

**Waipapa
Papanui-Innes Community Board
AGENDA**

Notice of Meeting:

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

Date: Friday 17 June 2022
Time: 9.30am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

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

13 June 2022

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

To watch the meeting live, or a recording after the meeting date, go to:

<https://www.youtube.com/channel/UCuRzshsY8rjDJYUymoYeQtA>

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

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

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



Tēnā koutou

Kua hui mai nei

Ki tēnei whare ō tātou

Ki te kōrero, ki te whakarongo

i nga kaupapa ō to hapori

Nau mai, haere mai.

Nā reira tēnā koutou katoa

Greetings

to all who have gathered

within our (communal) house

to speak and to listen to the

topics/conversations of your community

Welcome, welcome

Therefore, again I greet all present

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

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Karakia Tīmatanga

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waipapa Papanui-Innes Community Board meeting held on [Wednesday, 18 May 2022](#) be confirmed (refer page 6).

4. Public Forum Te Huinga Whānui

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

There were no public forum requests received at the time the agenda was prepared

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 Dave Gardner

Dave Gardner will speak regarding Item 7.

5.2 Susan Peake

Susan Peake will speak regarding Item 7.

6. Presentation of Petitions Ngā Pākikitanga

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

Waipapa Papanui-Innes Community Board OPEN MINUTES

Date: Wednesday 18 May 2022
Time: 9.33am
Venue: Held via Audio/Visual Link

Present

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

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

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

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

Karakia Tīmatanga: Emma Norrish

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

There were no apologies.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

The Chairperson asked members to confirm that the minutes of the previous Board meeting held on 29 April 2022 were a true and accurate record of the meeting. No issues concerning the accuracy of the minutes were raised. Pauline Cotter moved that the minutes be confirmed. The motion was seconded by Mike Davidson and when put to the vote was carried unanimously.

Community Board Resolved PICB/2022/00036

That the minutes of the Waipapa Papanui-Innes Community Board meeting held on Friday, 29 April 2022 be confirmed.

Pauline Cotter/Mike Davidson

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Cultivate Christchurch

Harry Baitz spoke on behalf of Cultivate Christchurch regarding Cultivate's work and Red Zone Project.

Ms Baitz as the coordinator of Cultivate's Red Zone project highlighted:

- Rising price of fruit and vegetables, and state of food insecurity in Christchurch, as a concern.
- Role of interactive education / skills development around growing kai as one part of the complex issue of addressing food security.
- Cultivate's Red Zone Project partners with Te Putahitanga to work with whānau who may be experiencing food insecurity. The work reaches into their homes, helping to build edible gardens and coaching whānau to grow some of their own kai.
- Another part of the project in the Red Zone is joined with the Climate Action Campus on the old Linwood College site, working with school and youth groups to teach them about growing kai.
- A challenge in this model with youth is around what to do in summer holidays when a lot of food production is happening during the break, so part of the project is encouraging a whānau-centric approach where it is community gardening with a youth focus.
- Working on learning pathways with the Biological Husbandry Unit (BHU) Organics training college, a joint venture between Lincoln University and the New Zealand Organic Movement.

Questions from the Board highlighted further points relating to urban farming that:

- Cultivate is part of a network of community gardeners and urban farmers seeking ways to collaborate to strengthen the food security of the city. There are a lot of different voices, and sharing of resources, as well as work on avoiding replication, filling gaps, and focusing on hubs like Climate Action Campus.
- Getting food out to people in a compliant manner is a challenge for the model.
- Christchurch is very well-positioned to do urban food production, and a well-resourced, strategic umbrella group for Christchurch, building on the likes of Food Resilience Network, could help address larger issues like distribution challenges.
- Opportunities to work with Canterbury Community Garden Coordinators and related networks (information could be shared about those involved with community gardens).

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Board Consideration

The Board took the Correspondence in the Report, as well as the subsequent correspondence from Juliana Venning regarding Graham Condon Pool, which was tabled for the meeting (and so is attached as **Minutes Attachment A**), as read.

The Board especially acknowledged the correspondence from Tegan Hofmeyer on her participation in the Spirit of Adventure - Year 10 Trophy Voyage, and the excellent accompanying photos, and thanked Tegan for providing this report back to the Board.

The Board discussed in a general sense correspondence relating to customer service requests (CSRs), and expressed interest in standard pre-written advice they could share with residents who are raising CSRs with Board members, explaining the CSR system they can follow and why it is important, so Board members can know if the system is working in any case. The Chairperson requested advice to come to Board members outlining the process for directing such interactions with residents, which also explains the significance of using the CSR system as outlined.

Pauline Cotter moved to receive all the correspondence, and that requests be made of staff as detailed below. The motion was seconded by Ali Jones and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Papanui-Innes Community Board:

1. Receives the correspondence from Tegan Hofmeyer reporting on Spirit of Adventure - Year 10 Trophy Voyage.
2. Receives the correspondence from Clint Marston regarding the buses travelling on Flockton Street.
3. Receives the correspondence from Grace Leckie regarding traffic speed change proposal for Kāinga.

Community Board Resolved PICB/2022/00037

Part B

That the Papanui-Innes Community Board:

1. Receives the correspondence as listed and tabled.

Pauline Cotter/Ali Jones

Carried

7.1 Buses on Flockton Street Board Consideration cont.

The Chairperson noted that part of Mr Marston's correspondence has been included in the Board's correspondence to Environment Canterbury supporting the Board's concerns regarding heavy buses traversing Flockton Street and the vibration impact on residents, and seeking response from Environment Canterbury on the issue.

Community Board Resolved PICB/2022/00038

2. Receives the correspondence from Clint Marston regarding the buses travelling on Flockton Street.

Pauline Cotter/Ali Jones

Carried

7.2 Traffic Speed Change Proposal for Kāinga Board Consideration cont.

The Board considered asking staff to investigate the speed change proposal in the correspondence from Ms Leckie for Kāinga (which the Board felt should also be extended to include Stewart's Gully). It was discussed whether the investigation should include looking back for any complaints about traffic speed in the area to endeavor to address any and all issue/s, during this electoral term.

Community Board Resolved PICB/2022/00039

3. Receives the correspondence from Grace Leckie regarding traffic speed change proposal for Kāinga.
4. Requests that staff investigate the speed change proposal in the correspondence from Ms Leckie (also giving consideration to Stewart's Gully), including looking back for any previous complaints about the speed in the area.

Pauline Cotter/Ali Jones

Carried

7.3 Women's Only Sessions for Graham Condon Pool Board Consideration cont.

It was discussed that the women's only sessions at Linwood Pool have been very successful, and the team at Graham Condon Pool could usefully be worked with to determine whether there is a demand in the community, and if it is feasible, to provide such sessions at Graham Condon Pool as well.

It was considered in the discussion in respect of the feasibility aspect that the sessions would need to be suitably private, such as through the provision of a blind as employed at Linwood Pool, to meet diverse cultural needs around women's only sessions.

Community Board Resolved PICB/2022/00040

5. Receives the tabled correspondence (**Minutes Attachment A**) from Juliana Venning regarding Graham Condon Pool.
6. Requests staff to work with the team at the Graham Condon Pool to determine if there is a demand in the community, and if it is feasible, to provide women's only sessions at the Pool.

Pauline Cotter/Ali Jones

Carried

Attachments

- A Correspondence regarding Graham Condon Pool (relating to discussion of women's only sessions)

8. Papanui-Innes Community Board Submissions Committee Minutes - 6 May 2022

The Chairperson asked members to confirm that the minutes of the Submissions Committee meeting held on 6 May 2022 were a true and accurate record of the meeting. No issues concerning the accuracy of the minutes were raised. Emma Norrish moved that the minutes be confirmed. The motion was seconded by Simon Britten and when put to the vote was carried unanimously.

The Councillors on the Board thanked the Submissions Committee for their work on the submissions, and clarified that the reference in the submission to supporting the heritage areas in Shirley and St Albans was intended to capture supporting heritage, including character areas and heritage elements, in a broad sense (more broadly places of notable historical significance or importance in the area), without being strictly confined to supporting just the proposed new Residential Heritage Areas as a Qualifying Matter specified in the Draft Plan Changes.

The Board did not seek to change the submissions as already submitted, but considered that they had conveyed the broader intent to support the recognition of heritage in the area, noting that the Board explicitly supported the other heritage elements in their submission on the Draft Heritage Plan Change.

Community Board Resolved PICB/2022/00041

That the Waipapa Papanui-Innes Community Board receives and confirms the Minutes from the Papanui-Innes Community Board Submissions Committee meeting held 6 May 2022.

Emma Norrish/Simon Britten

Carried

9. Waipapa Papanui-Innes Community Service Awards 2022

Board Consideration

The Board took the report on the Waipapa Papanui-Innes Community Service Awards as read.

It was agreed that the awards would be presented on site in the recipients' spaces, recognising them in front of their peers where that was welcomed.

Mike Davidson moved that the officer recommendation to confer Community Service Awards on all 22 of the nominees be adopted, noting they (and their nominators) would all then be advised in writing of the decision. The motion was seconded by Emma Twaddell and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Confer Community Service Awards on the nominees listed on the Summary of Nominations 2022 (separately circulated).
2. Recommend that all successful nominees be advised in writing of the decision. In addition, the nominators of the successful nominees to also be advised in writing of the decision.
3. Recommend that if there are any unsuccessful nominees, that the relevant nominators be advised of this decision and the reasons for the decision.

Community Board Resolved PICB/2022/00042

Part C

That the Waipapa Papanui-Innes Community Board:

1. Confers Community Service Awards on all the nominees listed on the Summary of Nominations 2022 (separately circulated).

2. Notes that all successful nominees will be advised in writing of the decision. In addition, the nominators of the successful nominees will also be advised in writing of the decision.

Mike Davidson/Emma Twaddell

Carried

10. Waipapa Papanui-Innes Community Board Area Report - May 2022

Board Consideration

The Board took the Area Report as read.

Monthly action reporting the Board has visibility of was referenced in respect of whether actions from the 29 April 2022 Board meeting could be added. Update on the action from that meeting relating to maintenance of public toilets in particular was requested. Update was also requested on an action arising from an earlier date relating to investigation of measures to prevent delivery vehicles stopping on the cycleway on Rutland Street opposite the shops and provision for a loading zone to be made elsewhere.

It was noted that the Board was to be briefed after the meeting on a further break down of speed data requested from Waka Kotahi relating to the Christchurch Northern Corridor, and on a query made about traffic light phasing for Westminster Street at its intersection with Cranford Street.

The alcohol licence applications reproduced in the Area Report as having been notified for premises within the Board area were discussed. The application by Gift Genie (2022) Limited was queried, and it was noted that it is for remote sales. And it was requested the Board be kept informed in respect of the application by Pari International Limited related to proposed premises at 565 Barbadoes Street, noting that it would be open to the local residents' association approaching the Board if it wished to in respect of the application.

The Board noted that the application for an new Off-Licence by Liquorsea Limited in respect of proposed premises at 1 Radcliffe Road was heading to a hearing, but with no approach having been made to the Board by any member of the public in regard to it, did not see basis for seeking leave to appear.

The Board thanked staff for the work helping resolve the retention of a Eucalyptus and a Palm tree at the demolition site on Westminster Street as a good result.

Referencing further update provided to the Board since its last meeting regarding investigations underway towards an options report around Edgware Road flooding outside Edgware Village, further clarity was requested on going to market for a kerb replacement assessment, seeking understanding what it would look like, where it would be, and what the reason for it would be.

The Chairperson noted in relation to Spring Grove residents' issues that she would be attending a public meeting, particularly in relation to the rail crossing, which transport staff would also be attending to speak to.

Mike Davidson moved that the Area Report be received and that the requests discussed as detailed below be resolved. The motion was seconded by Emma Twaddell and when put to the meeting was carried unanimously.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

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

Community Board Resolved PICB/2022/00043

Part B

That the Waipapa Papanui-Innes Community Board:

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

Mike Davidson/Emma Twaddell

Carried

10.1 Working with Papanui Youth Development Trust to investigate Disability Playgrounds

Board Consideration cont.

In reference to the forum the Board held with Papanui Youth Development Trust (PYDT), it was considered that a good point was raised around looking at options and need in respect of disability playgrounds in the Papanui area, and the Board requested staff investigate this and work with PYDT in this regard (as a starting point, potentially developing into talking to the disability groups).

It was discussed that staff might also work with PYDT around whether there is need to assist with transport to Malvern Park to use the equipment there.

Community Board Resolved PICB/2022/00044

2. Requests staff to investigate options and need around disability playgrounds in the Papanui area, including working with Papanui Youth Development Trust.

Mike Davidson/Emma Twaddell

Carried

10.2 Courtenay Street Briefing

Board Consideration cont.

It was noted that information had been received about programmed resurfacing for Courtenay Street, though follow up was sought in respect of a briefing around where Courtenay Street sits within the DEMP work.

It was confirmed that Courtenay Street was resurfaced a couple of years ago, and it was included in the DEMP, so it was queried whether the resurfacing would be an effective use of resources. The Board requested that the Courtenay Street briefing come urgently prior to any work being done on Courtenay Street. It being noted that pre-earthquake, the condition of the street was such it was due to get a rebuild.

Community Board Resolved PICB/2022/00045

3. Requests the briefing to come on Courtenay Street prior to programmed resurfacing work being completed.

Mike Davidson/Emma Twaddell

Carried

10.3 Springfield Road

Board Consideration cont.

The Springfield Road request from last meeting was discussed in regard to lack of pedestrian crossings and related safety concerns at the corner with St Albans Rutland Street;* it being identified as a dangerous spot.

It was further discussed to also consider the intersection of Springfield Road with Edgeware Road in respect of pedestrian safety (including for the visually impaired known to use the area); and to consider a safe crossing from Rehua Marae – the Board ultimately supporting the consideration to improve pedestrian safety along the whole Springfield Road corridor. It was discussed in respect of the current division of the corridor among different Boards to prepare a way forward now for decision when the boundary adjustment will bring this more into the Board area.

** Amendment made at the Waipapa Papanui-Innes Community Board's meeting on 17 June 2022 under Item 3 – Confirmation of Previous Minutes.*

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

Part B

Board members exchanged information on the following matters of interest:

11.1 St Albans Park

The Board thanked staff for the work that made the St Albans Skate Park Extension opening such a success, and noted that the fencing off of the toddlers' playground from the road is progressing, as well as replacement of a gate there to create a more secure toddlers' play area.

It was further noted that the concrete walls are being painted, and there could be opportunity for the community to get involved in a mural for those walls if locals are interested.

11.2 Opening of Styx Living Laboratory Trust's New Field Centre

The Chairperson noted that she and a couple of other Board members attended the opening of the Styx Living Laboratory's new Field Centre, which will be an amazing resource for the community and Trust. Noting the calibre of the guests signalled the significance of the facility.

11.3 Meeting with Matt Doocey MP to discuss Psychological Wellbeing Support for Community Organisations and Volunteers

The Chairperson noted the Board's invitation to meet with Matt Doocey MP further to writing to him and other local MPs in relation to psychological wellbeing support for community organisations and volunteers. It was also noted that Duncan Webb MP's Office has also acknowledged receipt of the letter that they will follow up.

11.4 Abandoned Shopping Trolleys

Further to observations from a resident of Hoani Street regarding abandoned shopping trolleys, the Chairperson proposed the Board write to the supermarkets, the Warehouse and Kmart in Northlands and North Link, requesting that they be more vigilant in the collection of their shopping trolleys, especially in the Hoani Street area. (It was noted that abandoned trolleys have also been an issue around Northcote Road).

There was awareness that Snap, Send Solve can be used to report abandoned trolleys, but it was considered that the retailers could be more proactive in their collections.

It was observed by a Board member on the weekend there were four abandoned trolleys down Hoani Street. No rubbish was observed at that time, but noting the resident's observations extended to rubbish as well, it was acknowledged that consideration is being given to the issue by staff further to the resident's observations.

11.5 Neighbourhood Trust AGM

It was noted that Neighbourhood Trust had their AGM on the weekend, which some Board members attended. It was noted that it was interesting to hear the extent of the Trust's work dedicated to addressing food security, including working to establish a community garden on their site, and distributing food parcels. The Board acknowledged the Trust's hard work in these respects.

