the road edge to reduce parking on the river bank;
- c. Installing low bollards where necessary to reduce parking on the river bank.

Retain viewing points to and over the river by having a mixture of low and tall planting along the river bank.



Landscape type 2

The river is next to a residential road, with a wide river bank, primarily planted in exotic grass. The bank provides space for parking, pedestrians and recreation activities along the river's edge. There is a mixture of native trees and shrubs and exotic tree species. The pockets of native vegetation are successful and contribute to the biodiversity of the river.

Issues:

- Grass needs mowing which disturbs wildlife, removes habitat and encourages weed growth;
- Grass doesn't contribute to the biodiversity of the river;
- Areas of grass have limited sediment and stormwater filtering capacity;
- The wide areas of grass make it easy to park vehicles on the river bank;
- The long stretches of grass allow more human activity which increases the disturbance of wildlife;
- River banks in this area are marginally unstable and are slowly subsiding;
- Shading of the water is limited to that provided by exotic trees and the pockets of native vegetation.



Proposed treatment

Maximise space for riparian planting by:

- Planting as close as possible to the road verge;
- Reshaping the banks where possible;
- Reducing areas of exotic grass.

Increase shading of the river through:

- Overhanging plants along the river edge;
- Increasing native tree canopy cover as part of a succession plan to phase out exotic tree species;
- Ensuring riparian planting follows best practice guidelines.

Reduce traffic along the river by:

- Making roads more pedestrian friendly and looking for opportunities to narrow the roads and reduce speeds as they come up for renewal;
- Planting up to the road edge to reduce parking on the river bank;
- Installing low bollards where necessary to reduce parking on the river bank.

Provide space for people and pedestrians by:

- Creating a gravel path to provide a naturalised bush walk experience through the planted areas;
- Ensuring natural and introduced paths are safe for users;
- Leaving some open areas of grass with seats or picnic tables to enable recreation activities at key points along the river;
- Retaining viewing points to and over the river by having a mixture of low and tall planting along the river bank.

Landscape type 3

The river is bordered by large, open areas of exotic grass lined with exotic specimen trees. The river has a concrete channel edge with concrete steps providing access to the water, and there is a wide pedestrian path along the bank. The area is bordered primarily by residential properties and a school.

Issues:

- A hard concrete edge to the river;
- Large trees are all exotic species.



Proposed treatment

Maximise space for riparian planting by:

- Reducing the extent of lawn to prioritise larger areas of native planting.

Enhance the estuarine mudflat habitat used by native birds by:

- Creating a naturalised edge to the river which could be achieved by removing one or two sets of concrete steps and replacing with a planted bank;
- Planting indigenous marsh vegetation;
- Providing instream habitat features.

Provide space for people and pedestrians by:

- Retaining some areas of open lawn where practical, as required by the community;
- Retaining some steps for access to the water for users such as kayakers; those accessing the kayak slalom course and maintenance teams;
- Retaining a path through this area;
- Maintaining clear sight lines between residential properties, schools and commercial activities.



Landscape type 4

Existing walkways along the river that need enhancement.

Issues:

- River banks are slumping in some places;
- Gaps have arisen since planting was carried out some years ago;
- Harsh lines caused by fences of neighbouring properties;
- Tracks need resurfacing and re-aligning in places.

Proposed treatment

Maximise space for riparian planting by:

- Reshaping the banks where possible;
- Reducing areas of exotic grass;
- Re-routing the path where possible to increase opportunities for planting.

Reduce the visual impact of neighbouring properties where appropriate by:

- Working with neighbours to develop mutually beneficial enhancements;
- Planting taller plant species along fence lines;
- Installing artworks or murals.

Provide space for people and pedestrians by:

- Improving the track surface and/or width of track as required;
- Retaining sight lines and highlighting exit points from the tracks.



Landscape type 5

Areas of existing dense planting and good riparian planting.

Issues:

- Gaps have arisen since planting was carried out some years ago.

Proposed treatment

Infill planting as required to retain existing density and quality.



Attachment A

Item 7



Actions Across the Whole River Corridor (not site-specific)

Action	Description	How this will be achieved	Responsible
Create a coherent story for the river <i>Whakapapa: Storytelling links the physical and spiritual worlds.</i> <i>Whanaungatanga: Encouraging social connection in the community, including a sense of belonging to the area.</i> <i>Mātauranga: Increasing the knowledge and understanding of people who use the river and its environment.</i> <i>Manaakitanga: Creating safe, inclusive and welcoming environments.</i>			
1	Users of the river corridor have a coherent experience of the story of the river and can find their way easily.	Develop a coherent story of the river. Scope and develop a signage plan to tell the story of the river. Update all signage to recognize the Māori name of Ōpāwaho. Install directional signage to indicate direction and distances to nearby destinations.	Ngai Tūāhuriri in partnership with Council (Parks Unit).
2	Sites of historical, natural, and educational interest are to be recognised along the river with the development of a river trail.	Identify and scope out a coherent landscape plan that includes spaces such as art installations, contemplation spaces, and accessible information locations. Create places to learn about past activities, plans, fish, birds, lizards and other things of interest.	Partnership between Ngai Tūāhuriri and Council (Parks Unit). In consultation with community groups.
Water quality to be healthy and graded as ‘swimmable’ <i>Kaitiakitanga: Supporting biodiversity, improved water quality and an integrated approach to pollution.</i> <i>Hauroa: Providing opportunities for physical, spiritual and mental wellbeing through the environment.</i> <i>Wairuatanga: Supporting the distinctive identity of the river, its natural environment and protection of mauri.</i> <i>Mātauranga: Activity in the river corridor to support the development of knowledge, understanding, education, cultural practices, and the sharing of that knowledge to the community.</i>			
3	Maximise riparian planting along the length of the river. <i>(Much of this land lies in Parks jurisdiction with the bulk of the remainder as road reserve).</i>	Space for planting will be identified and prioritised as part of ongoing work. Riparian planting, including taller shading vegetation, to filter run-off into the river and shade the river to reduce temperatures and nuisance aquatic plant growth.	Council (Parks Unit and Transport Unit). In liaison with local community groups.

Action	Description	How this will be achieved	Responsible
4	Address sediment and associated management issues.	Scoping and developing a strategy that outlines the river issues related to sediment build-up, and management approaches to be implemented.	Council (Three Waters Unit).
5	Manage pollutants entering the river.	Develop a stormwater strategy to manage pollutants and address issues at discharge sites, such as the discharge near end of Mackenzie Avenue. Install filters and pollution traps at stormwater discharge sites.	Council (Three Waters Unit).
6	Enable local residents and businesses to take personal and collective responsibility for reducing pollutants entering the river, including garden waste and chemicals used on private land.	Scope and develop an education strategy for public, schools, local property owners and local businesses. Support the Christchurch Stormwater Network Discharge Consent process.	Council (Three Waters Unit). Alongside Community Waterways Partnership groups.
Enhancing the Natural Life <i>Kaitiakitanga: Local residents and businesses are encouraged to become guardians and stewards of the local environment.</i> <i>Wairuatanga: Connectedness between people and the river serves to protect the mauri of the river corridor.</i>			
7	Predators will be controlled along the river corridor.	Develop an education strategy for local property owners regarding domestic predators. Drive a campaign for local residents on the harm that domestic cats, dogs and other animals have on local wildlife, and ways in which they can be controlled. Work within dog by-laws, and highlight mandatory dog leash or limited access areas.	Council (Parks Unit), in partnership with community groups.
8	Remove pests, including unwanted birds from the river corridor.	Develop a pest management strategy for the river corridor.	Council, other agencies and community groups.
9	Reduce feeding of wildlife in the river corridor.	Install signs along the river corridor educating people not to feed wildlife, including ducks and eels. Include education on the negative aspects of feeding. Identify a location suitable for an eel viewing platform.	Council (Parks Unit), other agencies and community groups.

Action	Description	How this will be achieved	Responsible
Fauna			
<i>Kaitiakitanga: Ensuring sustainability of the environment and biodiversity</i>			
10	Fish and whitebait in the river are managed sustainably.	<p>Develop a plan for the sustainable management of fish and whitebait in the river.</p> <p>Investigate creating a River Reserve or local bylaw that prohibits fishing and whitebaiting in the section of the river in the section between Radley St to The Cut.</p> <p>Protect and enhance whitebait spawning sites within this area.</p>	Environment Canterbury , Council and community groups.
Human access			
<i>Manaakitanga: Reducing unwelcome intrusions to enhance visitor interaction.</i>			
<i>Hauroa: The physical environment promotes mental and physical wellbeing.</i>			
<i>Wairuatanga: The distinctive identity of the river corridor is calm, rich vegetation with quiet walking and cycle tracks.</i>			
<i>Mātauranga: Users of the river grow their understanding of the importance of caring for the ecosystem.</i>			
11	Establish and maintain safe walking tracks along whole river corridor.	<p>Enhance and maintain existing tracks, and connect to newly established tracks along both banks of the river corridor.</p> <p>These tracks will weave in with the broader landscapes to blend with plantings, wildlife and habitat areas to reduce negative impacts.</p>	Council (Parks Unit) and community groups.
12	Cycling tracks will be appropriately merged with the broader corridor planning.	<p>Major Cycle Routes and other cycle tracks that pass along the river corridor will be explored to consider how to reduce negative effects on plantings, wildlife and habitats.</p> <p>This may include keeping cyclists to one side of the river corridor in some circumstances.</p> <p>Trails and amenities will be developed in support of indigenous species habitat requirements.</p> <p>Surface requirements will be considered alongside walking tracks to determine dual access opportunities and minimum requirements.</p>	Council (Transport and Parks Units).

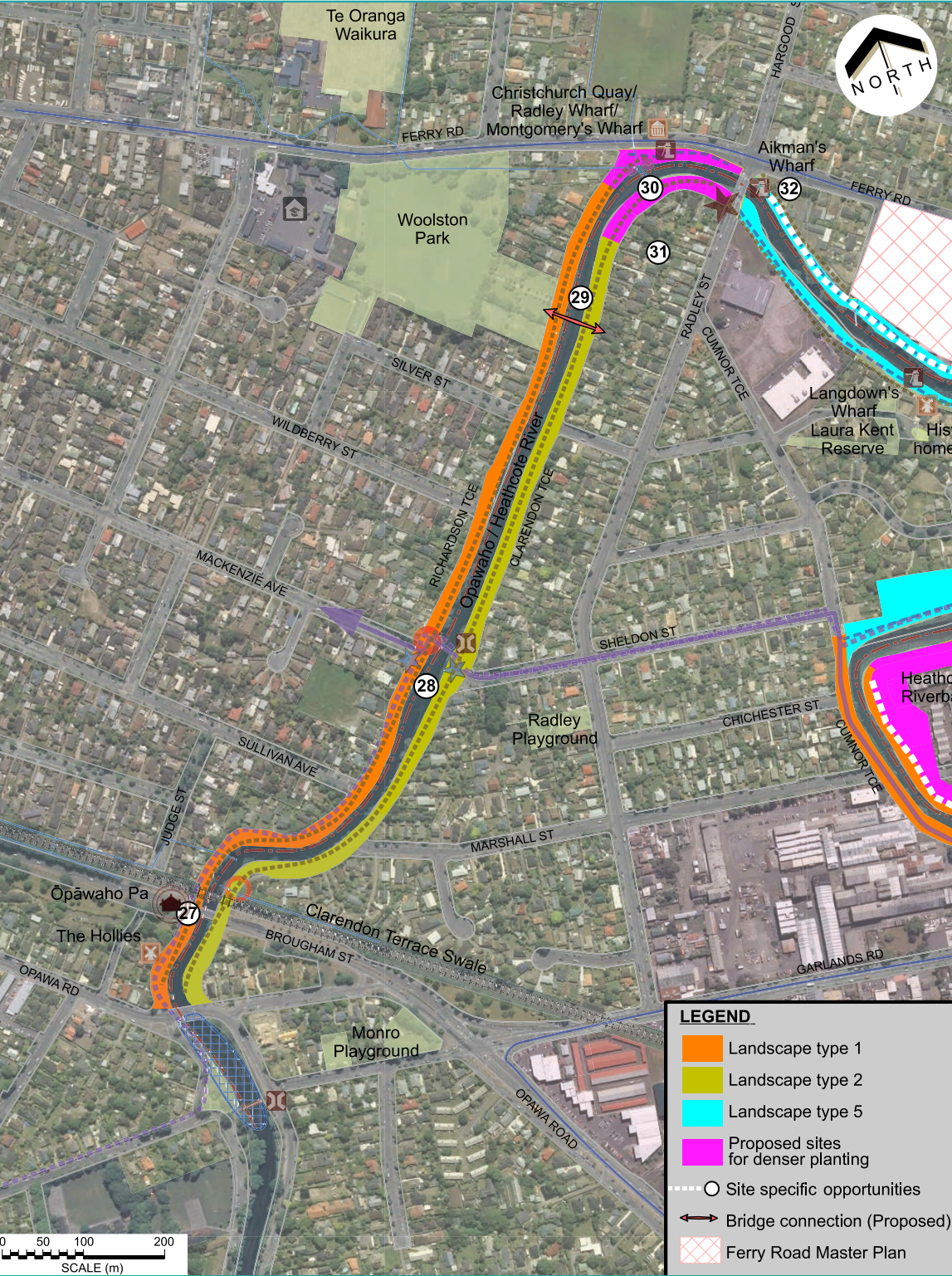
Action	Description	How this will be achieved	Responsible
13	Vehicle intrusion (noise, pollution, and other negative effects) within river corridor to be reduced.	<p>Identify areas in and adjacent to the river corridor that are opportunities to reduce vehicle intrusion, including options such as road design, speed restrictions, and one-way changes.</p> <p>Identify opportunities to carry out this work in alignment with the road renewal programme.</p> <p>Tracks will be identified as suitable for mountain bikes and motorbike users where damage to the river corridor can be minimised.</p>	Council (Transport Unit).
14	<p>Reduce the negative effects of human activities that intrude upon the river corridor.</p> <p>(Limiting the number of human, vessel and vehicle access points reduces opportunities for incidental intrusion and negative effects to specified areas and plantings, habitats and wildlife).</p>	<p>Identify pockets of amenity and access under the appropriate landscape types to manage human recreation activities and access points.</p> <p>Increase amenities around these spaces, including seating, vessel access, and parking.</p> <p>Enhancement projects will be developed to support indigenous species habitat requirements.</p> <p>Consider future limitations on vessel type, form of propulsion and size.</p>	Council – cross unit responsibility in partnership with the community.
15	Enhance pedestrian access along the river corridor.	<p>Look for opportunities to narrow roads and increase pedestrian focus when roads come up for renewal.</p> <p>For example, making Connal Street narrower (from the barrage) will allow the creation of a larger river reserve, including an unsealed walking track along the river to connect with the current grassed area.</p>	Council – cross unit responsibility in partnership with the community.
16	Improve interface with businesses that operate alongside the river.	Work with business owners to create opportunities to improve access to the river or identify more opportunities for vegetation screening.	Council (Three Waters Unit) , through the Communities Waterways Partnership.
17	Identify future opportunities for alternative land use.	Review land zoning as it arises for potential changes that can be adapted into this plan.	Council – planning, Elected Members and Community Groups to advocate.

Action	Description	How this will be achieved	Responsible
Planting <i>Whakapapa: The identity and history of the area is one of native plantings and biodiversity.</i> <i>Kaitiakitanga: Care for the environment, with a focus on future sustainability.</i>			
18	Increase native plantings along the river corridor to provide shade and bank stability, and to encourage birds, lizards, and insects to flourish.	Create a cohesive landscape plan for the river corridor that identifies stretches of planting and programmes the work into future Council Long Term and Annual Plans. These plantings will work in with the appropriate landscape types.	Council – in partnership with Ngai Tūāhuriri , community groups.
19	Develop a tree succession plan.	Create a cohesive plan for the river corridor that directs the gradual replacement of exotic species with native species.	Council (Parks Unit).
20	Eliminate weeds across the river corridor.	Develop a weed plan that proactively addresses current and future weed elimination.	Council (Parks Unit).
Ongoing care and maintenance <i>Kaitiakitanga: Council and the community care for and protect the river as kaitiaki.</i> <i>Whanaungatanga: Partnering with local residents and businesses brings a community together, encouraging social wellbeing.</i> <i>Manaakitanga: People treat each other with respect, care and consideration of each other in a common and positive area of activity.</i>			
21	Ensure the activity along the corridor is coordinated and aligned to the coherent story of the river and this plan.	Create a River Guardian Scheme to coordinate all activity along the river and to ensure this plan is implemented.	Council – Elected members and community groups to advocate.
22	Guidance plan is reviewed periodically.	Local community groups will act as River Guardians and treat this plan as a living document that requires regular revisiting.	Council - alongside Community Waterways Partnership groups.
23	Partner with local residents and businesses as kaitiaki of the river.	Develop partnerships with local residents and businesses to encourage the community to act as caretakers of the river corridor. Identify locations where industry or private activity has encroached on river reserve or public land and work with property owners to return this back to the river margin.	Council - alongside Community Waterways Partnership groups.
24	Develop a unified approach to rubbish management across the whole river corridor.	Develop a plan or strategy to encourage users, business and the community to clean their rubbish from the river corridor environs.	Council - Elected members and community groups.
25	Monitor and mitigate bank erosion issues.	Develop a management plan to mitigate bank erosion issues for the length of river, with a focus on Radley Street to the Cut.	Council (Three Waters Unit).
26	Address and minimise the impact of localised flooding issues.	Investigate and develop a strategy for the river corridor to reduce the effects of flooding, in alignment with the District Plan. Plan for ways to reduce the traffic under the rail and highway bridges.	Council (Three Waters Unit and Transport Unit).



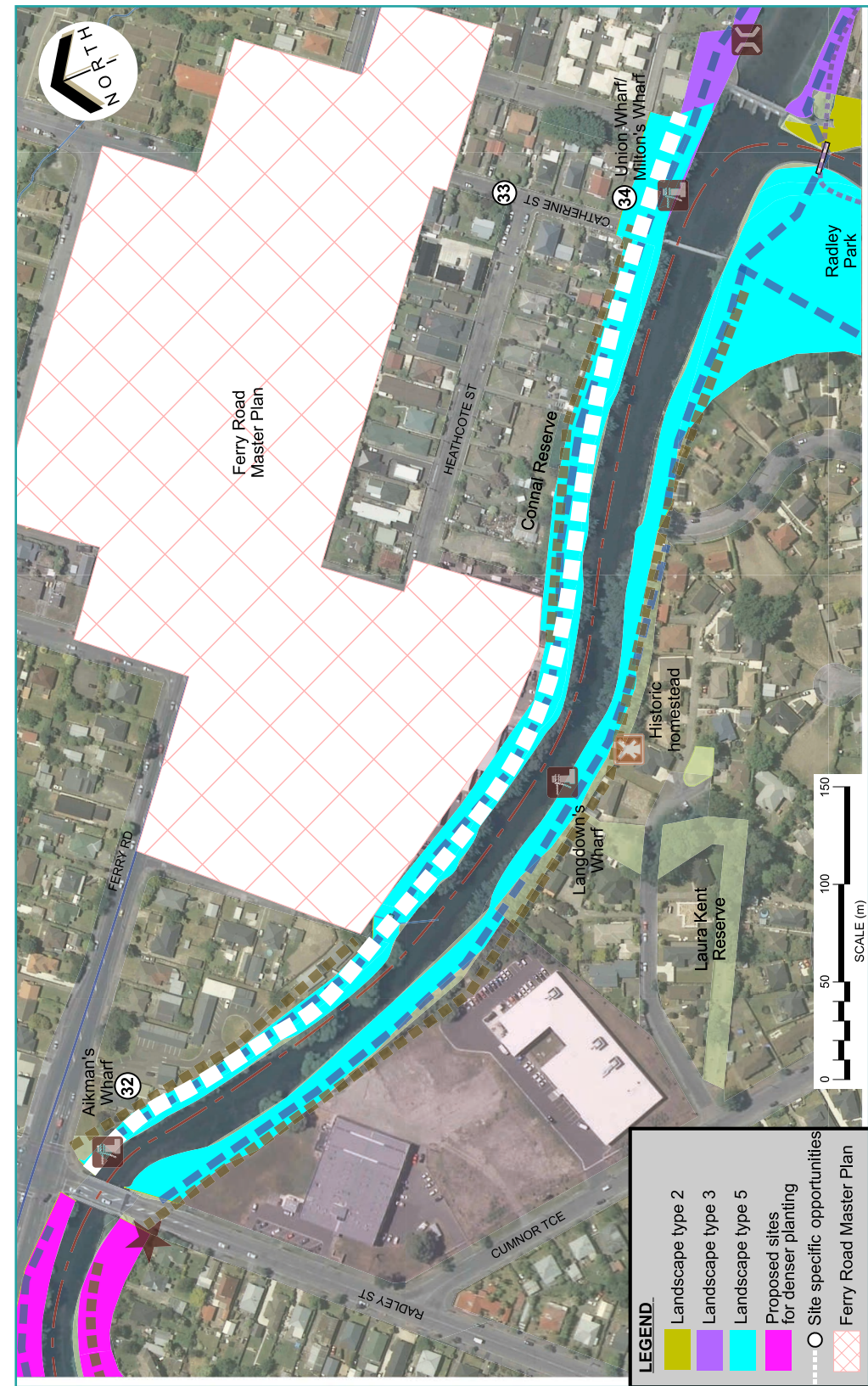
Opawa Road to Radley Street

This section of the river is currently bounded by roading and residential development close to the river. Flooding is an issue with high tides and some residential sections have been abandoned. Large poplar and willow trees provide some shade. Panoramic views of and along the river are valued.



Action	Description	How this will be achieved	Responsible
Amenity sites			
<i>Whanaungatanga: Community and public meeting spaces enabling community togetherness and social connections.</i>			
<i>Manaakitanga: Improve the way we use land in the area, including access and amenities that encourage interaction.</i>			
27	Create the Ōpāwaho Pa site as a focal point and hub.	<p>Develop a plan for the Ōpāwaho Pa site.</p> <p>Acknowledge the cultural history and connection that Māori have to this site and provide an opportunity to educate visitors to the site.</p> <p>Provide information about the site.</p>	Council in partnership with Ngai Tūāhuriri.
28	Develop a Hub (amenity area) at the Mackenzie Ave footbridge, where the Heathcote Express major cycleway route crosses the river.	<p>Take advantage of the existing water access already in place. This is a good site to create a hub to support these activities including:</p> <ul style="list-style-type: none">a. Enhancing the seating areab. Upgrading access to waterc. Bike standsd. Open grass areas for picnics.	Council – in partnership with community.
29	Woolston Park Woolston Park is a key site along the river which would benefit from being integrated into the river environment to enhance its potential as a community gathering space.	<ul style="list-style-type: none">a. Integrate Woolston Park with the riverb. Investigate adding a Footbridge across riverc. Create link between Woolston Park and Te Oranga o Waikurad. Native plant rongoā educational site (health uses for plants)e. Nature play.	Council – in partnership with community.
30	Ferry Road corner with jetty and historic wharf site. This site is already a key site that would benefit from further enhancement.	<ul style="list-style-type: none">a. Refurbish existing jetty and infob. Denser planting while retaining views between Ferry Road and the riverc. Add seating.	Council in partnership with the community.
Improve adjacent empty spaces			
<i>Manaakitanga: Identify better ways to use land in the area.</i>			
31	Develop a strategy for empty properties along the river. These existing sites are sitting empty. A usage strategy would enable them to give something back to the environment and the community.	<p>Identify where former residential sections are deemed not fit for residential use, including those owned by Council, or private land available for purchase.</p> <p>These could be used for pocket parks, community gardens or fully planted with native vegetation, for example.</p>	Council in partnership with the community.

Radley Street to The Cut



This section of the river is bounded by two reserves – on the true left the Connal Reserve and on the true right the Laura Kent Reserve. Recent native plantings in both reserves, with a cycle/walkway created through the Laura Kent Reserve, have encouraged more use as a walking and cycling area. This section of the river includes inanga spawning areas and in early European times, settlement influences were significant with a number of wharves for bringing goods in. The Woolston Walk highlighting places of historic and natural interest has yet to become popular.

Ferry Road has two important roles: as a strategic movement corridor that carries a significant amount of car, bus, freight, pedestrian and cycle movement; and as a corridor with a number of commercial centres offering services to the people who live, work and visit the area. The Ferry Road Master Plan looks at the corridor and centres along Ferry Road between Fitzgerald Avenue and Ferrymead Bridge. Together with the Main Road Master Plan (from Ferrymead Bridge to Marriner Street, Sumner) and the Sumner Village Centre Master Plan, it is intended to support recovery along the length of the corridor from city to sea. In addition to the corridor itself, the Master Plan considers how Ferry Road and the centres along it integrate with nearby community facilities including schools and parks. The Master Plan also looks at ways to improve connections with key transport routes such as the proposed Christchurch Coastal Pathway and the proposed key cycleways along Linwood Avenue and the Ōpāwaho Heathcote River. This master plan can be viewed here ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/suburban-plans/FerryRoadMasterPlanFinal.pdf

Action	Description	How this will be achieved	Responsible
Enhance the flow between river sections and public spaces			
<i>Wairuatanga: Enhance the identity of the locations as part of the broader area.</i>			
<i>Hauora: Enhance high use areas to encourage use of the natural environment.</i>			
32	Enhance the Connal Reserve track to improve access.	Upgrade the path on the true left of the river to a narrow continuous grit path. An enhanced path along this section will improve access.	Council in partnership with the community.
33	Enhance linkages between Woolston Village and the river to improve people's connection to it by creating awareness and a pleasant and safe access.	Refer to the Ferry Road Master Plan. Improve access to the river corridor from Woolston Village.	Council.
Wildlife information site			
<i>Whakapapa: Acknowledge the history of wildlife in the area.</i>			
<i>Mātauranga: Develop the knowledge and understanding of cultural practices and caring for the wildlife of the area.</i>			
34	Tuna information and viewing site.	Investigate the creation of a tuna viewing platform with information about tuna, inanga, and other wildlife at the old Union Wharf site in the Connal Reserve.	Community Waterways Partnership.

The Cut to Tunnel Road

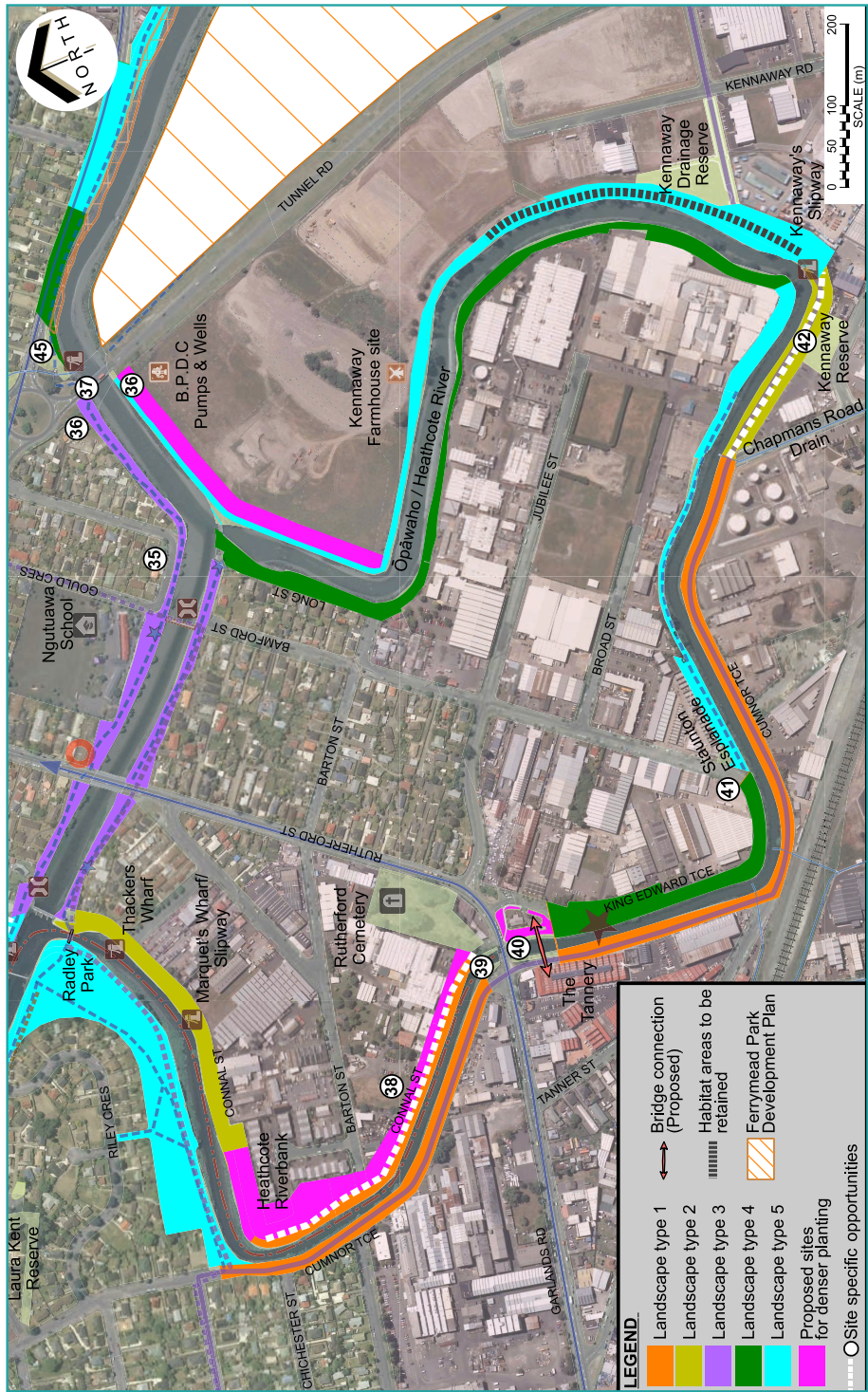


In the 1980’s it was decided to bypass the Woolston loop of the river to increase the amount of water that could be evacuated in times of flooding. The concrete sided channel (510m in length) allows water to flow directly out to the estuary when the gates on the barrage are lifted. Willow trees are planted along The Cut with some small isolated pockets of small native vegetation. Sealed tracks are installed on either side. The Cut is undeniably a human intrusion on the environment with a brutal straight concrete sided waterway and straight sealed paths.