Meeting concluded at 10.38am.

CONFIRMED THIS 17th DAY OF JUNE 2022

EMMA NORRISH
CHAIRPERSON

7. Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro: 22/576659

Gemma Dioni, Senior Transportation Engineer

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Report of Te Pou Matua:

Hannah Ballantyne, Engagement Advisor

hannah.ballantyne@ccc.govt.nz

General Manager

Jane Davis, General Manager Infrastructure, Planning & Regulatory

Pouwhakarae:

Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Papanui, and to make a recommendation to the Council.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to change the speed limits from 50 kilometre per hour to 40 and 30 kilometres per hour in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

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

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 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-1aaaaa (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 Vagues Road (entire length).
 - b. Approve that the permanent speed limit on Vagues Road (entire length) be set at 40 kilometres per hour.
 - c. Approves the installation of a 30 kilometres per hour variable speed limit on Vagues Road (School Zone) commencing at a point 61 metres north-west of its intersection with Main North Road and extending in a north-westerly direction for a distance of 228 metres. Times of operation are as evidenced on the sign detail.
 - d. Revoke the existing permanent speed limit of 50 kilometres per hour on Lydia Street (entire length).
 - e. Approve that the permanent speed limit on Lydia Street (entire length) be set at 40 kilometres per hour.
 - f. Revoke the existing permanent speed limit of 50 kilometres per hour on La Perouse Place (entire length).
 - g. Approve that the permanent speed limit on La Perouse Place (entire length) be set at 40 kilometres per hour.

- h. Revoke the existing permanent speed limit of 50 kilometres per hour on Nyoli Street (entire length).
- i. Approve that the permanent speed limit on Nyoli Street (entire length) be set at 40 kilometres per hour.
- j. Revoke the existing permanent speed limit of 50 kilometres per hour on Satwell Place (entire length).
- k. Approve that the permanent speed limit on Satwell Place (entire length) be set at 40 kilometres per hour.
- l. Revoke the existing permanent speed limit of 50 kilometres per hour on Leander Street (entire length).
- m. Approve that the permanent speed limit on Leander Street (entire length) be set at 40 kilometres per hour.
- n. Revoke the existing permanent speed limit of 50 kilometres per hour on Primrose Street (entire length).
- o. Approve that the permanent speed limit on Primrose Street (entire length) be set at 40 kilometres per hour.
- p. Revoke the existing permanent speed limit of 50 kilometres per hour on Oakland Street (entire length).
- q. Approve that the permanent speed limit on Oakland Street (entire length) be set at 40 kilometres per hour.
- r. Revoke the existing permanent speed limit of 50 kilometres per hour on Morrison Avenue (entire length).
- s. Approve that the permanent speed limit on Morrison Avenue (entire length) be set at 40 kilometres per hour.
- t. Revoke the existing permanent speed limit of 50 kilometres per hour on Honey Suckle Lane (entire length).
- u. Approve that the permanent speed limit on Honey Suckle Lane (entire length) be set at 40 kilometres per hour.
- v. Revoke the existing permanent speed limit of 50 kilometres per hour on Virgil Place (entire length).
- w. Approve that the permanent speed limit on Virgil Place (entire length) be set at 40 kilometres per hour.
- x. Revoke the existing permanent speed limit of 50 kilometres per hour on Boyne Avenue (entire length).
- y. Approve that the permanent speed limit on Boyne Avenue (entire length) be set at 40 kilometres per hour.
- z. Revoke the existing permanent speed limit of 50 kilometres per hour on Langdons Road from its intersection with Greers Road to its intersection with Chapel Street.
- aa. Approve that the permanent speed limit on Langdons Road from its intersection with Greers Road and extending in an easterly direction for a distance of 482 metres be set at 40 kilometres per hour.

- bb. Approve that the permanent speed limit on Langdons Road from its intersection with Chapel Street and extending in a westerly direction for a distance of 267 metres be set at 30 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Hoani Street (entire length).
- dd. Approve that the permanent speed limit on Hoani Street (entire length) be set at 40 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Cone Street (entire length).
- ff. Approve that the permanent speed limit on Cone Street (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Ellery Street (entire length).
- hh. Approve that the permanent speed limit on Ellery Street (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wilmot Street (entire length).
- jj. Approve that the permanent speed limit on Wilmot Street (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Sails Street (entire length).
- ll. Approve that the permanent speed limit on Sails Street (entire length) be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Chapel Street (entire length).
- nn. Approve that the permanent speed limit on Chapel Street (entire length) be set at 40 kilometres per hour.
- oo. "Revoke the existing permanent speed limit of 50 kilometres per hour on Meadow Street (entire length).
- pp. Approve that the permanent speed limit on Meadow Street (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Apollo Place (entire length).
- rr. Approve that the permanent speed limit on Apollo Place (entire length) be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Shearer Avenue (entire length).
- tt. Approve that the permanent speed limit on Shearer Avenue (entire length) be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Grassmere Street (entire length).

- vv. Approve that the permanent speed limit on Grassmere Street (entire length) be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Tulloch Place (entire length).
- xx. Approve that the permanent speed limit on Tulloch Place (entire length) be set at 40 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Halliwell Avenue (entire length).
- zz. Approve that the permanent speed limit on Halliwell Avenue (entire length) be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Proctor Street (entire length).
- bbb. Approve that the permanent speed limit on Proctor Street (entire length) be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Mary Street (entire length).
- ddd. Approve that the permanent speed limit on Mary Street (entire length) be set at 40 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Loftus Street (entire length).
- fff. Approve that the permanent speed limit on Loftus Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Horner Street (entire length).
- hhh. Approve that the permanent speed limit on Horner Street (entire length) be set at 40 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wyndham Street (entire length).
- jjj. Approve that the permanent speed limit on Wyndham Street (entire length) be set at 40 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Gambia Street (entire length).
- lll. Approve that the permanent speed limit on Gambia Street (entire length) be set at 30 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Frank Street (entire length).
- nnn. Approve that the permanent speed limit on Frank Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 272 metres be set at 30 kilometres per hour.
- ooo. Approve that the permanent speed limit on Frank Street from its intersection with Proctor Street and extending in a westerly direction for a distance of 169 metres be set at 40 kilometres per hour.

- ppp. Revoke the existing permanent speed limit of 50 kilometres per hour on Grants Road (entire length).
- qqq. Approve that the permanent speed limit on Grants Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 325 metres be set at 30 kilometres per hour.
- rrr. Approve that the permanent speed limit on Grants Road from its intersection with Grassmere Street and extending in a westerly direction for a distance of 488 metres be set at 40 kilometres per hour.
- sss. Revoke the existing permanent speed limit of 50 kilometres per hour on Taunton Green (entire length).
- ttt. Approve that the permanent speed limit on Taunton Green (entire length) be set at 40 kilometres per hour.
- uuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Dulles Place (entire length).
- vvv. Approve that the permanent speed limit on Dulles Place (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Erica Street (entire length).
- xxx. Approve that the permanent speed limit on Erica Street (entire length) be set at 40 kilometres per hour.
- yyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Dormer Street (entire length).
- zzz. Approve that the permanent speed limit on Dormer Street (entire length) be set at 40 kilometres per hour.
- aaaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Rayburn Avenue (entire length).
- bbbb. Approve that the permanent speed limit on Rayburn Avenue (entire length) be set at 40 kilometres per hour.
- cccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Perry Street (entire length).
- dddd. Approve that the permanent speed limit on Perry Street (entire length) be set at 40 kilometres per hour.
- eeee. Revoke the existing permanent speed limit of 50 kilometres per hour on Paparoa Street (entire length).
- ffff. Approve that the permanent speed limit on Paparoa Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- gggg. Approve that the permanent speed limit on Paparoa Street from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction for a distance of 297 metres be set at 30 kilometres per hour.
- hhhh. Revoke the existing permanent speed limit of 50 kilometres per hour on Claremont Avenue (entire length).

- iiii. Approve that the permanent speed limit on Claremont Avenue (entire length) be set at 30 kilometres per hour.
- jjjj. Revoke the existing permanent speed limit of 50 kilometres per hour on Bennett Street (entire length).
- kkkk. Approve that the permanent speed limit on Bennett Street (entire length) be set at 40 kilometres per hour.
- IIII. Revoke the existing permanent speed limit of 50 kilometres per hour on Nightingale Place (entire length).
- mmmm. Approve that the permanent speed limit on Nightingale Place (entire length) be set at 40 kilometres per hour.
- nnnn. Revoke the existing permanent speed limit of 50 kilometres per hour on Tomes Road (entire length).
- oooo. Approve that the permanent speed limit on Tomes Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- pppp. Approve that the permanent speed limit on Tomes Road from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction to the intersection of Rutland Street be set at 30 kilometres per hour.
- qqqq. Revoke the existing permanent speed limit of 50 kilometres per hour on Norfolk Street (entire length).
- rrrr. Approve that the permanent speed limit on Norfolk Street (entire length) be set at 40 kilometres per hour.
- ssss. Revoke the existing permanent speed limit of 50 kilometres per hour on Scotson Avenue (entire length).
- tttt. Approve that the permanent speed limit on Scotson Avenue (entire length) be set at 40 kilometres per hour.
- uuuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Tavendale Place (entire length).
- vvvv. Approve that the permanent speed limit on Tavendale Place (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road (entire length).
- xxxx. Approve that the permanent speed limit on Mays Road (entire length) be set at 40 kilometres per hour."
- yyyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Tomes Road to its intersection with Mays Road.
- zzzz. Approve that the permanent speed limit on Rutland Street from its intersection with Tomes Road and extending in a southerly direction for a distance of 58 metres be set at 30 kilometres per hour.
- aaaaa. Approve that the permanent speed limit on Rutland Street from its intersection with Mays Road and extending in a northerly direction for a distance of 127 metres be set at 40 kilometres per hour.

2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The preferred option is to change the speed limits as outlined in the staff recommendations in this report for the following reasons:
 - 3.1.1 Traffic speed data indicates that most road users in this area already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit.
 - 3.1.2 Reduces the likelihood and severity of crashes and improves safety on local roads.
 - 3.1.3 Aligns with the overall vision of the Ministry of Transport/Te Manatū Waka New Zealand Road Safety Strategy - Road to Zero 2020-2030.
- 3.2 Achieves safe and appropriate speeds that reflect the road function, design, safety, and safer use by all. Local neighbourhood roads are low volume and low speed roads and are where we would see more of our vulnerable road users such as school children, cyclists and pedestrians on the road and footpaths.
- 3.3 Through consultation on Slow Speed Neighbourhoods – Papanui, there were requests from submitters to extend the zone to cover these roads bound by Papanui Road and Innes Road and to change some streets to 30 kilometres per hour. Following changes to the Setting of Speed Limits Rule: 2022 it is now possible to include the extra streets as slow streets and introduce 30 kilometres per hour speed limits outside of schools and on streets surrounding the schools.
- 3.4 The Council determined through the Long Term Plan (LTP) to implement at least five slow speed neighbourhoods per year over the next three years. The Papanui Slow Speed Neighbourhood is identified as one of the five neighbourhoods.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 Maintain the status quo – Retain the existing speed limits.
- 4.2 The advantages of this option include:
 - 4.2.1 There are no identified benefits to road safety or consistency of speed limits from retaining the existing speed limits.
 - 4.2.2 No further costs are incurred for providing or modifying speed limit signs.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not align with the objectives of the Waka Kotahi Speed Management Guide 2016.
 - 4.3.2 Does not align with the overall vision of Road Safety Strategy- Road to Zero 2020-2030.
 - 4.3.3 Does not align the posted speed limits with the operating speeds, the safe and appropriate speeds, and does not help improve the credibility and consistency across the network.

- 4.3.4 Does not deliver one of the five slow speed neighbourhoods this financial year as identified in the Long Term Plan.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for Council, and is also a national priority under the principles and guidance of the Road to Zero - New Zealand's road safety strategy for 2020-2030. Road to Zero sets an initial target to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways, and footpaths by 40 percent over the next 10 years. There are several focus areas being looked at nationally to achieve this, but where significant difference can be made is through having safe and appropriate speeds on Christchurch's roads.
- 5.2 It is proposed to reduce the speed limit from 50 kilometres per hour to 40 and 30 kilometres per hour on selected streets in Papanui.
- 5.3 The Council traffic and speed count data indicates that the majority of road users already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling well below this limit. Implementing a lower speed limit will help to reinforce this safer driving behaviour, and help those unfamiliar with the area to understand the safe and appropriate speed. Research suggests that, in some environments, changing speed limit signage alone (without complimentary engineering treatments) may result in a 2 to 3 kilometres per hour reduction in operating speeds. Installation of new speed limit signage in this area may also therefore result in a slight reduction in operating speeds.
- 5.4 Neighbourhoods are areas where we can make the most difference with slower speeds to improve safety for vulnerable road users, because everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling, or using public transport.
- 5.5 The proposed slower speeds will also assist in improving pedestrian connectivity through the neighbourhood by making it safer for people to cross to get where they are going.
- 5.6 The slow neighbourhood speed limit has been determined based on several speed management principles. The fundamental principle is that speed affects the severity of all crashes. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.
- 5.7 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.8 Consultation was open from 8 April to 3 May 2022.
- 5.9 The consultation was advertised through a letter box flyer (1,000 households), [Newsline story](#), social media posts on community Facebook pages, on-site signage at two locations, and the online Have Your Say portal.
- 5.10 The Council received 82 submissions. The table of submissions is available in Attachment B.
- 5.11 63 submitters (77%) clearly support the proposal, 14 clearly oppose (17%) and five submitters (6%) take no clear stance either way. The full analysis of submissions is available in Attachment C.
- 5.12 Following a review of the submissions and changes to the Setting of Speed Limits Rule: 2022, the Slow Speed Neighbourhood was extended to the south to cover Mays Road, Rutland Street and the streets that are bound by Mays Road, Rutland Street, Papanui Road and Innes Road. The Rule change also allowed for the introduction of permanent 30 kilometres per hour streets around schools. The school speed zone for St Josephs School on Vagues Road will

remain a variable speed limit but will be changed to 30 kilometres per hour to align with the new rule.

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 - \$75,000.
- 7.2 Maintenance/Ongoing costs – approximately \$2,000/year.
- 7.3 Funding Source – Slow Speed Neighbourhoods project 65987.

Other

- 7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture







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

- 8.1 Speed Limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- 8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 8.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A  	Slow Speed Neighbourhood - Papanui - Proposed Speed Limit Map	28
B  	Slow Speed Neighbourhood - Papanui Submission Tables for public	29
C  	Slow speeds neighbourhood - Papanui Analysis of submissions	54

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

Document Name	Location / File Link
Not applicable	Not applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

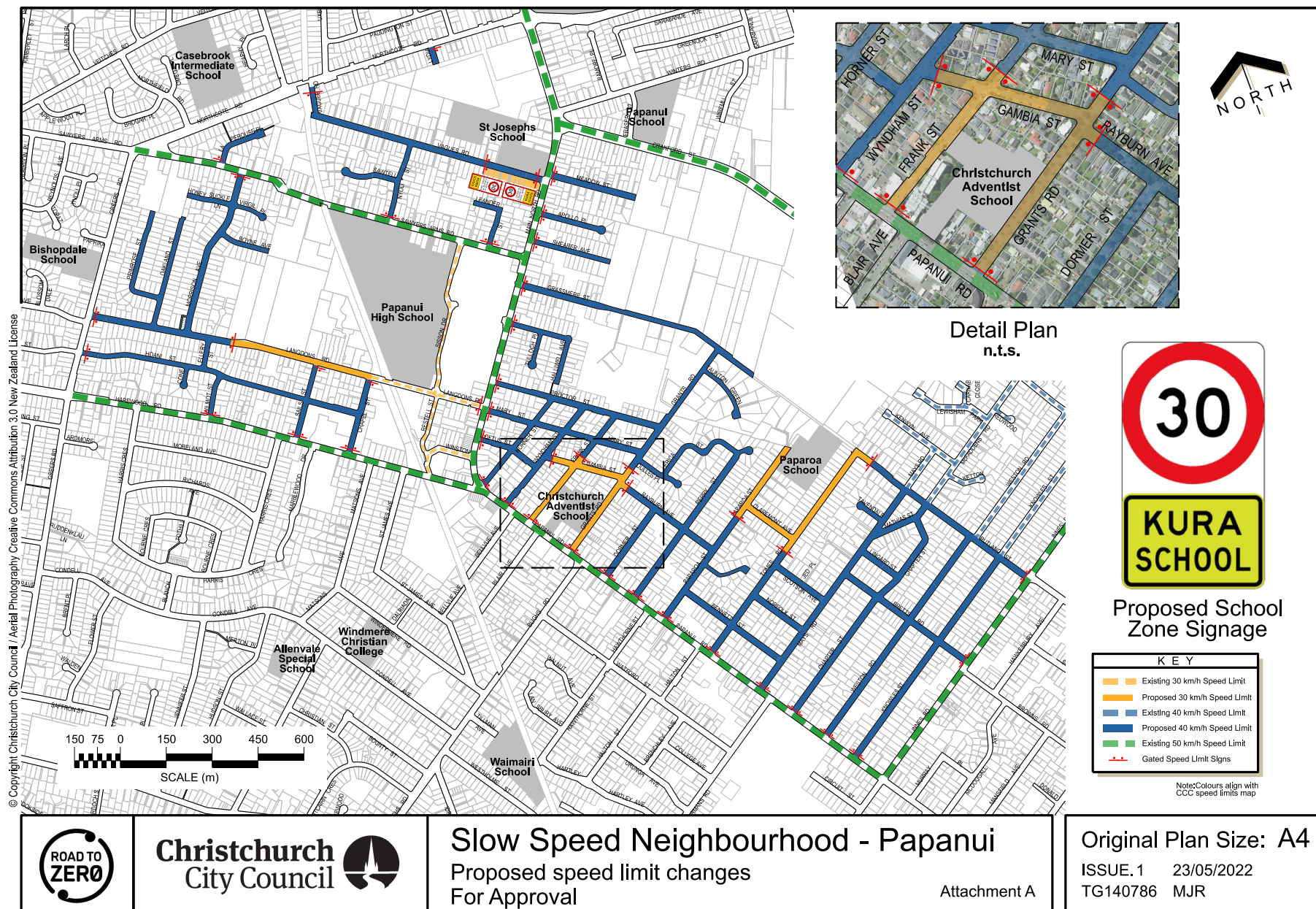
(a) This report contains:

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

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

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

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

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

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

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

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45866	Living on [REDACTED], I am over the people who live further down the street and the speedy they go on motorbikes and in cars. I feel unsafe as I live near the street and feel they may lose control. The noise is also a factor. I would certainly support a reduction to 40km/h and would actually prefer a 30km/h. But we need the monitoring (i.e. camera's at the Main North Road traffic lights facing down Halliwell Ave).	Victoria Wales		
45611	Road works times and good signage dates would be appreciated .I think it's a great idea to make our community safer. The use of scooters and the way that some speed about traffic is an issue I would like to see Signage for Scooter users who are speeding more frequently these days on the roads with more person's adopting a cheaper mode of transport I think it will also highlight the Dangers to traffic users and foot traffic. Many times scooters users have frightened me with high speeds and darting in and around congested traffic and on roads in general. In addition, Drivers who are reckless on our Streets need to have some way to slow their speeds down. I welcome these changes. Great Move forward Council Thank you.	Fox Veronica		
45612	I personally don't think the limits should be changed around Papanui. It's already slow enough getting around there now especially with all the ridiculous amounts of traffic lights around. Nothing wrong with 50km and it should be kept that way	Shania Harkerss		
45870	<p>St James Avenue in Papanui needs to be included in a 30km as there is a high number of cars rat running through the street at high speeds to avoid Papanui Road. In off peak times and at night there are cars that appear to be racing through the street with the added challenge of negotiating the sharp bend outside no.77. The camber of the road is out in this bend, which tends to push the cars to the curb and results in many sliding into the deep-dish gutter. Some veer right across the carriage way and into the fence on the other side of the corner. Recently this resulted in a pedestrian being struck and needing to be hospitalised. Cars race through the narrowing at Bellevue, when neither will give way a head on accident results. There have been vehicles travelling at speed that get into difficulty in this area, hit the curb, and mount the footpath. Others fail to take the bend out if St James into Windermere and plough across the large grass area beside the intersection. These vehicles even when damaged make their way from the street to avoid residents and the Police. Trees in the St James Windermere intersection have been broken at ground level recently.</p> <p>As cars speed through the full length of the street both day and night, it is a considerable risk to cross the road to enter the park at both entrances. A pause way at those park gates would be a blessing making a safer crossing for children's sport at the weekend and when the several schools in the area use the park. There are schools that teach road crossing in the street, which is risky to say the least. Cars turn from Harewood Road and gain a fast clip before they are at the park. This area is used for smoking tyres and often has large rubber marks on its surface.</p> <p>Pedestrian pause ways would also provide safety to the rest home residents in the area many of whom walk to the rose garden area in the park. Preschools also cross the wide street at the same point to walk the park.</p> <p>A speed limit lowering for the entire street would improve safety, with it lowered further at the sharp bend by no.77 and the road narrowing at Belview Street.</p> <p>Pedestrian pause ways for safety for the local residents and sport players would be a massive improvement in this street that has not only become a rat run but also a part of the race track for young drivers, sadly this not just limited to night.</p> <p>The rat runners travel way over the 50km speed also</p>	Howley Margaret		
45625	How about doing something about the exiting of the Kmart shopping area and Langdons onto Greers? Slowing down the speed limit will only make it harder.... you've allowed vehicles to be attracted to this location enmasse but not considered the consequences	Sue Meadows		
45627	I work from home as an Early Childhood Educator. I hear cars screaming down Vagues Road all hours of the day. This is concerning as there is a school (St Joseph's) on the road, as well as many children living in the area. I believe the only way to make this area safer is by creating speed bumps to slow the traffic. It is a wide road, which cars are using as a cut through and are going fast to avoid busy traffic from the main road. I have lived here for a few years now and it has always been a problem.	Lauren Cooke		
45630	<p>Hi there, my name is Augustino and I've had the privilege to live in New Zealand for almost 3 years now.</p> <p>I've had the opportunity of living in several countries around the world and on every continent but have decided to make NZ my home, for now...</p> <p>Once arriving in NZ two things on the road stood out to me.</p> <p>1. These are one of the slowest roads I've ever driven on.</p> <p>2. These are the worst drivers I've ever come across.</p>	Augustino Kondylis		

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

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

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

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

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

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

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

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

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



Submission #46091

Papanui Slow Speed Neighbourhood

I Fully Support:

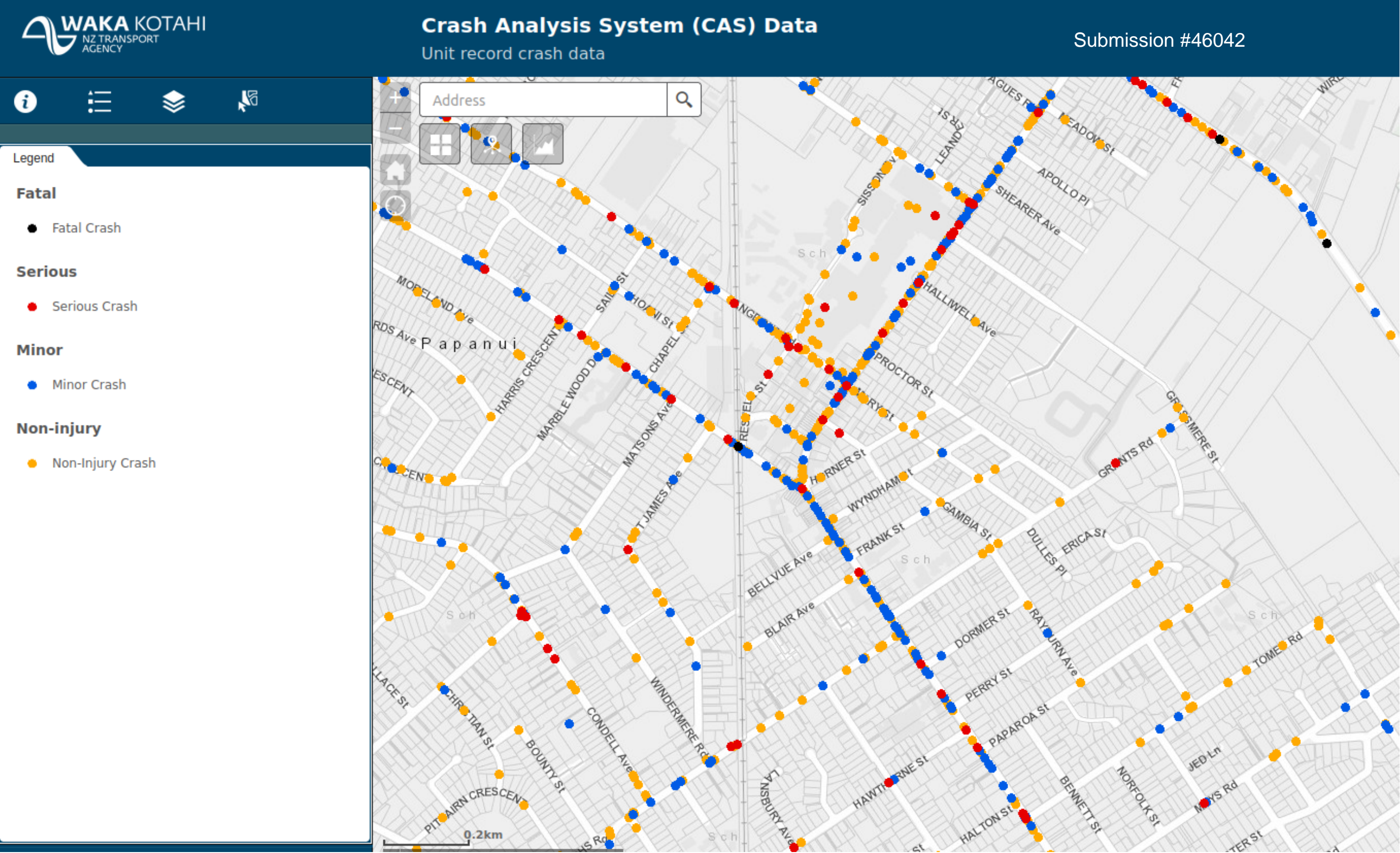
- Slow Speed Neighbourhoods as a concept, but speed limits need to be 30 km/h on local roads and 40 km/h on arterial roads
- Reducing Langdons Road outside the Northlink shops to 30 km/h
- Reducing the remaining western section of Langdons Road to 40 km/h
- Reducing Vagues Road to 40 km/h
- Including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

Please also:

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

Submission #46042





Submission #46063

Canterbury

District Health Board

Te Poari Hauora ō Waitaha

Item 7

Attachment B

Submission on Slow Speeds Neighbourhood - Papanui

To: Christchurch City Council

Submitter: Canterbury District Health Board



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

Submission #46063

SUBMISSION ON SLOW SPEEDS NEIGHBOURHOOD - PAPANUI

Details of submitter

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

Details of submission

4. We welcome the opportunity to comment on the proposal on the Papanui slow speeds neighbourhood. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'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 #46063

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, 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.
14. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

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 #46063

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

Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

Date: 2/05/2022

[Redacted content]

Submission #46070



2 May 2022

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

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

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

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

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

Submission #46070

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

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

Yours sincerely,



Dan Shepherd
Regional Manager - Southern
Blind Low Vision NZ

Slow speeds neighbourhood - Papanui



Analysis of submissions

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

Submitter profile

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

Feedback

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

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

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

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

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

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

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

8. Styx Living Laboratory Field Centre - Lease to Styx Living Laboratory Trust

Reference / Te Tohutoro: 22/451636

Report of / Te Pou

Matua:

Kathy Jarden, Team Leader Leasing; Kathy.Jarden@ccc.govt.nz

General Manager /

Pouwhakarae:

Mary Richardson, General Manager Citizens & Community;

Mary.Richardson@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is grant a lease to Styx Living Laboratory Trust (the "Trust") of the land and buildings at 75 Lower Styx Road.
- 1.2 This report has been written to support the granting of the lease to support the Council's long term vision for the land. This follows a briefing to the Community Board on 18 February 2022 by the Trust.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected and previous consultation in the development of a vision for the site.
- 1.4 In 2001 the Christchurch City Council approved and adopted The Styx Vision 2000-2040 (the "Styx Vision") planning document. Vision Three of the Styx Vision was to establish the catchment as a "Living Laboratory".
- 1.5 In 2002 the Styx Living Laboratory Trust was established to achieve the Council vision and a Memorandum of Understanding between the Trust and Council was signed.
- 1.6 The Council and the Trust are now ready to establish the Styx Living Laboratory Field Centre ("Field Centre") at the property. The Council has issued a temporary licence for the use of the property while the Trust develops the site in partnership with the Council and community.
- 1.7 A longer term of tenure is sought and officers propose a lease term of 20 years including provisions for the Trust to enter into occupancy arrangements to organisations that provide complementary activities that would provide additional financial support to the Trust to cover day-to-day costs associated with the property. This may include agreements to make available office space, storage and provisions for an on-site caretaker in a self-contained dwelling.
- 1.8 Permission is also sought for the Trust to host community events promoting their work through activities such as open days and farmers markets.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Approve the granting of a lease to the Styx Living Laboratory Trust for a period up to twenty years including renewals over that part of land described as Lot 5 Deposited Plan 305008 being 6100 square metres more or less held for the purpose of a Local Purpose Reserve (Community Buildings) subject to the Reserves Act 1977 at an annual rental of \$20,000 per annum including GST for the purpose of establishing and managing a Living Laboratory.

2. Approve the proposed use of the property to include the Styx Living Laboratory Trust entering into occupancy agreements for the purpose of complementary activities fitting the purpose of the Styx Vision; such uses to be approved by the Head of Parks and Manager Property Consultancy.
3. Request the Manager Property Consultancy to conclude and administer the terms and conditions of the lease and any supporting occupancy arrangements such as hire agreements and licences to occupy.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 To support the Styx Vision 2000 - 2040 which sought to establish a Styx Living Laboratory Field Centre.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Continue to rent the property as a residential tenancy. This was discounted as it is contrary to the Council's Styx Vision.

5. Detail Te Whakamahuki

- 5.1 The property is located at 75 Lower Styx Road.
 - 5.1.1 Legal Description Lot 5 Deposited Plan 305008 being 6100 square metres more or less held for the purpose of a Local Purpose Reserve (Community Buildings) subject to the Reserves Act 1977.
- 5.2 The Site and Buildings





5.3 The Tenant

5.3.1 The Styx Living Laboratory Trust was established in 2002 to achieve the Council's Styx Vision and is registered as a charity on the Charities Register.

5.3.2 The Trust is in partnership with the Council, Environment Canterbury, Landcare Research, NiWA, Lincoln University and Willowbank Wildlife Reserve.

5.4 Lease Details

5.4.1 Lease Term - 20 years including renewals

5.4.2 Annual Rent - \$20,000 including GST to be reviewed 5 yearly

5.4.3 Outgoings - water, electricity, telecommunications, compliance costs

5.4.4 Inclusions - costs for servicing wastewater septic tank system, monthly costs associated with managing security systems to the buildings

5.4.5 Provision for tenant to enter into occupancy agreements with community agencies and organisations whose activities support the Living Laboratory, including approval to put in place an on-site caretaker in a separate self-contained dwelling.

5.4.6 All building and regulatory consents to be funded by the Tenant.

5.5 Community consultation was undertaken with the preparation and adoption of the Styx Vision 2000 - 2040.

5.6 The decision affects the following wards/Community Board areas:

5.6.1 Waipapa Papanui-Innes

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

6.1 Resilient Communities

The Trust actively engages with local communities through various outreach and monitoring programmes and community events. It is the intention that the Field Centre will be the base for these activities, and that the number and scale of activities will continue to increase significantly in the next five years. The Trust also employs a full-time Community coordinator who is based at the field centre, and will be hosting a programme of artists in residence over the coming five years.

6.2 Liveable City

Staff and volunteers working from the Field Centre will be actively contributing to Christchurch as a 21st century Garden City through one of its key performance indicators of improving resident satisfaction with the management of parks and reserves and public spaces in the Styx catchment. It will also be actively supporting the establishment of the Styx Source to Sea walkway (Vision 2 of the Styx Vision 2000 – 2040).