Action	Description	How this will be achieved	Responsible
Pedestrian and cycle track improvements			
<i>Whanaungatanga: Identify areas for the public to gather and transit safely.</i>			
<i>Manaakitanga: Develop a safe and inclusive environment where pedestrians and cyclists can move through the area safely.</i>			
35	Small park on Gould Crescent, near Ngutuawa School – this would benefit from better integration with the river.	Scope and develop a plan to integrate with river.	Council (Parks Unit).
36	Access underneath the Tunnel Road Bridge. This area currently feels unsafe and can only be accessed during low tide. It is a key access point to enable cycle and pedestrian access past Tunnel Road.	Improve the passageway under the Tunnel Road bridge on the true left and the true right for both pedestrians and cyclists.	Council.
37	Tunnel Road Bridge - enhanced river crossing. It is currently unsafe to cross the river at this point, leaving the river unable to be crossed by foot or cycle between Gould Crescent and the Ferrymead Bridge – a stretch of 2km.	Investigate attaching a pedestrian and cycle bridge to the existing vehicle bridge.	Council (Parks Unit).

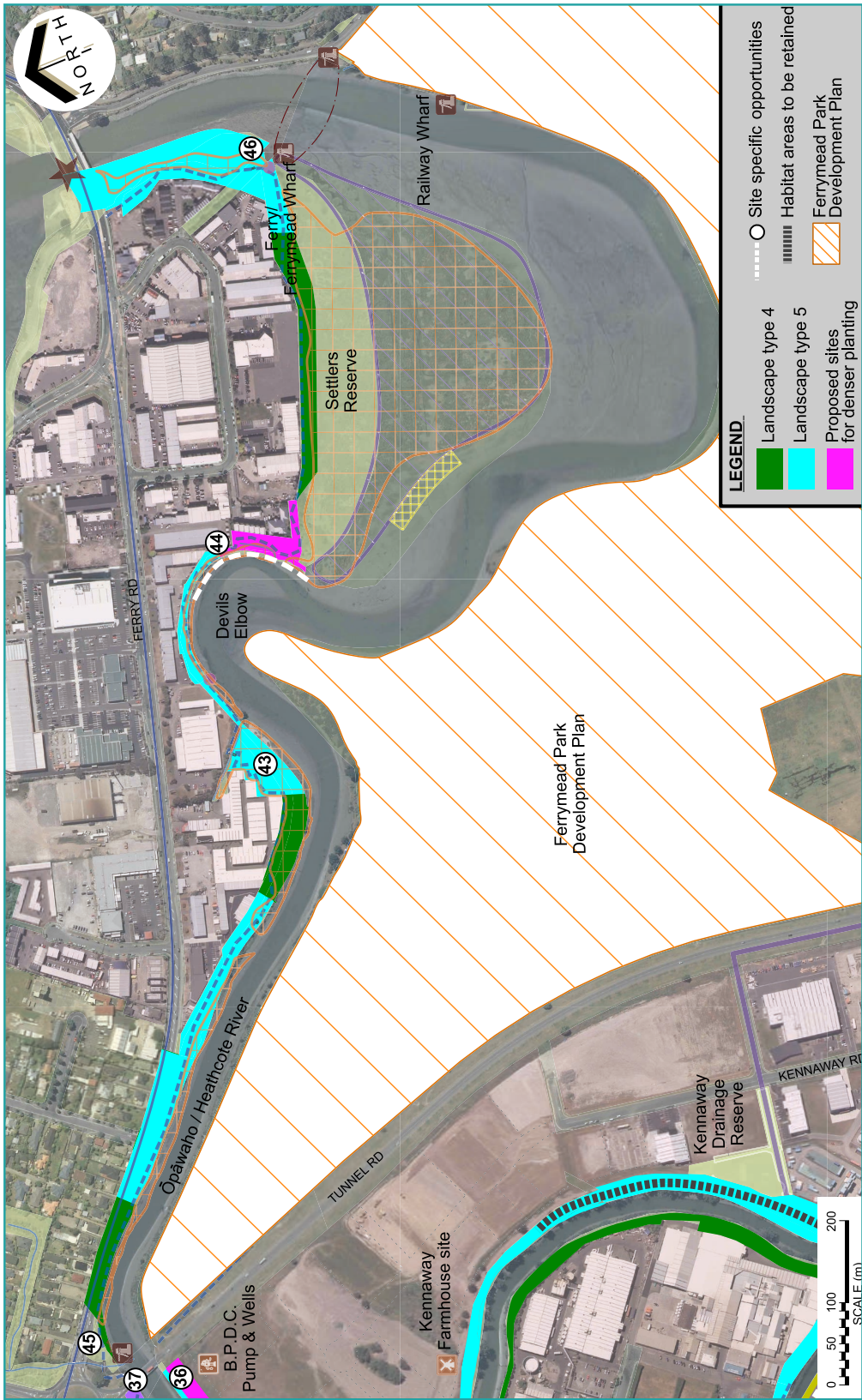
Woolston Loop

As the Ōpāwaho-Heathcote River flows along the Woolston Loop it passes through an industrial and commercial environment. Currently there are various tracks or roads on both sides of the river. Parts of the outside of the loop (true right) are sealed wide cycleways, and other parts a basic bike track. On the inside of the loop there is a wilderness walkway along part of the river which should be maintained to keep this area of the river accessible but not highly used. Work needs to be done to identify the ecological values (roosting shags, inanga spawning, etc) of this section of the river.



Action	Description	How this will be achieved	Responsible
Safe and accessible walking and cycle paths			
<i>Manaakitanga: Safe and welcoming environments for all users.</i>			
<i>Hauora: Physical, spiritual and mental health and wellbeing for all users.</i>			
38	Increase riparian planting.	Investigate the removal of Connal Street (currently sealed) between Barton Street to Garlands Road and create a river corridor reserve with dense native planting and a small walking track. Planting to take the safety of track users into account. This section is currently subject to flooding and is effectively cut off as a road. Removing this road would allow a large area to be given back to the river.	Council (Transport Unit).
39	Garlands Road pedestrian safety improvements. There is currently no footpath on north side of the bridge which prevents pedestrians from accessing the signalised pedestrian crossing.	Investigate transferring the safe passageway for pedestrians to the north side of the Garlands Road Bridge to enable walkers from upstream to access the controlled crossing of Garlands Road.	Council (Transport Unit).
40	Open up the Tannery shopping centre to take advantage of the river aspect.	Investigate the opportunity to develop a landscaped area on the true left of the river to encourage interaction from both the Tannery shopping centre and their customers. This could involve closing the road next to the Tannery to enable businesses to develop the river-facing side. Including: a. Footbridge b. Seating c. Planting d. Deck over water e. Closing the road or reducing parking to make the area more attractive.	Community Waterways Partnership.
41	Bamford Street access: improve the connection for local residents and employees to the river.	Enhance the access to the walkway along the river.	Council in partnership with community.
42	Kennaway Reserve.	Seek opportunities to carry out work in alignment with the Major Cycle Route development, including: a. Enhanced planting b. Leave open space for local users c. Additional seating for local employees to use.	Council , Elected members and community to advocate.

Tunnel Road to Estuary



This section of the river moves into a tidal salt marsh estuarine environment. Walking tracks extend from the bridge to the estuary along the northern side, and along the majority of the southern side.

Significant progress has been made on the Ferry Meadows Park Development Plan since it was approved in 2007. However, this pre-dates the Christchurch earthquakes, which had a significant impact on the environs. It is acknowledged that a revision of the plan is needed to focus more on the enhancement of the park's natural values including saltmarsh habitat and its connection to the estuary, as well as managing the risks of sea level rise due to climate change as identified in the 2021 Coastal Hazard Assessment. Funding has been set aside in 2022/23 financial year to review the plan. Refer to the Appendix for the Ferry Meadows Park Development Plan update no. 11, August 2007.

Action	Description	How this will be achieved	Responsible
Track improvements			
<i>Wairuatanga: Creating logical and cohesive connections between spaces that are appropriate for the intended use.</i>			
<i>Hauora: Identification of possible recreation spaces such as mountain bike tracks and walking tracks.</i>			
43	Realign track sections to create safer access for cyclists and pedestrians where tight bends affect sightlines.	Investigate options for realigning sections of the track to improve sightlines and increase opportunities for planting.	Council (Parks and Transport Units) in partnership with community.
44	Remove the eco-junk along the river banks (the plastic netting was used for bank stabilisation is now decaying and polluting the estuarine ecosystem).	Programme for removal of pollutants in the lower true left of the estuary is a priority.	Council (Three Waters Unit).
Historical sites			
<i>Whakapapa: Acknowledge the history of the area, including its identity and ancestral use.</i>			
45	Steam Wharf Stream historic site. This is a large site that provides an opportunity for additional planting and seating next to the site of the historic wharf.	Denser planting along road edge while retaining site lines to Ferry Road. Additional seating.	Council (Parks and Heritage) in partnership with community groups.
46	Ferry crossing site, Settlers Reserve. This historic site would benefit from restoration.	Refurbish. Address bank erosion.	Council in partnership with community groups.
Climate change resilience strategy			
<i>Kaitiakitanga: Council and the community care for and protect the river and environs.</i>			
<i>Mātauranga: Users of the river grow their understanding of the importance of caring for the ecosystem.</i>			
47	Acknowledge the impact that climate change will have on the river and community.	Address and minimise the impact of climate change, in alignment with the Climate Resilience Strategy 2021 and the Coastal Adaption Planning Programme.	Council in partnership with community.

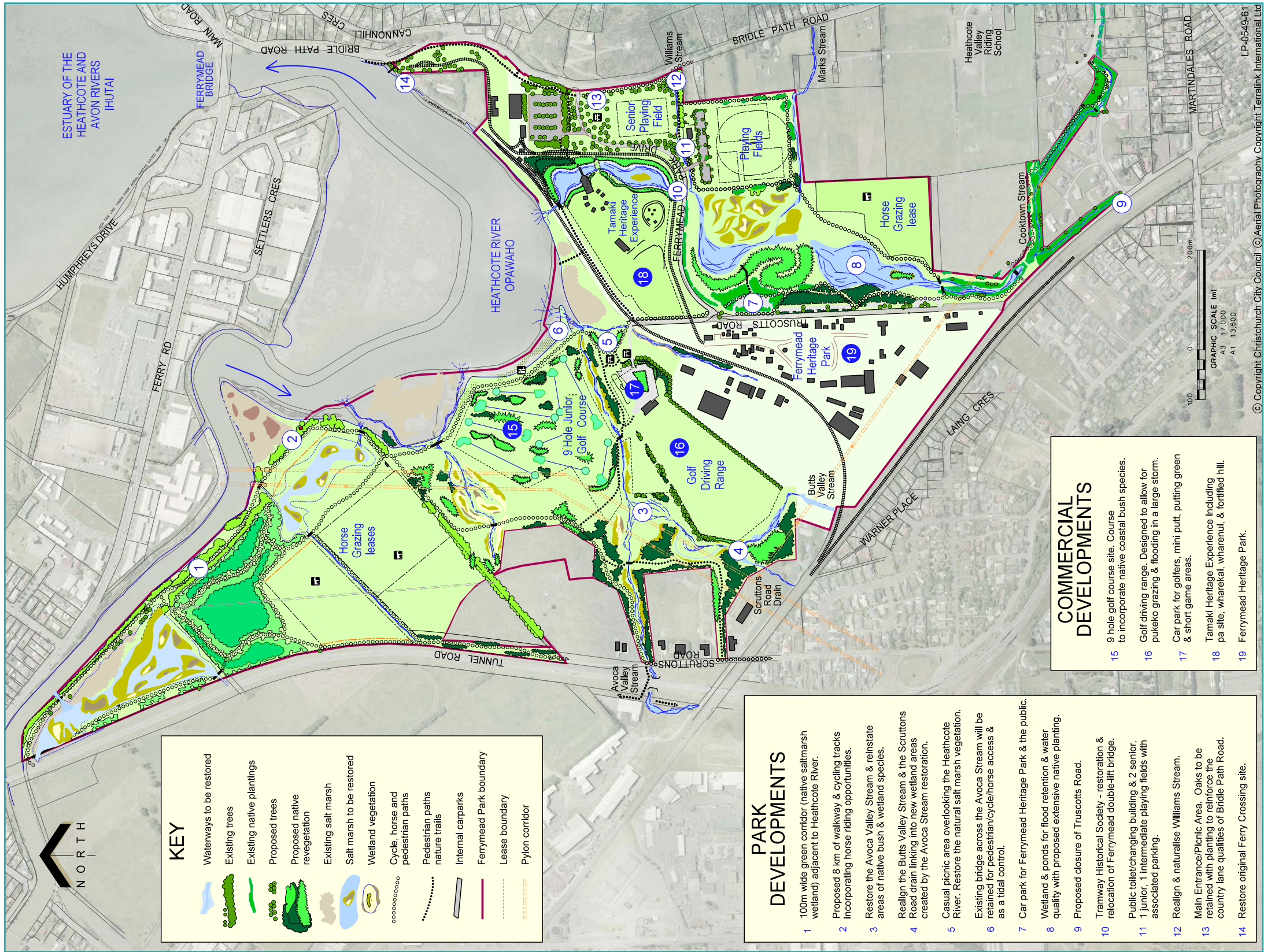
Opportunities to get involved

To get a group involved, go to ccc.govt.nz/parks-and-gardens/volunteer-in-parks or contact parks.volunteers@ccc.govt.nz or contact one of the groups listed below.

Organisation	Contact	Website	About
Ōpāwaho Heathcote River Network	info@ohrn.nz	www.ohrn.nz	The Ōpāwaho Heathcote River Network (OHRN) is an Incorporated Society actively working toward the restoration of the river through collaboration with Ngāi Tahu, communities, local government, businesses, groups and individuals.
Laura Kent Reserve Workgroup	Dugald Wilson dugaldwil@gmail.com	www.ohrn.nz	The group undertakes work to develop and look after the Laura Kent and Connal Reserves. Meet first Saturday of the month 9-11am to plant, weed, mulch, remove rubbish, and enjoy catching up over morning tea. We are part of the OHRN.
Christchurch City Council		www.ccc.govt.nz/parks-and-gardens/volunteer-in-parks/	Volunteering is a great way to help look after the environment you enjoy. Learn more about your community, be active in the outdoors and meet new people. Find an event for you, your family and friends to join. There are many events throughout the year. Activities vary, but may involve general clean ups, planting, weeding and mulching.
Calder Green – Forest & Bird	zip.gail@xtra.co.nz	www.forestandbird.org.nz/branches/north-canterbury/calder-green-reserve-north-canterbury	Our aim is to maintain an ‘open sanctuary’ for the protection and enhancement of the indigenous flora and fauna of the area. We monitor and protect the saltmarsh itself. We have a restoration planting zone alongside the river which is intended to improve the habitat for wildlife, in particular birds and lizards. We do bird surveys four times per year. Volunteers are needed for all these activities as well as to help us with watering, weeding and general maintenance of the restoration zone.
Roimata Food Commons		www.facebook.com/roimatafoodcommons/	As the project has evolved over the last 2 years, we have realised that Roimata Food Commons is about our people in the community, and the space invites us to think about our connection with each other, with food and with nature. If you live in the Roimata/Woolston or Opawa areas around Radley Park and are keen to support this project, then talk to us. We look forward to growing and nourishing our community together.

Organisation	Contact	Website	About
Steam Wharf Stream	steamwharfstream@gmail.com	www.facebook.com/steamwharfstream/	Steam Wharf Stream Reserve (SWSR) is a spring-fed stream that runs parallel to Ferry Road from Alports Place and joins the Opawaho Heathcote River after Kotuku Reserve. Steam Wharf Stream Reserve underwent restoration in 1997 by the CCC and is now a mature riparian habitat. SWSR Community Group maintain the existing plants and habitat and participate in the Whitebait Watch project (to identify and record whitebait spawning sites). Community volunteers meet during the summer and autumn spawning season to perform spawning surveys.
Ferrymead Heathcote Saltmarsh		www.facebook.com/Ferrymead-Heathcote-Saltmarsh-102429881972339	This area is CCC land. The area was disturbed and partially filled during the construction of the Tunnel Road motorway. CCC is restoring the site by allowing the high tide to gently inundate this area and re-establish the original saltmarsh. We are a group of local residents and interested individuals supporting the CCC Regional Park Ranger in the restoration of this saltmarsh, returning it to a flourishing ecological niche. We are planting species that are appropriate for a saltmarsh and its margins, removing pine trees and gradually expanding the planted margins.
The Estuary Trust	info@estuary.org.nz	www.estuary.org.nz www.facebook.com/estuarytrust	The Avon-Heathcote Estuary Ihutai Trust (aka the Estuary Trust) is a charitable society incorporated in 2002. The Trust is active in the protection and enhancement of the estuary for recreation, ecological, educational and landscape values. Communities working together as a ‘voice for the estuary’. Thistledown Wetland Reserve has working bees on the last Saturday of each month, 10am – 12 noon. Meet at the end of Thistledown Place, off Hargood Street.
Summit Road Society	secretary@summitroadsociety.org.nz	www.summitroadsociety.org.nz	The Summit Road Society is a grassroots conservation organisation that works to protect and restore the Port Hills and provide for public access. We own and manage four reserves on the Port Hills, including Linda Woods Reserve in Heathcote.
Predator Free Port Hills	marie@predatorfreeporthills.org.nz	www.predatorfreeporthills.org.nz	An initiative of the Summit Road Society, Predator Free Port Hills supports community and backyard trapping across the Port Hills and Lyttelton Harbour, with the Ōpāwaho as the boundary on the city side. We provide subsidised traps for sale and run regular events for trappers.

Appendix



Ferrymead Park Development Plan
update no. 11, August 2007

Notes

Ōpāwaho
**Lower Heathcote
Guidance Plan**

2022



CUS4838 March 2022

ccc.govt.nz

Christchurch
City Council 

Attachment A
Item 7

Submission ID	Do you have any comments on the plan?	What did you like about the plan?	What didn't you like about the plan?	First name	Last name	Name of organisation	Your role
45925	See attached comments			Annabelle	Hasselman	Ōpāwaho Heathcote River Network	President
45944	See attached comments			Marie	Gray	Summit Road Society	Secretary
45948	Great idea to put focus into the river, I truly believe nature water, and wildlife hold incredible therapeutic magic. And it's devastating so it is often overlooked, so important to look after the environment we live in so we can continue to thrive as can our youth and our elders	Diversity, focus on community and nature, and have spaces for contemplation and art!	Concerned if the water can still be used for white baiting - I would encourage this to still be allowed, to be able to collect and fish our own food is a privilege and a right. And I love the white baiters perched in the grass relaxed enjoying the rivers and to be able to eat their catch, it's also enlightening to talk to them and children love watching wee fish in the buckets, - they are also part of the community	Frankie	Bakker		
45797	Please see attached document.			Carolyn	Ingles	Mount Pleasant Community Centre & Residents Association Inc.	Committee Member providing feedback on behalf of Committee
45827	Yes - We would like a community boat ramp / water access point to be	Looks Great - Very excited about it.	NA	Andrew	Balcar	Adventure Specialties Trust	Christchurch Manager

	considered for the Long Street / Barton Street Corner. We (Adventure Specialties Trust) [REDACTED] we work with a variety of different community groups and schools delivering outdoor education and therapeutic programmes in the outdoors. We have connected in with Mic and completed some planting days along the river as a part of our programming, this has been awesome. It would be great if there was a little boat ramp that we could utilise to get access onto the river and use it as a very locally based adventure - we try to encourage participants to have local (urban adventures).						
45853	An excellent document that reflects the hard work put into creating it. I think the plan illustrates how important a collaborative process is in creating a vision for how we want our rivers to be & then determining the steps to realise it. It is	I like the cultural framework outlined in the plan and the place-based actions that prioritise enhancement of natural characteristics whilst also enabling improved access to sites along the lower river. The improved signage will be great too, allowing	What's not to like!? Yes, there will be costs but so many gains and benefits long term.	Jocelyn	Papprill		

	clear that the various groups & organisations involved each have a role to play in moving the priorities forward. Congratulations.	opportunities for telling of stories as one journeys along the river.					
45915	<p>The cycle connection from Ngutuawa School to Ferrymead on the true left of the river needs to be enhanced. The current dirt path should be properly gritted and widened to at least 1m. Particularly in winter this becomes a muddy slippery path that is well used.</p> <p>The aim to develop a corridor for native flora and fauna along the river is much appreciated. However a key element in this is predator control, and specifically cat control which raises all sorts of thorny issues. It is absolutely critical we begin taking steps to control cat predation of birds, lizards, and other wildlife. It must not go into the too hard basket.</p> <p>Really look forward to the</p>			Dugald	Wilson		

	Ōpawaho/Heathcote being a feature and treasure of our city, enhancing life.						
45926	We wish to compliment the Community Board on involving the community from the beginning in developing this Guidance Plan. Such community-led high level planning processes are novel and powerful.	We like the way that it provides broad-brush guidance for future developments and projects in the area depending on the landscape features. This is a high-level planning process which needs to be extended to the rest of the river catchment to provide a unified overview for future developments and works by Council within the river catchment. It also allows the voice of the community to be heard at the first stage of such projects and developments.		Malcolm	Long	Friends of Farnley Reserve	Co-ordinator
45928	Glad you are planning this. Well overdue.	Planting plans, increased access, proposed control of domestic predatory animals (needs more detailed thinking). Education.	As someone who has been involved in several clean-ups of parts of the Heathcote, I am aware of the huge amount of rubbish that collects both on the banks and in the river itself. Some plan to prevent littering is needed. In my experience, adding more rubbish bins does not work. Somehow, in the absence of the removal of plastic, and without a return scheme on bottles and cans, people must be educated about the problems littering creates, and	Juliet	Neill		

			just do what we used to do - take the stuff home.				
45939	I do see the need for exotic plants to be removed and native trees and plants to be planted	The plan for more native trees to be planted and exotic ones removed, and for the space between the river and the road to be maximized, and for the speed limits of the roads surrounding the river to be reduced. I fully support the effort for more native plants to be planted, and support the speed limit as neighbourhoods right next to the river are often quiet with pedestrians using the road, and there is no reason for cars to be going that quickly.	While I do think that as many trees as possible need to be planted, including ones right next to the road, I do think that consultation is necessary with the neighbourhood that this is happening to, because the trees may shade houses in the future.	Joshua	Currie-Cook		
45943	It appears to be thorough.	I like the way you have addressed environmental, social and historical issues. I had no idea of the location of Ōpawaho pā and am pleased to see it will be highlighted in the future. I also like the idea of managing the roads to reduce traffic speed around the river.		Bernice	Swain		
45954	More needs to be done about plastic pollution here. The plastics manufacturers in the area are responsible for many tens of kilos of tiny			Genevieve	Robinson		

	plastic pellets that enter the river and end up on the beaches of Sumner, new Brighton and Waimairi.						
45955	Great to see that storm water discharge will be improved and the poor footpath linkages along the river. I often run along both sides of river, starting at Sullivan Ave and looping around Ferrymead Park back up the other side. Large sections of the footpath on the northern side of river need upgrading, great to see this is in the plan. The track is a real asset that I don't think enough people know exist. I stumbled upon the path under the tunnel Rd bridge about 18 months ago and I'd lived here since 2014. You just wouldn't know it was there. Also at the southern end of the Woolston loop, gorse and toe toe are taking over what little path is there. Tidy it up please.	Mentioned above	No idea of timeframes I saw. But I didn't read extensively	Shaun	Bigger		
45495	It looks bloody great and is so needed. The lower Heathcote is already a	Pretty much everything - the involvement of all the community groups, the		Jack	van Beynen		

	fantastic community resource but it could be so much better.	matauranga Māori embedded in it but most of all the fact that it puts the health of the river first!					
45501	I support the intent and details of the plan. There are some aspects I particularly support and there are some missed opportunities.	As a frequent user (cyclist) of the tow path I strongly support actions 34 (improved passage under the Tunnel Road bridge on both banks) and 44 (improving the path - sightlines, width). Passage under the bridge is possible at most times but requires a good degree of skill, confidence and commitment. These surely form a high hurdle for many potential users. The section of tow path from the Tunnel Road bridge to the Ferrymead Bridge is highly variable in quality, width and degree of maintenance. In many parts the vegetation requires frequent attention and this must be costing the ratepayer. A wider path would require less frequent maintenance visits.	The path between Gould Crescent and the Tunnel Road bridge is not highlighted for improvement but this section is currently just grass, not a path, and becomes waterlogged during the winter months. This should be added to the plan else it will appear like a 'missing link' after all the other work is programmed. There also appears to be a missed opportunity as the southern bank of the river from the Tunnel Road bridge to the Ferrymead Bridge does not feature. Most of this section is in good condition and it's a pleasant walk with good views towards the hills and across the river. At the Ferrymead end the path exits by the entrance of Ferrymead Golf and walkers/riders have to find their own way out to Ferrymead Bridge. Signage could lead them through the Woodhill site and across the very attractive bridge to the historic railway line crossing. Unfortunately, from the crossing, the exit to Bridge Path Road is a bit messy and this too should be in the plan.	Mark	Darvill		

45527	<p>Overall, I think it's great.</p> <p>1. Many of the industrial buildings in the Woolston Cut area are very run-down and appear to have dubious environmental practices.</p> <p>2. The car-wrecking yard opposite the Tannery on Garlands Road should be moved out of the area as it is such an eyesore and sets a very low bar for the appearance of the area, not to mention the sediment and oil runoff from the yard every time it rains. They have no permanent sediment/oil trap, only a 15cm or so diameter temporary sausage bunding from Bunnings that is placed across the entrance whereupon it is immediately vandalised or falls out of position.</p> <p>3. The area has a problem with residents dumping piles of their household rubbish</p>	<p>Focus on the natural environment. Improved social outcomes will follow.</p>	<p>Missing new impacts from the Ferrymead development park. What's the plan for making this stretch of river nice?</p>	Matt	Holland		
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	<p>on the footpath, in the park, adjacent to industrial sites etc. It's hard to blame them. Its almost natural with such a low bar set by the appearance of many industrial businesses in the area.</p> <p>4. Radley park footpath entrance from Cumnor Terrace is wide enough to drive a car into the park. Cars and motorbikes drive around the park on a daily basis. Bollards would be great.</p> <p>5. The water quality seems a very long way off being swimmable, but the area is great for kayaking. I have difficulty launching my kayak due to the large change in water level with the tides and the muddy banks so I support installing more launching spots.</p> <p>6. Support all measures for minimising number of cars doing skids in the area. There's still a lot of this</p>						
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	happening despite some of the new traffic measures in the area						
45529	<p>Generally agree with the plan, although there are a few aspects that I have some concerns with. I have lived, worked, played educated and/or been educated around this awa for all of my life, along with at least four previous generations of my ancestors.</p> <p>Agree with actions to restore water quality including sympathetic riparian planting.</p> <p>It is important to involve the community as much as possible, not just those who currently have a passion for the awa, but also providing opportunities for others who could grow to love the river.</p> <p>Involve our tamariki, not only are they our future guardians, but they are also the educators of their older generations.</p>	<p>A plan for regeneration of the flora, fauna and water quality.</p> <p>Different spaces for different uses.</p>	<p>Am concerned that it seems as though access to and along the awa by those with physical disabilities and young families may be limited. While being somewhat more 'natural' gravel and grass paths are not easily used by those in wheelchairs, using mobility aids, prams and with unsteady feet.</p> <p>While mention is made of maintaining site lines, mention is also made of tall plantings. These are not always conducive to being CPTED appropriate by users. No mention made of lighting options.</p> <p>Other things not mentioned:</p> <p>What measures are going to be put in place to mitigate cars going into the awa at 'hot spot' points. I'm sure most locals who have lived around the awa know those particular spots. Natural separation using wooden bollards with rope could be worth considering.</p> <p>What about options for nature play</p>	Marie	Byrne		

	<p>Respect the ability for multi-use of the awa.</p> <p>Acknowledge all aspects of the history of the awa, including from the Kai gathering of Maori ancestors, to the paths travelled by the early settlers beside the awa, it's role as a key transportation avenue, as well as stories of how it has shaped the lives of thousands of people. Use a range of interactive mediums to tell the stories, from interpretation panels framing river walks to technological advances such as QR codes.</p> <p>It is important that this awa is celebrated as much as the Otakaro. Too often over the years, it has been regarded as the poorer family member, not as much as a taonga to our city as the one that wends it's way through the central city.</p>		around the awa?				
45530	I didn't see commentary (I might have missed it) on	Agree with the works proposed to repair/improve the cycling	The move to only native planting. There are some beautiful large	Jenn	Benden		

	upgrading the signs that are already there that talk about birdlife, etc. along the path. I think these are great and would support them being renewed and perhaps a few more as you go along the path at the different lookouts.	and walking network near the estuary. Currently quite dangerous but too lovely to not visit! Upgrading these to be safe (no slips or holes) would be great. The current gravel surface is absolutely fine, no need to put in hard surface.	trees (willows and oaks), it would be sad for these not to be replaced in any way. Would love to see increase of native planting through riparian planting but maintaining a mix of species.				
45806	Yes can we have the kayak/river boat access ramps upgraded. They are all Rotten wood and look like would snap if any one walked on them. For example the one by the footbridge on Richardson Tce.	The way it is all linked and that the river will be healthy.	Potential plantings blocking our river view at [REDACTED]	Julie-anne	Christy		

Submission #49525

Submission on the
**Lower Ōpāwaho Heathcote River
Guidance Plan 2022**



April, 2022

Ōpāwaho Heathcote River Network Inc.