6.3 Healthy Environment

The Styx Living laboratory Trust has received \$4.2M over a five year period from the Ministry for the Environment's Freshwater Improvement Fund (FIF). This funding is targeted at significant environmental enhancement throughout the Styx Catchment, and covers the hiring of staff - including field staff - who are based at the Field centre. Note that the FIF project is partnership between the Trust and Council.

6.4 Prosperous Economy

Through the FIF work stream, The Trust will be supporting local businesses. Also, as part of the FIF project the Trust has a key performance indicator of contacting all businesses in the Styx River catchment to gain support for the Styx project.

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

6.5.1 Activity: Parks and Foreshore

- Level of Service: 6.3.9 Support conservation groups to achieve the city's biodiversity outcomes. - 100% of funded conservation group project agreed outcomes met.

Policy Consistency Te Whai Kaupapa here

6.6 The decision is consistent with Council's Plans and Policies:

- Styx Vision 2000 - 2040
- Biodiversity Strategy
- Climate Change Strategy
- Surface Water Strategy

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.7 The Styx Living Laboratory Trust are working closely with various Mana Whenua-based groups to protect and restore natural environments and cultural sites throughout the Styx Catchment as part of its Freshwater Improvement Fund Project. The Field Centre and its associated activities will also provide opportunities to promote traditional knowledge and mātāuranga Māori.

6.8 The Establishment of the Styx Field Centre at 75 Lower Styx Rd is part of Council's Styx Vision 2000 – 2040, which entailed consultation and partnership with Mana Whenua.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.9 The Trust are planting two (2) hectares of forest in the Styx catchment per year over the next five years.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.10 Any modifications to the buildings used by the Trust will be in accordance with current building code requirements to ensure it services all accessibility levels.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - Staff time to prepare the report.
- 7.2 Maintenance/Ongoing costs - costs for security monitoring and servicing of wastewater septic tank systems to be met by Council.
- 7.3 Funding Source - current operational budgets.

Other / He mea anō

- 7.4 Improvements to the buildings to make it fit for purpose will be at the cost of the Tenant.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 The Reserves Act 1977, section 61 (2A) - the administering body may lease all or part of the reserve to a voluntary organisation for the purpose of farming, grazing, cultivation, cropping or other like purposes. The activity of the Living Laboratory fit in this category.
- 8.2 Delegations – Community Boards have the delegation to grant leases of local purpose reserves in accordance with section 61 of the Reserves Act.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 The legal considerations are:
 - 8.3.1 Correct application of the provisions pursuant to section 8.1 and 8.2 above;
- 8.4 This report has not been reviewed and approved by the Legal Services Unit. The matter of the preparation of the lease is a routine matter on which the legal situation is well known and settled.
- 8.5 The lease documentation will be prepared by the Council's Legal Services team.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There is some minor risk to the Community Board in not approving the staff recommendation. There may be reputational damage in not proceeding with the establishment of the Living Laboratory which is part of the Council's Styx Vision 2000-2040.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name	Location / File Link
The Styx: Vision 2000 - 2040	https://ccc.govt.nz/environment/water/water-policy-and-strategy/the-styx-vision-2000-2040

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	Kathy Jarden - Team Leader Leasing Consultancy
Approved By	Angus Smith - Manager Property Consultancy Kay Holder - Manager Regional Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

9. Cranford Street near McFaddens Road - Proposed P10 and No Stopping Restrictions

Reference Te Tohutoro: 22/563200

Report of Te Pou Matua: Barry Hayes, Senior Traffic Engineer, barry.hayes@ccc.govt.nz

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to consider options to improve safety and visibility for drivers turning out of the Waitomo petrol filling station and the Small World pre-school off Cranford Street. This report has been written in response to a request from the manager at the pre-school and at the Waitomo petrol filling station.
- 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 P10 and No Stopping restrictions in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes, on the north east side of Cranford Street, commencing at a point 103 metres north west of its intersection with McFaddens Road and extending in a north west direction for a distance of 7 metres.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes, on the north east side of Cranford Street, commencing at a point 110 metres north west of its intersection with McFaddens Road and extending in a north west direction for a distance of 8 metres.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of vehicles is prohibited at any time, on the south west side of Cranford Street commencing at a point 143 metres north of its intersection with McFaddens Road and extending in a northerly direction for a distance of 13 metres.
4. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-3 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Safety concerns have been identified/raised for vehicles exiting 304 (occupied by Small World pre-school) and 311 Cranford Street (occupied by Waitomo filling station and Cranford Mowers and Chainsaws) due to parked vehicles obstructing visibility.
- 3.2 In both cases, by implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines for drivers turning onto Cranford Street.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Currently drivers are only legally required to park one metre from the access
- 4.2 The advantages of this option include:
 - 4.2.1 Retains two on-street parking spaces on the south west side and two unrestricted spaces on the north east side.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not address the identified safety issue of parked vehicles obstructing visibility on both sides of Cranford Street.

5. Detail Te Whakamahuki

Background

- 5.1 As part of the Christchurch Northern Corridor (CNC) project, further work has been undertaken to monitor and respond to the downstream effects of the traffic using the road network within the St. Albans and Mairehau areas, which include the Cranford Street route.
- 5.2 A major package of road safety improvements has already been implemented over the last 2 years along this route and local streets. This proposal is a response to feedback received on the effects of parked vehicles upon driver safety. This section of Cranford Street is median divided and is classified as a major arterial within the road hierarchy in the District Plan.

Description of issues

- 5.3 On the north east side, at 304 Cranford Street an access is provided to the car park for parents picking up / dropping off children at the 'Small World' pre-school and nursery, with peak pick up / drop off times largely coinciding with peak periods on the adjacent road network.
- 5.4 At the pre-school, there are unrestricted parking spaces on either side of the access, which equate to two parking spaces. Both locations were occupied by drivers that park here for most of the day, which result in difficulties for parents and carers finding spaces during periods of high demand.
- 5.5 Consequently it is considered that it would be more appropriate to increase turnover at these two spaces, which will improve short stay parking opportunities for the pre-school. It also increases the probability of empty parking spaces which improves the sight line for drivers leaving the pre-school towards approaching city-bound traffic on Cranford Street.

- 5.6 On the opposite (south west) side of Cranford Street, the location of interest is situated between the two accesses to the petrol filling station which operates as an informal one way system. The section between the accesses is unrestricted for parking and is usually occupied by parked cars for most of the day. These vehicle obstructed the sight line for drivers turning out of the access onto Cranford Street. Since the filling station is unmanned it would be advantageous to maintain clear sight lines consistently throughout the week.
- 5.7 At this location it is therefore considered appropriate to replace these two spaces with no stopping restrictions.
- 5.8 Approval is required by the Waipapa Papanui-Innes Community Board.
- 5.9 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.10 An information leaflet (as shown in **Attachment B**) detailing the proposed parking restrictions parking was hand delivered to all businesses on the west side of Cranford Street north of McFaddens Road and to affected properties on the east side, namely 300-314 Cranford Street.
- 5.11 When the leaflets were being delivered two businesses supported the removal of on-street parking outside Waitomo Service Station to provide clear sightlines for vehicles exiting the site. At the time of writing this report we have not received any other comment.
- 5.12 The Team Leader Parking Compliance supports the preferred option.
- 5.13 The do nothing option is inconsistent with community requests to improve visibility for drivers turning onto Cranford Street.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal improves accessibility for pedestrians/drivers/cyclists, by improving visibility between drivers leaving the two properties and those travelling on Cranford Street.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$600 for the 4 signs and road markings and \$750 for investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs – Approximately \$100 per annum for line marking renewal.
- 7.3 Funding Source – The CNC (Christchurch Northern Corridor) Downstream effects budget.

Other

- 7.4 Not applicable.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 None Identified.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Site Plan - Cranford at McFadden P10 and No stopping restrictions	66
B 	Engagement Leaflet - Cranford North of Innes PIL	67

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

Document Name	Location / File Link
Not applicable	Not applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

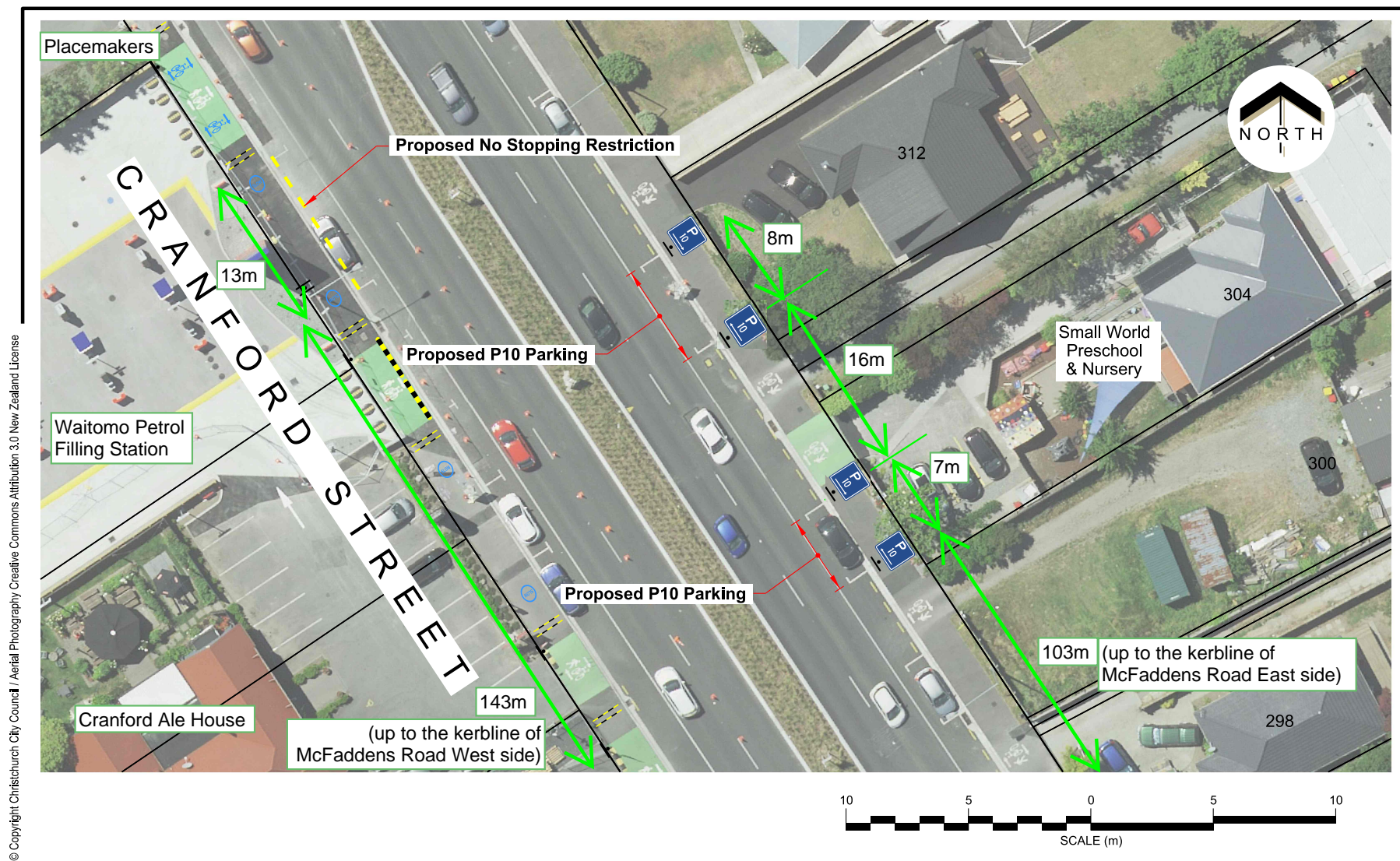
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(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Barry Hayes - Senior Traffic Engineer
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

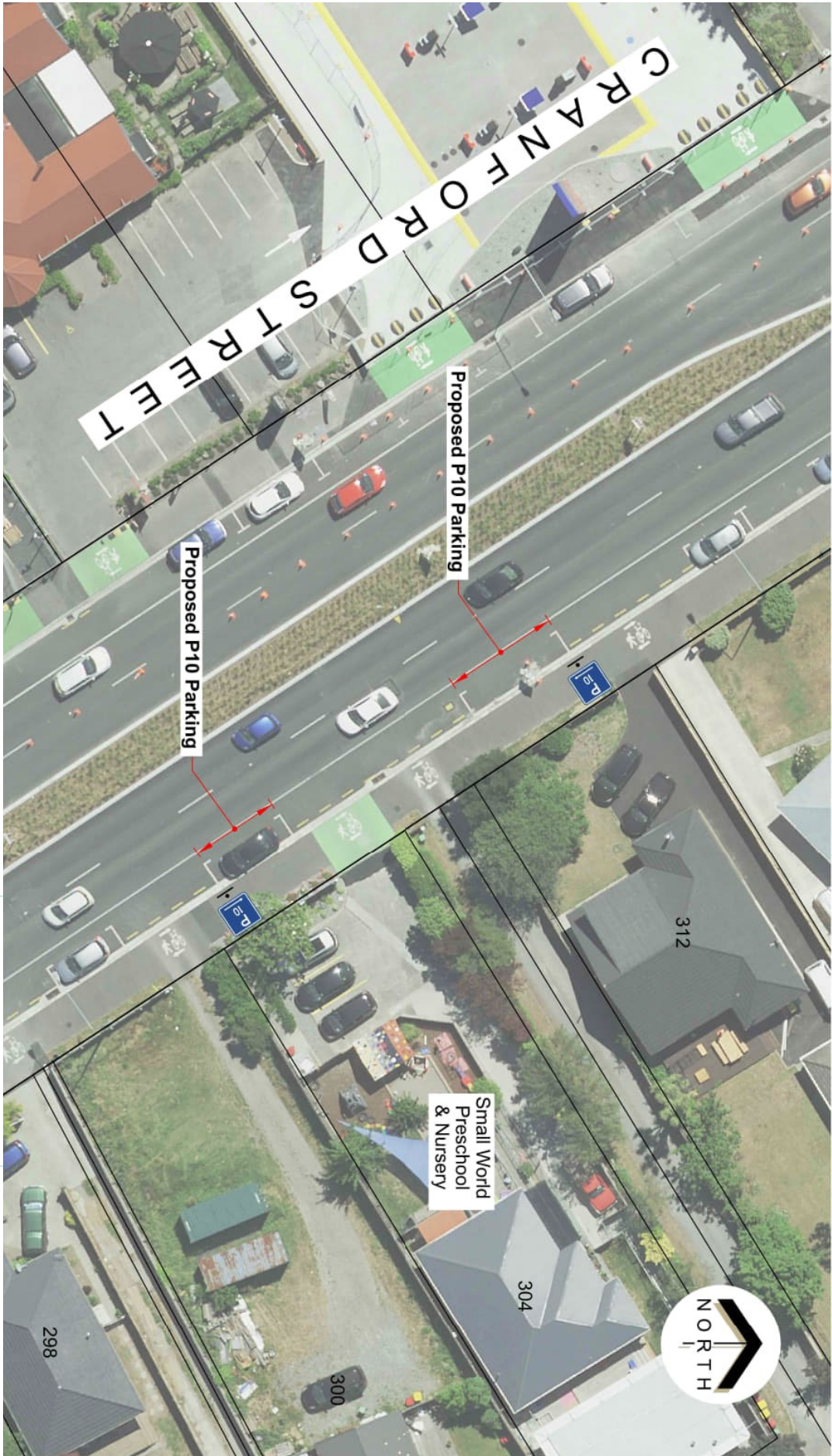
Cranford Street near McFaddens Road

Proposed P10 and no stopping restriction
For Community Board Approval

Attachment A

Original Plan Size: A4

ISSUE.1 13/05/2022
RD3716s91 MJR



Cranford Street parking changes - east side

For your information

Cranford Street Cycle safety improvements and parking changes



What we are doing—west side

- Installation of cycle safety rumble strips on each side of all business driveway accesses to slow riders
- New cycleway path crossing signage installed at the exit of each driveway
- New slow signage with red block paint on the path surface to highlight an approaching conflict point
- New vehicle speed humps at the driveways of Waitomo Fuel Stop and Placemakers
- Remove a 2metre section of wooden fence between Waitomo and Placemakers to improve sightlines for vehicles
- Remove two on-street carparks adjacent to Waitomo Fuel Stop to improve sightlines

What we are doing - east side

Concerns have been raised by the preschool with all day parked vehicles blocking visibility for drivers turning out of the preschool. We are proposing the following changes to create a safer environment for this accessway:

- New P10 parking outside Small World Preschool and 312 Cranford Street to support drop off and pick ups and improve visibility and clear sight lines

Timeframes

If these changes are approved by the Waipapa Papanui Innes Community Board we expect work to be completed by July 2022.

Plans of changes over the page

Is there anything we need to know?

- ☎ Speak to **Ann Tomlinson, Senior Engagement Advisor** on 03 941 8717
- ✉ Or email ann.tomlinson@ccc.govt.nz

By **Friday | 13 | May | 2021**



Cranford Street cycle safety improvements - west side



PLAN
 1:400

CAUTION
 DRIVEWAYS
 AHEAD
 NEW SIGN
 (750 x 600)



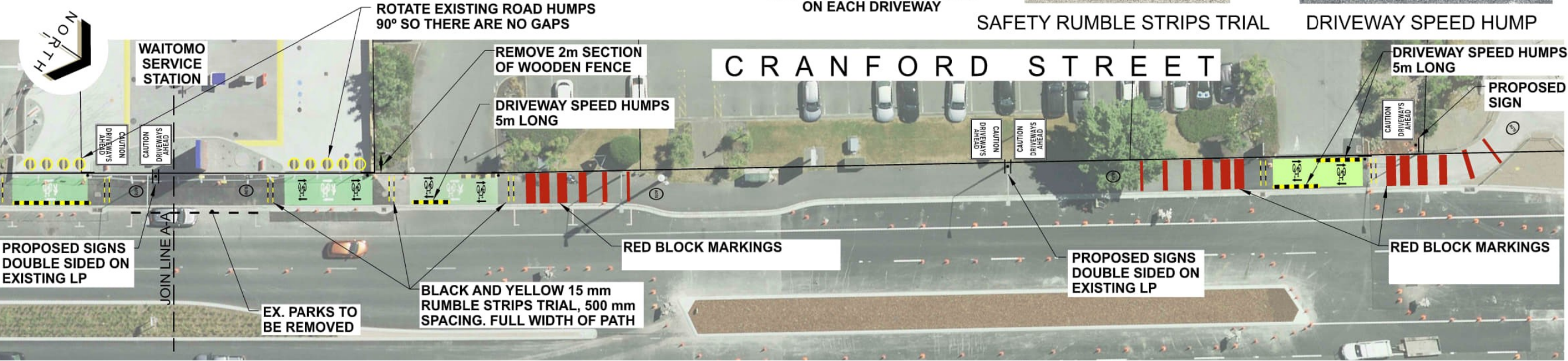
SIGN (WU61) TO BE INSTALLED
 ON EACH DRIVEWAY



SAFETY RUMBLE STRIPS TRIAL



DRIVEWAY SPEED HUMP



10. Langdons Road - Transport Update

Reference Te Tohutoro: 21/1131429

Report of Te Pou Matua: Liqi Chen, Transport Network Planner
Kirsty Mahoney, Team Leader, Asset Planning Transport

General Manager
Pouwhakarae: Jane Davis, GM Infrastructure, Planning and Regulatory Services

1. Brief Summary

- 1.1 The Papanui-Innes Community Board requested that staff ensure a full assessment is undertaken of the network affected by the Northlink retail park development in conjunction with Resource Management Act processes and report back to the Board, following its meeting held on 7 August 2020.
- 1.2 The purpose of this report is to inform the Board as to progress made on addressing in particular the concerns in relation to transport along Langdons Road. This issue was first raised by the Community Board in August 2020, with a network study requested centred around Langdons Road.
- 1.3 Work on the network study has progressed, however, we are currently awaiting further details around the implementation of the Northlink Retail Park - Stage 3, including when this will proceed, what this will look like, what roading works might result, and the scale of additional network demands generated.
- 1.4 As part of this network analysis and planning, staff are investigating safety and levels of service for all road users, and are seeking to develop improvement options including traffic management, pedestrian crossings, safe cycle access, and potential future public transport services.
- 1.5 It is highly likely that some improvements will be required, particularly for active transport mode users, and some of the less expensive options, such as pedestrian refuge islands, are already being delivered through existing Council programmes. The addition of cycle lanes along Langdons Road will also be implemented following the resealing work in the near future.
- 1.6 Other projects and options associated with this corridor, includes investigation of the use of traffic signals at the access to Northlink Retail Park, as well as the installation of signals at the Greers Road / Langdons Road intersection. The latter project is currently programmed for design and implementation in FY23-FY25 with a programmed budget of \$2M.
- 1.7 Staffing changes have led to a delay in completing the network study, however, this work is now aiming to be completed in the 2022 calendar year.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

1. Receive the information, including the timing and scope of the network study.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtuturanga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Kirsty Mahoney - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management

11. Waipapa Papanui-Innes 2021-2022 Discretionary Response Fund Application - Activation of Shirley Community Reserve and St Albans Residents Association.

Reference / Te Tohutoro: 22/670554

Report of / Te Pou
Matua: Helen Miles Community Recreation Advisor
Helen.miles@ccc.govt.nz
Stacey Holbrough Community Development Adviser
Stacey.Holbrough@ccc.govt.nz
General Manager /
Pouwhakarae: Mary Richardson General Manager Citizens & Community
Mary.Richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes Community Board to consider two applications for funding from its 2021/2022 Discretionary Response Fund.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00064542	Papanui-Innes Community Board	Activation of Shirley Community Reserve	\$10,000	\$10,000
00064545	St Albans Residents Association	Morning Tea at Kohinga and Entertainer at the Mid-Winter Christmas Market	\$840	\$450

- 1.2 There is currently a balance of \$22,847 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

- Approves a grant of \$10,000 from its 2021-22 Discretionary Response Fund towards the Activation of Shirley Community Reserve project, with any unspent funds to be returned to the Waipapa Papanui-Innes Community Board's Discretionary Response Fund.
- Approves a grant of \$450 from its 2021-22 Discretionary Response Fund to St Albans Residents Association towards Volunteer Morning Teas at Kohinga.
- Approves the move of any unspent funds from the Community Board Projects; Summer with your Neighbours, Community Service Awards, Community Garden Pride, Community Liaison and Events, Positive Youth Development Fund, and Edible Gardens projects to be transferred back to the Waipapa Papanui-Innes Discretionary Response Fund.
- Approves the carry forward of the remaining balance of the 2021-22 Strengthening Communities Fund to the 2021-22 Waipapa Papanui-Innes Discretionary Response Fund.
- Approves that any remaining 2021-22 Discretionary Response Funds at the end of the financial year, be carried forward to the 2022-23 Discretionary Response Fund and 2022-23 Strengthening Communities Fund with a 30% /70% split, respectively.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and, in particular, the strategic priority of Physical Recreation and Sport Strategy Goal one- A safe physical environment that encourages participation in recreation and sport. Strengthening Communities Together Strategy Pillars Place and Participation – We support and help build connections between communities and their places and spaces to foster a sense of local identity, shared experience and stewardship. Residents and groups in the wider community are socially and actively engaged and are able to initiate, influence and make decisions that affect their lives.

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 2021/22	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$54,547	\$31,700	\$22,847	\$12,397

- 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  	Waipapa Papanui-Innes Community Board 17 June 2022 Matrix Shirley Community Reserve Activation	74
B  	Waipapa Papanui-Innes Community Board 17 June 2022 Matrix St Albans Residents Association DRF application	75

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Helen Miles - Community Recreation Advisor Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Halswell-Hornby-Riccarton

2021/22 DRF PAPANUI-INNES 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.

00064542	Organisation Name Papanui - Innes Community Board	Name and Description Activation projects - Shirley Community Reserve Activating the Shirley Community Reserve with the local community	Funding History Other Sources of Funding	Request Budget Total Cost \$10,000 Requested Amount \$10,000 100% percentage requested Contribution Sought Towards: Activities, events - \$10,000	Staff Recommendation \$10,000 Approves a grant of \$10,000 from their 2021-22 Discretionary Response Fund towards the cost of activation projects on the 10 Shirley Road site, with any unspent funds to be returned to the Waipapa/Papanui-Innes Community Board's Discretionary Response Fund.	Priority 2
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Organisation Details: Service Base: Legal Status: Established: Staff – Paid: Volunteers: Annual Volunteer Hours: Participants: Target Groups: Networks: Organisation Description/Objectives:	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Youth StrategyPhysical Recreation and Sport StrategyStrengthening Communities Together strategyCouncil Community Outcomes: Resilient CommunitiesCommunity Board Plan: Improve and support community facilities and amenity in the Papanui - Innes Wards. Vulnerable Communities are supported. Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementProvide community based programmesFoster collaborative responses Outcomes that will be achieved through this project <ul style="list-style-type: none">Build capacity of the working group in events and programme managementParticipation satisfaction survey will have 90% satisfaction rate.Use of the site has increasedFeedback from participants and working group informs future activations at the site. How Will Participants Be Better Off? <ul style="list-style-type: none">Place for people to connect and participate in recreationIncreased wellbeingSense of place and ownership by all the community	Staff Assessment <p>This project is about activating the Shirley Reserve with the local community. This project will collaborate with local community organisations to plan, implement, and ensure the provision of activities, events, and programmes in the park throughout the year. The project will work with the community to ensure these activities are sustainable and transferable as the park's future is decided.</p> <p>The project contributes to the well-being and prosperity of the local community.</p> <p>The projects aims to have the following outcomes:</p> <ul style="list-style-type: none">Set up a community working group to plan and implement activations at the site.Build capacity of the working group in events and programme management.Participant Satisfaction Survey - 90% of the participants are satisfied with the events, programmes, and use of the site has increased.Feedback from participants and working group informs future activations at the site.
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2021/22 DRF PAPANUI-INNES 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.

00064545	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	St Albans Residents Association (SARA) Inc	St Albans Residents Association St Albans Residents Association (SARA) are the kaitiaki (guardians) of Te Kohinga - St Albans Community Centre. SARA are seeking funding for two projects, Morning Tea at Kohinga and to provide an entertainer for the Mid-Winter Christmas Market.	\$ 840 Requested \$ 840 (100% requested)	Volunteer Expenses - \$360 Equipment/Materials - \$180 Entertainer - \$300	\$ 450 That the Waipapa Papanui-Innes Community Board approves a grant of \$450 from its 2021-22 Discretionary Response Fund to the St Albans Residents Association Incorporated towards a contribution to Morning Teas and Kohinga project.	2

Organisation Details

Service Base: Kohinga - St Albans Community Centre, 1049 Colombo Street, St Albans
Legal Status: Charitable Trust
Established: 18/06/1996
Target Groups: Community Development
Annual Volunteer Hours: 3,050
Participants: 25,000

Alignment with Council Strategies

- Strengthening Communities Together Strategy

CCC Funding History

2021/22-\$4,000 (Kohinga St Albans Community Centre) SCF LCH
2021/22-\$2,000 (Kohinga St Albans Community Centre) SCF FWH
2021/22-\$12,500 (Kohinga St Albans Community Centre) SCF PI
2020/21-\$1,000 (Interim Support for a Centre Manager) DRF LCH
2020/21-\$3,000 (Interim Support for a Centre Manager) DRF PI

Other Sources of Funding

Staff Assessment

St Albans Residents Association Incorporated (SARA) serves the wider St Albans community. SARA has a number of mechanisms to reach and connect with the St Albans community: the St Albans News, St Albans Community website, social media, community notice boards, regular membership mail outs and community discussions, which helps inform and connect neighbours and the St Albans community and increase the awareness of local activities, groups and events.

SARA has the management responsibility for the Centre for the next nine years, this includes managing the bookings, activation, and cleaning of the space, as well as funding for all the activities within the building. A variety of programmes will be run and supported at the Centre as well as within the wider community. The Centre will also be the base for Neighbour Net, the St Albans News and the Community Activator.

SARA is requesting for funding for two projects:

The first project is morning tea at Kohinga. This happens the first Thursday of the month from 10am to 11.30am. This group is geared towards the older residents in the area but open to all. High Tea at Kohinga is run by volunteers will provide kai for the morning teas. Funding is for volunteer recognition and tea/coffee costs.

The second project is for funding for an entertainer at the Mid-Winter Christmas Market. The Mid-Winter Christmas Market is to be held on 18 June 2022 from 11:00am to 2:00pm at Edgeware Village. The market will be for stallholders to sell their, arts, and crafts.

12. Waipapa Papanui-Innes 2021-2022 Positive Youth Development Fund Application - Villa Maria College

Reference / Te Tohutoro: 22/715934

Report of / Te Pou Helen Miles: Community Recreation Advisor

Matua: Helen.Miles@ccc.govt.nz

General Manager / Mary Richardson: General Manager 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 Waipapa Papanui-Innes Community Board to consider an application received for funding from its 2021-22 Youth Development Fund.
- 1.2 This report is to assist the Board to consider an application of funding from Youth Development Fund.
- 1.3 There is currently a balance of \$5,125 remaining in this fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board resolve to:

1. Approve a grant of \$600 from its 2021-22 Positive Youth Development Fund to Villa Maria College towards the costs of Gemma and Lilly Lysaght, Keeley Hughes and Beth O'Donovan attending the Hockey Federation Cup in Napier from 29 August to 3 September 2022.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

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

Decision Making Authority Te Mana Whakatau

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

Assessment of Significance and Engagement Te Mana Whakatau

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

4. Applicant/ Te Kaitono 1 – Villa Maria College

- 4.1 Villa Maria College are seeking funding support to send their First XI hockey team to the Federation Cup. The Cup is New Zealand Hockey's premier school tournament.
- 4.2 The following four students live in the Papanui-Innes Board area:
 - Gemma and Lilly Lysaght
 - Keeley Hughes
 - Beth O'Donovan
- 4.3 Event seeking support for: Federation Cup
- 4.4 The Federation Cup is the National Secondary Schools tournament for the top eight teams in New Zealand. In the past, this has been dominated by Christchurch Schools. Villa Maria has consistently placed in the top four teams, and it is seen as an excellent opportunity for players to develop their skills and showcase their talents at a national tournament.
- 4.5 The team currently has six sessions a week, either training or playing games for their school and club teams. These sessions focus not only on hockey skills but also on building a supportive culture where members can achieve their best. Keeley, Gemma and Beth have all made the Canterbury U18 Hockey team and will be competing in Nelson in July 2022.
- 4.6 **Gemma Lysaght** is 17 years old and lives in Redwood. Gemma is co-captain of the hockey team. She is in her final year at school; her favourite academic subjects are history and legal studies
- 4.7 **Keeley Hughes** is 17 years old and lives in St Albans. Keely has two older sisters who played hockey and represented the school at the Federation Cup. Keely's Favourite academic subject is math.
- 4.8 **Beth O'Donovan** is 15 years old and lives in Redwood. Since the age of five, Beth has played hockey and has represented Canterbury for several years. In the summer months, Beth enjoys participating in athletics.
- 4.9 **Lilly Lysaght** is 16 years old and lives in Redwood. Lilly is in year 12. Lilly started playing hockey when she was five years old because her older sister played hockey. Lilly's favourite academic subjects are design and business studies.
- 4.10 The team have been busy fundraising by selling cookies, running car washing and sausage sizzles. The team to date have raised \$3,000.
- 4.11 The following table provides a breakdown of the costs for Villa Maria College Hockey XI team per student:

EXPENSES	Cost (\$)
Accommodation	676.00

Flights	741.00
Tournament fees	110.00
Food, Rental costs and sundry	479.00
Total	\$2,006.00

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Helen Miles - Community Recreation Advisor
Approved By	Emma Pavey - Manager Community Governance, Halswell-Hornby-Riccarton

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

Reference / Te Tohutoro: 22/557543

Report of / Te Pou
Matua: Emma Pavey – Community Governance Manager Papanui-Innes
Emma.Pavey@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