Website: www.ohrn.nz

Facebook: OpawahoHeathcoteRiver


Item 7

Attachment B

Submission #49525

Thank you for the opportunity to make a submission on the Lower Ōpāwaho Heathcote River Guidance Plan. OHRN was one of the community organisations involved from the start in bringing this Guidance Plan to fruition, and are pleased to see the draft plan near completion. We look forward to its adoption by the Council.

We will help implement actions in the Lower Ōpāwaho Heathcote River Guidance Plan to achieve the long-term restoration of the river.

The Ōpāwaho Heathcote River Network

The Ōpāwaho Heathcote River Network (OHRN) is a community based catchment group that cares deeply about the health and mauri of the river; about connecting the community around the river and about advocating for the river. We also facilitate and support the values, efforts and needs of our local river care organisations and communities along the river.

The State of the Ōpāwaho Heathcote River

The Ōpāwaho Heathcote River, including many of its tributaries, has some of the poorest water quality in the city of Christchurch. At the same time, the river has been designated a **Site of Ecological Significance** in the City Plan.

There are early signs that the river is beginning to recover from its historical degradation but there remains much that must be done to restore it to its proper state. We look forward to observing the ways in which the Lower Ōpāwaho Heathcote River Guidance Plan will assist in this long-term restoration of the river.

Feedback on the Guidance Plan from the Ōpāwaho Heathcote River Network (OHRN)

1. The OHRN **strongly supports** this Guidance Plan. The plan does not seek to be definitive as to development in the lower reaches of the river but rather seeks to provide unifying direction to the nature and intent of development that may be planned.
2. The OHRN would like to congratulate and thank the Waikura Linwood-Central-Heathcote Community Board for taking the initiative to produce the Guidance Plan as a means by which the community can influence future developments on and around the lower reaches of the river.
3. The OHRN was particularly pleased as a community group active along the river to be invited to be involved from the outset of this project. This was a relatively novel invitation; generally if we are consulted, it is post facto to provide commentary and feedback on a plan already created. Being able to influence the breadth and shape of the plan from the beginning means that we are much more committed to its implementation.

Submission #49525

4. The OHRN was impressed that the community was involved to such a degree both in the variety of community groups represented in the Working Group which drafted the Guidance Plan, and the opportunity afforded to the community to provide feedback on the Guidance Plan as it was being formed.
5. The OHRN looks forward to the replication of this Guidance Plan across the entire catchment of the Ōpāwaho Heathcote River so that developments along its length are consistently meeting the needs of the river and the wishes of the community. To this end, the OHRN will be approaching other Community Boards within the river catchment to initiate the process of developing appropriate Guidance Plans with their communities.
6. The use of the Mahinga kai framework as an lens through which to organise the Guidance Plan is particularly praiseworthy and should be applied widely in similar planning documents.
7. The novel nature of this high-level Guidance Plan sets a standard for future similar Council master planning exercises. These provide the community with a means of influencing a range of Council initiatives and activities from road renovations to parks, from signage to amenity enhancements. The Guidance Plan means that no Council initiative in the area need start with a blank page; all Council activity within the area of the plan should acknowledge the guidance provided by this plan and seek to implement it in the most integrated way possible.
8. We will seek CCC endorsement of this Guidance Plan as well as acknowledgement of its importance and commitments to implement the guidance it contains in all appropriate CCC works and planning.
9. Having been involved in the development of this Guidance Plan, the OHRN commits to partner with Community Boards, CCC, other community groups and the wider community to ensure the future on-going implementation of it for the benefit of the Ōpāwaho Heathcote River and its community.
10. OHRN wishes to participate in a similar collaborative process for the Ferrymead Park Development Plan. Our interest includes the restoration of the river corridor and associated restoration of wetlands, stretching from Tunnel Road to the estuary mouth. We observe that funding has been allocated by Council to the Ferrymead Park Development Plan Council from 2022 on. We look forward to progress on its restoration and naturalisation.

Thank you for the opportunity to provide a submission on the Lower Ōpāwaho Heathcote River Guidance Plan.

We wish to be heard on this submission

Annabelle Hasselman

Chair
Ōpāwaho Heathcote River Network

Submission #45797

Ōpāwaho Lower Heathcote River Guidance Plan - MPCC feedback

The Mount Pleasant Community Centre Residents Association (MPCC) congratulates the Waikura Linwood-Central-Heathcote Community Board (the Board) on developing the aspirational guidance plan for the Ōpāwaho Lower Heathcote River (the River).

The vision and objectives for the River set out in the plan are very clear. In particular, the MPCC wishes to acknowledge and endorse the cultural framework. MPCC believes this plan forms an excellent basis for engaging the community to achieve the broad aims set out.

The MPCC is about to commence its own strategic planning work; the guidance plan will provide a very useful input to that work and for future engagement with the Board on that part of the local environment.

The lower section of the river, from Tunnel Road to the Estuary, lies within the area of the MPCC. The MPCC endorses the initiatives set out and will support the Community Board, as appropriate, to achieve these projects/initiatives.

Item 7

Attachment B

Submission #45948



Submission #45944



a passion for the Port Hills

DRAFT ONLY

Our Hills, Our Heritage

The Summit Road Society is a grassroots conservation charity based in Christchurch. The Society was formed in 1948 to further the vision of Harry Ell to preserve and protect the Port Hills and provide for public access. We own and manage four reserves on the Port Hills and also lead the backyard and community project 'Predator Free Port Hills'. We have a long and close relationship with the Christchurch City Council. Thank you for the opportunity to provide feedback on the Ōpawaho/Lower Heathcote Guidance Plan.

Process

The Summit Road Society contributed to the development of the Guidance Plan with a particular focus on the relationship between the river and the Port Hills and the importance of predator control along the river. The development of this guidance plan has been an exemplar of grassroots, community involvement and we commend the Waikura Linwood-Central-Heathcote Community Board for this approach.

Actions

We are in full support of the vision to restore the health of the river. The guidance plan and actions within will provide an enduring framework for coordinating restoration activity.

We would also highlight the importance of native planting along tributary streams. Sediment off the Port Hills is one of the most significant sources of pollution into the Ōpawaho. We support efforts and funding to plant both the river and the tributary streams. We need landscape scale restoration in the face of climate change and biodiversity loss. Our Avoca Valley restoration programme is one such example. With support from Jobs for Nature and many others, we are planting 45,000 trees and other plants in Avoca Valley over the next three years. In time, we intend to restore the entire Avoca Valley catchment. This project will help restore Avoca Valley Stream, create habitat for native fauna, protect and enhance the rare flora on the bluff eco-systems, support mahinga kai values, reduce erosion and sediment run-off into the Ōpawaho, provide recreational benefits for the community and support carbon sequestration.

We also support predator control along the length of the river including river reserves. The Summit Road Society is leading community trapping efforts on the Port Hills with our Predator Free Port Hills initiative. On the city side, the river is our boundary. We need widespread predator control on the hills, along both sides of the river and everywhere in between. We are also seeing the emergence of Predator Free Christchurch groups. It is an exciting time for the Predator Free movement. This work supports local action in response to the crises of climate change and biodiversity loss, and also supports physical and mental health, community cohesion and connection, and the enhancement of our natural environment.



Hi there,

I was not aware of this consultation until the day after it closed and never received any notification in our letterbox. I have been advised to submit a late submission. Please find my submission below. Please let me know if you need anything else.

Thank you for developing this river guidance. I support the whole approach. This river is important to my family and I. We have lived along the Opawaho for six generations, since settling in New Zealand in the 1800s. I am really pleased to see in the plan the projects to improve the visibility of Te Ao Māori in the area, including the Opawaho pa site. I strongly support working with Ngai Tuahuriri on that. It is very sad when I tell my children about how their great-great-great grandfather came to NZ and he lived in this area and the Māori, who were here already, offered him manaakitanga/hospitality and then I have to explain how there is nothing Māori around to show for that. I cannot change the past, but it is important to me that we restore and reflect the role of Māori in this area.

I also support restoration of a more natural environment for the river, improving the use of the river for people and also increasing the prevalence of birds, fish and eels. We love walking along the river and standing on the bridge looking at the birds and the eels. There are eels that live at the end of Mackenzie Ave, where the storm water connects to the river. I would like for those eels to be protected somehow while any work is done to improve the amenity of the area. Even if that means moving them and then returning them later. The same with the birds. In particular the pukeko who live near the Opawa Bridge. We enjoy seeing them raise their families every year and this was definitely impacted when the work was being done on the rail bridge.

I am also more than happy to see the grass get long or overgrown if that is the best approach to supporting the restoration of a better environment. It doesn't bother me to look at weeds if I know the reason for it. The signage about that was useful, explaining that it supports whitebait. My grandfather spent many years whitebaiting along the river and I would love to have the confidence to do so again. At the moment I am not confident that the water is good enough, or that there are enough fish to take the whitebait.

I shared the plan with my 11-year-old daughter and she is excited, especially about the Opawaho historic pa site work. My daughter is happy for any construction to occur 'as long as I can still bike to school while they are doing it'. She attends St Marks and we live on Mackenzie Ave. Her best friend also lives on Opawa Road. When the rail bridge was under construction it meant we had to drive both our children to school due to lack of access for around a year. The access was not consistent and we could not rely on it. This affected their sense of independence at the time. When this work begins can you please ensure that there is still consistent, clear cycling and pedestrian access on at least one side of the river enabled so that children can get to school and/or friends and return home in a timely and safe way. Maybe it means going across the bridge at the end of Mackenzie Ave and up the other side. If so, please do not do the Mackenzie Ave bridge work at the same time as work near Opawa Bridge or the rail bridge.

Thank you

Clare Pattison

11 April 2022

Submission

The thing I like most about the plan is the idea that there should be a variety of landscapes along the Heathcote. Places to bike, jog, walk at different speeds, places to stop and sit, places to listen and admire, places to walk easily and places to explore that are more natural.

The thing I want to draw to your attention is the slight suggestion that all planting should be returned to native vegetation. While I understand that is the healthiest cover for the banks, I make a plea for retaining a length of river in the lawn and willow style that English Pioneers established as a reminder of "Home". In many ways the river tells the history of Christchurch/Canterbury in all its hopes and dreams. The Cut would be a good segment to retain as that speaks of both trial and error as we learned to live by and with the River. It is part of the story too.

Bev Elder

+ can we have signs, posting direction to the River

Drop-in Session #1 2 April 2022 - Feedback on draft guidance plan

* Comments *

Need toilets in Radley Park

me too

Better crossing at the Tunnel Rd Bridge to link the
towpath walk with Ferrymead Park.

me too

Predator control throughout the river & catchment.

me too

Bird feeders at Predator Free stall at the market. !!

Optimum environment for walking, biking - safe and
green as possible.

* Appropriate traffic control to encourage quiet, peaceful
environment.

Drop-in Session #2 11 April - Feedback on draft guidance plan, p2

Comments

Education of what is 'in' river (fish/birds etc) to help people
value ^{the} more

Whitebait

Accessibility - removal of steps v's ability to exit
@ the Cut

Improve water quality

Development plans - sentence around + link

Whitebaiters 'harvesting' at barrage gates - illegal
Open ² gates at high tide to let whitebait progress upstream
(in whitebait season)

Do study to see where rubbish/pollution comes from

Track from Gould Cree → Tunnel Road needs upgrading
for bikes + foot traffic.

Closing (ornal st outside belatine Factory good) - not used as road
only use rubbish dump

Re-claim the walkway (~~reform~~ ^{make} the track) at
G.L. Bowron drive way

Include a web-link to the Ferrymead Rept Park Plan

Drop-in Session #2 11 April - Feedback on draft guidance plan

What I like

Plan overall good direction

Great having this plan - I'd like to see it happen! ~~with~~

Comprehensive audit of issues; long overdue.
Strongly support cultural framework
Great to see leadership from council.

What I don't
* like

* Absence of
climate change resilience
strategy.

* What next?

Drop-in Session #3 11 April - Feedback on draft guidance plan

Comments

Setbacks/margins around Kennaway Industrial Park really disappointing: Regulations ???

- (*) Impact of urban densification proposed: increased hard surfaces/runoff. → applies to whole catchment.
- (*) If pedestrians are not made safe, they will compromise new riparian plantings. Traffic engineering + widening riparian strips must be done in conjunction.
- (*) \$6 billion question: what will be prioritised?
↓
needs to be transparent.
why+how will it be prioritised?
who will prioritise actions?
- (*) My picks!
 - (1) ^{remediate} Landscape type 1
 - (2) Opawaho Pa.
 - (3) Stormwater strategy
- (*) ??? plan for climate change/resilience.

8. Slow Speed Neighbourhoods - Opawa

Reference Te Tohutoro: 22/576717

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 Waikura Linwood-Central-Heathcote Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Opawa with supporting neighbourhood safety improvements, 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:
 - 1.4.1 Reduce the speed limits from 50 kilometre per hour to 40 and 30 kilometres per hour in accordance with Attachment A.
 - 1.4.2 Implement the raised zebra crossing at Opawa village for improving safety on the school journey in accordance with Attachment B.
 - 1.4.3 Implement the cycle lanes and build outs on Opawa Road, from Ensors Road to Opawa Village, in accordance with Attachment B.
 - 1.4.4 Implement the bus stop signs and markings, and the pedestrian island for the Port to Port Bus service changes to achieve efficiencies in delivery.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board recommends that the Council:

Speed Limit Changes

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 2022, 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-1ppp (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 Hornbrook Street (entire length).
 - b. Approve that the permanent speed limit on Hornbrook Street (entire length) be set at 30 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Bond Street (entire length).

- d. Approve that the permanent speed limit on Bond Street (entire length) be set at 30 kilometres per hour.
- e. Revoke the existing permanent speed limit of 50 kilometres per hour on Hassals Lane (entire length).
- f. Approve that the permanent speed limit on Hassals Lane (entire length) be set at 30 kilometres per hour.
- g. Revoke the existing permanent speed limit of 50 kilometres per hour on Westby Street (entire length).
- h. Approve that the permanent speed limit on Westby Street (entire length) be set at 30 kilometres per hour.
- i. Revoke the existing permanent speed limit of 50 kilometres per hour on York Street (entire length).
- j. Approve that the permanent speed limit on York Street (entire length) be set at 30 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Acorn Close (entire length).
- l. Approve that the permanent speed limit on Acorn Close (entire length) be set at 30 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road.
- n. Approve that the permanent speed limit on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road be set at 30 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Locarno Street (entire length).
- p. Approve that the permanent speed limit on Locarno Street (entire length) be set at 30 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Cholmondeley Avenue (entire length).
- r. Approve that the permanent speed limit on Cholmondeley Avenue (entire length) be set at 30 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Reeves Road (entire length).
- t. Approve that the permanent speed limit on Reeves Road (entire length) be set at 30 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road.
- v. Approve that the permanent speed limit on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road be set at 30 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- x. Approve that the permanent speed limit on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 30 kilometres per hour.

- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac.
- z. Approve that the permanent speed limit on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac be set at 30 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Ombersley Terrace (entire length).
- bb. Approve that the permanent speed limit on Ombersley Terrace (entire length) be set at 30 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Butler Street (entire length).
- dd. Approve that the permanent speed limit on Butler Street (entire length) be set at 30 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Tekapo Place (entire length).
- ff. Approve that the permanent speed limit on Tekapo Place (entire length) be set at 30 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Newbery Street (entire length).
- hh. Approve that the permanent speed limit on Newbery Street (entire length) be set at 30 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Kitchener Place (entire length).
- jj. Approve that the permanent speed limit on Kitchener Place (entire length) be set at 30 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Louisson Place (entire length).
- ll. Approve that the permanent speed limit on Louisson Place (entire length) be set at 30 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road.
- nn. Approve that the permanent speed limit on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road be set at 30 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- pp. Approve that the permanent speed limit on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road.
- rr. Approve that the permanent speed limit on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road be set at 40 kilometres per hour.

- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road.
- tt. Approve that the permanent speed limit on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road.
- vv. Approve that the permanent speed limit on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road.
- xx. Approve that the permanent speed limit on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road be set at 30 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street.
- zz. Approve that the permanent speed limit on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road.
- bbb. Approve that the permanent speed limit on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road.
- ddd. Approve that the permanent speed limit on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road be set at 40 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Earl Street (entire length).
- fff. Approve that the permanent speed limit on Earl Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Aynsley Terrace (entire length).
- hhh. Approve that the permanent speed limit on Aynsley Terrace (entire length) be set at 30 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- jjj. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- III. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.

- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres.
- nnn. Approve that the permanent speed limit on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres be set at 30 kilometres per hour.
- ooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres.
- ppp. Approve that the permanent speed limit on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres be set at 30 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).

Cycle lanes

Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

- 4. That a Special Vehicle Lane (Cycle) Lane be installed on the south side of Opawa Road from the intersection of Brougham Street and extending an easterly direction for a distance of 77 metres.
- 5. That a Special Vehicle Lane (Cycle) Lane be installed on the north side of Opawa Road from the intersection of Brougham Street and extending an easterly direction for a distance of 60 metres.
- 6. That a Special Vehicle Lane (Cycle) Lane be installed on the north side of Opawa Road between the intersection of Ensors Road to its intersection with Vincent Place (south).
- 7. That a Special Vehicle Lane (Cycle) Lane be installed on the south side of Opawa Road between the intersection of Ensors Road and the intersection with Ford Road.

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

Road Layout changes (Brougham to Ensors)

- 8. Approve the pedestrian island and associated line marking on Opawa Road as detailed in Attachment B.

Road Layout changes (Ensors to Clarendon)

- 9. Approve the scheme design, lane marking changes, and kerb build outs on Opawa Road as detailed in Attachment B.

Traffic Control Devices

- 10. Approve that the pedestrian crossing point on Opawa Road located 3 metres north of Vincent Place, be controlled by a priority zebra crossing in accordance with the clause 8.2 of the Land Transport Rule: Traffic Control Devices Rule 2004, as detailed on Attachment B.

11. Approve that the pedestrian crossing point on Opawa Road located 4 metres south of Vincent Place, be controlled by a priority zebra crossing in accordance with the clause 8.2 of the Land Transport Rule: Traffic Control Devices Rule 2004, as detailed on Attachment B.
12. 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 clause 10 and 11.
Parking and Stopping Restrictions
Existing Opawa Road (Brougham to Ensors) – Parking and Stopping Restrictions
13. Approves that all parking and stopping restrictions on the north side of Opawa Road commencing at its intersection with Brougham Street and extending in an easterly direction to the intersection of Ensors Road be revoked.
14. Approves that all parking and stopping restrictions on the south side of Opawa Road commencing at its intersection with Brougham Street and extending in an easterly direction to the intersection of Ensors Road be revoked.
Proposed Opawa Road (Brougham to Ensors) – Parking and Stopping Restrictions
15. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a north-westerly direction for a distance of 29 metres.
16. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 82 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 5 metres.
17. Approves that a Bus Stop be installed on the northwest side of Opawa Road commencing at a point 87 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 15 metres.
18. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 102 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 34 metres.
19. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at its intersection with Brougham Street and extending in a south-easterly direction for a distance of 60 metres.
20. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a north-westerly direction for a distance of 31 metres.
21. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 98 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 47 metres.
22. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 190 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 10 metres.
23. Approves that a Bus Stop be installed on the souwestth side of Opawa Road commencing at a point 200 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 15 metres.
24. That the stopping of vehicles is prohibited at all times on the on the south west side of Opawa Road commencing at a point 215 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 4 metres.

25. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Brougham Street and extending in a south-easterly direction for a distance of 77 metres.

Existing Opawa Road (Ensors to Opawa Village) – Parking and Stopping Restrictions

26. Approves that all parking and stopping restrictions on the north side of Opawa Road commencing at its intersection with Ensors Road and extending in an easterly direction to the intersection of Vincent Place be revoked.
27. Approves that all parking and stopping restrictions on the south side of Opawa Road commencing at its intersection with Ensors Road and extending in an easterly direction to the intersection of Ford Road be revoked.

Proposed Opawa Road –Ensors to Ford

- a. That the stopping of vehicles is prohibited at all times on the northwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a south-easterly direction for a distance of 83 metres.
- b. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 204 metres east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 13 metres.
- c. Approves that a Bus Stop be installed on the northwest side of Opawa Road commencing at a point 217 metres east of its intersection with Ensors Road and extending in a south-easterly direction, generally, for a distance of 15 metres.
- d. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 232 metres east of its intersection with Ensors Road and extending in an south-easterly direction, generally, for a distance of 6 metres.
- e. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 252 metres east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 65 metres.
- f. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 212 metres southeast of its intersection with Vincent Place (north) and extending in a south easterly direction for a distance of 12 metres.
- g. Approves that a Bus Stop be installed on the northeast side of Opawa Road commencing at a point 224 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 15 metres.
- h. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 239 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 10 metres.
- i. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 287 metres southeast of its intersection with Vincent Place (north) and extending in an south-easterly direction for a distance of 10 metres.
- j. Approve that bicycle parking be installed on the northeast side of Opawa Road commencing at a point 297 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 3 metres.

- k. Approve that motorcycle parking be installed on the northeast side of Opawa Road commencing at a point 300 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 3 metres.
- l. That the stopping of vehicles is prohibited at all times on the on the north side of Opawa Road commencing at its intersection with Vincent Place (South) and extending in a north-westerly direction for a distance of 9 metres.
- m. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Ensors Road and extending in an south-easterly direction for a distance of 34 metres.
- n. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 94 metres south east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 5 metres.
- o. Approves that a Bus Stop be installed on the southwest side of Opawa Road commencing at a point 99 metres south east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 15 metres.
- p. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 114 metres south east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 14 metres.
- q. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Locarno Street and extending in a north-westerly direction for a distance of 15 metres.
- r. That the stopping of vehicles is prohibited at all times on the on the northwest side of Locarno Street commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 13 metres.
- s. That the stopping of vehicles is prohibited at all times on the on the southeast side of Locarno Street commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 10 metres.
- t. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Locarno Street and extending in a south-easterly direction for a distance of 8 metres.
- u. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 26 metres southeast of its intersection with Locarno Street and extending in a south-easterly direction for a distance of 23 metres.
- v. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 58 metres southeast of its intersection with Locarno Street and extending in a south-easterly direction for a distance of 6 metres.
- w. Approves that a Bus Stop be installed on the southwest side of Opawa Road commencing at a point 64 metres southeast of its intersection with Locarno Street and extending in an south-easterly direction for a distance of 15 metres.
- x. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Cholmondeley Avenue and extending in a north-westerly direction for a distance of 24 metres.
- y. That the stopping of vehicles is prohibited at all times on the on the north side of Cholmondeley Avenue commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 12 metres.

- z. That the stopping of vehicles is prohibited at all times on the on the south side of Cholmondeley Avenue commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 12 metres.
- aa. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Cholmondeley Avenue and extending in a south-easterly direction for a distance of 15 metres.
- bb. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Reeves Road and extending in a north-westerly direction for a distance of 11 metres.
- cc. That the stopping of vehicles is prohibited at all times on the on the north side of Reeves Road commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 10 metres.
- dd. That the stopping of vehicles is prohibited at all times on the on the south side of Reeves Road commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 12 metres.
- ee. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Reeves Road and extending in a south-easterly direction for a distance of 8 metres.
- ff. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Hawford Road and extending in a northwesterly direction for a distance of 17 metres
- gg. That the stopping of vehicles is prohibited at all times on the on the north side of Hawford Road commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 12 metres.
- hh. That the stopping of vehicles is prohibited at all times on the on the south side of Hawford Road commencing at its intersection with Opawa Road and extending in a south-westerly direction for a distance of 11 metres.
- ii. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Hawford Road and extending in a south-easterly direction for a distance of 14 metres.
- jj. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Opawa Road commencing at a point 14 metres south east of its intersection with Hawford Road and extending in a south-easterly direction for a distance of 11 metres. The restriction is to apply Monday to Friday, between the hours of 8:00am and 6.00pm.
- kk. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the south west side of Opawa Road commencing at a point 26 metres south-east of its intersection with Hawford Road and extending in a south-easterly direction for a distance of 5 metres. The restriction is to apply at all times.
- ll. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 30 metres south east of its intersection with Hawford Road and extending in a south-easterly direction for a distance of 52 metres.
- mm. Approves that a Bus Stop be installed on the southwest side of Opawa Road commencing at a point 82 metres south east of its intersection with Hawford Road and extending in an easterly direction for a distance of 18 metres.

- nn. That the stopping of vehicles is prohibited at all times on the on the south side of Opawa Road commencing at its intersection with Ford Road and extending in a westerly direction for a distance of 14 metres.

General

28. Approve that these resolutions take effect when construction on infrastructure changes begins and parking signage and/or road marking that evidence the parking and stopping 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 The preferred option is to change the speed limits, and introduce infrastructure to support slower speeds and active travel, 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.
 - 3.1.4 To address requests for a safer crossing point at Opawa Village as it forms part of journeys to school by younger pedestrians.
 - 3.1.5 Upgrade bus stops and improve access for passengers as part of the Port to Port bus service changes.
- 3.2 Achieves safe and appropriate speeds that reflect the road function, design, safety, and 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 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 Opawa 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.

4.3.5 No changes to improve safety for people using Opawa Village and walking to school.

4.3.6 No changes to support the proposed bus service improvements or supporting access to the bus stops.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for 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 30 kilometres per hour and 40 kilometres per hour on selected streets in Opawa,
- 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 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 and infrastructure improvements on Opawa Road 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 Concerns have been raised with Council a number of times regarding the safety of pedestrians crossing at the existing zebra crossing in Opawa Village, from members of the public, from Opawa School, and from the parents of children who go to Opawa School. The main concerns relate to poor driver compliance with the zebra crossing, traffic speed, near misses and low speed collisions. The primary purpose of raising the zebra crossing is to improve the school crossing facility up to current national best practice set out in the new Pedestrian Network Guidance from Waka Kotahi, consistent with Safe System principles (raised mid-block crossings are a Standard Safety Intervention) and the national Road to Zero road safety strategy.
- 5.8 Environment Canterbury has confirmed a new Metro bus route between Lyttelton and the Airport via Central City. Council, who is responsible for bus stops, are planning on upgrading the bus stops along the route by providing improved line marking, seats, shelters and pedestrian accessibility improvements. As part of this project, a pedestrian crossing island is

proposed to be installed outside 58 Opawa Road. This has resulted in the proposed relocation of bus stop 32957 to 61 Opawa Road.

- 5.9 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.10 Residents were encouraged to have their say via the online submission from 8 April to 3 May 2022. The summary of these submissions is available in Attachment B.
- 5.11 The consultation was advertised through a letter box flyer (approximately 1,000 households), [Newsline story](#), and social media posts on community Facebook pages, on-site signage at four locations and the online Have Your Say portal.
- 5.12 The Council received 139 submissions.
- 5.13 For the slow speeds neighbourhood aspect of the proposal, twelve submitters (9%) clearly oppose the speed limit changes, one submitter supports all apart from Opawa Road, and the remaining 126 (90%) either actively support, or declare no issues with the proposal.
- 5.14 For the safety in schools aspect of the proposal, 128 submitters (92%) are in clear support of the upgrades to the Opawa shops pedestrian crossing, while five (4%) clearly oppose and six (4%) do not comment of this aspect of the proposal.
- 5.15 The analysis of all submissions is available in Attachment C.
- 5.16 Following a review of the submissions, and a change to the way speed limits are set, it is proposed to introduce permanent 30 kilometres per hour streets around schools, through Opawa Village and on Aynsley Terrace.
- 5.17 A number of submissions were made on Aynsley Terrace around parking. It is proposed to address this separately to allow time to understand the residents' concerns further and to consider improvements along this street for parking.
- 5.18 Feedback was provided on the bus stops and the crossing island through the Port to Port Bus Route consultation. Consultation was open between 22 March 2022 and 12 April 2022.
- 5.19 The full results of this consultation will be provided to the Community Boards in August. However, to gain efficiencies in delivery for Council, it is proposed to install the bus stops and island whilst implementing the slow speed neighbourhood project and neighbourhood safety elements.
- 5.20 There were no submissions, relating to the line marking on the bus stops between Ensors Road and Ford Road. Submissions relating to the request for additional seats and shelters will be discussed in the August report.
- 5.21 Feedback was received on the island and bus stops in the section from Brougham Street to Ensors Road. Some submitters supported the changes, but concerns were raised by two residents about removal of parking associated with the pedestrian island and bus stops, and also access to driveways.
- 5.22 After reviewing the feedback, other alternatives have been considered. However, due to the number of driveways, there is no other suitable location for the island. The island is proposed for improving safety of passengers accessing bus stops to facilitate better public transport journeys and to facilitate a slow speed environment along this section of road.
- 5.23 Due to the spacing of driveways there is no location where we can install a bus stop without obstructing a driveway. Under Land Transport Rule 2004 6.9 - obstructing vehicle entrances and exits, buses are authorised to stop over a person's driveway for the purpose of picking up

and dropping off passengers. This bus stop could be moved to 63 Opawa Road or 65 Opawa Road, but the bus box over the driveway would still be present at both these locations. The front and back door will align with the kerb outside 61 Opawa Street and only the back of the bus will overhang the driveway. This means the accessibility of the bus stop is not compromised by the driveway as a standard kerb will be provided for passengers using the front and back door.

6. Policy Framework Implications Ngā Hiraunga 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 – \$250k.

7.2 Maintenance/Ongoing costs – approximately \$2,000/year.

7.3 Funding Source – Slow speed Neighbourhoods project, Safety at Schools, Minor Road Safety and Public Transport Improvements.