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

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

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

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Downstream Effects Management Plan (DEMP)	Briefing updates were provided to the Board on 18 May 2022 and 10 June 2022.	Ongoing	<ul style="list-style-type: none"> • Endorse and encourage a functioning and safe traffic network that supports a connected community
Summer with Your Neighbours 2021-22	<p>Summer with Your Neighbours events were due to take place between November 2021 and March 2022.</p> <p>In light of the Government decision to move the country into the Red traffic light setting, recipients of the subsidy were advised that the timeframe to hold events was extended, with requests for reimbursements accepted up until 1 June 2022.</p> <p>The last event has now been held and reimbursements have all been processed.</p>	1 June 2022	<ul style="list-style-type: none"> • Resilient Communities • Strengthening Communities Strategy

Langdons Road Corridor	<p>Network study requested. Work has progressed, but staff are currently awaiting further details around the implementation of the Northlink Retail Park - Stage 3, including when this will proceed, what this will look like, what roading works might result, and the scale of additional network demands generated.</p> <p>Greers Road / Langdons Road signalisation is currently programmed for design and implementation in FY23-FY25.</p>	Network study aiming to be complete in 2022	Endorse and encourage a functioning and safe traffic network that supports a connected community
Shirley Community Reserve Activation	<p>Staff are investigating options (Attachment A) for the activation of the site further to the Board's site visit and follow up discussion of the Youth Audit Workshop.</p> <p>On 18 May 2022, Council staff (local Community Development Adviser, Manager Parks Planning and Asset Management, Team Leader Visitor Experience) met with representatives from the Shirley Road Central group to discuss their ideas for the Shirley Community Reserve, and got an insight from the group on the local history of the site and surrounding area.</p>	Ongoing	Improve and support community facilities and amenity in the Papanui-Innes Wards.
MacFarlane Park Centre	Report to come to seek the Board's recommendation to the Council to deal unilaterally with the Shirley Community Trust (SCT) and to approve 'gift' of the MacFarlane Park Centre building to SCT together with the grant of a lease of the land.	Ongoing	Community Facilities Network Plan 2020
Psychological Wellbeing Support advocated for Community Organisations	Engagement with local MPs, followed up with Matt Doocey MP writing to relevant Government Ministers to explore options.	Ongoing	Support and encourage volunteering within the community.
Community Service Awards 2022	<p>Council's Community Service Awards are a way of giving well-deserved recognition to people who make our communities better places to live.</p> <p>Waipapa Papanui-Innes Community Board conferred Awards on all nominees this year; the offer has been made for the Awards to be delivered in person by available Board members, recognising successful nominees out in their communities.</p>	Awards will be delivered in June/July.	<ul style="list-style-type: none"> Resilient Communities Strengthening Communities Strategy

3.2 Community Funding Summary

- 3.2.1 The current balance of the 2021-2022 financial year's Discretionary Response Fund at time of writing is \$22,847. There is \$5,125 remaining in the Positive Youth Development Fund. Further detail is to be found in **Attachment B**.
- 3.2.2 Applications for the 2022/23 [Strengthening Communities Fund](#) opened on 21 March 2022 and closed on 26 April 2022. A SCF briefing is scheduled in July 2022 with the SCF decision meeting in August 2022.

3.3 Community Events

3.3.1 *Walk Waitaha 2022*

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.



3.3.2 *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.

Thank you to the 35+ partners who were with us every step of the way to bring the Walking Festival to life each year.

We can't wait to bring the Walking Festival back in its usual format in April 2023; where we will continue to explore, discover and connect with the wonderful world of walking.



3.3.3 Matariki 2022

Matariki will be marked around the wider city through the [Libraries](#), the [Lighting Festival \(Tirama Mai\)](#), and [celebrations at The Arts Centre](#). Winter [Fireworks](#) will soon follow.

3.4 Participation in and Contribution to Decision Making

3.4.1 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]

- “Summer with your Neighbours”

The Shirley Community Trust reported:

“We had a lovely event thank you – well worth waiting until COVID restrictions lifted, as we had between 150-200 people come through over the two hours we were in the park, so that was awesome. I think people just loved being able to get together again – in an outside, safe space, to have fun,”

The Trust sent in the following photos:



- Eastern Community Sport and Recreation – Avon Hub



It was a lovely sunny day for the official opening of the Avon Hub, which is a community-based sport and recreational centre formerly home to the old Shirley Boys School Gym.

Local Minister for Parliament Honourable Poto Williams cut the ribbon with a beautiful Kapa haka performance from the Banks Avenue School. The official opening was followed by Have Go opportunities for the Community to participate in.



The Community who had advocated to keep this building for community use, firstly after the earthquakes and then when its future was left hanging in the balance when vandals caused significant damage to the empty building, were delighted to see this milestone.



The new community facility has a gym, upstairs function room and artificial turf and will be known as Avon Hub. Eastern Community Sport and Recreation Inc will manage the facility.

The Avon Hub already has the following users: Canterbury Wheelchair Rugby, Korfball Canterbury, Dead End Derby Christchurch and TIMA, which provides integrated physical opportunities for youth with adapted needs.

- **Neighbourhood Trust AGM**

On Sunday, 15 May 2022, staff, the councillors for the Board area and the Board's Deputy Chair attended the AGM of Neighbourhood Trust.

The Trust's Board Chair, highlighted the tremendous work staff and volunteers had achieved in delivering the programmes in the difficult pandemic times and the importance of the food resilience initiatives undertaken by the Trust.

- **Papanui Bush Planting Day**

It was a frosty start to the [Papanui Bush](#) Planting Day, held on 27 May 2022. There were large number of students from Papanui High School and Bishopdale School getting immersed in the site, and the day's offering of a sausage sizzle.

There was also a very hard-working contingent of community members who volunteered their mahi and helped to give the Bush a significant boost.

Papanui Rotary meet every second Tuesday of the month from 9:30am through to noon to continue the work.





3.4.2 Council Engagement and Consultation



- [Te Kaha multi-use arena budget consultation](#) (closes 5 July 2022)

The Council are seeking feedback in regard to investing extra money into Te Kaha - Canterbury's multi-use arena.

- [Demolition of Grand National Grandstand, 165 Racecourse Road](#) (closes 16 June 2022)

Publicly notified resource consent application for the demolition of the heritage-listed Grand National Grandstand at Riccarton Racecourse.

- [Centaurus Road roundabout – pedestrian safety improvements](#) (closes 3 June 2022)

Comments invited on proposed changes further to feedback from the community that there are concerns about pedestrian and cycle safety at the Centaurus Road/Wilsons Road/Albert Terrace roundabout.

- [Recreation and Sports Centres survey](#) (closes 31 July 2022)

The Council will be opening two new centres towards the end of 2023.

Parakiore will be Aotearoa-New Zealand's biggest sport and recreation centre, including pools, hydro-slides, indoor courts and more.

The Hornby Centre will be a combined recreation and sport centre, library and service centre.

The Council is now planning how to bring these spaces to life and what activities, programmes and events it will offer.

This survey is to help understand what people want from Council's recreation and sports centres – the two new centres and the existing centres – and is a chance to hear community feedback on the activities and programmes the Council offers and new ideas for consideration.

3.5 Governance Advice

3.5.1 Papanui-Innes Wards Community Parks Quarterly Board Update – May 2022

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 usually 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.

3.4.1.1 Volunteer and Partnership Activity

- The Community Partnership Rangers have been particularly active in the Papanui and Innes wards, recording 2,946 volunteer hours worked since 1 July 2021.
- Our new Community Partnership Ranger is out connecting with several community groups such as the Shirley Village Project, Styx Living Laboratories and Papanui Bush.
- We are working closely with [the Papanui Rotary](#), in preparation for the next volunteer event at Bridgestone Reserve/Papanui Bush. We are expecting large numbers of keen volunteers in attendance.
- The Shirley Village Project group have been busy installing murals and painting fences at MacFarlane Park (pictured below).





3.4.1.2 Sports Parks

- St Albans Park playground fences are receiving a face lift, with the old block walls to be stripped back and repainted. We are currently looking for local artists, or school art students to paint a mural on the wall once works are complete. The toddler playground gates are to be renewed and a new barrier installed. The pagoda and seating are also to be stripped back and re-stained. It is expected that these works will be completed by the end of June.
- The St Albans Skate Park is complete and open, along with the installation of a new Smart Bin.



- Our autumn sports field renovation programme was completed within set timeframes. This year we carried out soiling and seeding, de-compaction and fertilisation.
- The St James Park rose garden entranceway gates were recently rust treated and painted and the pagoda re-stained. Our Rangers will complete rust treatment and painting works to the main entrance heritage gates in July (rose garden gates pictured below).



3.4.1.3 Garden Assets

- Capital Project - Green Asset (gardens) Renewal is underway. This planting season we will be renewing gardens at Janet Stewart Reserve, Springfield Reserve and St Albans Park. We will be planting predominantly native species with selected exotic species where appropriate.

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

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

3.5.3 Meeting with Matt Doocey MP

The Board met with Matt Doocey MP on 23 May 2022 to kōrero regarding psychological wellbeing support for community organisation and volunteers. Some notes from the meeting can be found in **Attachment D**.

3.5.4 Public Participation in Board Meetings and Correspondence

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

- **Public Forum Presentations and Correspondence**
 - [Cultivate Christchurch](#) - Harry Baitz spoke regarding Cultivate's work and Red Zone Project.
 - Correspondence from Tegan Hofmeyer reporting on Spirit of Adventure - Year 10 Trophy Voyage.

- Correspondence from Clint Marston regarding the buses travelling on Flockton Street - Part of Mr Marston's correspondence was included in the Board's correspondence to Environment Canterbury supporting the Board's concerns regarding heavy buses traversing Flockton Street and the vibration impact on residents.
- Correspondence from Grace Leckie regarding traffic speed change proposal for Kāinga – The Board referred this proposal to staff for investigation.
- Correspondence from Juliana Venning regarding Graham Condon Pool. Staff responded to operational matters. The Board took the opportunity to ask staff to determine if there is a demand in the community, and if it is feasible, to provide women's only sessions at Graham Condon Pool.

[Women's Wednesdays](#) are currently available at Te Pou Toetoe Linwood Pool. The provision of descending blinds for privacy makes this a unique and substantive investment to provide this service, which the discussion recognised needs to be scoped for whether there is demand and ability for Graham Condon to offer it also. Investigation is scheduled for the first quarter of next year, reflecting the busy work programme and the current challenges of staffing the pools due to the pandemic.

3.5.5 Briefings

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

- Update on DEMP and CNC
- Christchurch Transport Plan
- ECan Briefing on Flockton Street Buses and CCC Update on DEMP and Street Meetings for Francis Ave and Flockton Street

3.5.6 Board Requests

- ***Abandoned Shopping Trolleys***

The Board noted that 'Snap Solve Solve' can be used to [notify the main shopping trolley providers of trolleys dumped on street sides](#), but took up with the relevant retailers in Northlands and Northlink the issue where a complaint received suggested some frustration with the need to report the issue, writing to the retailers as follows:

Community Request for Increased Shopping Trolley Retrieval Rounds

The Waipapa Papanui-Innes Community Board is concerned about the prevalence of shopping trolleys being left on roadsides in the wards, particularly in the vicinity of Northlands and Northlink, as highlighted by a recent complaint referred to us by a Hoani Street resident, who put it to our Councillor for the ward that:

you sir have an obligation to the residents of Hoani Street , Northcote. I am talking about the abandoned shopping trolleys and before you respond to this yes I have contacted the supermarkets , The Warehouse , Kmart , & Briscoes about this.

Our Councillor visited Hoani Street to verify the extent of the issue, and our Community Board agreed at its last meeting to write to you and other retailers in the area to request greater vigilance in the collection of shopping trolleys from surrounding streets. We have been advised specifically of problems in the Hoani Street area, but are aware of the

same being prevalent around Northcote Road and extending into Bishopdale and Casebrook.

The Board is aware that the Council's 'Snap, Send, Solve' system can be used to report abandoned trolleys, but wanted to highlight that many residents of the area take particular pride in their streetscape, which is marred by this issue of trolleys continually littering their streets. It is evident that residents are becoming increasingly frustrated by their feeling they need to report the issue.

Clearly the residents see it as an obligation on the Community Board to address the issue with you, and so we ask you to please be proactive in retrievals, giving consideration to extending and increasing the frequency of retrievals, and options for prevention. Striving to avoid trolleys littering the streetscape contributes to recognising that littering in all its forms is unacceptable to the community and inconsiderate of our neighbours.

We would appreciate you advising us of your current reach and frequency of retrievals, initiatives to prevent trolleys exiting your carparks, any efforts to educate customers on alternatives for transporting their shopping, and any consideration you may have given to root causes and out-of-the-box solutions.

We would be pleased to share your advice on these matters with your peers and the public, especially if it would assist to promote some friendly collaboration amongst the retailers we are writing to in respect of their valued contribution to community pride in the area.

- ***Rubbish / Unwanted Household Items Left Out on Berms***

The complaint about abandoned shopping trolleys also indicated an issue of rubbish / abandoned household items being left out on berms, which the Council's Waste Minimisation Officer responded to with guidance in relation to how such issue can be addressed, including note that:

- Mitre 10 Mega Papanui takes polystyrene packaging back for free. There is a container just in the door for it. The supermarket does the same with clean soft plastics, another frequent recycling contaminant. This would free up space in red bins, where all household waste inappropriate for yellow or green bins must be fully contained within.
- Some unwanted household items will be accepted for free by EcoDrops. Whiteware and scrap metal are all accepted for free. Other items, like furniture, mattresses, prams, and woodware, for example, are only accepted upon inspection by the staff at the Ecodrop. This is to ensure the item is in resale condition – items not in a desirable condition will not be accepted.
- There are also of course several op shops in Papanui; it is equally inappropriate for unwanted items to be left outside op shops without confirming their acceptance of the items, but if residents utilised these free services, for acceptable items, they again free up space in red bins.
- Educational pamphlets can be delivered along the complainant's street, promoting free recycling schemes, noting that the red bin is the only rubbish pick up option, and that placing items next to the red bin or on the verge, is considered dumping.
- Attached is a list of alternatives to the red bin (**Attachment E**). Work is being done on a second page to talk about options for larger items.

- **Hoani Street Speed and Footpaths**

Concerns were passed on from Hoani Street resident about speeding on the street, and the road and footpath condition was queried, and it was noted that this area is within the [proposed slow speed neighbourhood programme](#), so a speed reduction is in process.

- **Styx River Conservation Reserve Sign**

The Board assisted in following up a sign for Styx River Conservation Reserve that had been delayed, learning this was necessary to confirm the real name of the reserve – it had been referenced as Styx River Esplanade Reserve, though its real name is actually Styx River Conservation Reserve. It happened to be the case that an entrance sign was also being installed at the real Styx River Esplanade Reserve on Lower Styx Road, which helped bring matters to light.

4. Advice Provided to the Community Board

4.1 Information sent to the Board:

- Update on Private Plan Change request: Extension of Homebase (*circulated 23 May 2022*)

Update given to the Board ahead of Independent Hearings Panel's recommendation on the proposed plan change request considered at the Council meeting on 9 June 2022.
- Advice that draft Council submission on [Water Services Entities Bill](#) being prepared by staff, which members may provide feedback on for staff consideration.
- Update on investigation of kerb and channel on Edgeware Road outside Edgeware Village, with indication that the results of this investigation when complete, the drainage investigation, and responses to the other issues the Board has raised in its endeavours to explore the difficulty addressing the surface flooding affecting Peter Timbs Butchers, will be compiled within an options report to Council.
- Update on Courtenay Street - resurfacing put on-hold while staff investigate the opportunities to upgrade the street to simultaneously address a number of issues including DEMP-related matters, school safety improvements, kerb and channel upgrades and road surface conditions. Needs to be scoped, designed and costed in the first stage. In the next stage the project's priority justification needs to be approved by the Transport Steering Group so it can turn into a capital project. Only after the decision at this stage can delivery of the project or otherwise be advised.

4.2 Start Work Notices (SWN)

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

4.3 Graffiti Snapshot:

- Graffiti Snapshot May 2022 (refer **Attachment F**).