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 - Opawa - Proposed Speed Limit Plan	84
B  	Opawa - Neighbourhood Safety Improvements	85
C  	Opawa neighbourhood safety improvements submission table	86
D  	Opawa neighbourhood safety improvements analysis of submissions	123

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

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

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

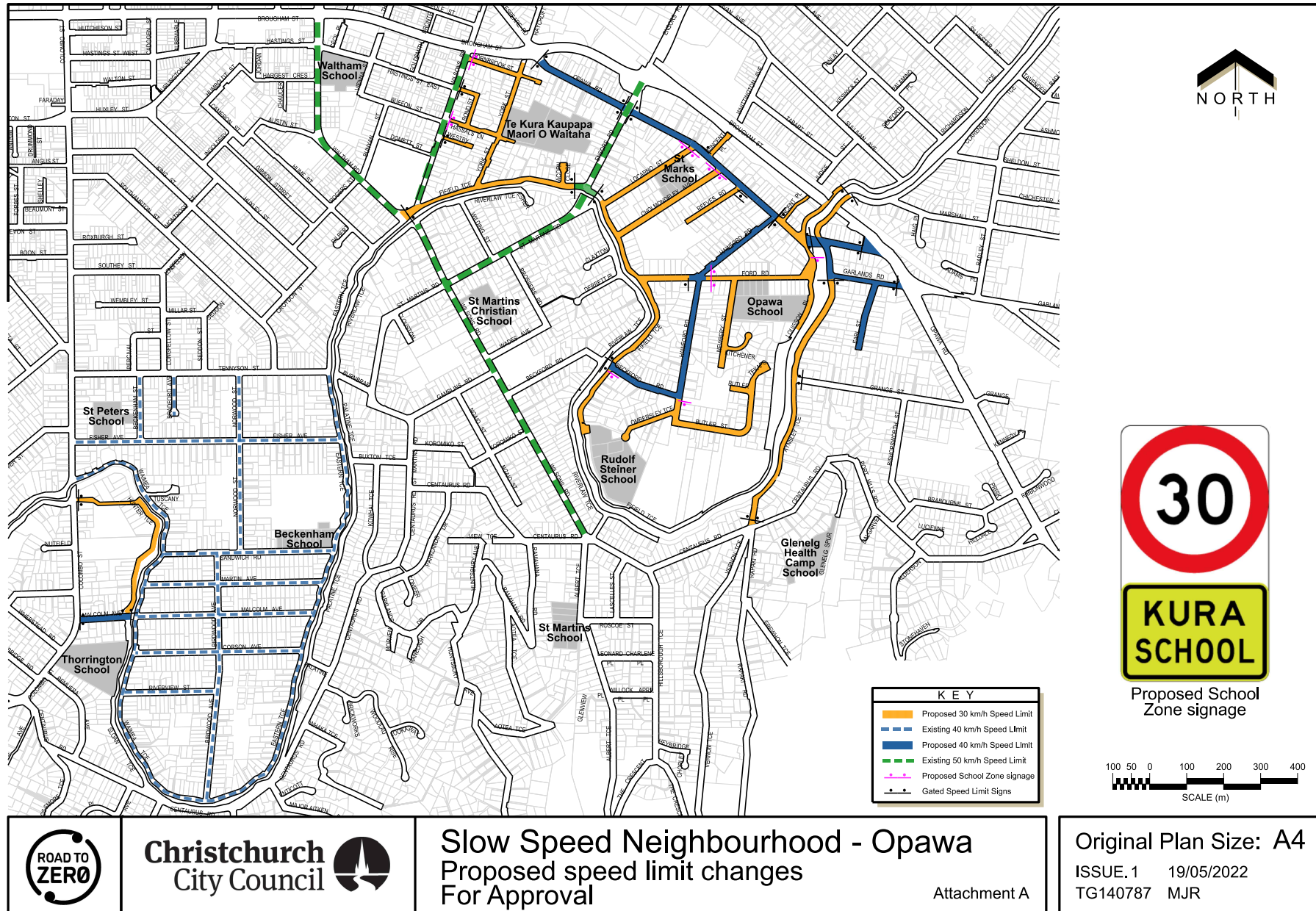
(a) This report contains:

- (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

Authors	Gemma Dioni - Senior Transportation Engineer Hannah Ballantyne - Engagement Advisor
Approved By	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 speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
46062	Please see submission attached.	Please see submission attached.	Rosa Verkasalo	Canterbury District Health Board	Policy Analyst
45564	I think this is a good idea. I also have concerns about the stop junction at Garlands Rd and Ainsley Terrace and the safety of the crossing there. A lot of school kids use this crossing after they have walked over the footbridge from Opawa school, and cars come round the corner from Garlands without stopping at the junction. In addition, cars drive fast along Ainsley Terrace. Could this crossing be more obvious? Also could there be another crossing further down Ainsley Terrace, nearer the rest home? There could be a walkway on the river side of the road to it. This is a straighter stretch of road and it would be safer for kids heading that way.	Yes	Jill Westgarth		
45569	Hi, There needs to be some speed bumps close to the railway bridge on Clarendon Terrace. I have noticed a lot of cars speed an around that corner and I am worried someone's kids including mine are going to be hit crossing to and from the riverbank soon.	Yes	Aaro Wealleans		
45571	Does this plan include a cycle way down Aynsley Tce/Opawa Road? It is badly needed, as is signage or something to tell motorists to SLOW DOWN going over the bridge towards Aynsley Tce. Vehicles zoom over that bridge endangering people and wildlife crossing opposite the church. Very dangerous! Can anything be done with cars parking outside the shops? When cyclists are passing motorists continually open, their doors, some look, some don't. Also the corner of Cholmondley and Opawa Road, vehicles are forever parking too close to the corner so when you're making a right-hand turn onto Opawa Road, you can't see behind them. It's dangerous and bloody annoying!	Yes, if it makes it safer to cross.	Debbie Erickson		
46083	Spokes Canterbury supports the proposed Opawa neighbourhood safety improvements in principle. Spokes questions why the speed limit is set at 40 km/h instead of 30 km/h, especially when - Many of the streets are very short e.g. Kitchener Place is only c.100m long. - The traffic on the impacted streets is mostly local – with the possible exception of Aynsley Terrace. Spokes asks that the Christchurch City Council implement a lower speed limit of 30 km/h for all the streets currently proposed to have a new speed limit of 40 km/h.		Chris Abbott	Spokes Canterbury	Secretary

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	<p>PS There is an error shown on the map with a second section of "Fisher Ave" replacing Fifield Terrace at the southern end of York Street.</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. Sandwich Rd is not labelled on the provided "Opawa area speed plan".</p> <p>Spokes Canterbury (http://www.spokes.org.nz/) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - https://can.org.nz). 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>				
45572	It's a bad idea and cycle lanes are dangerous and ruin the value of the houses. I use to live on strickland street and saw the carnage from that cycle way	No	Liz Holland		
45573	Definitely needs to be done on Opawa rd. where the crossing is, I've seen people come flying down there at maybe 60 km/h and don't even see somebody trying to cross in time. Even reducing to 30 km/h through that crossing area right past the shops wouldn't hurt.	Yes	Grant Hambly		
45574	Changing speed limited by the school great idea. Unsure about the rest of the neighbourhood, the blind spot at the intersection of Opawa road, ford road and Richardson would be safer at lower speeds as that's very hard to cross with fast moving traffic.	Yes! Please do!	Scarlett Conley		
45575	No, The intersection by the bridge Richardson Tce crossing into Ford Road is a disaster waiting to happen hopefully the speed reduction will make it safer to cross there either as a pedestrian or a vehicle. It's quite blind when you are at the stop sign at Richardson Tce.		Emma Broadbent		
45578	[phone call with submitter, not verbatim] [REDACTED] and it's currently not fit for purpose. It's a popular thoroughfare connecting different parts of the city but it is currently used, to a fault, as a carpark for cyclists using Rapaki track or those walking their dogs in the area. The excessive parking on this stretch has turned it into a one-way street and made it unsafe. There is currently some (very old) signposted car parking on the river side of Aynsley. If there was better marking in this zone (to make it clear that x amount of cars could park at a 45degree angle) it would be more fit for purpose and result in fewer people spilling onto the street. The bollards that are currently there need		Trevor Andrews		

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	to be extended. Parked cars, making pedestrians have to step into traffic for visibility, often block the bridge entry to Hansens Park. People also speed down the terrace (I saw someone going in excess of 80km/h the other day and was abused when I confronted him), so a decrease in limit to 40km/h would be good. [email] Further to my verbal input I would like to add that the current parking bays be sealed or paved with parking lines and in fact a further parking bay could be made near the Garlands Road area river side and that would take away the ugly pot hole/muddy problems winter creates. I would also ask no parking yellow lines for the street side of the road.				
45580	Don't change it the speed should stay the same anything lower than 50 is just pathetic don't fuck out part of town like your fucking everywhere else if you can't cycle on the road safely without a bike lane then you should be on a bike on the roads say no to cycle lanes	Don't see what's wrong with the one that's already there people don't even use it they cross like 5m down the road anyway	Jamie Weir		
45581	I think some speed bumps on Hawford Road would be far safer than an S bend that says 25km and nobody abides by! The school traffic along Hawford is so busy and the speed of some vehicles is dangerously high. I have lived on this road for 28 years and are so angry that nothing has been done, I have raised this point before but nothing was done. Also a lower speed for school drop off and pick up would be fantastic.	Yes absolutely a great idea, traffic so busy around drop off and pick up times.	Margie Hibbert		
45838	With the excellent traffic-calming infrastructure on Cholomondely St for St Marks School, Locarno Street has become the main drop-off/pick-up street. This means that at times it is extremely busy with cars and children. Observations also note that motorists frequently use Locarno Street as a way to detour (short cut) the Opawa/St martin St round-about. This sees motorists 'racing' along Locarno Street to get ahead of traffic built-up at the roundabout. It would be fantastic if Locarno street could also have traffic calming measures in addition to the proposed slower speeds to recognise it as a key school drop-off and not a racetrack. As a resident of Opawa and Locarno Street I FULLY, support the reduction in road speed in our community.	Yes, an Opawa community resident I FULLY support measures to reduce speed and the car-centric nature of our community. Thanks!	Heather Purdie		
46094	No	Yes	Elizabeth Hawken		
45583	This scheme doesn't address the visibility issues for cars coming from Hawford Rd into Opawa Rd. Parking on Opawa Rd either side of the junction makes it very hard to see approaching traffic. It would make more sense to move parking away from the junction.	Yes.	Julian Donald		
46095	Can Wilsons Road (south of Brougham St) please also be reduced to 40 km/h? This is a quiet suburban street popular with cyclists and pedestrians, especially in summer when the Waltham pool is open, and 50 km/h is not appropriate or safe.	I fully support the upgrades to the pedestrian crossing, and am especially glad to see a raised platform being proposed. Will this be a significant bump – i.e. will it force drivers to slow down? The bumps on the newly completed sections on Ferry Road in Woolston Village are pathetically small.	Fiona Bennetts		

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	<p>Can all of Hunter Terrace please also be reduced to 30 km/h? This street is popular with pedestrians and cyclists, and 30 km/h is more appropriate.</p> <p>I fully support the reduction in speed limits proposed in Opawa and Beckenham, though I would prefer to see the Opawa streets reduced to 30 km/h, and Ensors Road south of Brougham Street reduced to 40 km/h.</p> <p>I fully support the introduction of cycle lanes on Opawa Road, and I'm very happy to see these will be 1.8 metres wide as per best-practice guidelines.</p> <p>I fully support the additional street marking around the pedestrian crossing and the entrance to Opawa Rd from Brougham St.</p> <p>I'm struggling to see the detail, but are there arrows indicating cyclists should claim the lane at the Ensors/Opawa roundabout? Will there also be signage to inform drivers that cyclists should do this?</p> <p>I regularly cycle through Opawa and am looking forward to it becoming a slow speed neighbourhood.</p> <p>Thank you</p>	<p>Can yellow hatched markings please be installed at the Vincent Place intersection so that drivers stopped for pedestrians don't block the intersection?</p> <p>I'm worried the kerb build-outs will force cyclists into the path of motorists, so can this narrowing please be addressed in another way?</p>			
46096	<p>I would like to know if this is due to there being schools and early learning centres in the area? If so, could the speed limits be around school pick up and drop off times (and not in school holidays) instead?</p> <p>I do not support the speed changes along Hawford Road. There are already S bends along this road to slow traffic and a lot of people park on both sides of the road so it is not necessary to change the speed limits, as traffic is slow along here. There have been no significant accidents on this road.</p> <p>I do not support the speed changes to Beckford Road, as this will make half the road 40kph and the other half 50kph. This makes no sense. The busiest part of this road is by St. Martins New World and yet you are proposing to change the speed limit on the part of this road over the Ōpāwaho River closer to Opawa.</p> <p>I do not support the speed changes around quiet residential streets like Butler Street and Tekapo Place. These streets do not go anywhere and so do not have a lot of traffic other than residents. I cannot see that there have been any accidents here.</p> <p>I do not support the speed changes to Opawa Road. This is a significant commuter road and it is not necessary to make it 40kph. Some of the other side streets - maybe. But a main road like Opawa Road seems unnecessary. It is a main road. I feel there needs to be more rationale behind such a major road</p>	<p>Yes. However, it would be much safer if you removed the parking spots outside 135 Hawford Road (also on the corner of Opawa Road) and 126 Opawa Road. When coming out of Hawford Road, when cars (or vans) are parked here, it is very difficult to see traffic coming from the left. You have to pull out quite far in a car or bike to see and this is dangerous.</p>	Fiona Scott		

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	<p>becoming 40kph that has not been provided here. There are more important things to be done with this road as suggested below.</p> <p>I do, however, agree with the changes to the pedestrian crossing outside St. Mark's Church. It is often difficult to see when people are waiting there. Perhaps the planting could be lowered as well? I use this quite often as a pedestrian and have had cars race through on the other side because they haven't seen me start to cross on the north side.</p> <p>It is surprising that there is no planned improvement to the Opawa Road/Brougham St intersection. There are many accidents here. The free turns on every corner are very dangerous and there is often glass on more than one of these free turns. Traffic along Brougham Street often runs orange and red lights as well. It is surprising there is not a delay in the green light for traffic heading along Opawa Road at these lights. I have seen cars travel straight through these lights on more than one occasion and I know people have been killed at this intersection. Bike dice with danger here often. Turning Opawa Road into 40kph is not going to fix this intersection. I'm sure you have to deal with Waka Kotahi as it's a state highway but this is a much more important and dangerous road / intersection to fix.</p>				
45585	Could the trees and bushes opposite the clarendon terrace Opawa Road intersection also please be trimmed/pruned? People speed round Opawa Road and it's really hard to see if anyone is coming	Yes, definitely needs to be done as people frequently don't stop for pedestrians there	Katherine Pritchard		
45586	I think it would be good to reduce the speed limits as suggested particularly around Opawa School	Yes	Hannah Page		
45587	Opawa Road has a large volume of traffic - including large trucks and cars down to littlest on scooters etc. Lower speeds would help.	<p>Yes definitely - especially used by schoolchildren</p> <p>Hawford Street is a large Street and used by people driving children to school and turning traffic into Opawa Road. As well, as foot traffic crossing for schools and pre-schools.</p> <p>Most of the smaller side roads - Ford Road, Richardson Street Charmondley St. have slow down crossing why not that or something at Hawford Street</p>	Jennifer O'Neill		
45590	No very happy for the proposed to proceed.	Yes, I 100% support.	Jesse Menisova		
45591	Safety at Ford Road / Hawford Road roundabout should be specifically addressed. Vehicles travelling southbound on Hawford Rd tend to go straight through without stopping. This is dangerous for kids crossing westbound on Ford Road who are unsighted due to the geometry of the Hawford Road southbound approach.	I support all of your proposals, but would rather you were more ambitious and went for a 30kph limit. The ped crossing at Opawa shops should be raised to footpath level.	Derek Walsh		

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	I support your proposals, but would rather you were more ambitious and went for a 30kph limit.				
45593	Would be great to have these on SOUTHHAMPTON street too. I've seen people drive at 60+ on this road.	Yea	Karolyn Jules		
45594	<p>Very happy with the proposed changes. I would however like to see additional traffic calming measures on Locarno Street, in the same way both Hawford Rd and Cholmondeley St are set up. The school entrance is on Locarno St and many cars use this rd. as a cut through in peak hours, travelling at high speeds. It makes me concerned for any children who may be cycling or crossing roads at the wrong time.</p> <p>The cycle lane on Opawa rd. is very welcome; we cycle most days into town. However, can it be continued on across Brougham Street, as this area is the riskiest part of our journey?</p>	Absolutely, this area is integral to the public urban community spaces in Opawa and looks tired and unloved.	Sarah Philips		
45595	As a regular cyclist and motorist in the neighbourhood, I would welcome this speed reduction. Ideally I would like to see separate cycle lanes away from cars. My children will be cycling to high school soon but I just don't like their odds mingling with cars.	Yes. It's always a bit dodgy and from what I've seen, many cars don't stop for pedestrians (kids) crossing.	Zach Hill		
45851		Absolutely support. I lived on Earl Street for 10 years and saw many cars driving straight through the zebra crossing. Was always worried about the kids crossing it to get to school (Opawa).	Caroline Gardiner		
45596	Have you considered pedestrian lights crossing Opāwa Rd to the walk bridge my children walk across to get to school (Garlands Rd intersection)? They walk from Woolston along Clarendon Tce and cross Opāwa Rd, here sometimes cars come along Aynsley Tce at speed.	Yes	Angela Shearer		
45597	<p>In regards to cycle lanes / narrowing of road makings.... Limiting space for right-turning traffic off Opāwa Rd is a serious congestion issue for the cars continuing straight. (Ferry Rd between Wilson Rd North & Fitzgerald Ave is an example of this)</p> <p>Now there is enough room to allow 2 cars (1 turning right into Cholmondeley and 1 going straight down Opāwa) and cyclists, if there are no cars parked on the street.</p> <p>Locarno St + Cholmondeley Ave intersections are already busy at peak traffic times and it is concerning if you are turning right into a lane where all the thru-traffic is held up by a car waiting to turn.</p>	<p>Yes, absolutely! BUT... In a perfect world, it would be amazing to have traffic lights at the intersection of Opāwa and Hawford Road! Then people could safely cross both roads, in either direction.</p> <p>There are many children making their way to schools that have to cross this busy road. A signalled / lights crossing both ways across that intersection would make a lot of sense. (I think! Please consider it; I have to cross Hawford Road / Opāwa Rd in the morning with my daughter on our scooter to school!)</p>	Kate Claridge		

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	People offer to let others in but this leads to confusion can make intersections more dangerous!				
45600	No change to speed limit. No cycle lanes. Only upgrade the crossing to a light system.	Yes	Jasmine Neale		
45601	Can't think of anything	Yes I fully support the upgrade and all proposed improvements	Jenny Richards		
45602	I cycle on that road, and my main concern isn't the speed of cars - it's that they get uncomfortably close to me, particularly when I have to go around parked cars. A woman also hit me once when I was going straight through the Opawa/Ensors roundabout. I was to her right; she didn't look and pulled out into me.	Most definitely. Excellent idea.	Bridget Gilden		
45603	Speed changes are good. Road bumps for residential streets in the surrounding area also good. Cycle lanes = trash though.	I support it all but the cycle lanes. I've seen the horrendous planning and installation of cycle lanes the council has done in other residential areas and around the city. Honestly, you'll just make the roads worse off.	Damien Pritchard		
45604	There are many schools in the area, with narrow roads and many cars coming and going. A reduced speed limit would be beneficial for all, including residents in the surrounding neighbourhood	I absolutely support the upgrade	Steffi Kahik		
45860	It is a busy through road with cars coming from garland road and then speeding up over the bridge onto the current pedestrian crossing. Also lots of cyclists turn just over the bridge into Richardson st to access the cycle route up McKenzie into town	Yes definitely	Mary Cavanagh		
45605	Would be so nice to have the speed reduced to 30 for the safety of the children and many pedestrians that walk in these streets	Yes, many schoolchildren use that crossing.	Caroline Addie		
45606	Consider traffic turning from riverside roads into Opāwa road too. Can be very difficult especially with speed of cars coming around from bridge and it is blind in other direction too coming from rail side of intersection.	Yes. Website contradicts itself says not raising, and then raising.	Ray Thomsen		
45609	Please make safety adjustments for cars exiting Hawford road on to Opāwa road. We can't see because yellow lines don't extend far enough on the corners and parked vehicles obscure the view	Yes	Bernice Swain		
45610	A great idea with no downsides.	Yes, absolutely.	Shaun O'Halloran		

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45613	For the past 6 months, I've walked my baby every day in the area and at many different times of the day... I would agree there are some careless drivers doing fast speeds but I don't agree reducing the speed along the whole road would help the issue of blind pedestrian crossings (when approaching the Opāwa rd. shops/dairy's from the bridge)	Yes, but only this area is of real concern and danger... it is a blind crossing after driving over the bridge so I can imagine that is why lots of drivers struggle to see and slowdown in time	Lily Holliday		
45614	The road can be a rat race so great idea. The current speed reduction sections on some adjoining streets works well.	Yes, it's a well-used area and will enhance it. I support the cycle way plans for this stretch of road.	Rochelle Hardy		
45615	Important changes to keep our tamariki safe	Yes	Meg Murray		
45616	I support all the proposed changes, however would to see cycle lane markings continue between Ensors and Brougham please. I think it's quite necessary for increasing safety for cyclists, as it's a busy section for both cars and bikes.	Yes	Nancy Zhou		
45617	Speed changes are fine. Should extend up the river to ferry rd. Problem with the Opāwa/Ensors S.E corner build out -at busy times this gets seriously blocked by cars waiting to enter the roundabout to access the Ensors/Brougham crossing. Having space to the left of these waiting cars allows for through and left traffic flow and in the interests of vehicle movement, this should be retained. If the roundabout entrance is narrowed, it will likely force more cars down Locarno St.	Yes, that would be great.	Jeremy Herbert		
45618	No	Yes. I see many little children cross here. If anything can make it safer, I vote yes.	Carly Maynard		
45619	That you must extend the 40km further north up the Heathcote river. On the west side up to the cycle way at McKenzie and on the eastern side up to it cycle way at Sheldon St. Ideally all the way up to Ferry Road to be honest. This would benefit those who walk, run and cycle along the river. Then you will have a very large portion of the Heathcote River roads at 40km/h. In addition, this last piece of road has a host of Pukeko living along there, so slower speeds will decrease the possibility of them being hit. Actually, I'd like to see some permanent advisory signs that have a Pukeko symbol on them, much like the kiwi ones you see around the country sometimes. CCC could get a good news story out of showing they are being weary of safer speeds for both humans and fauna. They need protecting too. While you are at it, can you please do a kerb build out or median island at the Clarendon/Marshall intersection? It's very wide to cross and this means vehicles can drive through it at high speeds, especially as they turn off Clarendon terrace. Doing both of these things would further help safety a lot in the neighbourhood.	100%. [REDACTED] and use this crossing often. There have been a couple times that cars have failed to stop as we have started to cross with our three young kids, so making this a raised crossing is essential. The kerb build out on the northern side is good, pushes visibility of peds beyond the parked cars like on the south side.	Shaun Boshier		

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	Why the crossing at St Mark is not being raised as well? Surely, that would help support your 40km speed limit further. Finally, why are the cycle lanes not extending over the bridge and beyond? That would make more sense to me as well and slow down traffic in that section more.				
45623	Don't like it. So unnecessary.	Yeah	Natacha Varlet		
45626	██████████ and regularly bike and walk in the area where the changes are proposed. I entirely support the changes. My most hated bike crossing point is at the upstream end of the bridge, between Ford Road and Clarendon Terrace. Many cyclists make this crossing to and from the MacKenzie Ave cycleway. Cars coming mainly from Garlands Road swoop around the corner at speed, and it is very difficult to judge how much time you have to cross safely. I suggest that another speed calming measure at point where Aynsley Terrace merges into Opawa Road would greatly enhance safety, and help prepare drivers for the upgraded pedestrian crossing.	Yes.	Julia Forsyth		
45628	I think it's a great idea. My daughter struggles to bike to school on her own because she finds the traffic scary. Slower traffic and more clearly defined biking space will make a huge difference. These changes can't come fast enough.	Yes	Jane Lush		
45631	This is a high-frequency route - for children of many local schools (Opawa, Rudolf Steiner, St Mark, Hillview, etc.) and for commuters alike who use Opawa Rd to go through Waltham to connect to City Centre cycle paths. Any support for safer cycling for our community is prudent and welcome.	Yes	Charlotte Kelly		
45634	The sooner this gets underway, the better. Slowing everything, down will greatly improve safety for such a high pedestrian/cyclist neighbourhood. It can be tricky to cross the Opāwa rd. from Richardson terrace as the curved street can create a bit of a blind corner, which I do daily on my commute to work on my bike.	Yes I do! This is a great idea. Making it safe and accessible now will help future proof the area as an accessible hub for new businesses that people feel comfortable visiting without cars. Cars do definitely not acknowledge the existing zebra crossing. The development of this will is a great investment for the Opawa neighbourhood.	Julia Ring		
45636	I absolutely agree with all the speed changes, except Opawa Rd. Could the cycle very not be run down the park beside Brougham Street? Putting a cycleway on Opawa Road is not a good idea in my opinion, as the road is already narrow enough as it is.	Absolutely BUT maybe it needs to be moved further down Opawa Road towards the actual "shopping centre" as it is practically on a blind corner and speed is not going to make much difference? ██████████ and come through here almost daily and its current location is just more accidents waiting to happen.	Caleb Willis		
45637	My kids and other kids ██████████ are using almost every day Aynsley Terrace to go to school. Some drivers are going dangerously fast, so I would much appreciate it, if there would be speed bumps or something like that to slow them down. Please! As well, the crosswalk from Aynsley Terrace near Centaurus Rd to Hanson Park is often hard to cross for kids, because there are	Yes!	Nadine Holinski		

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	cars parking before or after. It would be helpful to have some yellow lines there.				
45894	We need speed calming structures on Locarno St because this is the main school pick up area for the local school and members on the public use this street as a rat run. This means they often exceed the speed limit down this street. Just lowering the limit is unlikely to work because the police are never on the street to enforce it.	Yes	Jason Watson		
45640	<p>The road is often very busy, and some cars go extremely fast. Lowering the speed limit would be good.</p> <p>It would be great if you could do something to assist crossing Hayford road by Magic Masala. There are many cars coming in and out of that road, often from both St Marks and Opawa Schools. It is difficult for children to cross on the way to school. Maybe some paint like on the intersection of ford road and Opāwa road.</p>	<p>Yes</p> <p>but I don't think you need a cycle lane, it would be complicated with cars parking for the shops</p>	Raewyn Cole		
45897	No	This is fantastic and cannot be done soon enough! Thank you	Rochelle Kingi		
45642	Definitely change them to 40km with schools around there needs to be slower traffic. Can we please have school signs as well on Cholmondley Ave and Locarno st to warn traffic a school is approaching? A safe place for children to cross these roads is also essential. There will be many children using the st marks church crossing when the church reopens soon. Please consider flashing lights and raising it in addition to red markers to keep very small people safe. There is always a jam and backlog at Ensors rd. round about traveling towards brougham st on Opāwa rd. after school. Is there any way to remind people not to block this intersection while they wait for the lights to change? Also if a car is turning into Ensors rd. from Opāwa and traffic is backed up at the lights they are unable to enter the intersection and cars behind get frustrated and try to pass on the inside. There seems to be room to perhaps have a two-lane type system here.	Yes.	Victoria niha		
45646	Fifield Terrace, and Riverlaw Terrace (St Martins), are popular cycling routes. These roads are well used by families, especially on the weekend, enjoying the river. I have often seen instances of cars driving at speed in close proximity to these recreational cyclists. I would suggest that a 30km/hr speed limit is appropriate for Fifield terrace and Riverlaw terrace to reflect the substantial recreational use these roads receive.	Yes.	Joseph Zonneveld		
45903	Please reduce to 30km/hr along the river. It's used more like a shared space with pedestrians walking along the river. (Fifield, riverlaw, fisher ave etc.)	Yes	Joanthan Fearnley		
45650	I live in this area. The road is wide and easy to see and navigate. Fine as it is.	No	Debra Purdue		

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45656	Yes, I think reducing speeds in neighbourhoods is a good idea, I think a joined up approach of education and incentives for children to walk/cycle /scooter safely to school is needed. I think the council needs to be mindful of being consistent with speed rules, I have noticed in the CBD a route I drive changes from 30 KPH, to 50K, back to 30K in very quick succession, surely losing all benefits around road safety by changing speeds in such quick succession. Schemes to repair, maintain, and gift out bikes /scooters to the community would be another useful addition, only monied middle class working people are really having access to the electric bike trend presently. Try to reduce barriers and make active transport inclusive.	Yes	Sarah Scrase		
45657	People often drive through here at 60+ km/hr and often will not stop at pedestrian crossings even though there are people waiting to cross	Yes. It's not a main thoroughfare; it's a neighbourhood, so no need to support high traffic flow by keeping high speed limits. Plus with two schools and a popular park it is very busy with children, pedestrians and cyclists so fully support increased safety measures to support these more vulnerable road users	Shawnee Westerman		
45658	I definitely support reducing the speed in the neighbourhood. I think it is an excellent idea as a parent of a child who bikes and walks to Opawa School each day. I think it is well worth the inconvenience to drivers.	Yes. A driver on that very crossing last year hit my daughter. A police report was made if you wish to see it. The driver was a parent from the school actually aware of the perilous crossing and was very sorry for failing to stop. Human error at that crossing is far too easy due to the poor visual impact of the crossing currently. The visibility is especially poor with delivery trucks parked on the Woolston side of Opawa Rd outside the dairy. As a parent when I used to walk my daughter to school, I saw - at least once a week - cars speed through the crossing oblivious to the pedestrians and small children. The mornings are the worst time. Anything to make the crossing much more visible and to slow traffic would be greatly appreciated. It would be a great investment and might save a life or prevent serious injury. It would also help parents make the decision to support biking and walking to school, which will help reduce carbon emissions.	Chloe Stapleton		
45662	Suggesting removing car parking on Ansley Terrace, in the portion close to Centaurus. It gets busy with people parking to go up Rapaki and it's not a great spot to park. There is also the crossing coming out of Hansen Park that could use a little more visibility.	Yes	Stefania Osella	Private	
45664	No	Yes. Asap	Bob Curwood		
45669	[phone call with submitter, not verbatim] [REDACTED] and we love living here. We recognise that a large amount of people are going to want to use the area for walking and biking, but it's about trying to make it safer so that even more people are able to use it in the future. Speed and unsafe parking are my main concerns. There is a blind corner for traffic approaching from the north with cars going	Yes	Richard Copeland		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	<p>very fast – the 50km/h speed limit is very quick. Some of this traffic are boy races, but the majority are routine traffic users. We would not let children walk along there and put gates in at the front of our house when our children were young. Rather than putting in speed bumps, some paving was put in at various spots to slow traffic – this doesn't seem to be working. Some residents have taken to putting their own signage up. I'm amazed that we haven't seen someone hurt here. Reducing the speed to 40km/h will be good for improving safety. I think that there has been a steady increase in traffic over the years – maybe because Ferry Road has got slower and it's pushing commuters this way? Rather than cobblestones, painted road marking with a pedestrian crossing from the bridge may be more successful in slowing traffic.</p> <p>Rapaki tracker users mean that there are many parked cars on our street. This is most prolific in the weekends. Between our house and the walkway bridge, they park on the riverbank. I've noticed that this has caused it to erode, with the bank is getting narrower and narrower every year. As part of Living Streets (in 2008?), you put angled parking facing the river. This made sense, controlling parking more and allowing adequate space for pedestrians to walk in front of the cars. It would be good to have this designated angle parking in again, maybe separated by railway sleepers.</p> <p>Aynsley Terrace is also a bit of a mess in terms of pot holes that need to be tidied up and drains that do not work.</p>				
45671	<p>IMPORTANT ADDITIONAL SUGGESTION</p> <p>Crossing Hawford Rd at the T-junction with Opawa Road is very difficult during school drop off and pick up hours with kids on the way to school and many cars about. I walk that way with my kids to St Mark's school but pass many parents coming the other way with kids to Opawa School - a pedestrian island would make navigating this junction much safer.</p>	<p>Yes. As a regular driver, [REDACTED] visibility can be hard at this crossing because you have just come off a bend when coming from the Aynsley The end. In addition, if you are coming from this side there are two car parks by Opawa Discount Shop, which block you from seeing pedestrians, esp. when the milk delivery van is parked there. Kerbside islands will hopefully help make the pedestrians more visible.</p>	Helen Ackroyd		
45929	<p>I think just as important as speed restrictions within the area. Visibility needs to improve vastly. [REDACTED] near the Opawa shops pedestrian crossing. As a motorist, exiting/entering Vincent's place (especially at peak traffic times) is an endeavour fraught with risk for all road users. Mainly due to the ability to have vehicles parked on both sides of this street, narrowing the entry to a point, where there are less than 2-4 seconds reaction time should a vehicle be opposing my direction of travel. Exiting is once again exposed to do many risks, by vehicles parking so close to the corner, have to observe those traveling over the rise from the Heath cote bridge, stopped at the crossing and to top it off a side street opposite that allows vehicles to travel across your path and both parties are turning right. Cyclists and any vehicles approaching along Opawa Road are not visible unless one proceeds past the end of Vincent Place and some distance out onto Opawa Road. Surely, this Right turn could be removed here without causing too much extra travel time. When there are so</p>	<p>Yes and speed limits are sensible, but 40, seems easier to achieve than 30 for most, otherwise lights. Not that we want any more haven broken the world's record in the city. With one particular street.</p>	Stephen Wadsworth		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	many connecting roads. You have mentioned also putting cycling lanes along Opawa Road. My biggest concern is the Ensors Road Roundabout, where cyclists have very little space, for motor vehicles when traveling through the busy roundabout. It is also frequented by buses, which must reduce the space considerably if one is upon a pushbike. I think it would be sensible to move, the cyclist over to where the pedestrian crossing area is. Allowing some distance between vehicles and them, there is sufficient space there for both pedestrians and cyclists. Some solutions for Vincent Place. Force to park at the end only. Remove the footpath and have vehicles park on one side only, perhaps facing the curb. I can provide photos of the areas mentioned within my text if necessary.				
45676	<p>I strongly support this area-wide speed reduction as aligning with Waka Kotahi's science-driven safe-and-acceptable speed limits for the neighbourhood.</p> <p>Please note there are two additional roads to consider adding to this area-wide reduction, for better consistency across the network:</p> <p>1. Eastern Tce, Waltham Rd to Tennyson St - noting this stretch already has low speeds (due to existing speed humps) and would be an out-of-context 50 km/hr link between the proposed reduction east of Waltham Rd, and the existing 40 km/hr zone south of Tennyson St</p> <p>2. Hunter Tce, South Library to Malcolm Ave - this link was not included in the Beckenham area-wide 40 km/hr speed zone last year, and would be an out-of-context 50 km/hr link between the proposed reduction at the library and the road end at Malcolm Ave. The wide existing geometry (10-12m) allows for higher speeds for a number of motorists, while the road gets reasonably high pedestrian and cyclist usage from the neighbourhood, the connection as a future part of the Heathcote cycleway, the library, the Council service centre kids BMX "pump track," and the Sunday farmers market.</p>	Yes, the speed environment on Opawa Road east of the village does tend to encourage higher speeds and while a road narrowing on the Heathcote Bridge or west of Richardson Tce would better convey entry to a more congested neighbourhood commercial centre, the raised zebra crossing is the next best solution (as well as encouraging compliance with crossing priority).	Shane Binder		
45677	I think 30 k should be in Locarno Street, because of St Marks School and the fact that cars during peak times are using Locarno Street as a quick access to Opawa Road and speeding, coming from St Martins / Ensors Road. Preferably, speed bumps in Locarno Street. At the ends and middle. We have seen many hoodlums absolutely going up to 80 k per hour from Fifield into Locarno so often, we are wondering when some child will be killed. I have lived in Locarno Street for 45 years and can see the speeding that is done from my window at 7 Locarno Street with apprehension.	Yes, - totally, anyway, to stop the speed...	Aileen and David Davies		
45679	[phone call with submitter, not verbatim] [REDACTED] and my daughter lives next door. I've been living here for 38 years. Before my husband died, I got special permission to be able to build on the front of our section. I realise that down our end of the street, things aren't totally finished in terms of building. Any changes should potentially occur after the building has concluded,	I strongly support this. I go very slowly along this area. Also, the one further up - as children walk across to St Mark's church.	Margaret Harris		

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	<p>as there are many tradespeople in large vehicles accessing the street currently.</p> <p>Aynsley Terrace was made into a 'living street' - not that there is much living about it. The salinity of the river is eroding the banks and caused many of the willows to die. The subcontractors got permission to proceed to do some planting - but this was not done well. We get mud and flooding all winter long, and dust blowing all through the summer.</p> <p>There are yellow lines that are supposed to protect the bank of the river, these are totally disregarded. There was provision made to have several carpark areas, with rubber matting, but this hasn't been looked after well. People don't take notice and park all along the riverbank. This has further degraded the riverbank. Shingles were put in, but this was just washed away. All of the parking makes the road very narrow. This is coupled with relentless traffic having to constantly pull over along the terrace, when they're not speeding along.</p> <p>I feel concerned about the rest home users and children using the amenities in the area. People do not climb up the kerb on the side of the riverbank outside the church. I think that the best way to respect the riverbank and improve safety is to put a kerb in on the riverside of the road as well. The bollards have been replaced further up the street but we need a permanent solution. I support the decrease in speed...30km/h would be even better.</p>				
45936	Great news, absolutely in support of the 40km/hr speed limit change in suburbs. (Would also be in support of 30km/hr for local / access roads!)	Yes	Lukas Fern		
45938	No	Yes I do. Opawa is a calm neighbourhood, with lots of pedestrians and dog-walkers on the pavements. And an upgraded crossing would mean more pedestrian accessibility, especially for the schoolkids of St Marks who need to cross the road.	Joshua Currie-Cook		
45945	<p>██████████ and share with you the following safety concerns for Aynsley Tce.</p> <p>- There is an island in the road near ██████████ entrance, which coupled with the vegetation growth on the riverside of the road, make it a blind corner and dangerous, I have observed many near misses with cars coming in opposite directions.</p> <p>- As this is a thoroughfare it seems for all business and personal road usage I observe a very high usage by trucks. The road is not suitable for heavy trucks, especially at speed and with numerous Islands in the road.</p>		Mark Manton		

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	<p>- The speed limit needs reducing to 30 kms hour. Numerous pedestrians particularly on the riverside of the road with no footpath walk on or near the road, which with traffic speeds at 50klm is dangerous.</p> <p>Removing the Islands which don't seem to slow the traffic and are dangerous on blind corners, cutting back or preferably removing vegetation near the road on the river side and reducing the speed limit and banning trucks would go some way to improving the safety of Aynsley Tce.</p> <p>Your feedback on these concerns would be appreciated.</p>				
45946	<p>I'm just emailing in support of a letter I received from Trevor Andrews who has contacted you regarding concerns of Aynsley Terrace.</p> <p>████████████████████ and we are concerned over the lack of care of the garden berms on the corner that are very overgrown and not taken care of. The bark here is also always blocking the drainage which isn't anywhere near what we need to drain flooding here. We find it always flooding right on this corner due to this gardens lack of maintenance.</p> <p>We'd also like to let you know we get a LOT of people excessively speeding down Aynsley and onto grange and vice versa. This is a growing concern for us as we see many children on their way to school here, we have an 8 month old ourselves, and we worry about these speeds.</p> <p>The parking is also an issue up near port hills road where people park to do Rapaki or to take a bike ride. It makes a very narrow thoroughfare.</p>		Zusje and Alex Knowles		
45953	<p>The basketball court at Opawa school attracts young drivers to the area and they often drive fast on ford road. I don't think a reduced speed limit would stop this but perhaps speed bumps on ford road would.</p>	<p>Yes.</p> <p>I would be happy for all the changes to take place however if there are going to be coloured cycle lanes- can they either be fully coloured or not coloured at all. The change in surface is unpleasant to ride on. I often see cyclists on road bikes avoid the cycle lanes and ride on the road to avoid this.</p>	Kim Doherty		

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45700	<p>I am in total support of the proposed changes and would like to see these extended to include Hawford Road. The current chicanes in Hawford Road (Opāwa road end) do nothing to slow traffic down and in fact seem to act like a racetrack for some drivers. I've also on numerous occasions whilst trying to cross there with my children seen drivers hit the curb or come up over the curb as they miss judge or try to get through the chicane quickly or while there's another car coming through in the opposite direction. I would like to see the council consider a more effective solution to slow traffic down through here (e.g. lowering of speed limit and/or speed bumps).</p>	<p>Yes absolutely.</p> <p>I would also like to see a safe cycle route extended to connect Opāwa with Te Aratai College, which is now our locally zoned High school. Currently I would not consider it safe for my child to bike from Opāwa to Te Aratai College, as it requires cycling up Ensors rd. /Aldwins rd. and crossing two main arterial routes into the city (Bougham and Ferry rds.). The cycle lane through Woolston currently does not go up as far of Te Aratai College. Just the other day I witnessed the aftermath of a high school student who had been knocked off her bike by a car on Ensors road between the Opāwa road roundabout and Brougham street.</p>	Sarah Lilley		
45701	<p>I vehemently oppose narrowing of roads to introduce cycle lanes and the reduction of speed limits when the issue is the quality of roads we have in Christchurch as opposed to speeding drivers.</p> <p>The reduction of the speed limit will only further penalise driver and continues to turn this city to a point it is almost undriveable.</p> <p>I believe if the council is eager to introduce cycle lanes and push cars out of the roads then first there needs to become a paid local cycle register for these people to contribute to the reading costs also. A driver paying road user charges so not be penalised at the expense of vastly underused cycle lanes across this city. This further perpetuates the lack of people going further afield from their local suburbs and in turn stifles the progress of our CBD</p>	<p>I don't believe this is an effective use of council money. In my view until all roads are equally, repaired glory projects like this should be on the back burner.</p> <p>I would like to see specific statistics on how many near misses happen in this area and if this is driver or pedestrian initiated as I believe pedestrian safety should be campaigned in rather than abhorrent amounts spent to glorify street corners</p>	Lennon Cameron		
45958	<p>Our neighbour Trevor Andrews has drawn our attention to the proposed roading improvements in the Opawa area. We are pleased to learn that the council intends to address issues of safety and speeding in the neighbourhood. It is certainly timely. It's great that the Opawa shops pedestrian crossing is to be upgraded and that cycle lanes are to be added to Opawa Road. We have witnessed a number of near misses in this vicinity. A great number of children use the crossing and the risk of a tragedy is high.</p> <p>We are also pleased that you are considering reducing speed limits. None of the roads around here is exempt from the danger associated with a few drivers speeding excessively. [REDACTED] for 38 years, and over that time have seen many instances of poor driving compromising the safety of</p>		Vickie and Ken Taylor		

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	<p>other vehicles and pedestrians. We appreciate that Aynsley Terrace is a connector road and accordingly has to accommodate non-local traffic. However, because it is a "rat run" for many of these users, it is treated without consideration for the safety of others and for the amenity values, the street provides for residents and others.</p> <p>A number of years ago, traffic "calming" measures were put into place on Aynsley Terrace to address the speed issue. These comprised the installation of two chicanes, a couple of engineered constriction points, and a general narrowing of the carriageway. While these may have reduced average speeds, they have had little impact on maximum rates. Indeed, the chicanes and restrictions are little more than a speedway challenge to some drivers. The benefits of the road narrowing have long since gone because of the loss of road edge definition, which is associated with the general deterioration of the riverbank. At the time the calming measures were introduced, dedicated bankside parking areas were created: these have disappeared, and parking, with its attendant damage to the bankside environment is haphazard, inconvenient to other river users, and at times dangerous. We mention this because a reduced speed limit, while helpful, will not achieve its full potential unless it is part of a number of integrated measures to reduce speeds and improve road safety. Perhaps it is time to think about an overall review of the Aynsley Terrace environs with a view to initiating a comprehensive programme of improvements incorporating recreational, amenity and environmental values, alongside those of road safety.</p> <p>We would be very happy to discuss any of this with you if that would be of use to you.</p>				
45966	Please implement these changes.	Yes. Absolutely, we need to make Christchurch a pedestrian friendly place.	Kees Vos		
45970	<p>Supportive of these lower speeds limits; perhaps consider making the Opawa shops area and the streets bordering Opawa School 30km/h instead? Not being a major road, Wilsons Rd seems like an odd boundary to stop the 40km/h zone westwards - why not extend the zone all the way to Waltham Rd instead?</p> <p>Minor typo: I presume you mean Fifield Tce, not Fisher Ave.</p> <p>Support the proposed cycle lanes on Opawa Rd and treatments near Ensors Rd roundabout. For the cycleway leaving Brougham St, suggest that you install a few flexi posts on the inside corner (near #33 Opawa Rd) to prevent people cutting the corner of the cycle lane.</p>	Yes, a raised platform will greatly improve the safety here and help reinforce lower speeds. It still feels like there is a big gap between the two existing zebra crossings, and another median refuge island about halfway (say near Reeves Rd) would be rather helpful for pedestrians	Glen Koorey		
45718	No	Yes	John Walsh		

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45975	Our child goes to School at Opawa School. We live downriver from the school, and so have to cross Opawa Road at the shops to get to the school. We drive to school because we think it's not safe for our child to cross the road in the morning and after school.	I support the upgrade of the Opawa shops pedestrian crossing. I want crossing lights at the crossing. The Tannery, where there are crossing lights, uses it more than the crossing.	Rhys Thorp		
45725	██████████ and we already get a lot of through traffic from Rudolf Steiner and Opawa schools, the retirement village on Hawford Road and traffic heading to the supermarket. Slowing traffic on Opawa Road is likely to redirect more vehicles to rat race down Beckford Road. I regularly use Opawa road and say excess speed is not an issue, and being such a relatively quiet and wide road cycle lanes seem redundant, especially as they will lead nowhere.	I'm okay with that.	David Mitchell		
45986	I believe that the scope of these changes is too limited and should extend along Opawa Road eastward, across the Heathcote River bridge. I travel across this bridge frequently and have often had to stop for pedestrians and cyclists stepping or riding out from Ford Road, across Opawa Road. They cannot see approaching traffic from the east until it is right up on the bridge. I think there is a cycle path around Hanson Park that emerges at this point and seems to throw cyclists out into the traffic with no clear safe path.	Yes. Pedestrians step out onto this crossing without looking, and vehicles park close to the crossing on the northeast side so motorists cannot see them until they are well forward onto or almost onto the crossing. Therefore, motorists need to be warned and made to slow down.	Christine Toner		
45731	No. it is a good idea.	Yes. I have had cars drive right past without even acknowledging my family waiting to cross the street.	Franziska van Erp		
45987	I would much prefer a protected cycle lane. A painted line doesn't do much good when a car can simply drive into the bike lane by accident or stop and park in the bike lane for "just a minute"	I support making streets safer; I would like to see the road where streets are meant to be slow by incorporating visual cues for drivers to slow down. Narrowing the lane, make the ground red brick or some other colour so it's clear you are about to head into a slow zone for pedestrians. You are much more likely to slow down to the speed limit if your car is making a loud noise because you are going too fast. I want our city to never have a road/transportation fatalities or injuries. That should be the goal to protect everyone, people in cars, buses, bikes. Having even one death or injury should be a great loss and we should do everything in our power to bring the number to zero #roadtozero	George Laxton		
45989	[phone call, not verbatim] Speed limit change will be good. Lots of kiddies and people walking their dogs, the speeding cars is very dangerous. It has really gone downhill in the last 2 years. People park wherever they want and it becomes dangerous and dirty. If there could be more specified parking across the street from my house (angled). It really does need maintenance. The flooding is awful, we need a more permanent solution, especially for peak flooding season - the leaves block the drains. It is beautiful; we would just love it to be improved re parking, speed, and flooding mess.	This will be great.	Lynelle Shemesh		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
45991	<p>[phone call, not verbatim]</p> <p>██████████ and opposite the bridge where it meets Centaurus Road; the Council has put in yellow dotted lines on one side of the road but not the other. People park their cars on the other side when they go to walk Rapaki, making the stretch dangerously narrow. It is an accident waiting to happen. We need yellow lines on both sides.</p> <p>40km/h speed change – unfortunately people don't keep to it. When you create the islands, you really have to slow down traffic to make it work. I would be very surprised if people were going as low as 40. The idea of a 40km/h sign is good, as people are more likely to follow a rule than common sense. I think that many people negotiate the islands as fast as they can get away with. The cycle lane to narrow Opawa Road makes sense, as does the decrease in speed of this stretch to 40km/h. You could have another 40km/h sign on the town side of the crossing to act as 'be careful' sign.</p> <p>The reorganisation of the bins in the Hansen Park is ludicrous. There are no bins for me to clean up after my dog at the entry/exit points of the park. Most of the newly located bins won't get used. I've noticed that the council has a little van that pulls up against these disposal units to put the rubbish in their van – obviously spots need to be accessible, but surely, the entry points are just as accessible. People are less likely to pick their dog poo up when they aren't going to pass them.</p>	<p>The crossing – the real difficulty is that visibility is shocking until the last minute. I don't know if there's a lot, you can do about that because there is a corner. I think that what would be useful is little bumps in the road to warn of the incoming crossing, to alert them to the crossing. People go too fast. Parked cars only add to this visibility issue. It's the ones on the inside bend by the library - when cars are parked there it makes it difficult to see if people are about to enter the crossing point. If kids are at risk, we definitely have to do something.</p>	Jeff Saunders		
45737	Do it!	Yes	Sarah Lees		
45995	<p>I am generally supporting the proposed changes but I believe that several changes can enhance the desired outcomes.</p> <p>1. Reduction of speed to 30km/h on a section of Opawa Road and Aynsley Terrace from Cholomondeley Ave to Garlands Road and possibly to Port Hills Rd intersection.</p> <p>Reasons:</p> <p>a) There are two primary schools south of Opawa Road. The lower speed limit in the area would make it safer for the children living north of Opawa Road</p> <p>b) People accessing Opawa from Clarendon and Richardson Tce often cross Opawa road in the section of the road near the river, as it is often not practical to walk to distant pedestrian crossings. Lower speed makes it safer for people to cross the road in between the pedestrian crossings</p> <p>c) There is an alternative fast route (Brougham St/ SH76) for vehicles that are travelling to destinations outside Opawa or South Woolston</p>	I support the enhancement of the pedestrian crossing.	Peter Menis		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	<p>d) lowering speed limit along Ainsley Tce will make it safer for cyclists using the route</p> <p>2. A short section of Clarendon Terrace (similar may apply to Richardson Tce) that is included in the improvements - 30km/h limit would be appropriate for this section making it more appealing and safer for pedestrians using the area. The area under the Brougham St/ SH76 bridge is affected by tidal flooding that creates large pool of water on the road. Vehicles driving through the puddle splash the adjacent footpath and pedestrians if present. Lower speed would minimise the splashing of pedestrians.</p> <p>3. A short section of Clarendon Terrace that is included in the improvements - existing speed hump is in a wrong location, positioned south of the Brougham Street. It would be more beneficial having this speed hump on the north side of the Brougham Street and railway bridge. The speed hump located to the north of the bridges would slow down vehicles travelling south (lane adjacent to the footpath) before the narrow area under the bridges and before potentially driving into a tidal water pool and splashing the pedestrians.</p>				
45997	The corner of Opawa Rd and Clarendon Tce is quite dangerous for cyclists with cars cutting around this corner in front of them to turn left onto Clarendon. I recommend ensuring the cycle lane continues past this point, and signage (that will not impede the view of traffic turning out of Clarendon or Richardson)	Yes, 100% this crossing is so unsafe right now, particularly at sunstrike time in the evening	Holly Fletcher		
46000	My Automobile Assn Canterbury West Coast District Council fully endorse the proposed speed changes. With changing demographics in the area, the speed reviews as presented are well thought out and justifiable.	Yes.	John Skevington	Automobile Association - Canterbury/West Coast District Council	Chairman
45745	All good.	Yes, but I think there needs to be an additional pedestrian crossing across Hawford Road near the intersection with Opawa - there are large numbers of primary-aged school students crossing this intersection heading to/from Opawa School and St Marks every morning and afternoon along Opawa Road and I've found this intersection to be very high traffic (coming from multiple directions) and the most difficult to cross with my kids and we've had several close calls even under my supervision.	Tim Ackroyd		
45746	N/A	Yes - as a cyclist and predestination that uses this area I welcome all of the proposed changes.	David Grogan		
46005	I support the changes.	I support the changes.	Cody Cooper		
45759	We fully support the reduced speed changes in all proposed locations. We are concerned about implementation of reduced speeds (e.x. Riverlaw Tce). The Riverlaw Tce / Fifield Tce corridor is an ideal place to narrow the road to two, one way roads with car parks and a cycle / walking path in accordance with	Yes. Please consider if one is also needed across Hawford Rd to provide access between the shops. This intersection is often very busy and parked cars blocking sight lines as well as accommodating pedestrians who have to manage crossing at a busy intersection hamper turning cars.	Liz Bertolett		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	goals for CCC's walkable and bikeable city plans as well as its native bird corridor goals. It also provides an opportunity to properly grade the riverbank, which is suffering from over-steepening and collapse, and to improve river volume capacity to reduce flood risk. Narrowing the road would more effectively enforce reduced speed limits.				
46016	I support all the speed changes. I use these roads regularly and there is no need to be travelling that fast, and there are also lots of children, pedestrians and cyclists around these areas. My husband and I often comment about how fast cars come down Opawa Road and towards the bridge, through the shops. It would be good to slow this down.	I support all the changes to all the crossings proposed along Opawa Road. I would also like an additional change to the corner of Hawford and Opawa Road. This is difficult to cross safely as cars whip around the corners from all angles. I would like that corner to be re-designed to be more pedestrian friendly. My 11 year old said that she has stood there a long time waiting to cross safely. She said this takes up time that she needs to be sorted before school. I support retaining the crossing outside St Mark's church. Before the earthquakes, St Marks School always used the crossing by the church on a regular basis. The church is about to re-open and so this crossing will get more use than in the past decade. I am pleased to see this is retained. This is also useful for children getting to school.	Clare Pattison		
46017	The intersection at Aynsley Terrace and Garlands Road is also dangerous as many children use it to cross to go over the wakening bridge over the Heathcote to Louisson Place. Cars come extremely fast along Aynsley Terrace or turn left off Garlands Road without looking or sometimes even stopping.	Yes	Rob Westgarth		
45762	[phone call with submitter, not verbatim] Aynsley Terrace used to be a quiet street, there is much more use of the road now, including from trucks and other heavy traffic. I believe that they use it as a cut-through instead of using the main road. It really isn't fit for purpose for them. If there was a way that these types of vehicles could be discouraged from using the road it would make it much safer and the road last longer. I live on a bend and people park outside my house. Quite often, these cars get their side mirrors wiped by people travelling down the road at speed. They rarely stop. There are many Rapaki track users that park along this street but there isn't adequate parking for them. It's great that people are coming and using the area, but the parking narrows the road and makes it quite dangerous. Could we have designated parking on the riverside of Aynsley Terrace for those visiting the area? Then, you could have yellow lines on the outer bends. Because of the way that cars currently park, I am also concerned for the safety of cyclists. Most kids currently use the footpath, which is a necessary thing in terms of their safety. It's only a matter of time until someone gets hurt. Could you bring more attention to cyclists to use Hansen Park as a cycle way instead of Aynsley Terrace – it would be much safer? I would support a decreased speed to 40km/h. When people come around from	Yes - great idea	Ron Edwards		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	Centaurus Road they often travel fast, we could potentially do with speed bumps along here. The swoops in Hawford Road that have gone in to slow traffic seem to be effective.				
46018	Regular cyclist to and from city	yes - absolutely	Rob Hawken		
45765	No	Yes, thank you as the roundabout on Opāwa/Ensors is an accident waiting to happen so many in a rush to get through	Renee Riley		
46025	On some of our local roads that were upgraded by Council a few years ago and effectively narrowed for traffic and cyclists, it is vehicle parking on both sides of the road that is the main concern. There is simply not enough room for passing traffic and courtesy is largely ignored by drivers of larger vehicles. I don't think a small speed reduction will help much. Drivers should be encouraged to park their vehicles with two wheels on the grass verge to widen the passing lanes. Some already do. Along Beckford Road, the Owners of the New World supermarket should be told to not encourage their employees to park on both sides of Beckford Road as this practice severely restricts vehicle movements for a considerable distance along this road causing frustration to all passing traffic.	In principal, I do support this upgrade. In addition to improving pedestrian safety, I would also like to improve driver visibility because this is a busy intersection especially on school days. Drivers turning right from Hawford Road into Opawa road often are unable to see approaching traffic because of vehicles parked on the left hand side of the intersection. Removal of two or three vehicle parks here would greatly improve visibility and safety at this intersection.	Alastair Scott		
45772	<p>the speed definitely needs to be reduced, to 30/40kms from the east side of the bridge through to Brougham St</p> <p>to create cycle lanes please remove the grass berms, totally unnecessary and not maintained by the council who 'own' them</p> <p>This would create a cycle lane space and not impact on narrowing the space for other traffic</p> <p>Humps would also stop/discourage the use of the road by heavy vehicles, and slow down the buses which can be guilty of excessive speed</p>	Yes, it is a very dangerous crossing due to the speed of some drivers	Neil Owens		
46030	<p>Cars are not stopping at stop signs especially at peak hours. Car Aynsley Terrace and Garlands Road.</p> <p>The pedestrian island is too small for people with dogs and children, or cargo bikes or groups of people with disabilities.</p> <p>The corner by the bridge Opawa Road is very dangerous for people crossing by foot, bike, or car. Clarendon or Richardson Terrace and Opawa Road. A blind spot.</p> <p>The footpath also runs out as Aynsley Terrace joins Opawa Road. Poor planning here.</p>	Yes. May need a warning of people crossing at the bridge near the Old Methodist church.	Claire Coveney		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
45780	I am in favour of the proposed changes.	Yes absolutely and I think that warning signs could also be added an appropriate distance ahead of the crossing so that vehicles are reminded, especially on the Port Hills side.	Kate Zonneveld		
45781	These changes need to include Riverlaw Terrace. There is no point reducing Fifield without reducing Riverlaw.	Yes.	Elisabeth MacKenzie		
46039	This is a busy area especially after school. A cafe in the area was never successful if a better operator got into the spot the whole area could become busier still.	Absolutely, I have personally been standing at the crossing with my kids and had cars blow through. Reducing the speed limit would be beneficial for cars turning left and right from the river roads on to Opāwa. It's a bit of a blind corner so you have to speed out.	Tom Riley		
46041	The Opāwa School Board of Trustees has a responsibility for the health and safety of our tamariki. Travel to and from school is a big part of this. We have received anecdotal evidence from our community that the safety concerns around the crossing on Opāwa Rd stops a number of our whānau from letting their tamariki walk or scoot to school. These changes have the potential to have a positive impact on our community in more wide-ranging ways.	The Opāwa School Board of Trustees has engaged with the council over the last 6 years around the need for safety changes along this stretch of Opawa Rd. We have documented a number of incidents with our tamariki at this crossing, and an unacceptable number of near misses. We strongly support the changes proposed here and feel that they should be implemented with a manner of urgency.	Tom Adams	Opāwa School Board of Trustees	Parent elected representative
46043	I support the proposed speed changes	Yes	Meg Christie		
45788	No - slower the better. Safer for cyclists and pedestrians, less noisy and pollutant in the air for residents.	Yes	Peter Galbraith		
45790	Please consider what these speed changes will do for Locarno Street. As at school time's people block cholmondeley ave, people use locarno as a quick escape route. I know you have talked about speed bumps not being part of the funding but please consider that or curb sides on locarno street because the speeding issues down this street are very bad due to its easy access and width of the street.	Yes.	Jenna Whearty		
46046	Kia ora, I fully support the proposed changes. My only query is why the speed limit is not been set at 30km/h in the proposed 40km/h areas. In the supporting documentation explaining why slow speed neighbourhoods are being introduced it states 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. A 30km/h speed limit is much closer to biking/walking speeds and would result in quieter streets. The streets in question are mainly residential so are suitable for lower speeds. The Opawa shopping centre is a great local destination, with a few cafes, library and other shops. A lower speed limit will encourage more people to walk or bike to the shops, and make it safer for children to travel independently in the area.	Yes. This will make it easier and safe to people to cross the road. The changes should also make it clearer to drivers that this is a slow zone.	Richard Smith		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
45537	<p>There are many corners around the shops in Opāwa and certainly around the schools that are so hard to see past. Every time people are pulling out more and more to be able to see and really just speeding out even when the gap is very small due to feeling like there won't be another gap soon. People are risky and as a teacher at the nearby school, I can say that even I am guilty of this!</p> <p>Having these new changes will hopefully slow people down especially after 3 o'clock when there are school children at the local shops getting ice cream and crossing the road!</p> <p>Thanks!</p>	Yes definitely! This will be great!	Sinéad Bigelow		
46050	I would support a further reduction along the Heathcote to 30 kph	Yes!	Nick Dell		
45795	No.	<p>Yes.</p> <p>I quite often use it and feel that at present many motorists give the impression that they have right of way and do not want to stop at it.</p>	Stuart Payne		
46051	I support reduced speeds in the Opawa neighbourhood, and wish to have the allocated speed as 30kmph along the Heathcote/Ōpawaho River.	Yes.	Serena Orr		
45540	I want the roads by the school and playgroups to be 30kmph	Please can the roads around st marks school be reduced to 30? That is locarno street and Cholmondley Ave	May Bryant		
45796	no	Most definitely. It would be a great improvement	Dougal Canard		
46053	Well done, thanks! If the zebra crossing is dangerous due to too high speeds, is this not a reason to reduce the speed further to 30km/h through the centre of Opawa (like through Woolston, Sumner etc.?)	Yes, but in addition there should be more zebra crossings installed, i.e. pedestrian priority when crossing Hawford Rd and on Opawa Rd opposite the shopping centre	Julien Gutknecht		
46055	<p>Greetings, As residents of Opawa Road, we are very happy to hear that work is being done to reduce the speed on Opawa Road. Cars coming off Brougham street are often traveling very fast when coming down Opawa road making it very unsafe for pedestrians and cyclists. However, I don't understand why the proposed cycle lane markings do not continue on the stretch between Ensors road and Brougham Street. This section of Opawa Road has the most cyclists, as many join Opawa Road from Ensors road, and is the busiest and fastest section that cars travel when they come off brougham street. I have found it incredibly unsafe when cycling on this stretch of Opawa road with cars coming past me very fast and very close. I am aware of the plans to include an island on the stretch of Opawa Road between Ensors and Brougham street but ask you to please continue the cycle lane markings for this stretch where it is most needed. To only put cycle lane markings between Ensors and Opawa shops would be highly illogical.</p> <p>I am happy to be contacted to share my experiences</p>	Yes	Joris de Vocht		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
46057	<p>██████████ close to the Opawa shop where the pedestrian crossing is due to be upgraded. We have lived at this address for approximately thirteen years. Hawford Road is now narrow and winding and there are always many parked cars. We are often worried about cars going down this road at great speed. We also have difficulty driving in and out of our driveway, because of the speed at which drivers come round the corner to the right and our inability to see what is coming from the left because of parked cars. People who work in the shops currently use the small bay beside the entrance to our driveway as all day parking. We would like these parking spaces in Hawford Rd near the intersection with Opawa Road (frequently used as all day parking) to be designated for short term parking only.</p> <p>We support the reduction of speed limits within Opawa as proposed.</p> <p>We do not believe that there is a need for cycle lanes on Opawa Road.</p>	We are in favour of the pedestrian crossing at Opawa Road/Vincent Place being better signposted and upgraded, with an island.	John and Deirdre McKean		
45549	I think this is a great idea. I think it would be wise to continue the 40km/h zone the full length of Beckford rd. to where it meets Wilsons rd. Lots of school children move through this area and lots of traffic movements to shops and supermarket	yes	Rory M Jones		
45550	This is a great initiative. Some thought should be given to updating/improving the traffic calming measures on Aynsley Tce to manage vehicle speeds closer to 40km/h.	Yes definitely! This will be a great improvement. Please make sure this crossing and the improvements to the flush zebra crossing at St Mark's church are implemented in accordance with the Waka Kotahi Pedestrian Network Guidance.	Ann-Marie Head		
45807	I agree with this and that it should be extended further across Christchurch residential areas including fringe residential/industrial where cyclists are in dangerous territory with dangerous drivers.	Yes	Ben Tyas		
45553	I am happy with the speed limits	<p>This upgrade will be amazing for our children. There seems to be one issue you haven't addressed and it is the car park closes to the crossing on the east side of Opawa Road. This car park is way to close and obscures the vision when crossed from outside the dairy. This needs to be another built up curb so no one can park there. I saw someone park half way on the crossing one day so it would need the curb.</p> <p>██████████ and this upgrade needs to pushed through ASAP</p> <p>Regards</p> <p>Leeanne Harvey</p>	Leeanne Harvey		
46065	██████████ - virtually impossible to do a right hand turn onto Opawa Road during peak hours morning and afternoon. Can't see the traffic coming towards us or the traffic coming from Hawford Road whether I am in my car or on my 50cc scooter. The yellow lines on cnr of Vincent place/Opawa	Most definitely.	Lorraine Halligan		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	Road USED to continue down Opawa road to the false driveway between 141 and 143 Opawa road (there is a fence there). Now I have to inch car/scooter forward well into Opawa Road to be able to see any oncoming traffic. This is an ongoing problem for all of us who live in Vincent Place. Now the proposed cycle lane is going to make things worse. Please extend the yellow lines.				
45554	You state that you have heard community concerns about vehicles travelling at excessive speed through Opawa and that there have been a number of minor crashes in recent years. My question is how many of those crashes or people who were travelling at 50km/hr caused complaints. I think it is likely that the speed complaints have been due to idiots doing well in excess of 50km/hr who won't change their behaviour one iota if the speed limit is dropped to 40km/hr. There was a crash directly outside our house a few years ago, that might be one of the minor crashes in recent years that you are referring to. An elderly lady accidentally put her foot on the accelerator instead of the brake and hit our fence. Again, a reduction in the speed limit from 50km to 40km/hr would not have prevented this accident. Have you done any analysis into the speed and other factors involved in these crashes that you are citing as the reason for reducing the speed limit? I fear that all this will become is a revenue generating exercise where locals are fined for travelling (entirely safely) at 50ish km/hr down their own streets.	I support it in principle. However, it was stated earlier that there would be cycle lane marking on Opawa Road from Ensors Road to the Opawa Road shops. Is this in both directions? The illustration that you provided shows that immediately before the pedestrian crossing there is a cycle lane for those travelling towards Ensors Rd but the cycle lane doesn't continue after the crossing. Will the cyclists be safe merging with traffic immediately on/after the crossing given that cars will be coming in and out of the parking spaces? It appears dangerous to me!	Kirsten Ballantine		
45555	Children are in danger with school and the speed being 50km	Yes absolutely. The Opawa school children are in danger with a 50k limit and all the blind bends	Sheralee Gilbert		
45556	The changes outlined sound great. Good work.	Yes, this crossing has to be one of the worst in Christchurch, and I am nervous letting my children walk to school because of it.	Tristan Roake		
46068	No	Yes! I live nearby in Woolston and pass through this area a lot. I totally support safer speed limits and safer pedestrian crossing facilities	Anne Heins		
45557	No.	<p>Any improvement is a good thing and while driver error will always be an issue, this plan falls short in some areas.</p> <p>It would be a wasted opportunity to fail to address all the issues given the time, effort and money that will go into this project</p> <p>The biggest problem with the crossing is poor visibility to motorists of both the crossing itself and of approaching and waiting pedestrians.</p> <p>Motor vehicles approaching the crossing struggle to see waiting pedestrians due to the vehicles parked outside the shops on both sides of Opawa Road.</p> <p>Vehicles parked here also impair the view for vehicles pulling out of Vincent Place and Hawford Road making it difficult for drivers/cyclists to see vehicles travelling along Opawa Road.</p>	Mark Davies		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
		<p>This plan appears to do a great job of improving the visibility of the crossing as well as taking steps to improve safety of pedestrians.</p> <p>It does not however address the poor visibility of pedestrians waiting at the crossing to oncoming motorists travelling along Opawa Road.</p> <p>Removing the parking spaces from outside the shops would be the best way of improving motorist's visibility of pedestrians approaching or waiting to cross and improve visibility for drivers/cyclists pulling out of Vincent Place and Hawford Road.</p> <p>Given the available parking on both Vincent Place and Hawford Road as well as at Opawa Mall, there really is no need for parking within 50m of a crossing or 25m of a junction.</p> <p>Is the risk of injury or death of a pedestrian worth the convenience of parking outside the shop for a person spend 10 dollars or less in the dairy?</p> <p>Asking people to park 10-50m away and walk to the shop is surely worth the increased visibility and safety of all road users.</p>			
45558	The chicanes in Hawford Road do not have any effect on driver speeding. It seems to encourage some drivers to speed up through them	Fully support the upgrade and speed restrictions proposed throughout Opawa	Tom Shanley		
45559	Best decision ever. Many times my son stands at this crossing to get to school and cars don't stop. Also have had a bus clearly see my son and not stop. I witnessed these as well. Also having a lower speed in this area also near Opāwa school will be great for the safety of the kids.	200%	Kim Gerraty		
45562	I don't want a lower speed in the Opawa district	Yes	Philip Hurley		
46074	Speed changes are acceptable,	No, there is no need to change the kerb alignments. Just needs more road markings and maybe a light system, which is an easy quick retrofit.	ben van bussel		
45819	There are shops on either side of Opawa Road near Vincent Place, also a library, and a primary school in the vicinity. Given the nature of the associated traffic, and general poor public compliance with crossings, the introduction of traffic calming measures such as speed humps before and after the shops should be a priority. Poor public compliance at crossings is partly attributable to physical distractions, and the fact that there are a number of side roads in the vicinity, numbers of signs associated with the shops, and a bus stop will increase the likelihood of poor compliance. While having a raised crossing will be helpful, speed humps would help to ensure the safety of children/whanau using the crossing. Narrowing the road will only serve to frustrate traffic, and make it more difficult if a vehicle is turning into one of the side streets, as traffic will necessarily build up behind as they wait for a clear passage. Opawa Road is wide, so the introduction of cycle lanes is unnecessary.	Yes	Mitchell Jan		