4.4 Memoranda sent to the Board:

- CCC: Shirley Road – Speed Management (*circulated 13 May 2022*)
- CCC Property Consultancy Team: Application to Stop Road at 55 Cornwall Street, St Albans (*circulated 20 May 2022*)

Memo regarding application circulated for any comment further to staff assessment in accordance with the Christchurch City Council Road Stopping Policy 2020 that application complies with the criteria of the Policy and can consequently be processed under the delegation given to the Manager Property Consultancy.

- CCC: Dudley Street – Impacts of Starlings (*circulated 20 May 2022*)
- CCC: Residents Survey 2021-22 and attachments (*circulated 2 June 2022*)
- SWN: Mairehau Drain – timber lining renewal (*circulated 2 June 2022*)
- SWN: Sherborne Street – surface improvements (*circulated 7 June 2022*)
- CCC: Shirley Community Reserve (*circulated 10 June 2022*)

4.5 Alcohol Licence Applications Notifications in the Board area

Date of notification	Closing date	Applicant name	Trading name	Address	Application and licence type	Type of business
3 Jun 2022	28 Jun 2022	Aksorns Thai Limited	Aksorns Thai Kitchen	281 Greers Road Bryndwr Christchurch	On-licence renewal	On-restaurant class 3
19 May 2022	10 Jun 2022	JS Laird Limited	Liquorland Shirley	195 Marshland Road Marshland Christchurch	Off-licence new	Off-bottle store
17 May 2022	8 Jun 2022	Cranwest Holdings Limited	Liquorland Cranford Street	153 Cranford Street St Albans Christchurch	Off-licence new	Off-bottle store

4.5.1 Every application for an alcohol licence requires a formal public notification to be made. These public notices can be found on the [Alcohol Licensing website](#).

4.5.2 Anyone with a greater interest than the public generally, may lodge an objection against an application by writing to: The Secretary, Christchurch District Licensing Committee, Alcohol Licensing, Christchurch City Council, PO Box 73013, Christchurch 8154 or by emailing: alcohollicensing@ccc.govt.nz.

4.5.3 Any such community objections must be lodged in writing within 15 working days of the first publication of the notice on the website. These objections may only be made against the specific criteria contained within the Sale and Supply of Alcohol Act 2012. General guidance on objecting is available through [this website](#) run by Te Hiringa Hauora/Health Promotion Agency. Request to view, or query, a specific application may

be directed to the Alcohol Licensing Team at alcohollicensing@ccc.govt.nz or 03 941 8999.

4.5.4 Community Boards in this district have been authorised by the Council to appear and be heard (upon seeking, and if granted, permission from the chairperson of the District Licensing Committee) at any hearing of an application for an alcohol licence. This is distinct and different from being an objector. Community objectors should thus make their objections [direct to the Council's Alcohol Licensing Team](#); they cannot be made via the Community Board.

4.5.5 However, anyone may ask to speak to the Community Board about whether the Community Board will seek permission to appear if an application for an alcohol licence is proceeding to a hearing. Again, the Community Board do not object on behalf of, or represent, individual objectors, but can (if they seek and are granted permission to appear) deliver a submission at the hearing, principally to provide the Community Board's overview and insight into the community in the locality of the premises.

4.6 Alcohol Licence Application in the Board area with objections to be Heard

Hearing date	Applicant name	Trading name	Address	Application and licence type	Type of business
Aug 2022	Liquorsea Limited	Northwood Liquor Store	Shop F.03a, Northwood Supa Centa, 1 Radcliffe Road	Off-licence new	Off- bottle store
TBC	Pari International Limited	Liquor Spot Edgeware	565 Barbadoes Street	Off-licence new	Off- bottle store

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Memo - Shirley Community Reserve	97
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C  	Papanui-Innes Hybris Report May 2022	104
D  	Notes from Kōrero with Matt Doocey MP on 23 May 2022 re Psychological Wellbeing Support for Community Organisations	105
E  	Alternatives to the Red Bin for Rubbish	108
F  	Graffiti Snapshot May 2022	109

Signatories / Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Governance Support Officer Stacey Holbrough - Community Development Advisor Trevor Cattermole - Community Development Advisor Helen Miles - Community Recreation Advisor Emma Pavey - Manager Community Governance, Halswell-Hornby-Riccarton
Approved By	Emma Pavey - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Memos

Christchurch
City Council 

Memo

Date: 10 June 2022
From: Kelly Hansen, Manager Parks Planning and Asset Management
To: Waipapa Papanui-Innes Community Board
Cc:
Reference: 22/701171

Shirley Community Reserve

1. Purpose of this Memo

- 1.1 The purpose of this memo is to collate and provide information and advice to the Waipapa Papanui-Innes Community Board on short term development suggestions for Shirley Community Reserve.

2. Origin

- 2.1 Following demolition of the earthquake damaged Shirley Community Centre in 2012, the Community Board has discussed various suggestions for redevelopment that have been raised through community engagement and a youth audit and have asked for advice on a number of ideas.

3. Decisions Required

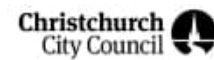
- 3.1 For information purposes.

4. Key Points

Background

- 4.1 The community centre that was located on Shirley Community Reserve at 10 Shirley Road was demolished in 2012 as a result of earthquake damage. A pre-school, playground, basketball half court, trees, and paths remain on site. The Council has constructed a relocatable pump track, table tennis/picnic table, and an open grass area.
- 4.2 In June 2021, the Council approved \$3 million funding for the rebuild of the Shirley Community Centre in FY 2029/30 – FY 2031/32 with the option to bring forward funding in an Annual Plan if plans are progressed.
- 4.3 A feasibility study is currently underway to estimate the construction costs for four potential options for a new community facility.
 1. Mixed use hub incorporating a library, service centre, and community operated community space,
 2. Community operated large community facilities building,
 3. Community operated small community facilities building,
 4. Outdoor options similar to Dallington landing.

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- 4.4 Staff will prepare a report to the Council that incorporates all the work undertaken regarding the Shirley Community Reserve in recent years including both feasibility studies, community feedback, and the geotechnical information for the site.
- 4.5 The Community Board has allocated \$15,000 in discretionary funds for some short term enhancement of the site until longer term decisions are made.

Toilets

- 4.6 Provision of toilets was suggested by two submitters in the 2020 community engagement exercise and the 2022 Youth Audit for the reserve.
- 4.7 Neighbourhood parks, such as the Shirley Community Reserve, cater for local communities. They do not usually have toilets as they are generally only a short distance from users' homes and people do not visit for long periods of time.
- 4.8 The Public Toilet Policy provides for toilets on parks where sport is played and at other heavily used recreation and visitor locations. They are located at multi-use parks where users travel to the park from outside of the suburb and stay for a substantial amount of time, e.g. regional parks, sports parks, and destination parks such as Margaret Mahy playground and the Botanic Gardens.
- 4.9 At its meeting of 18 March 2022 the Community Board resolved:
Request staff investigate portacom toilet facilities that could potentially be sited at 10 Shirley Road.
- 4.10 There are two options for a temporary toilet - a portaloo (unplumbed or plumbed) or a plumbed in portacom toilet.
- 4.11 Standard portaloo hire is approximately \$4,400 per annum or approximately \$2,409 to purchase. An accessible portaloo unit cost is higher. A non-plumbed unit requires regular removal of waste at an extra cost. If the portaloo was plumbed in a building consent would be required and waste removal would not be required.
- 4.12 A plumbed in single pan unisex portacom toilet costs \$6,280 per annum to hire or \$20,700 to purchase. Additional costs include building consent, accessible ramps, and connection. The life of the building is up to 50 years.
- 4.13 Servicing and cleaning a toilet three times a week costs approximately \$4,400 - \$5,000 per annum. Reactive works such as graffiti and vandalism are \$300 to \$2000 per annum.
- 4.14 A permanent toilet such as an exeloo or permaloo costs approximately \$120-150,000 for a single unit or \$160-180,000 for a twin unit. A single unit cleaned three times a week is approximately \$3,400 per annum and \$4,800 for a twin unit. Additional costs such as vandalism and parts failure range from \$500 to \$2,000. Annual wash down and gutter cleans are approximately \$400 annually.
- 4.15 District Plan rules require toilets to be setback 20 metres from boundaries with residential properties and waterways. Liquefaction and flooding hazards on this site may trigger additional rules.
- 4.16 Provision and maintenance of a toilet at the Shirley Community Reserve is not currently funded. Toilet provision can be considered in future development of the reserve in conjunction with other facilities.

Water fountain

- 4.17 A water fountain was suggested in the 2020 community engagement exercise and in the 2022 Youth Audit.

Memos



- 4.18 Water fountains require a potable water connection. They cost approximately \$3-5,000 to purchase and \$5-10,000 to install.

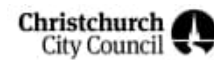
Signage

- 4.19 At its meeting of 18 March 2022, in response to a presentation in the public forum, the Community Board resolved:
- Request staff work with Shirley Road Central to progress their idea for signage.
- 4.20 Current signage at the reserve is outdated, in poor condition, misleading, and therefore unwelcoming. Modern, maintained signs subconsciously send our park users the message that the park is cared for. This can reduce anti-social behaviour.
- 4.21 A sign plan for the park will be developed by the Parks Unit Visitor Experience team by August 2022.
- 4.22 It is common practice with small neighbourhood parks to update all park signs to the current Council brand when one of the following occurs:
- the park has new facilities / community use,
 - old facilities are removed,
 - park signs are in very poor condition and unreadable,
 - community members either make a request for new signs or alert staff to maintenance issues.
- 4.23 The signage plan will follow the guidelines provided in the Parks Unit Sign manual, the Parks and Reserves bylaw, and the requirements of Council branding. Current use of the park will be considered. Signs not compliant with the Council branding may be modified in consultation with any external groups.
- 4.24 After discussion with representatives from the Shirley Road Central group it was agreed the Visitor Experience Team would also investigate developing one or two interpretation boards. These would tell the stories of both local and city-wide significance; original school heritage buildings, community centre and its role in the community, historic domestic buildings adjacent to the park, and Dudley Creek remediation. The Shirley Road Central group has provided reference material.
- 4.25 The existing damaged community centre user group sign will be removed and stored by the Parks Unit with potential to restore and re-use if a relevant re-use on the reserve is found.

Lights

- 4.26 Lighting the reserve was suggested through the youth audit as a way to improve safety.
- 4.27 Community Board members asked if the old lights in the lawn that used to shine on the community centre entrance and the lights in the car park could be utilised on a timer. These are owned by the Council. Work to determine the power source and test the lights is still to be completed.
- 4.28 Staff strongly recommend against lighting the park due to concerns about user safety and disturbance of neighbours.
- 4.29 It is a common perception that lights make a park safer, however, the opposite is often true. Lighting encourages people to use a park at night when there is no passive surveillance occurring — there are no people walking past and neighbours have their curtains closed and attention focussed indoors. Lighting makes park users visible and predictable and creates shadows and hidden areas for danger to lurk. Lighting parks at night is contrary to the

Memos



principles of Crime Prevention Through Environmental Design (CPTED). It creates a false sense of security and sends a potentially misleading message that the park is a safe place to use at night.

- 4.30 Lighting encourages night time activity that may disturb neighbours, e.g. basketball. There are residential properties close to the Shirley Community Reserve. Complaints about basketball noise and other evening activities could be expected. Automatic light switch-off times may help but activity would likely extend beyond these times.

Basketball court renewal

- 4.31 The condition of the basketball court is currently rated as moderate (scored as 4 on a scale of 1-5 where 1 is good and 5 is poor). Asset renewals are prioritised based on condition and community need with the poorest condition assets (scoring 5) prioritised first. It is important to confirm any potential changes in location or size of the court as part of the reserve redevelopment before renewing the court. This would be done as part of a landscape plan for the whole reserve.
- 4.32 A new full court is estimated at approximately \$90,000.
- 4.33 The youth audit suggested a possible re-orientation of the existing court to reduce the risk of balls bouncing out on to the road. However, the current orientation (shooting in a direction away from the road) is considered best to minimise balls on the road.
- 4.34 Replacement of the back board and hoop in the current location is estimated at \$1,500. Repainting the court is estimated at \$600.

Accessibility

- 4.35 Pathways provide access to the reserve for people with disabilities. Any new developments would take accessibility into account. Difficulty with access over the road gutter on Slater Street was raised during a site visit. Bridge blocks over the gutter or a pedestrian cut down is estimated at \$4-7,000 depending on the design and this work would be requested through the Transport Unit.

Activation

- 4.36 The results from the Youth Audit identified that the space is not currently used to its full potential. Feedback received indicated that a series of activations would enhance the area whilst planning for the site is undertaken. Suggestions were for community sport and recreation programmes, e.g. Ki O Rahi <https://www.r2r.org.nz/games-activities-maori-youth/ki-o-rahi.html>, play activations, and community family-focused events. Two car boot sales and a skip day have already been held. A series of activations would enhance the utilisation of the site and help facilitate future planning. This would be done in conjunction with the local community. This activation would cost approximately \$10,000.

Capital cost estimates for other suggested items

- 4.37 Picnic table - \$4,000
- 4.38 Bike stands - \$1,500
- 4.39 Electric BBQ - \$20,000
- 4.40 Grandstand or similar seating - \$10,000
- 4.41 Smart Bin - \$8,500
- 4.42 Shade umbrella - \$9,000
- 4.43 Standard park seat \$2,500

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Reserve Planning

- 4.44 Planning for any reserve development will be dependent on the final decision on a community centre. Ad hoc piecemeal development is to be avoided, a plan for the whole site will achieve the best outcome. The reserve is suitable for a range of recreation opportunities and is of particular interest for facilities that have no other suitable location in the area, e.g. a skatepark (with unmet demand going back to 1993). Some funding is proposed for reserve development in FY26-29, subject to the community centre progressing and funding being confirmed in the next Long Term Plan.

5. Financial Implications

- 5.1 Budget Code: The Community Board have allocated \$15,000 in discretionary funding towards the Shirley Community Reserve. There is no other capital funding allocated for short term development.

6. Community Interest and Consultation

- 6.1 A range of views and suggestions for the reserve have been collected through a community engagement exercise in 2020, a Youth Audit in 2022, and various other community discussions.

7. Next Steps

- 7.1 Community Board reports are being prepared on the feasibility study for a community centre and proposed activation of the site.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Kelly Hansen - Manager Parks Planning & Asset Management
Approved By	Al Hardy - Manager Community Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Balances for Papanui-Innes Community Board 2021-2022 Positive Youth Development and Discretionary Response Funds

POSITIVE YOUTH DEVELOPMENT FUND (PYDF) - Opening Transfer from Papanui-Innes Community Board 21-22 DRF	\$ 7,000
Max Hammett (AFLNZ Academy vs Mornington Peninsular Junior Football League 8-11 Apr 2022, Auckland) CANCELLED - COVID19 \$200 returned	\$ 200
Te Manawa Hepi-Kamo (Waitaha Secondary School's Kapa Haka Festival, 14 Aug 2021)	\$ 75
Alexander MacLennan (Canterbury 15 & Under Boys Indoor Cricket team, 2021 National Junior Provincial Tournament, Wellington, Oct 2021)	\$ 250
Sienna McBratney (2022 Girl Guide NZ Assn Jamboree, 8-15 Jan 2022, Hamilton) CANCELLED - COVID19 \$150 returned	\$ 150
Amanda Kennedy (2022 Girl Guide NZ Assn Jamboree, 8-15 Jan 2022, Hamilton) CANCELLED - COVID19 \$150 returned	\$ 150
Beth O'Donovan (Villa Maria 1st X1 Hockey Team, Federation Cup Secondary Schools Tournament, Hawkes Bay, 30 Aug-4 Sep 2021)	\$ 200
Burnside High School for Jova Waqa (NZ Secondary Schools South Island Tournament, Invercargill, 1-4 Sep 2021) CANCELLED - COVID19 \$200 returned	\$ 200
Chisnallwood Intermediate School for Rylee Paige Green (Aim Games, Tauranga, 5-9 Sep 2021) CANCELLED - COVID19 \$75 returned	\$ 75
Papanui High School for T Clarke, J Haldane & J Hansen (Greenstone Caples Track tramp Glenorchy Oct 21) \$150 p/p	\$ 450
Burnside High School for Tegan Hofmeyer (Yr 10 Trophy Voyage Spirit of Adventure 9-14 Nov 2021 Tauranga)	\$ 150
Belfast School for 12 senior students (Two day Leadership Training Course at PYDT, 11-12 Apr 2022)	\$ 600
George Britten (National Aviation Course, 9-21 Jan 2022)	\$ 150
Funds Returned as at 31 May 2022	-\$ 775
POSITIVE YOUTH DEVELOPMENT FUND Balance	\$ 5,125
PYDF granted to date	\$ 1,875.00

Funds Returned due to cancellations - COVID-19	
Max Hammett	\$200
Girl Guides	\$300
Chisnallwood	\$75
Burnside High	\$200
Returned	\$775

DISCRETIONARY RESPONSE FUND (DRF) - Initial Amount	\$54,547.00
Neighbourhood Trust (towards Parenting Adventures event 28 Aug 2021, McFaddens Centre)	\$ 1,000
St Albans School (towards traffic wardens)	\$ 2,500
Board Projects 2021-22	\$ 18,000
FC Twenty 11 Incorporated	\$ 200
Northgate Trust (towards kitchen upgrade)	\$ 4,000
Christchurch Football Club Inc. (towards water leak repairs)	\$ 6,000
DISCRETIONARY RESPONSE FUND Balance	\$22,847.00
DRF granted to date	\$ 31,700

Ticket Report

01 May 2022 - 31 May 2022

Papanui-Innes

Tickets Reported in May 2022

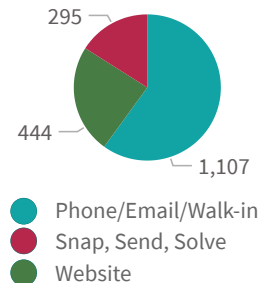
1,846

Tickets Reported

Status as of Report Date

1,384 Closed/Resolved
462 Open

Channels



Currently Open Tickets*

1,634

Open Tickets

151

Avg open ticket age (days)

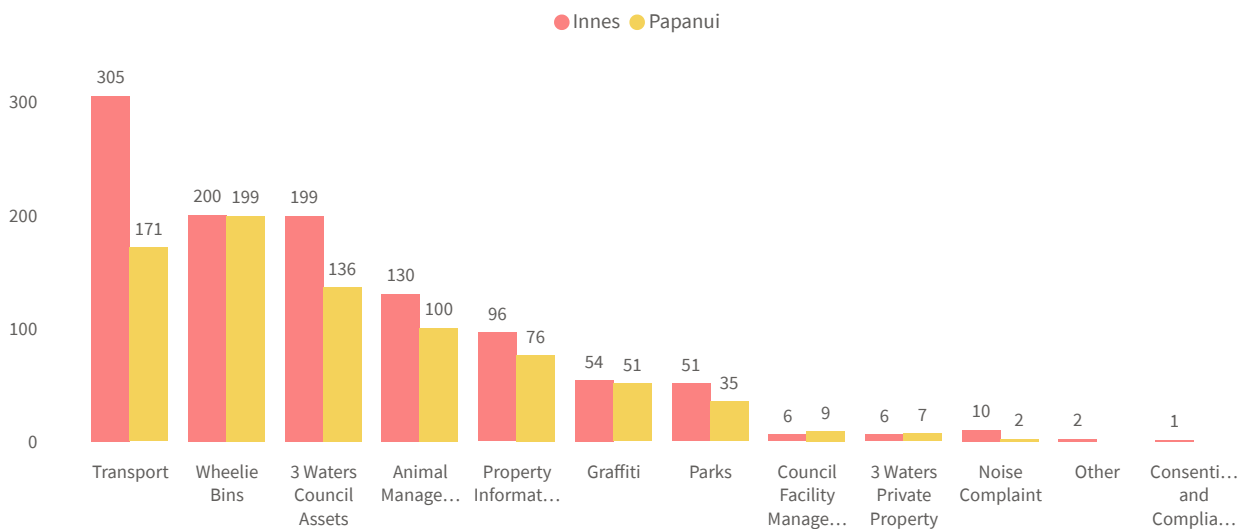
25% of open tickets are less than 9 days old

50% of open tickets are less than 69 days old

75% of open tickets are less than 187 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)
203	Leak (Water Supply)
159	Litter (Road)
141	Bin Not Collected
133	Damaged Bin
75	Residential Property Files
73	Graffiti
59	Missing Bin
58	New Vehicle Crossing App (Rd - Prop)
54	Residential LIM
50	Road Asset (e.g.footpathroadfurniture)

Report date:
01 Jun 2022



Waipapa Papanui-Innes Community Board KŌRERO NOTES

Date:	Monday 23 May 2022
Time:	10.30am
Venue:	Papanui RSA, 1 Harewood Road
Present	
Chairperson	Emma Norrish
Members	Ali Jones
Apologies:	Simon Britten Pauline Cotter Mike Davidson Emma Twaddell
MP for Waimakariri	Matt Doocey MP
MP Support Staff	Tim Heine
Council Staff in attendance:	Emma Pavey, Pou Whakahaere Mana Whakahaere – Manager Community Governance Mark Saunders, Kaitohutohu Hāpori – Community Board Advisor

Kōrero with Matt Doocey MP regarding Psychological Wellbeing Support for Community Organisations and Volunteers

Secretarial Note: This kōrero arose in response to the Board's correspondence of 13 May 2022 to Mr Matt Doocey MP as reproduced here:

Tēnā koe Matt,

Psychological Wellbeing Support for Community Organisations and Volunteers

The Waipapa Papanui-Innes Community Board has been holding a number of open forum sessions with the community, endeavouring to create a space for organisations and individuals to engage with us, which have been held via audio-visual link so far this year in the circumstances of the pandemic.

The first of these this year with the Belfast Community Network highlighted for our Community Board the psychological strain experienced in communities and particularly in the volunteer space over the course of the pandemic and the particular impact of the lockdowns, highlighting issues of mental fatigue in the mahi to avoid social isolation in a time of social distancing.

Our notes record that the presentation from the Network's Manager:

...reflected the emotional toll and organisational cost of supporting staff, volunteers, programmes, children (particularly those on medications), and elders, though the pandemic response. The Network's contribution to street level food distribution, and provision of one-on-one social support at the Links Building, was also noted.

The Board queried and encouraged discussion with local MPs in regard to accessing any funding that may be available through MSD and any prospective reopening of the COVID-19 Community Awareness and Preparedness Grant Fund to support the Network's operations.

In follow up to that emotional presentation from the Manager which demonstrated the mental exhaustion being felt in the community/volunteer sector, our Community Board considered to write to yourself and other local MPs (Dr Duncan Webb, Hon Poto Williams and Ms Sarah Pallet) in relation to providing resources for stressed out volunteers in this challenging time of Covid, and following on from our correspondence of 26 February 2020 regarding community funding.

We would thus much appreciate opportunity to kōrero in respect mental health, wellbeing and support for our community at this time, thank you.

Yours sincerely

Emma Norrish
Chairperson
Waipapa Papanui-Innes Community Board
Christchurch City Council

Follow Up Kōrero on 23 May 2022:

- The Board's Chairperson talked through the Board's concern for psychological wellbeing support for community organisations and volunteers, arising from what it had been hearing from community organisations, and as expressed in its letter sent to local MPs.
- The Board would suggest that central government should be doing more in this space, and would like to see more support coming through.
- Discussion that not just a local government issue, but a mental wellbeing / health issue.
- Suggestion that a provision of services model, such as EAP (Employee Assistance Programme), could be a pathway to supporting community sector – even that the Council's EAP itself may be able to extend to contracted/funded entities in this space.
- Discussion of demand on mental health services through the public versus private systems, with indication that there is capacity, though delay is much more in the public sector, with EAP accessing much more timely services.
- Exploration of EAP accessible by Council staff, and possible extension of services, as a prospect of timely access and support for persons not directly employed.

- Discussion of possible avenue that organisations under funding arrangements could similarly be eligible to access the Council's EAP.
- Consideration given to whether Northwest Collective or a similar network could be another avenue to facilitate support.
- Suggestion to also explore central government mental wellbeing support initiatives – would be interesting to hear Government MPs' views.
- Discussion of mental health funding, place of the Innovation Fund in this exercise, and consideration of pockets of funding through MSD.
- Indication that Matt Doocey MP's would write to relevant Ministers about what lines of funding are available. Also note was made that MSD will have EAP for its staff, so Mr Doocey could ask if this could be extended to be accessible by contracted parties in the community sector.
- Exploration of funding mechanisms: easy answer to supporting psychological wellbeing in community organisations is to give access to EAP; hard question is who is going to fund it. Suggestion that it is inequitable that contracted organisations would not get the access to EAP that is with the contracting party.
- The Board highlighted the serious concern for mental wellbeing in the community sector they witness from what they regularly hear from community groups. Mr Doocey reflected the benefit of EAP would be the timeliness of access to help and support if the service could be made accessible. Benefits of an online model were also discussed in terms of becoming a fee for service arrangement, and in terms of accessibility for users.

Conclusion

- Matt Doocey MP will write to the Minister of Social Development and Employment, and the Minister for the Community and Voluntary Sector, to raise the issues, requests and ideas discussed, sharing a draft of the letter with the Board first.
- Council staff will investigate the Council's EAP model.

Closed 11.01am.

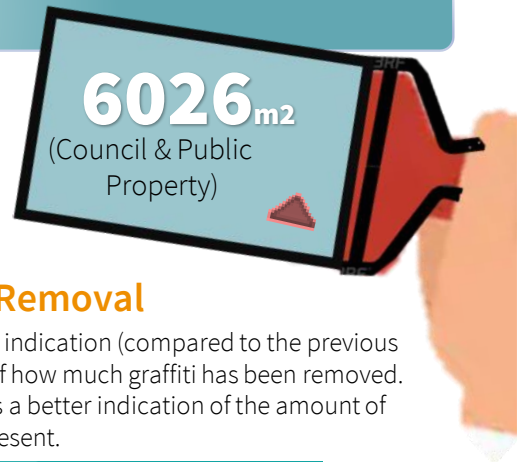
Don't put this in the yellow bin:	Why?	Where does it go?	Free Alternative Scheme Save space in your red bin and reduce waste to landfill!	Want to do more?
Polystyrene	It creates a big crumbly mess, and needs careful handling to prevent bits in the environment.	Red bin or alternative scheme.	Clean polystyrene packaging can be dropped off at Mitre 10 for careful recycling via "EXPOL" who re-manufacture it back into polystyrene items; mitre10.co.nz/news/expol-recycling-cubes	Let businesses know you want to see alternatives to this packaging. There is an upcoming polystyrene food packaging ban in NZ, more information here . (MfE website).
Soft Plastics eg; Bubble wrap, biscuit, lolly bags, courier bags	It is an ongoing challenge in the international recycling industry to quickly separate soft plastic from paper. Eg; our recycling plant is working to sort 25 tonnes of product every hour. Soft plastic needs to be collected and sorted separately.	Red bin or alternative scheme.	The soft plastic recycling scheme have many locations where you can take back clean soft plastics. A great example of retailers taking responsibility for packaging! Check what they take, what it is turned into, and nearest receptacle; recycling.kiwi.nz .	Check out this handy map for ideas to help reduce plastic packaging; therubbishtrip.co.nz/regional-shopping-guide/zero-waste-in-christchurch-city/
Metal; Tools Kitchenware Appliances Other scrap metal items or components	These frequently cause jams or breakdowns in recycling sorting machinery, which is only for processing common household packaging or advertising items (pantry, laundry, bathroom, letter box).	Red bin or alternative scheme.	Our EcoDrop Recycling Centres take these for reuse - either via the Eco Shop, or if too broken, for salvage as scrap metal; ccc.govt.nz/services/rubbish-and-recycling/ecodrops . Alternatively, charity shops; opshopdirectory.co.nz/ . Always check what they are able to accept, and where to put the items for them.	To save lots of money + storage space, many good quality tools (that break less easily= less to landfill) and household items only needed briefly, can be rented or borrowed, eg; toolendery.org.nz www.mutu.co.nz Also, look out for "repair café" events.
Batteries	Compacted batteries are causing dangerous fires in trucks and at recycling plants and dumps. They need safe and separate handling.	Alternative scheme only – do not put in red bin.	Take handheld batteries to a collection box; ccc.govt.nz/services/rubbish-and-recycling . These are at; our three transfer stations (Parkhouse Rd, Metro Place, Styx Mill) Bunnings Tower Junction and Shirley Homebase, Mitre 10 Papanui and Countdown Ferrymead.	Consider reusables (they also need safe disposal once dead), or items that don't use lots of (or any). No transport? We suggest connecting in with a community group, neighbour or family/friends to drop them off.
Plant or seedling pots (even if clean)	The silica in dirt remnants blunts recycling machinery. Pots often still contain garden bacteria that is a hazard in recycling processing.	Red bin or alternative scheme.	Community gardens or local groups. Mitre 10 also accept old plant pots for recycling back into new plant pots mitre10.co.nz/potrecycling	Reuse them, grow your own plants straight in the garden from seed or cuttings, or use biodegradable alternatives like cardboard egg cartons or loo rolls.
Greasy pizza boxes, all paper hand towels, tissues, napkins, shredded paper	Properly re-pulping paper and cardboard for recycling is much harder when it is oily. Dirty paper and cardboard also spreads mould to other, clean recycling.	Green Bin, home compost, or red bin.	These are all best disposed in compost systems, as they cannot compost properly in landfills. There's not enough oxygen, or the right ingredients needed to break down. They just sit in it, giving off methane (a potent greenhouse gas).	For free advice and space to make compost yourself, you can connect in with a local community garden; ccga.org.nz . Check out where your green bin compost goes instead of landfill here (CCC website).
Gas canisters (camping, cooking etc)	These can still contain a bit of gas. When compacted, they are an explosive hazard.	Alternative scheme only – do not put in red bin.	Please take to the EcoDrop Recycling Centres.	No transport? We suggest connecting in with a community group, neighbour, family/ friends to drop off.
All lids; plastic, metal, margarine, ice cream, yogurt	These are too small or flat to sort in a large recycling plant. They get caught up in other product. Coloured lids contaminate clear plastic bales. Lids hold in liquid.	Red bin or alternative scheme.	The Lions collect metal wine tops & tabs from cans, fundraising from the scrap metal proceeds, for the charity "kidney kids" lionsclubs.org.nz/partnerships/our-partners/kidney-kids . Bags of plastic lids are often accepted by local craft or education groups.	Skip the single use packaging and BYO containers or bottles instead, for many household items; http://therubbishtrip.co.nz/regional-shopping-guide/zero-waste-in-christchurch-central/ . Refillable water bottle sites; refillnz.org.nz . Soda streams with reusable bottles are handy for making sparkling water at home.

For more ideas on saving space in your red bin and reducing waste to landfill, see; ccc.govt.nz/services/rubbish-and-recycling/lookupitem/ or download our app; ccc.govt.nz/services/rubbish-and-recycling/bin-app/.

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

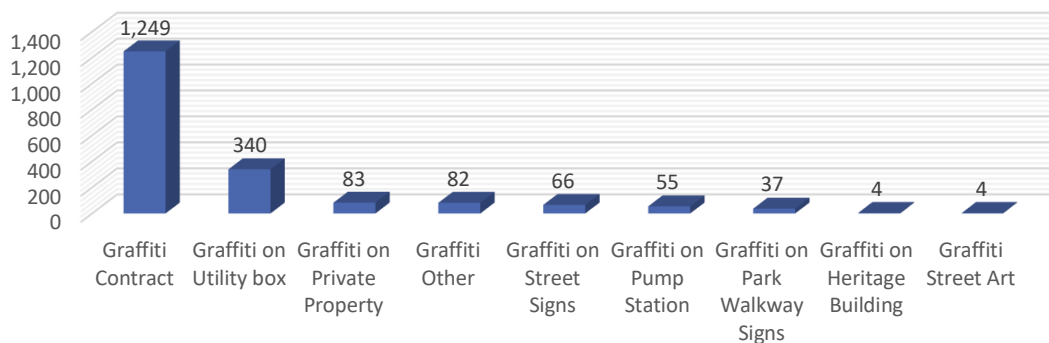
Locations and details of these TAGS are forward to the Police each month.

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

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

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

Karakia Whakamutunga