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
45565	Reducing the speed limit will be good for safety. I think that the speed should be 30km/h in the area surrounding the Opawa Road shops. There are definitely safety issues that need to be addressed. When you exit Vincent Place, turning right onto Opawa Road, you need to fully enter traffic in order to see. The parks to the right of this intersection (which were once yellow lined) should go, as you cannot see past these vehicles. Sometimes large trucks are parked there all day.	Yes. Over 30 students use this crossing before and after school and it is currently very unsafe.	Kamlesh Patel	Opawa Discounter	Owner
45566	no	yes I fully support this	Keryn Boyle		
46078	Nothing else. I do support the changes.	Yes	John Carter		

Submission #46062

Canterbury

District Health Board

Te Poari Hauora ō Waitaha

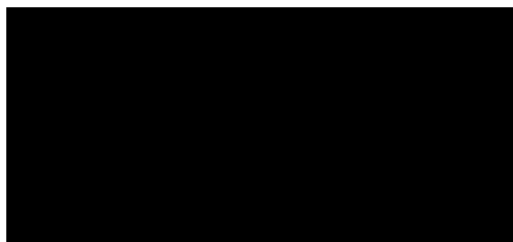
Item 8

Attachment C

Submission on Opawa Neighbourhood Safety Improvements

To: Christchurch City Council

Submitter:



Proposal: CCC is proposing to reduce the speed limit from 50 km/h to 40km/h and 30 km/h on selected streets in the Opawa/Beckenham, add a cycle lane on Opawa Road, as well as upgrade the crossing on the corner of Opawa Road and Vincent Place.

Submission #46062

SUBMISSION ON OPAWA NEIGHBOURHOOD SAFETY IMPROVEMENTS

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 Opawa neighbourhood safety improvements proposal. 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'¹.

¹ 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 #46062

7. Transport is an important determinant of health², 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 and safety improvements to the infrastructure as identified in the consultation, 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%³.
10. Secondly, low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases⁴. 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 networks⁵, 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 disturbance⁶.

Conclusion

13. The CDHB does not wish to be heard in support of this submission.

² 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.

³ 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>

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

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

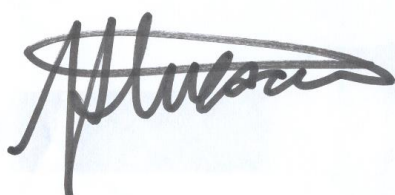
<https://www.thebritishacademy.ac.uk/documents/290/local-actions-to-reduce-health-inequalities.pdf>

⁶ 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 #46062

14. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
15. Thank you for the opportunity to submit on the Opawa neighbourhood safety improvements proposal.

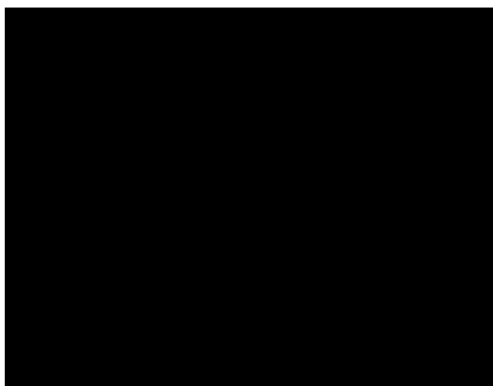
Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

Date: 2/05/2022

Contact details



Submission #45564





Submission #45564



Submission #45564



Submission #45564



Opawa neighbourhood safety improvements



Analysis of submissions

Between 8 April and 3 May 2022, 139 submissions were received on the Opawa neighbourhood safety improvements.

Submitter profile

Four submissions are from those representing organisations, one is from a business, and the remaining 134 are from individuals.

Feedback

We asked submitters if there was anything that we needed to know before carrying out the proposed changes. Note: for this reason many submitters reply with 'no' or mention concerns outside of the project scope. In the below analysis these submitters are treated as being supportive.

Feedback was also gathered by doorknocking businesses that form the 'Opawa Road shops'. The sentiment from these conversations is that businesses are pleased to see the safety of the area being prioritised.

Slow speeds neighbourhood

Twelve submitters (9%) clearly oppose the speed limit changes, one submitter supports all apart from Opawa Road, and the remaining 126 (90%) either actively support, or declare no issues with the proposal.

28 submitters (20%) want additional traffic calming measures (including pedestrian crossings) to be installed.

27 submitters (19%) 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;

- 30km/h on Aynsley Terrace (six)
- 30km/h around Opawa shops (five)
- 30km/h around schools and playgrounds (five)
- 30km/h on Fifield and Riverlaw Terraces (five)

Two submitters specifically mention the proposed change to Hunter Terrace, both wanting the 30km/h limit to be extended until the end of the terrace.

The proposed cycle markings on Opawa Road received the most divided feedback. 20 submitters (14%) are in clear support of cycle lane marking, while nine (6%) are in clear opposition. Again, note that due to the nature of the question, many submitters do not comment on this aspect of the plan if they like it. Three of the nine submitters against the cycle lane marking are happy with the proposed speed reduction of Opawa Road (which necessitates the cycle lane marking).

Nine submitters (6%) want an extension of the cycle lane marking, with the most common request being to take it past the Opawa shops, onto Aynsley Terrace (5 submitters).

Four submitters (3%) express concern that the cycle lane marking could lead to additional build-ups in peak-hour traffic by limiting straight traffic flow when a vehicle is blocking the lane while waiting to turn right onto a side street.

Safety at schools

128 submitters (92%) are in clear support of the upgrades to the Opawa shops pedestrian crossing, while five (4%) clearly oppose and six (4%) do not comment on this aspect of the proposal.

Of those in favour of the pedestrian crossing upgrades, the majority mention safety concerns with the current road layout, and 21 submitters specifically mention the safety of children. Nine crossing supporters raise issues with visibility at the crossing and some request additional improvements:

- The inclusion of traffic lights and additional warning signs (four)
- Crossing should be moved closer to the Opawa mall (two)
- Parking surrounding the carpark should be removed. There is plenty of parking in other areas to cover demand (two)

Submitters who oppose the pedestrian crossing upgrades feel that it is not required (two) or do not give a reason (two).

Other safety concerns

Many submitters use this consultation as an opportunity to raise other safety concerns about the Opawa neighbourhood. These concerns have been responded to and any resulting actions are detailed in the Community Board report.

As a result of the quantity of out-of-scope feedback, it is recommended that elected members read the submission table in it's entirety to understand residents' broader safety concerns in this area.

9. 80 Durham Street South - Proposed P10 Restriction

Reference Te Tohutoro: 22/579296

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 Waikura Linwood-Central-Heathcote Community Board to consider the approval of additional 10 minute parking restrictions on a part of Durham Street South.
- 1.2 This report has been written in response to a request from a local business to provide further short term parking for customers.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install the additional 10 minute parking restrictions on Durham Street South in accordance with **Attachment A**.
- 1.6 These measures have been requested to:
 - Increase opportunities for short stay parking for customers, deliveries and visitors to local businesses.
 - Increase turnover of parking spaces throughout the day.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council's Traffic and Parking Bylaw 2017, that parking on the east side of Durham Street South commencing at a point 46 metres south of its intersection with Sandyford Street and extending in a southerly direction for a distance of 25 metres be restricted to a maximum period of 10 minutes.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. Approves that these resolutions take effect when the road markings and signs 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 The recommendations will provide short stay parking for customers and delivery vehicles to a local business.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Provides more convenient long term parking opportunities for staff at a local business.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address the business owner's concerns over the lack of short stay parking opportunities during weekdays.

5. Detail Te Whakamahuki

- 5.1 The business owner of the #78 Durham Street South has reported difficulties experienced by some of their customers finding convenient parking opportunities.
- 5.2 There are two Ten minute (P10) restrictions already available on one side of Durham Street South outside the business.
- 5.3 Staff investigated parking demand in the area and at the times observed there did not seem to be an issue with people finding a place to park. The business at #76 Durham Street South does appear to be using on street parking for customers vehicles, so this is likely to have an impact on customers visiting other businesses in the area however.
- 5.4 Consequently a proposal for two additional P10 parking spaces was drafted and issued for consultation purposes. Following consultation with the four businesses affected this has been reduced to one parking space as both the Lahmouj Bakery at #80 and the garage at #76 are against the proposal.
- 5.5 Approval is required by the Waikura Linwood-Central-Heathcote Community Board.
- 5.6 If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.7 Four property owners and tenants were contacted by letter and invited to comment.
- 5.8 Two submissions were received in support of the proposal from the two business owners at #78.
- 5.9 Two submissions were also received against the original proposal to install two P10 parking spaces. Consequently staff have amended the proposal to one P10 parking space as shown in Attachment A.
- 5.10 The Team Leader Parking Compliance supports the preferred option.
- 5.11 The do nothing option is inconsistent with the request for additional short stay parking opportunities.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

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

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 Not applicable.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$300 for the new signs and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$50/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 	Attachment A - 80 Durham Street, Proposed P10 Parking	129

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

Document Name	Location / File Link
Not applicable	

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

80 Durham Street
Proposed P10 Parking Extension

Attachment A
Designed by: SAM Approved by: LB

Original Plan Size: A4

ISSUE.1 20/05/2022
TG142009 MJR

10. Maffey's Road - Proposed No Stopping Restrictions

Reference Te Tohutoro: 22/566471

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 Waikura Linwood-Central-Heathcote Community Board to consider options to improve road safety at the hairpin bend at Maffey's Road. This report has been written following requests from local residents to address safety issues caused by parked vehicles forcing downhill traffic over the centreline and obscuring visibility of oncoming traffic in this location.
- 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 Waikura Linwood-Central-Heathcote Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on the east side of Maffey's Road commencing 42m from its intersection with McCormacks Bay Road, and extending in a north-westerly direction then southerly direction generally for a distance of 148 metres as indicated on drawing TG141008 Issue 1, dated 25/05/2022 (refer Attachment A).
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 resolution 1 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 Several local residents have raised safety concerns relating to navigating the lower section of Maffey's Road. This is due to vehicles being parked between #8 and #10 Maffey's Road forcing downhill traffic over the centreline and obscuring visibility of oncoming uphill traffic in this location.
- 3.2 It is recommended to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is based on engineering judgement as the minimum required to improve safety at this location, allowing vehicles to navigate along the road without having to cross the centreline to get around parked cars and improving visibility of uphill traffic.

- 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 Traffic Safety and Efficiency Service 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 road safety at this location.
 - Reduces the risk of a crash by removing the need for cars to cross the centreline to navigate around parked cars and by improving sightlines at this location.
 - Legalises the restriction of on-street parking near this intersection.
- 4.3.2 The disadvantages of this option include:
- Displaces parking to another location.
 - Removes on street parking directly outside three residential properties.

5. Detail Te Whakamahuki

- 5.1 Under the Christchurch City Council Road Classification Map, Maffey's Road is classified as a Local Road.
- 5.2 There is a road safety risk posed to downhill traffic having to cross over the centreline to navigate around parked cars.
- 5.3 Visibility of traffic along this section of Maffey's Road can be restricted by vehicles being parked on the left-hand side of the road in the downhill direction.
- 5.4 There are low residential parking demands in the area.
- 5.5 There have been no reported crashes on Maffey's Road in the last five years.
- 5.6 Approval is required by the Waikura Linwood-Central-Heathcote Community Board.
- 5.7 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

- 5.8 Five affected property owners were advised of the recommended option by letter. Four responded that they supported the proposals, one of these asked if we could provide more parking in the berm opposite #8. Our response to this is no, as we would not want vehicles reversing out into the road on the bend. One property owner responded that they were against the proposal, due to the parking it removes.
- 5.9 The Team Leader Parking Compliance supports the preferred option.

- 5.10 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 transiting along Maffeys Road.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$300 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 	Attachment A - Maffey's Road, Proposed No Stopping Restriction	135

Additional background information may be noted in the below table:

Document Name	
Not applicable	

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

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

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Maffey's Road
Proposed No Stopping Restrictions

Attachment A
Designed by: SAM Approved by: LB

Original Plan Size: A4

ISSUE.1 25/05/2022
TG142008 MJR

11. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Avonside Childcare Centre

Reference / Te Tohutoro: 22/667159

Report of / Te Pou Cathy Sweet, Community Development Advisor,
Matua: Cathy.Sweet@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 Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
64491	Avonside Childcare Centre	Carpet Replacement	\$3,490	\$3,490

- 1.2 There is currently a balance of \$8,863.62 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$3,490 from its 2021/22 Discretionary Response Fund to Avonside Childcare Centre towards carpet replacement

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future.

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
\$133,958.62	\$125,095	\$8,863.62	\$5,373.62

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

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Decision Matrix – Avonside Childcare Centre towards carpet	139

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

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

Signatories / Ngā Kaiwaitohu

Author	Cathy Sweet - Community Development Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

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

00064491	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Avonside Early Childhood Centre	<p>Carpet replacement for safe, healthy learning.</p> <p>We have a real need to have the carpet and underlay replaced in two rooms of our not for profit community based preschool for health and safety reasons. The carpet is thin and thread bare and the rooms are used for under two's who crawl around, and the older childrens mat time. Teachers spend a lot of time on the floor spending time with the children. It is important for the floor to be warm, hygienic and comfortable to keep our children safe and healthy while learning.</p> <p>We are funded by the Ministry of Education three times a year based on how many hours children attend. This funding has to cover staff wages and our expenses each month. We are on a tight budget and had planned to make a \$2,000 profit this year but we have had 7 families leave unexpectedly due to family circumstances. This means we are already \$10,000 below budget.</p>	<p>\$ 3,900</p> <p>Requested</p> <p>\$ 3,490</p> <p>(89% requested)</p>	Other-\$3,490	<p>\$ 3,490</p> <p>That the Waikura Linwood-Central-Heathcote Community Board approves a grant of \$3,490.00 from its 2022-23 Discretionary Response Fund to the Avonside Early Learning Centre towards carpet purchase and installation .</p>	2

Organisation Details

Service Base: 43 Woodham Road, Avonside
 Legal Status: Charitable Trust
 Established: 1/01/1943
 Target Groups: Education
 Annual Volunteer Hours: 100
 Participants: 50

Alignment with Council Strategies

Strengthening Communities Strategy
 Recreation and Sport Strategy
 Social Wellbeing Policy

CCC Funding History

2020/21-\$500 (Trip to Botanic Garden) Lightbulb LCH

Other Sources of Funding

We haven't applied for any other sources of funding for this project. We have set up a Give a Little page for community donations to help support projects we need extra funds for. We are hoping to get \$500 towards this project.

Staff Assessment

This request is recommended as Priority Two as the childcare centre is community owned, is in a low-med income area and has had income challenges due to a number families leaving recently. The background to this request is explained in the project description and photos have been supplied that show the threadbare patches of carpet. The Centre runs on a tight budget and last years profit of \$33,000 was due the timing of a Rata grant being received to spend on a much needed children's bathroom upgrade.

12. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Roimata Commons Trust

Reference / Te Tohutoro: 22/673795

Report of / Te Pou Shanelle Temaru-Ilalio, Community Development Advisor
Matua: Shanelle.Temaru-Ilalio@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 Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
64510	Roimata Commons	Matariki	\$4,600	\$2,500

- 1.2 There is currently a balance of \$8,863.62 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$2,500 from its 2021/22 Discretionary Response Fund to Roimata Commons Trust for costs towards a Matariki Community Event.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future.

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
\$133,958.62	\$125,095.00	\$8,863.62	\$6363.62

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

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Decision Matrix - Roimata Commons Trust towards a Matariki Community Event	143

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

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

Signatories / Ngā Kaiwaitohu

Author	Shanelle Temaru-Ilalio - Community Development Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

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

00064510	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Roimata Commons Trust	<p>Matariki @ Roimata</p> <p>Matariki @ Roimata is a collection of small community based events that will happen over the Matariki celebration from 24/06-26/06.</p> <p>We are planning our annual outdoor cinema night, a small makete, composting workshop, wellbeing sessions (yoga) and craft workshops. An opportunity for many of our community to come together to spend time acknowledging the beginning of a new year.</p> <p>We are also well aware of the amount of tension in the community at the moment due to the stress caused by the air quality issues. It would seem pertinent for the CCC to provide some funding for a fun community gathering. Something to give people some headspace...even just an afternoon/evening to think about something else.</p>	<p>\$ 5,719</p> <p>Requested</p> <p>\$ 4,600</p> <p>(80% requested)</p>	<p>Equipment - \$2,000</p> <p>Rent - \$950</p> <p>Salaries - \$1,000</p> <p>Other - \$650</p>	<p>\$ 2,500</p> <p>That the Waikura Linwood-Central-Heathcote Community Board makes a grant of \$2,500 to Roimata Food Commons Trust towards the Matariki Community Event.</p>	2

<p>Organisation Details</p> <p>Service Base: Radley Park, Woolston</p> <p>Legal Status: Charitable Trust</p> <p>Established: 13/10/2017</p> <p>Target Groups: Environment</p> <p>Annual Volunteer Hours: 2000</p> <p>Participants: 600</p> <p>Alignment with Council Strategies</p> <p>Strengthening Communities Strategy, Social Wellbeing Policy, Community Board Plan 2020-2022</p> <p>CCC Funding History</p> <p>2021/22 - \$5,000 (Collaborative Mural project) Creative Communities Fund; 2021/22 - \$14,000 (Roimata Foods Commons and Toha Kai) SCF; 2020/21 - \$1,500 (Matariki Community Event) DRF; 2020/21 - \$500 (Roimata Rekindle) Light Bulb</p>	<p>Other Sources of Funding</p> <p>Staff Assessment</p> <p>Roimata Food Commons, established in mid 2017, is a community-led initiative aiming to develop parts of Radley Park as a food resilience system, provide space and opportunities for community strengthening and relationship building and educate people about how to grow food and support the surrounding environment. This project is governed by Roimata Commons Trust (Roimata), which was established in early 2018.</p> <p>Last year following on from the success of their Matariki event, Roimata Food Commons will run another community event to celebrate Matariki. The event is a bringing together of the diverse population surrounding Radley Park area and celebrating through food, entertainment, wellbeing and education.</p> <p>Roimata will work with local business to provide food at no to low cost. Entertainment will feature a movie night, small makete, composting and yoga workshops and crafts. Roimata will also provide opportunities for attendees to learn more about the projects and activities undertaken on the site and will engage to better understand with what activities and events community would like to see happen.</p> <p>This event will be held over the weekend of 24th-26th June.</p>
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13. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Cashmere Technical Football Club Floodlight Towers

Reference / Te Tohutoro: 22/693321

Report of / Te Pou
Matua:

Jae Youn Lee, Community Recreation Advisor, jae.lee@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 Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
64491	Cashmere Technical Football Club	Floodlight Towers	\$22,500	\$10,000

- 1.2 There is currently a balance of \$8,863.62 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$10,000 from its 2021/22 Discretionary Response Fund to Cashmere Technical Football Club towards cost of floodlight towers.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future.

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
\$133,958.62	\$125,095	\$8,863.62	(\$1,136.38)

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

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Decision Matrix - Cashmere Technical Football Club towards the cost of floodlight towers.	147

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Jae Youn Lee - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

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

00064481	Organisation Name Cashmere Technical Football Club Inc	Name and Description Replacement Floodlights (50% SC / 50% LCH) Purchase of 8 new condition floodlight towers to replace those destroyed by CCC contractors. CTFC badly need more floodlight lit training fields to manage significant growth in our membership particularly considering the loss of our facility at Linwood Lower Fields.	Funding History 2020/21 - \$3,000 Operations Manager LCH SCF 2020/21 - \$4,000 Operations Manager SC SCF 2018/19 - \$6,000 Wages SCF Metro 2017/18 - \$8,000 Wages SCF Metro 2017/18 - \$4,000 Equipment DRF Other Sources of Funding Fundraising (Sausage Sizzle) - \$2,500	Request Budget Total Cost \$25,000 Requested Amount \$22,500 90% percentage requested Contribution Sought Towards: Flood Light Towers - \$22,500	Staff Recommendation \$10,000 That the Waikura Linwood-Central-Heathcote Community Board makes a grant of \$10,000 from the 2021/22 Discretionary Response Fund to Cashmere Technical Football Club Inc. towards purchasing Flood Lights.	Priority 2
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Organisation Details: Service Base: 43 Hargood Street Woolston Christchurch New Zealand Legal Status: Incorporated Society Established: 1/02/2012 Staff – Paid: 2 Volunteers: 250 Annual Volunteer Hours: 16750 Participants: 1,550 Target Groups: Sports/Recreation Networks: Mainland Football, New Zealand Football	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities TogetherPhysical Recreation and SportChild & Youth Policies and Strategies Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementProvide community based programmesReduce or overcome barriersFoster collaborative responses Outcomes that will be achieved through this project More of our teams will be able to train in the evenings We will be able to have more youth / senior teams within our Club Another floodlight training ground will reduce the pressure on Somerfield Park / Garrick Park / Whittington Av How Will Participants Be Better Off? There will be more opportunities for teams to train with floodlights. More players will be active and enjoy playing football in the evening after work. Many teams want to train twice a week but are unable to because we do not have enough lit facilities.	Staff Assessment: 50% Spreydon-Cashmere / 50% Linwood-Central-Heathcote Cashmere Technical are one of the largest football clubs in the South Island with over 120 teams and 1,400 members who play in the Mainland Football winter leagues and in-house competitions. The club's membership is drawn largely from the south through to the east of Christchurch with their junior and youth teams playing predominantly at Centennial, Somerfield and Hillsborough domains and their top level teams at Garrick Memorial Park (owned by the Woolston club and leased by Council). The club currently has 118 youth and junior teams alone, with significant increases in the First teams Kicks teams (under 6) as well as all other junior teams. With the upcoming women's world cup in 2023 co-hosted by New Zealand and Australia, the club also has a focus on increasing female participation in the sport and are anticipating for an increase after this. Further to this the club has seen an increase in senior football with two new teams this season. These teams are predominately made up of 19 and 20 year olds, which given that Sport New Zealand has highlighted a significant drop off in participation in sport from 15 year olds onwards, and the addition of these teams is very encouraging. The club is seeking funding assistance towards 8 floodlight towers. Previously the club had access to Linwood Lower Fields lights until they were destroyed. Since then, the club has seen significant growth in their membership, and with the lack of lights available has meant that some teams are unable to train as often as needed. The club reports that currently 12 teams are unable to train more than once a week (200 players), and if more lit space was available the opportunity to play week night games would relieve pressure on weekend space. This is a city wide issue with a significant shortage in lit fields over the winter months, and staff are working alongside Mainland football to create a city wide plan to address the shortage. This also aligns with data that suggestions population increases over the next decade in the Spreydon-Cashmere and Linwood-Central-Heathcote wards. With the ability of Cashmere Technical Football Club to purchase these floodlights towers, they would be able to support this plan, to increase the provision of lit fields in Christchurch and particularly the South and East of Christchurch. The club has also indicated that they would promote cross-code and community use of any light assets that they would own. The club currently does not have a location for the flood lights, but are actively working with council staff on potential locations in the South and East of Christchurch. Further to this, the club has invested a significant amount of their own funds in to park assets including the changing rooms and lights on Garrick Memorial Park. It is acknowledged that there is still significant work required to have the lights be functional, including all required permissions. However with the significant discount that the light towers are able to be purchased at, the likely increase in participants for the club, and the clubs desire to ensure the lights have cross code and wider community use, there is strong evidence it would be beneficial for the Spreydon-Cashmere ward and the Linwood-Central-Heathcote ward. The clubs mahi aligns strongly with the Strengthening Communities Together strategy through the following aspects: <ul style="list-style-type: none">o Increase access to arts, culture, heritage, recreation, and those who care for the environment.o Promote lifelong learning opportunities for allo A sense of local identity and ownershipo Increase volunteering opportunities Waihoru Spreydon-Cashmere Staff Recommendation: \$10,000
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14. Waikura Linwood-Central-Heathcote 2021-22 Discretionary Response Fund Application - Te Aratai College Jazz Band

Reference / Te Tohutoro: 22/700303

Report of / Te Pou Shanelle Temaru-Ilalio, Community Development Advisor,
Matua: Shanelle.Temaru-Ilalio@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021-22 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00061724	Te Aratai College	Southern Jam Youth Jazz Band Experience	\$5,000	\$3,100

- 1.2 There is currently a balance of \$8,863.62 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$3,100 from its 2021-22 Discretionary Response Fund to Te Aratai College towards the costs of seven students from Te Aratai College to participate in the Southern Jam Youth Jazz Festival from 2-7 August 2022. The granted funds are to be used towards the costs associated with attending the event for Stella Derham, David Templeton, Victor Escalante, Crisostomo Ibarra, Rowan Templeton, Matai Faataape and Ellie Skala. The granted funds are not to be used towards the costs of any supervisory staff or manager costs to attend and are to be returned if the event is cancelled or if the event is postponed beyond July 2023.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To support funding for a group of seven youths to attend the Southern Jam Youth Jazz Festival 2022 from 2 to 7 August 2022.

Strategic Alignment / Te Rautaki Tīaroaro

- 3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future.

Decision Making Authority / Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.3.2 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

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

Discussion / Kōrerorero

- 3.7 At the time of writing, the balance of the 2021-2022 Discretionary Response Fund is as below.

Total Budget 2021-22	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$133,958.62	\$125,095	\$8,863.62	\$5763.62

- 3.8 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

4. Application Details

Group Application Information

- 4.1 Annually Te Aratai College, formerly Linwood College, attend the Southern Jam Youth Jazz Festival in Marlborough. For the past 6 years attendance to the festival has been managed by Benjamin Russell, Te Arati College's Head of Music, who is also the applicant for this funding application.
- 4.2 The Southern Jam Youth Jazz Festival will run from 2 to 7 August 2022 in Blenheim, Marlborough. The festival welcomes musicians from 14-18 schools from around the South Island. The trip to participate in the festival will give the youth an introduction to the music industry, where they will play in cafes and restaurants, learn how to plan and deliver their performances, as well as a range of skills used in the music industry. The students are given independence to plan their practices, performances, meals and commitments throughout the week long experience, which develops and grows their leadership skills as individuals and as a group.
- 4.3 Prior to the impacts of COVID 19, Te Aratai College would take a larger group of students to the festival, with the cost being approximately \$500 per student. With the effects of COVID 19 impacting the opportunity to practice, the decision was made to work with a smaller group of students to attend the festival, but with this came a larger cost of approx. \$800 per student.
- 4.4 Two Te Aratai College Teachers will be travelling with students to this event, this includes Head of Music Benjamin Russell, who will be there throughout this week long experience. As part of this funding application, included in the budget was a \$1900 cost for "Teacher Relief", which has been excluded from the recommended funding amount of \$3,100.

- 4.5 There are seven youths from Te Aratai College participating in this event. All seven youths reside in the Linwood-Central-Heathcote Community Board area.
- 4.6 The group of seven youths have been trying to fundraise for the event. They are selling tickets for a Band Showcase at Fat Eddies at the end of June and regularly busk at Lyttelton Markets on Saturdays.
- 4.7 The school is not contributing any costs towards the youths taking part in this event. There is two staff members attending. The staff member attending with the seven youths is paying their own costs to attend.
- 4.8 The cost for an individual youth to attend have been broken down below:

EXPENSES (Per Youth)	Cost (\$)
Transport	\$57.14
Gas	\$35.71
Registration Fee	\$65.71
Accommodation	\$370.14
Teacher Relief	\$271.42
Total	\$800.12
Group Fundraising	
Fat Eddies Band Showcase fundraiser (amount raised not yet confirmed)	\$0
Lyttelton Market Busking (amount raised not yet confirmed)	\$0
REMAINING	\$854

Individual Youth Information

- 4.9 Stella Derham
- Lead Vocalist and leader of Jazzband group. Stella has been participating in music groups, songwriting, sports and applying for head girl next year at Te Aratai College. She is a hard-working student, confident and a true leader.
- 4.10 David Templeton
- Brass leader of the band. David is very academic and extremely talented in music. He is a part of several local music groups and is dependable and displays great leadership quality.
- 4.11 Victor Escalante
- The bass player and guitarist. He works hard finishing Te Aratai this year with excellence in music performance. He is reliable and shows promise in the music industry.
- 4.12 Crisostomo Ibarra
- Fantastic guitarist that has shown unbelievable improvement in the last 2 years. He spends every waking moment practicing and mastering his craft. Fully dedicated and always willing to participate.

4.13 Rowan Templeton

- Rowan is the top of every class, hardworking and has already complete several University credits. She is a saxophonist and flute player and is hard working and successful in school.

4.14 Matai Faataape


- Matai is the front man of the band. Owning his craft as drummer and showman, Matai is always socializing with other bands and school and creating a sense of ease within our group.

4.15 Ellie Skala

- Is a junior piano player that shows great promise. Involved in all arts and music at school and is dependable and hardworking. She is often in a lesson or practicing for the next one. Humble but also very talented.

4.16 None of the seven youth have applied to previously or been a part of a group application that has received funds from the Discretionary Response Fund.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Decision Matrix - Te Aratai College Jazz Band towards participation in the Southern Jam Youth Jazz Festival.	154

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Shanelle Temaru-Ilalio - Community Development Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
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00064563	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Linwood College	DRF - Te Aratai College Jazz Band The Southern Jam festival is an opportunity for the students to perform and partake in friendly music competition. This festival takes place in Bleinheim and runs from Aug 2- 7th. There is a lots of cost involved in being able to partake in this festival. (accommodation and festival fees) Students are responsible for fundraising but often have a hard time to cover all the costs.	\$ 5,601 Requested \$ 5,000 (89% requested)	Accommodation - \$2,591 Registration fee - \$460 Gas - \$250 Teacher relief - \$1,900 Transport - \$400	\$ 3,100 That the Waikura-Linwood-Central-Heathcote Board approves a grant of \$3100 towards the costs associated with Te Aratai College attending the Southern Jam Festival.	2

Organisation Details

Service Base:
Legal Status:
Established:
Target Groups:
Annual Volunteer Hours:
Participants:

Alignment with Council Strategies

Youth Strategy
Strengthening Communities Together strategy
Community Board Plan 2020-2022 - In particular strategic priority "enabling active and connected communities to own their future".

CCC Funding History

2015/16 - \$5,000 (Cactus) DRF
2015/16 - \$250 (Women's Day) LBMF
2015/16 - \$1,000 (Basketball Team) YDF

Other Sources of Funding

Fat Eddies Band Showcase June 26th 2022. The students organise a show at local venue Fat Eddies inviting Whanau and friends. All tickets and raffle money goes towards the Southern Jam trip.
Lyttelton Market busking: Students organise a busking event at the lyttelton market to help raise funds for the Southern Jam trip

Staff Assessment

Te Aratai College(formerly Linwood , College) is a Y7-Y13 secondary school founded in the early 1950s to cater for the educational needs of a growing eastern population.

The school has undergone a full rebuild, as part of Chch Schools Rebuild programme, with construction completed in May 2022, along with a name change to Te Aratai college.

As of July 2021 the school role reported 754 students with over 50% of their current role Maori and Pasifika.

Linwood College has a proud history of having produced a number of award winning Jazz Bands and enjoyed success in national rockfest competitions and the like.

With the 2020 Southern Jam Youth Jazz Festival being cancelled and the 2021 festival being reduced due to the effects of COVID 19, Te Aratai College is looking to take a band of 7 to participate in this year's Southern Jam week long festival in Marlborough. A one of a kind event in the South Island which sees 14-18 schools from all over the South Island attend to learn and grow by participating in music competitions, public performances and a finale gala. With attendee coming away from the festival with a number of new learnings and development in both music and leadership.

Te Aratai College is seeking funding for the costs associated with attendance to this event, which includes travel costs, accommodation, entry registration costs, and teacher relief costs.

15. Waikura Linwood-Central-Heathcote Community Board Area Report - June 2022

Reference Te Tohutoro: 21/1756291
Report of Te Pou Matua: Arohanui Grace, Community Governance Manager
Arohanui.grace@ccc.govt.nz
General Manager: Mary Richardson, Citizen and Community
Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Receive the Waikura Linwood-Central-Heathcote Community Board Area Report for May 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Ōpāwaho Lower Heathcote River Guidance Plan	The draft Guidance Plan is being considered by the Board for adoption at its 15 June 2022 meeting.	15 June 2022	Board Priority - A Plan for the Lower Ōpāwaho Heathcote River

3.2 Community Funding Summary

3.2.1 Community Board Discretionary Response Fund 2021/22 – as at 2 June 2022:

- Discretionary Response Fund unallocated balance for 2021/22 is \$19,864.62
- Youth Achievement and Development Fund unallocated balance for 2021/22 is \$300.00
- Light Bulb Moments Fund unallocated balance for 2021/22 is \$2,000.00
- The 2021/22 Discretionary Response Funding Spreadsheet is attached for record purposes. **(Attachment A).**

3.2.2 **2021/22 Youth Development Fund Applications** – At the Board's 2 December 2021 meeting the Board resolved that the Waikura Linwood-Central-Heathcote Community Board Youth Development Fund allocations process be to two Board Members, until the end of the Board's 2020/22 term. The following Youth Development Fund applications have been approved:

Name	Event	Amount
Kiera Hall	2022 World Athletics U20 Championship, held in Cali, Colombia.	\$500

The Youth Development Fund Decision Matrices are attached for record purposes.
(Attachment B).

2021/22 Light Bulb Moment Fund Applications – the following Light Bulb Moment Fund applications have been approved:

Name	Event	Amount
Canterbury Tau Tag Football	Skills and Drills Clinic for Rangatahi	\$500

3.2.3 The Light Bulb Moment Decision Matrices are attached for record purposes.
(Attachment C).

3.2.4 **Strengthening Communities Fund 2022-23** – Linwood-Central-Heathcote have received 58 applications to the Strengthening Community Fund this year. The Community Governance Team are currently assessing these applications.

3.3 Participation in and Contribution to Decision Making

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

- **Latimer Neighbourhood Building Project** - Christchurch City Council Urban Regeneration staff have been working with a Linwood-Central-Heathcote Advisor, and the innovative Christchurch organisation Gap Filler to support neighbourhood building activities in the Latimer area. The focus is on the boundary of Gloucester Street to St Asaph Street, and Barbados Street to Rau Ora Park. This area is next to where the Multi use arena, Te Kaha, is being built, and currently doesn't have a Residents' Association or a community meeting room. The team has been engaging with local residents to find some people who are keen to set up an events group to continue to work on projects. Finding these keen locals came out of a creative 'asset mapping' project which invited residents to come and meet others around a Pizza party and getting to know each other activities.
- **The Eid al-Fitr Festival** - The Eid al-Fitr Festival, organised by the Asturlab Cultural Centre in conjunction with the Christchurch City Council, was held on the 7 May 2022 at The Commons to celebrate the end of Ramadan and to share the Muslim culture to the wider Christchurch Community. The event saw many members of the public come together as one to celebrate the spectacle lights, the various performances on show as well as the different cuisines on offer.



- **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.
- **Walking Festival 2021** - In April 2022 the Christchurch City Council Walking Festival event received a Merit Award in the Best Event category 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.



3.3.2 Council Engagement and Consultation.

- **Have your Say** – at the time of writing the report the following consultations were open within the Community Board Area and city-wide consultation:

Topic	Closing Date	Link
Recreation and Sports Centres Survey	31 July 2022	https://ccc.govt.nz/the-council/haveyoursay/show/512

3.4 Governance Advice

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 4 May and 18 May 2022 meetings:

- Cashmere Technical Football Club – Sportsgrounds at Linwood Park.
- Petition – We need a safer Armagh Street!
- Christchurch Wastewater Plant.

3.4.2 **Petition** – The Board received a petition with the petition prayer: We need a safer Armagh Street. We are asking our local Community Board to make street safety a priority and improve Armagh Street.

3.4.3 **Board Requests** – The Board made the following requests at its 30 March and 13 April 2022 meetings:

- The Board agreed to request staff advice on the process for engaging interested sport codes around the reinstatement of the former Linwood Park temporary village site back to sports fields.
- The Board agreed to request staff advice on advantages and disadvantages of turf and artificial turf sportsgrounds.
- Requests staff advice on the various Parks Ranger roles and responsibilities that is suitable for the community to use.
- The Board agreed that a Certificate of Appreciation be forwarded to the Rose Historic Chapel Trust Chairperson and the Treasurer for their service to the Chapel.
- The Board agreed to request staff advice on Staunton Esplanade Reserve maintenance schedule.
- The Board agreed to request staff advice on the Staunton Esplanade Reserve Landscape Plan.
- The Board agreed to request staff to investigate temporary play streets for the north side of Linwood Avenue.
- The Board agreed to request staff advice on including Phillipstown in the Council's Slow Speed Neighbourhood Programme.
- Refers the petition: *We need a Safer Armagh Street* to staff to investigate any and all practicable options for traffic calming on Armagh Street and surrounding streets in the area bounded by Fitzgerald Avenue, Avonside Drive, Linwood Avenue and England Street and report back to the Board on the findings.
- Requests staff to investigate other suitable sites for a dog park in the south east of the city.

- The Board agreed to request staff to arrange a Board briefing with Ōtautahi Community Housing Trust.
- The Board agreed to request staff advice on the mailbox drops and other communications timings to the Christchurch Wastewater Plant stench affected communities.
- The Board agreed that the Community Board Chairperson and Deputy Chairperson meet with the Mayor and the Chief Executive to discuss the Board's concerns on the communications to the Community Board on the Christchurch Wastewater Plant odour. The Board Chairperson to report back to the Board on the outcome of the meeting.
- The Board agreed to request staff advice on installing anti vehicle bollards to stop vehicles entering and damaging Radley Park.







3.4.4 **Briefings** - The Board received briefings during May 2022 about the following:

- Linwood Youth Development Project.

4. Advice Provided to the Community Board

- 4.1 **Police Update** - Attached for the Board's information, an update provided by Senior Sergeant Roy Appley, Community Services, Christchurch Police to all Community Board's providing a snapshot of the local concerns discussed (**Attachment D**).
- 4.2 **Barnett Park – Flood Detention** – Memorandum in reply to the Board's 4 May 2022 requests: *Requests staff advice on the progress of the proposal for a Flood Detention Facility on Barnett Park that was consulted on in March 2005.*
Requests staff advice on the balance of the Developer Capital Contribution for the proposed Flood Detention Facility on Barnett Park. (**Attachment E**).
- 4.3 **Operational Community Board Arrangements** – Memorandum to update Community Boards on operational arrangements made as a result of the Local Government Commission determination of December 2021 regarding the makeup of Community Boards. (**Attachment F**).
- 4.4 **Community Parks Quarterly Update** – for May 2022 is attached. (**Attachment G**).
- 4.5 **Customer Service Requests Board Area Report** - providing an overview of the number of Customer Service Requests that have been received over the past month, including the types of requests being received and a breakdown of how they are being reported from 1 May 2022– 31 May 2022 is attached. (**Attachment H**).
- 4.6 **Graffiti Report** – the Graffiti Snapshot Report for May 2022 is attached. (**Attachment I**).

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Linwood-Central-Heathcote Discretionary Response Fund as at 2 June 2022	161
B  	2021/22 Youth Development Fund Application Decision Matrix - Kiera Hall - 16 May 2022	162
C  	2021-2022 Light Bulb Moments Fund Linwood-Central-Heathcote Decision Matrix - Canterbury Tau Tag - 23 May 2022	163
D  	Police Update Report - April 2022	164
E  	Memorandum: Barnett Park Flood Detention - 12 May 2022	168
F  	Memorandum: Operational Community Board Arrangements - 20 May 2022	170
G  	Community Parks Quarterly Update - May 2022	172
H  	Customer Service Requests Report - 1 May - 31 May 2022	179
I  	Graffiti Report - May 2022	180

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Jae Youn Lee - Community Recreation Advisor Cathy Sweet - Community Development Advisor Shanelle Temaru-Ilalio - Community Development Advisor Jane Walders - Support Officer
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

	Allocation 2021/22	
Linwood-Central-Heathcote Discretionary Response Fund		Board Approval
2020/21 Discretionary Response Fund Carry Forward	\$3,681.62	
2021/22 Discretionary Response Fund Allocation	\$130,277.00	
Total 2021/22 Discretionary Response Fund	\$133,958.62	
Linwood-Central-Heathcote Board - Community Awards	\$ 6,000.00	04/08/21
Linwood-Central-Heathcote Board - Summer with your neighbours	\$ 3,000.00	04/08/21
Linwood-Central-Heathcote Board - 2020/21 Light Bulb Moments Fund	\$ 14,000.00	04/08/21
Linwood-Central-Heathcote Board - 2020/21 Youth Development Fund	\$ 2,500.00	04/08/21
Linwood-Central-Heathcote Board - Community Recreation Events	\$ 30,000.00	04/08/21
Linwood-Central-Heathcote Board - Communicating with the Community	\$ 2,000.00	04/08/21
Linwood-Central-Heathcote Board - Board Priority: Improving Bromley's Roads, Parks & Infrastructure	\$ 20,000.00	04/08/21
Denver Stirling - Waitaha Secondary Schools Kimihia Kapa Haka	\$ 300.00	04/08/21
St Martins Bowling Club - interior redecoration	\$ 1,000.00	06/10/21
Woolston Developmet Project - Employment of Manager	\$ 7,000.00	06/10/21
Southern District Cricket Club - Community Physical and Fundamental Skills and Training.	\$ 2,500.00	20/10/21
Mt Pleasant Pottery Group - Heat Pump Installation	\$ 3,500.00	20/10/21
Sumner Contract Bridge Club Incorporated - the Bridge Club Heating	\$ 3,500.00	03/11/21
Mount Pleasant Tennis Club - Support for Junior Tennis	\$ 1,250.00	03/11/21
Proactive Drive Youth Driver Education Trust - Driver Education Programme for Youth	\$ 2,500.00	17/11/21
St Martins Scout Group - Rangatahi Programmes	\$ 750.00	17/11/21
Heathcote Valley Community Association - the Heathcote Valley Food Forest Tools and Equipment.	\$ 900.00	02/12/21
Sydenham Junior Cricket Club-Participation for Minorities	\$1,500	16/02/22
Graeme Dingle Foundation-He Ara Akonga Programme	\$ 10,000.00	16/02/22
St Johns Church and Community Center- Office Computer Replacement	\$ 1,645.00	16/02/22
Woolston Developmet Project - Coordinator wages for Smith Street Community Gardens	\$ 10,000.00	13/04/22
Heathcote Valley Mountain Biking - Heathcote Valley Mountain Biking Enhancements	\$ 1,250.00	13/04/22
Light Bulb Moment Fund 2021-22 Transfer	-\$ 6,626.00	01/06/22
Community Awards 2021-22 Transfer	-\$ 4,375.00	01/06/22
Discretionary Response Fund Balance	\$19,864.62	
Youth Development Fund - (Allocated from 2021/22 Discretionary Response Fund)	\$2,500.00	
Amelia Sykes - Vantage Cambridge 3 Day Track Cycling Carnival	\$300.00	03/11/21
Isla Cook - National Final of the Hilary Outdoor Get2Go Challenge	\$300.00	03/11/21
Alice Vetcher - National Get2Go Series	\$300.00	17/11/21
Ava Henderson - Junior World Surfing Games	\$500.00	28/03/22
Willow Cook - NZ Lead Climbing National Championships	\$300.00	28/03/22
Kiera Hall - 2022 World Athletics U20 Championship	\$500.00	16/05/22
Youth Development Fund Balance - Available for allocation	\$300.00	
Light Bulb Moments Fund - (Allocated from 2021/22 Discretionary Response Fund)	\$14,000.00	
Void Sounds - Spinsational: DJ Workshop and Open Decks	\$494.00	14/9//21
Biketober - Biketober Bike Thru	\$500.00	12/10/21
Sydenham Cricket Club - Girls Cricket Afternoon Tea	\$500.00	15/09/21
Sumner Community Residents Association - The Great Sumner Clean Up	\$230.00	15/09/21
Kairos trust - Community Christmas	\$350.00	26/10/21
Te Whare Roimata Trust - Chipper Day	\$500.00	04/11/21
Exchange Christchurch (XCHCH) - Crystal Garden Art Showcase	\$500.00	29/11/21
Linwood Resource Centre - LinWard Collective Volunteer Vests	\$300.00	01/02/22
Kate Spencer - Te Ao Hurihuri	\$500.00	11/02/22
Phillipstown Community Centre Charitable Trust - Matariki in Phillipstown	\$500.00	15/03/22
Linwood Resource Centre - new signage	\$500.00	11/04/22
Canterbury Tau Tag Football - Skills and Drills Clinic for Rangatahi	\$500.00	23/05/22
Discretionary Response Fund Transfer	\$ 6,626.00	01/06/22
Light Bulb Moments Fund Balance - Available for allocation	\$2,000.00	
Shape Your Place Toolkit Fund - 2021/22	\$4,300.00	
Shape Your Place Toolkit Fund Balance - Available for allocation	\$4,300.00	

2021/22 YDF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

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

00064464	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Kiera Marie Hall	YDF - Kiera Hall To represent New Zealand at the 2022 World Athletics U20 Championship in Cali, Colombia on 1 - 6 August 2022, including attending an Athletics New Zealand pre-camp in Miami leading up to the event.	\$ 8,510 Requested \$ 1,000 (12% requested)	Airfares, travel insurance, World Athletics fee, Miami pre-camp fee, Team uniforms, Team management fee, Athletics NZ Administration Fee - \$1,000	\$ 500 That the Waikura Linwood-Central-Heathcote Community Board, make a grant of \$500 from the 2021-22 Youth Development Fund to Kiera Hall to participate in the 2022 World Athletics U20 Championships held in Cali, Colombia	2

Organisation Details Service Base: 60 Te Awakura Tce, Mt Pleasant Legal Status: Individual Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Together Strategy Physical Recreation and Sport Strategy Youth Policy CCC Funding History Nil	Other Sources of Funding Port Hills Athletics Club provided a grant of \$500. Cookie Time application. Staff Assessment Kiera is a Year 13 student from Rangi Ruru Girls' School, who lives in the Mount Pleasant Area. Kiera is a keen athlete having started track running in the 2020/21 Summer season. She trains 6 times a week and her effort for it has seen her surpass her own expectations and found something she is passionate and excited about. Kiera has been selected by Athletics New Zealand (Athletics NZ) to represent New Zealand at the 2022 World Athletics U20 Championship in Cali, Colombia in the 800m event. The event will be held 1 - 6 August 2022. She is also due to attend an Athletics New Zealand pre-camp in Miami leading up to the event. Kiera goes into these championships having achieved the following records in national competitions: NZ Nationals U18 800m Champion (2022), NZ Nationals U18 1500m, 2nd (2022), NZ Nationals U18 4X400m, 3rd (2022), NZ Potts Classic Open Women's 800m 3rd (2022) Broke the 1500m South Island Secondary Schools record (2021), Broke the 800m Canterbury Secondary Schools record (2021) On top of her sporting achievements, she is someone who gives back to the community. For the last three summers, she has been a volunteer Life Guard at Sumner Beach, even being awarded the IRB Crew Persons award for her efforts. She is regarded as a very valuable member in the lifeguarding space. Kiera believes this opportunity to represent her country at the 2022 World Athletics U20 Championships will not only fulfil a dream of hers, but she believes it will help inspire younger kids at her high school, her primary school (Mt Pleasant), her local athletics club (Port Hills), and Sumner Surf Club, that it is never too late to start a new sport.
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2021/22 LIGHT BULB MOMENTS FUND LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

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

00064505	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Menime Ah Kam-Sherlock	<p>Canterbury Tau Tag are looking to engage local youth building connection, resilience and physical and mental health and wellbeing by offering the opportunity to "give it a go" tag skills and drills clinic at Bromley Park on Sunday 5th June 2022.</p> <p>The clinic will be an inclusive event encouraging all youth, in particular girls, 12-18 years of age from beginner to advanced, to join in and learn new skills and drills, promoting positive physical health and well-being within our rangatahi.</p> <p>Funding is being sought to cover the running costs of this event, making our sport accessible for young people in the Waikura Linwood-Central-Heathcote area.</p>	<p>\$ 524</p> <p>Requested</p> <p>\$ 500</p> <p>(95% requested)</p>	<p>Sausage sizzle bbq lunch for all participants and volunteers. (Sausages, breads, tomato sauce, mustard sauce, oil, serviettes, Fruits-bananas & apples, Gas bottle)</p> <p>-Gear (Cone sets, Whistles, Tags, Balls)</p> <p>-Volunteer recognition (\$20 printed Canterbury Tau t-shirt for each volunteer)</p>	\$ 500.00	2

Organisation Details

Service Base:
Legal Status:
Established:
Target Groups:
Annual Volunteer Hours:
Participants:

Alignment with Council Strategies

Strengthening Communities Strategies
Multicultural Strategy
children's Policy
Youth Policy
Community Board Plan 2020-2022

CCC Funding History - Nil

Other Sources of Funding – No other sources of funding, this group is currently being supported by a Community Development Advisor and are in the process of becoming an incorporated society.

Staff Assessment: This request is recommended as a Priority 2 due to its value for money, benefit of community wellbeing, engagement with youth, in particular Pasifika and females, which supports a number of community outcomes and strategic priorities. A budget with quotes has been received for \$524, with costs contributing to volunteer recognition, equipment and food. This group is currently being supported by a Community Development Advisor in the process of becoming incorporated to enable them to access funding and continued community engagement.

1 April 2022

Community Boards

The following is a snapshot of some of the things I have been discussing with you all recently. Please feel free to use any of it in any of the publications or messages or meetings you attend if it will assist you in your work helping my teams keep our communities safe.

Community Services Teams: Community Constables i.e. five teams of a Sergeant and five Constables work in all the Christchurch Metropolitan areas across the city. These teams investigate community related offences, such as thefts, assaults, neighbourly disputes, and wilful property damage, just to name a few. The teams also proactively patrol their communities and are bolstered in this effort by a myriad of Canterbury Police teams such as Road Policing units, Response staff and CIB investigators. More specialised teams are also called upon depending on the specific events that unfold, or the prevention activities that we undertake, with a view to reducing the risk of harm from occurring. Our purpose is to ensure everyone can Be Safe and Feel Safe.

The following are a couple of specific issues that have arisen lately and require some extra vigilance by our communities. The goal with these messages is to ensure that people are safe wherever they live, work or visit.

Police are aware of a slight increase in thefts from vehicles occurring in the Christchurch area recently. Police are working hard to monitor areas that have been affected by this offending by increasing Police presence and working with Community Patrols. However, Police cannot be everywhere at once and it is important that people put prevention measures in place to deter opportunistic thieves.

Senior Sergeant Ian Appley says: "We see the same mistakes time and time again. People leave valuables in their car or leave their vehicle unlocked, which gives offenders ample opportunity to take their belongings. Prevention is key in this space. A helpful motto to use is 'Lock or lose it, conceal it or remove it'."

Anyone that sees suspicious activity around vehicles can call Police on 111 if it happening, or 105 after the fact. It is important that every incident of theft from cars is reported to Police so that Police can appropriate resources effectively and aim to prevent more in the future. Supplying video footage of the incident is also helpful to Police after the offence has taken place. If Police can identify the person in that footage, Police will investigate and work to hold that offender to account. In some cases, identification of the individual responsible is not always possible. This is where prevention becomes key in such situations.

Top tips for preventing theft from your vehicle include:

1. Invest in a steering wheel lock to show thieves that you have security in place and make them less likely to target your vehicle.
2. Put a prevention sticker on your windows or flashing LEDs on the dashboard.
3. Always lock your car, even when you are parked in your own driveway.
4. Avoid leaving valuables like CDs, laptops, mobile phones, GPS devices and iPods in your car. If you have to leave them there, make sure they are out of sight.
5. Try to park in well-lit areas if you park your car on the street overnight.
6. Joining a neighbourhood support group can be beneficial to deterring theft as more people in your neighbourhood can keep an eye out for suspicious activity.

I also want to remind people to keep themselves, their friends and their community safe when they are out drinking and socialising. Police have been aware of large gatherings in Riccarton and Ilam during weekend nights in March. Police have been monitoring these events and attending where necessary to disperse gatherings and move people on. During these incidents approximately 40 individuals have been issued with alcohol infringement notices and 6 arrests have been made for offences relating to the gatherings. Noise control officers have seized 16 stereos.

Christchurch Police continue to have high visibility policing happening around known party locations and entertainment areas in Christchurch. Police Community Teams, Road Policing and Public Safety Units are working with other organisations including Christchurch City Council and University of Canterbury with the aim of keeping people safe. Police work closely with University of Canterbury management and security team to ensure the safety of the large student population on campus, and of all residents in the surrounding residential streets.

Overall, Police have found the behaviour of people at parties in this area to be good. Police have also been working with University of Canterbury Student Association to promote safety messages on student forums and to reinforce the University of Canterbury Student Code of Conduct. The Code of Conduct outlines values and expectations to ensure the health and wellbeing of students and a safe and secure campus for the benefit of every person using it. Police encourage people planning parties to register on the "Good One" party register, <https://goodone.org.nz/>. Police can assist party organisers to ensure everyone has a good time, with advice on safety measures and how to get assistance when needed.

Here are some tips for partying safely:

1. Look out for your friends – if you arrive together at an event, make a plan to leave together
2. Have a glass of water or other beverage between alcoholic drinks – don't overdo it
3. Make sure you eat some food if you are drinking
4. Keep an eye on those drinks and your bag or wallet, or have your friends mind your gear if you need to go the toilet
5. Have a designated driver, or put aside money for a taxi or bus
6. If you plan to walk late at night, walk in pairs or group - either way, have a plan for getting home safely
7. Make sure your phone is fully charged and keep it safe, so you can use it to get home.

Anti-Social Road Users:

These groups continue to be a challenge in our communities. These are the groups who often are seen in large numbers “cruising” along known routes around the City. They are more obvious when they are racing each other or using the streets as a “burnout” zone. As much as we are able, we are very firm with these groups and ticket and seize vehicles wherever possible.

Recently, search warrants have been executed and cars seized even after the offending has happened. This is down to excellent policing by our specialist Road Policing units. Speed, Distractions, Impairments and Restraints remain a focus for all Police and the members of the public can expect to be held to account for offences that fall within these categories. There will be an increased push over the next couple of months on unsafe driving behaviours, so members of the public can expect to be issued infringement notices for their unsafe driving behaviour.

This is all designed to make our roadways safer, preventing deaths and injuries.

It is common to apprehend many local people speeding and failing to stop at intersections when we become active in communities that might not normally see as much road policing. Local people often complain to me about the driving in their areas from visitors but, as I say, it is common for Police to have to hold local residents to account for their poor driving - so please pay attention when driving, and let's all get to where we are going and home again safely.

There are many good things about living in Christchurch, and most of us can live safely free from harm due to the work of many community agencies who help their own communities prosper. As we come into the winter season, it becomes darker earlier and roads can offer a different challenge. Good strong safe communities occur when the people that live in them care about what is going on in their communities. Please keep an eye on each other and look out for those who might need a hand or can no longer do things quite as well as they might once have. Lend a hand if you can or alert a community agency that might be able to assist.

Community Boards and Police work closely together to make improvements that have been highlighted by the community and to help ensure that your voice is heard. You may wish to consider becoming a member of a Neighbourhood Support Group or a Community Patrol. Both organisations are voluntary and may not involve too much of your time, but can empower you to feel you belong to your community, or offer an opportunity to give back with your presence, and help prevent crime and crashes. Information on Neighbourhood Support and on Community Patrols is here <https://www.neighbourhoodsupport.co.nz/https://cpnz.org.nz/>

Safer Homes, Safer Roads and Safer Communities everyone.

Roy APPLEY

Senior Sergeant
Community Services

Christchurch Metro



Memos



Memo

Date: 9 May 2022
From: Helen Beaumont, Head of Three Waters
To: Linwood-Central-Heathcote Community Board
Cc:
Reference: 22/589264

Flood detention Barnett Park

1. Purpose of this Memo

- 1.1 The purpose of this memorandum is to reply to the Board's 4 May 2022 requests:
 - 1.1.1 Requests staff advice on the progress of the proposal for a Flood Detention Facility on Barnett Park that was consulted on in March 2005.
 - 1.1.2 Requests staff advice on the balance of the Developer Capital Contribution for the proposed Flood Detention Facility on Barnett Park.

2. Update

- 2.1 A staff report to the Hagley-Ferrymead Board, 2 July 2003, outlined possible flood detention basins in response to the potential for 100 new residential lots within the Barnett Park catchment. The scheme was approved by Council 11 December 2003. Public consultation on the flood detention basins followed in 2005.
- 2.2 The primary driver of the Barnett Park detention basin scheme was to mitigate for the effects of new development in the Rifle Range Drain sub-catchment. Since 2003, almost no development has gone ahead in the catchment except for a few sections at the end of Galilee Lane. Therefore, the basin (and the need for it) has never materialised.
- 2.3 Council acknowledge that there were (and are) stormwater issues in the area related to the inlet and outlet structures near the bottom of Rifle Range Waterway and Rifle Range Drain Overflow. Some flood relief works were undertaken to improve stormwater drainage here post-2004, including:
 - 2.3.1 Bunding within Barnett Park along Main Road
 - 2.3.2 A new pipe inlet in Rifle Range Drain behind the changing sheds
 - 2.3.3 Reforming of the open drain through the park including the diversion inlet near Wakatu Avenue.
- 2.4 Around 2009 Council permitted construction of a crèche in Barnett Park off of Main Road (Moa Kids Pre-school). This building and carpark are situated in what would've become the emergency flow path of the detention basin scheme. It is therefore considered unlikely that the detention basin scheme as designed would go ahead.
- 2.5 All existing cost share schemes (such as the one devised to fund the Barnett Park detention works) were dissolved in 2006 in favour of the new Development Contributions Policy.

Memos



3. Conclusion

- 3.1 The Flood Detention Facility on Barnett Park will not go ahead in the form that it was consulted on. There are no detention or treatment basins planned in the park.
- 3.2 Any financial contributions gathered for the project were used on the flood relief works described above, or on other works within the Stormwater Activity space, in accordance with the Local Government Act and Development Contributions policy.
- 3.3 Future investigations and stormwater-related works may occur in the area in the future; however none are currently funded or planned.


Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Helen Beaumont - Head of Three Waters
Approved By	Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

Memos

Christchurch
City Council 

Memo

Date: 20 May 2022
From: John Filsell Head of Community Governance & Partnerships
Matthew McLintock Community Governance Team Manager
To: The Mayor, Councillors & Community Board Members
Cc: Mary Richardson, General Manager Citizen & Community
Community Governance Managers
Reference: 22/642100

Operational Community Board Arrangements

1. Purpose of this Memo

- 1.1 The purpose of this memo is to update community boards on operational arrangements made as a result of the Local Government Commission determination of December 2021 regarding the makeup of community boards.

2. Update

Community Governance Manager Appointments

- 2.1 Following a recent recruitment exercise we are pleased to confirm Community Governance Manager appointments:

- | | |
|---------------------------|----------------------|
| • Te Pātaka o Rākaihautū | Penelope Goldstone |
| • Waipuna | Matthew Pratt |
| • Waimāero | Maryanne Lomax |
| • Waipapa | Emma Pavey |
| • Waitai | Chris Turner Bullock |
| • Waihoru to 16 October | Matthew McLintock |
| • Waihoru post 16 October | Arohanui Grace |
| • Waikura to 16 October | Arohanui Grace |

Location of Boardrooms

- 2.2 The default boardroom is highlighted in bold font below. Please note that to improve accessibility board meetings will be continue to be livestreamed and recorded. From time to time boards may choose to meet in other community locations. Staff are working on a system that will allow the livestreaming of community-based meetings:

- | | |
|--------------------------|--|
| • Te Pātaka o Rākaihautū | Lyttelton, Akaroa, Wairewa |
| • Waipuna | Riccarton |
| • Waimāero | Fendalton |
| • Waipapa | Papanui (Meet at Civic in the Central Ward from time to time) |

Memos



- Waitai New Brighton (Meet at Linwood from time to time)
 - Waihoru Beckenham
- 2.3 The Linwood boardrooms at Smith Street will be retained as Waitai will meet there on a frequency to be agreed with the Board. Whilst the South Library is being repaired Waihoru could also meet at Linwood, this will be discussed with the incoming Board. It is particularly beneficial to provide the Linwood community access to a meeting room that can live stream meetings and provide other meeting support services such as broad band, copying and other office facilities.
- 2.4 It is envisaged that Waipapa will meet from time to time in the Central Ward. At this point in time the most convenient location is either a committee room or the Chambers at Civic, however this will be discussed with the incoming Board.

Location of Staff Teams

- 2.5 Broad-brush the default location of staff teams are as follows:
- Te Pātaka o Rākaihautū Lyttelton, Akaroa, Wairewa
 - Waipuna Riccarton
 - Waimāero Fendalton
 - Waipapa Papanui
 - Waitai Shirley
 - Waihoru Beckenham
- 2.6 Community Support and Partnerships and other community-facing Council staff will still be located in Linwood at Smith Street.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	John Filsell - Head of Community Support and Partnerships
Approved By	John Filsell - Head of Community Support and Partnerships

Waikura Linwood-Central-Heathcote Community Board

Community Parks Quarterly Community Board Update – May 2022

Community Parks Update

Along with the rest of New Zealand, Community Parks were impacted by the Covid -19 Omicron outbreak. In response we reprioritised selected schedule maintenance activities in March to ensure ongoing delivery of core services.

We experienced a wet summer with lower than expected evaporation rates. Although this presented us with some challenges for mowing, it benefitted our volunteer planting efforts as soil moisture levels were high enough to carry us through the typically dry January and February months.

We are currently in the midst of our planting season, with Community Partnership Rangers fully committed to facilitating volunteer working bees.

1.1 Volunteer and Partnership Activity

- 1.1.1 The Community Park Rangers have been particularly active in the Linwood - Central - Heathcote wards, recording 7911 volunteer hours worked since 1 July 2021.
- 1.1.2 Our new Community Partnership Ranger is out connecting with several community groups such as the Adventure Specialist's, Drayton Reserve Volunteer Group and Gerard from Welcome Rest Reserve.
- 1.1.3 Following the 2021 fire at Drayton Reserve, volunteers have been busy removing weeds over the summer and planting up the site with low flammability plants this autumn.
- 1.1.4 This years 'Mother of all Clean Ups' took place on Mother's day. With 44 community groups coming together to remove rubbish from the estuary, Avon and Heathcote Rivers, Lyttelton Harbour and various Beaches. 665 volunteers took part and collected 376 bags of rubbish and 267 large items. This is an annual event which is organised by the Estuary Trust, Sustainable Coastlines NZ, Conservation volunteers NZ, Whaka Ora - Healthy Harbours, Avon and Heathcote river network groups and City Care. It is supported by the Christchurch City Council, RATA foundation and Environment Canterbury.

Adventure Specialists Working Bee at Kennaway Reserve



Drayton Reserve – Volunteers hand releasing plants on the fire ground.



Mother of all Clean Ups



1.2 Sports Parks

- 1.2.1 Lancaster Park is close to being opened to the public. The large solid fence has been removed and has been replaced with temporary chain link fence panels, while a secure bollard and chain perimeter is being installed to prevent unauthorised vehicle access. Once secure, the park will be opened for casual use. A small temporary toilet block will be installed in the north-western corner of the park.
- The bulk of the primary concrete path has been successfully installed. With remaining sections on Stevens Street to be completed as part of the Memorial Gates restoration. The restoration of the gates is now well underway and has been fenced off as a separate construction site to allow the rest of the park to be opened.
- The design process has commenced with stakeholders. The first step is to discuss the functional needs of additional buildings on the park and consideration of appropriate locations.
- 1.2.2 Cutler Park drainage remediation works are underway. Council's survey team have completed the contour plan which will inform the required scope of works. We plan to have site works completed this winter
- 1.2.3 Our autumn sports field renovation programme was completed within set timeframes. This year we carried out soiling and seeding, de-compaction and fertilisation.

Lancaster Park 25 March 2022



1.3 **Garden Assets**

- 1.3.1 Capital Project - Green Asset (gardens) Renewal is underway. This planting season we will be renewing gardens at Brownlee Reserve, Hereford Playground, Scarborough Beach and Linwood Park. We will be planting predominantly native species with selected exotic species where appropriate.

1.4 **Cemeteries**

- 1.4.1 Daffodil bulbs and agapanthus plants are scheduled for planting this month at Bromley Cemetery.
- 1.4.2 The carpark at Ruru Cemetery has been upgraded, with bollards and speed mitigation installed to slow traffic and protect the cemetery from vehicle damage. Both entranceways are both scheduled for replanting this month.
- 1.4.3 New beams have been installed at Memorial Park Cemetery. The beams incorporate plantings of roses and trees to soften the landscape. Two entranceways have been upgraded to lift the cemeteries overall appearance.

Memorial Park Cemetery entrance upgrade



Memorial Park Cemetery new beams



Ruru Cemetery speed mitigation and bollards

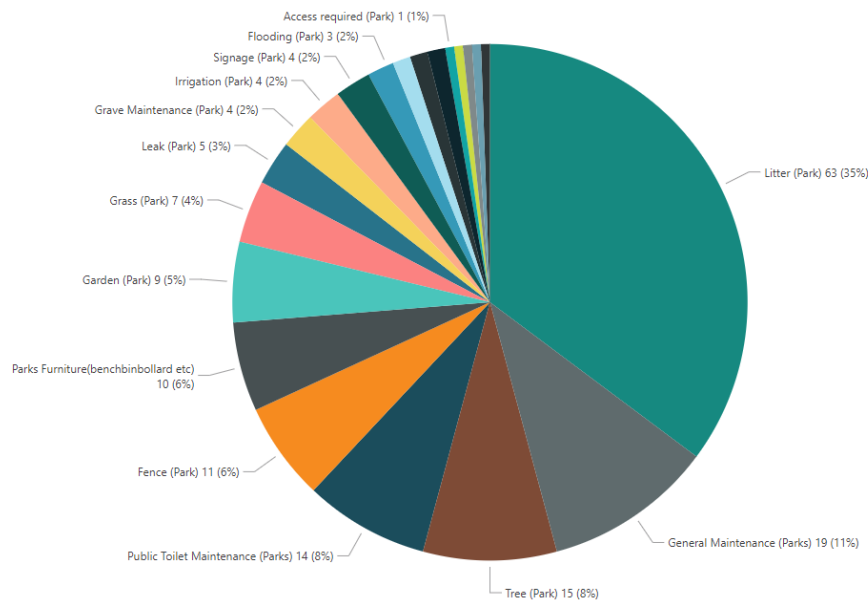


Ruru Lawn Cemetery Carpark upgrade

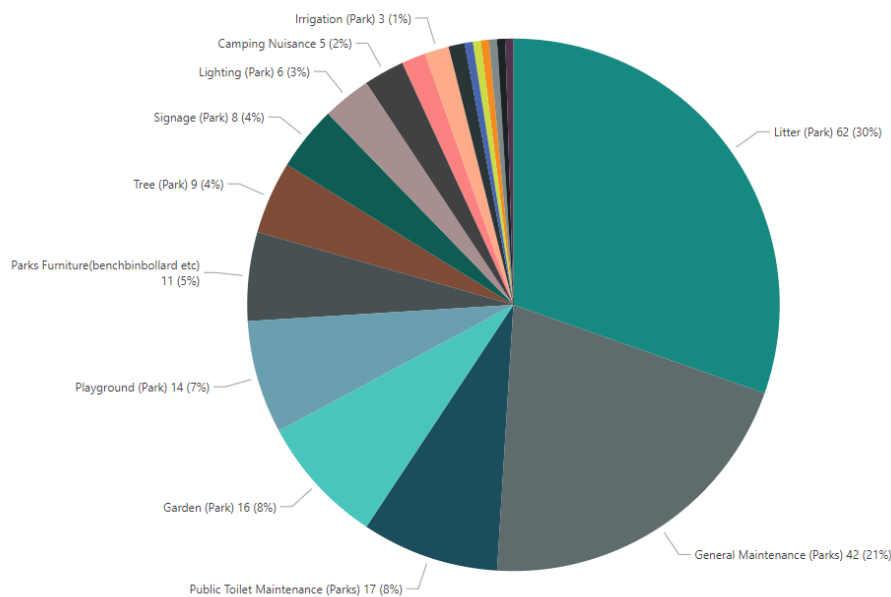


1.5 Tickets/CSR Breakdown

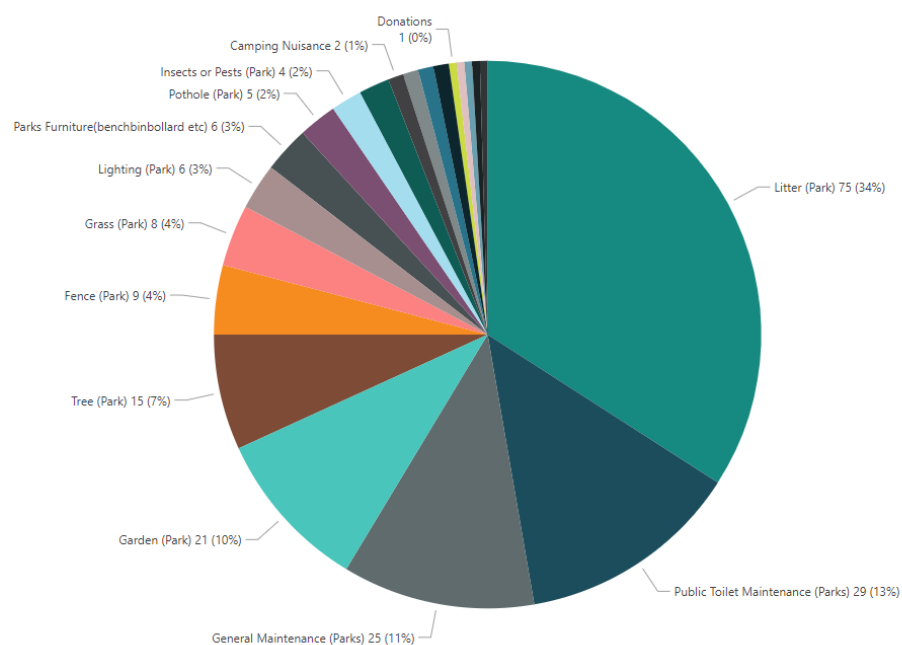
1.5.1 From 1 April 2022 to 31 May 2022, Community Parks received 179 Tickets in the Linwood ward



1.5.2 From 1 April 2022 to 31 May 2022, Community Parks received 204 Tickets in the Central ward



1.5.3 From 1 April 2022 to 31 May 2022, Community Parks received 220 Tickets in the Heathcote ward



Ticket Report

01 May 2022 - 31 May 2022

Linwood-Central-Heathcote

Tickets Reported in May 2022

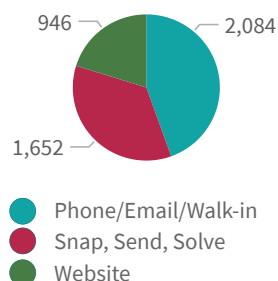
4,682

Tickets Reported

Status as of Report Date

3,625 Closed/Resolved
1,057 Open

Channels



Currently Open Tickets*

3,771

Open Tickets

156

Avg open ticket age (days)

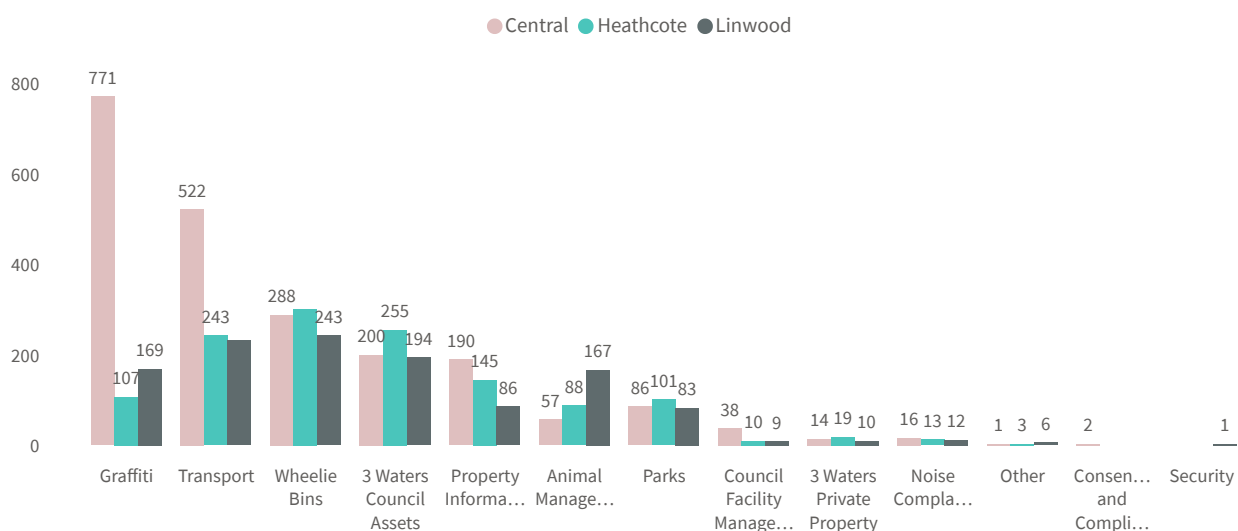
25% of open tickets are less than 13 days old

50% of open tickets are less than 70 days old

75% of open tickets are less than 191 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)
735	Graffiti
402	Leak (Water Supply)
392	Litter (Road)
278	Bin Not Collected
248	Damaged Bin
194	Graffiti on Utility box
157	Missing Bin
147	Residential Property Files
126	Residential LIM
104	Road Asset (e.g.footpathroadfurniture)

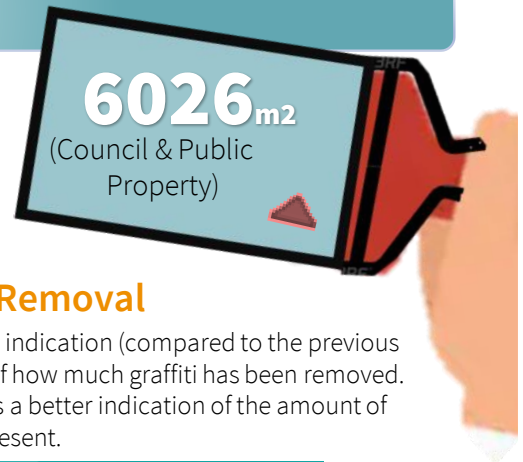
Report date:
01 Jun 2022

Christchurch
City Council

GRAFFITI SNAPSHOT

May 2022

Ward & Suburb Insights



Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same “tag” so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Banks Peninsula	38	-40%	63
Burwood	123	6%	116
Cashmere	21	-73%	78
Central	807	28%	629
Coastal	261	44%	181
Fendalton	58	49%	39
Halswell	19	-24%	25
Harewood	26	4%	25
Heathcote	114	18%	97
Hornby	29	12%	26
Innes	57	21%	47
Linwood	175	17%	149
Papanui	52	21%	43
Riccarton	72	-38%	117
Spreydon	63	43%	44
Waimairi	16	33%	12
Total	1,931	14%	1,691

Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

Ward	Cleaned Graffiti	
	Latest Month	Previous Month
Banks Peninsula	123	263
Burwood	118	330
Cashmere	16	147
Central	1,966	2,230
Coastal	981	592
Fendalton	79	201
Halswell	79	102
Harewood	72	115
Heathcote	563	249
Hornby	118	69
Innes	124	240
Linwood	1,202	843
Papanui	241	150
Riccarton	51	206
Spreydon	241	202
Waimairi	54	31
Total	6,026	5,968

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Moorhouse	51	5000%	1
Hereford	38	443%	7
Manchester	38	322%	9
Travis	37	185%	13
Worcester	29	61%	18
Montreal	26	767%	3
Rawhiti Domain	26	767%	3
New Brighton	24	9%	22
Margaret Mahy Family Playground	23	92%	12
Kilmore	22	633%	3
Riccarton	19	12%	17
Woodham	19	1800%	1

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Falsgrave Street \ Lismore Street	212
Lismore	210
Dyers Road \ Linwood Avenue	144
Linwood Avenue \ Dyers Road	144
Brighton	139
Carlyle	138
Thomson Park	138
Hereford	134
Falsgrave Street	120
Lismore Street \ Falsgrave Street	120
Wainoni	117
Queen Elizabeth II Park	116

GRAFFITI SNAPSHOT

May 2022

Further Insights

Reporting Activity

Reporter Type	Total
Non Volunteer	881
Individual Volunteer	850
Group Volunteer	200
Total	1,931

	This Month	Previous Month
# of Reporters	354	290
Total Reports	1931	1696
Highest # of Reports by an Individual	311	209

Most reported TAG

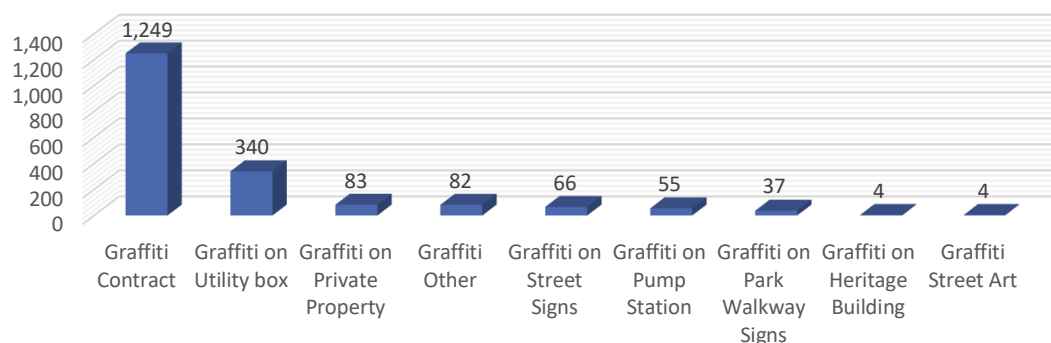
Locations and details of these TAGS are forward to the Police each month.

KP

KAEPE

PEAZ

Reports by Asset Type



From the Police

Police prosecution against the offender

Graffiti on Motorway overpass on 3 April
Pleaded guilty, was convicted & sentenced.

New Murals



Community Wall
Filipino Community

90 Peterborough St

Christchurch City Council

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

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakamutunga

17. 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
18.	PUBLIC EXCLUDED LINWOOD-CENTRAL-HEATHCOTE COMMUNITY BOARD MINUTES - 1 JUNE 2022			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	