

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

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

Date: Wednesday 15 June 2022
Time: 8am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

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

8 June 2022

Matthew McLintock
Manager Community Governance Team
941 6231
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

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

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

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Karakia Tīmatanga Lee Sampson

Waiata

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on [Tuesday, 31 May 2022](#) be confirmed (refer page 5).

4. Public Forum Te Huinga Whānui

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

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.

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

6. Presentation of Petitions Ngā Pākikitanga

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

Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

Date: Tuesday 31 May 2022
Time: 5pm
Venue: Beckenham Board Room, 66 Colombo Street,
Christchurch

Present

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

Matthew McLintock
Manager Community Governance Team
941 6231
Matthew.McLintock@ccc.govt.nz
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Tīmatanga: Keir Leslie

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

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Decision

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

Community Board Resolved SCCB/2022/00025

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Wednesday, 18 May 2022 be confirmed subject to the following change;

Item 7 Correspondence

"A Board member noted that Mr Benton had been invited to speak to the Board, but had elected not to at this stage."

to be changed to read *"A Board member noted that Mr Benton had been invited to speak to the Board or any member thereof, but had elected not to at this stage."*

Lee Sampson/Keir Leslie

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Fruit Trees in Gainsborough Reserve

Simeon Whyte presented to the Board on a proposal for fruit trees to be grown on Gainsborough Reserve.

The proposal entails planting five to ten fruit trees in Gainsborough Reserve.

Mr Whyle explained that he has undertaken engagement on the proposal with the local community through a local Facebook page around the types of trees that the community would prefer on the reserve and he was encouraged with the response received.

Mr Whyle outlined the ways that he considers the proposal could bring the community together around the reserve.

Mr Whyle requested Council support for his proposal as attached.

After questions from members, the Board thanked Mr Whyle for his presentation.

Part B

The Waihoru Spreydon-Cashmere Community Board agreed to :

1. refer the proposal for fruit trees to be grown on Gainsborough Reserve to staff for investigation
2. request that staff provide progress updates on the investigation to the Board. .

Attachments

A Simeon Whyle Public Forum Presentation

4.2 Cashmere Technical Football Club

Caroline Mason and Lisa Young, representatives of Cashmere Technical Football Club, spoke about the challenges the club faces in regards to ground availability.

Ms Mason noted that Cashmere Technical Football Club is the result of the merger of two clubs. The club offers a range of playing options for four to six year olds through to those over 50 and has approximately 1600 playing members.

Ms Mason noted that the numbers of participants creates a demand for playing space for training. Training grounds with lights in the winter months are at a premium and the extent of access to these limits training opportunities.

The club suggested some solutions to the limited access to grounds could include looking at how grounds are currently allocated and used, how football could work in with other sporting codes and the potential for additional grounds with lights. Ms Mason noted that there is a lack of green space within the club's catchment area and advised that the club has a long term vision of an artificial surface football pitch in the area.

Correspondence from Mainland Football that outlines the work the organisation is doing with the Council on the need for sport grounds, including for a network of artificial surfaces around the city was tabled.

After questions from members, the Board thanked Ms Mason and Ms Young for their presentation

Part B

The Waihoru Spreydon-Cashmere Community Board agreed to:

1. request staff provide advice on the network plan for sports ground availability
2. request staff to discuss with Cashmere Technical Football Club options for potential sites for sports ground with artificial turf and lights.

Attachments

- A Cashmere Technical Football Club Public Forum Presentation
- B Cashmere Technical Public Forum tabled document

4.3 South Library Rebuild - Community Engagement Opportunities

Finn Jackson, resident, spoke about potential opportunities to engage with the community regarding the South Library rebuild project in order to inform the affected community.

Mr Jackson expressed disappointment at the level of information regarding the project and the potential building closure. He suggested that the Board host a livestreamed public briefing to provide information to the wider community.

Following questions from Board members, the Board thanked Mr Jackson for his presentation.

Part B

That the Waihoru Spreydon-Cashmere Community Board agreed to:

1. Request staff to investigate community engagement opportunities to inform and involve the affected community in the South Library project.
2. Request staff to investigate options for temporary location(s) to maintain current library and service functions to provide continuity for the community within South Christchurch while the South Library rebuild is underway.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Traffic Issues at Addington Te Kura Taumata

Jo Robertson spoke on behalf of Addington Te Kura Taumata Board of Trustees regarding Correspondence from Addington Te Kura Taumata school about drop off points.

Ms Robertson advised that the school currently has three access points into the school and issues regarding parking and safety with cars.

Ms Robertson presented a proposed plan to make the Simeon Street entrance the school's main entrance by making changes to the driveway and gates. Ms Robertson asked if the Council would consider working with the school to find solutions to the problems with the entrance through Addington Park. She suggested there could be angled parking alongside the park and signage to the side of the driveway. She noted that the school currently does not have a main entrance which causes confusion for school visitors.

Ms Robertson also requested assistance from Council to add a 'drop off loop' at the Somerset Crescent entrance.

After questions from members, the Board thanked Ms Robertson for her deputation.

Refer to Item 7 – Correspondence – Jo Robertson

Attachments

A Jo Robertson Public Forum Presentation

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence - Jo Robertson, Board Chair, Addington Te Kura Taumatua

Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the correspondence from Jo Robertson in relation to traffic congestion around Addington Te Kura Taumatua and refer to staff.

Community Board Resolved SCCB/2022/00026

Part B

That the Spreydon-Cashmere Community Board:

1. Receives the correspondence from Jo Robertson in relation to traffic congestion around Addington Te Kura Taumatua and refer to staff.
2. Refers the correspondence to staff and requests staff to investigate entrance prioritisation, design and safety enhancements at Addington Te Kura Taumatua and to report the findings to the Board by 31 July.
3. Requests staff to work with Addington Te Kura Taumatua on development of a School Travel Plan for Addington Te Kura Taumautā.

Melanie Coker/Callum Ward

Carried

Attachments

A Correspondence - Jo Robertson Addington Te Kura Taumatua

8. Joint Meeting - Linwood-Central-Heathcote and Spreydon-Cashmere Community Board Minutes - 13 April 2022

Community Board Resolved SCCB/2022/00027

That the Minutes of the Joint - Linwood-Central-Heathcote and Spreydon-Cashmere Community Board meeting held 13 April 2022 be confirmed.

Melanie Coker/Tim Scandrett

Carried

9. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2021/22 - Smash Volleyball Playing Equipment and Uniform

Community Board Resolved SCCB/2022/00028 (Original officer recommendation accepted without change.)

Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves a grant of \$1,500 from its 2021/22 Discretionary Response Fund to Smash Volleyball Club Incorporated towards the Smash Volleyball Club Uniforms.

Tim Scandrett/Lee Sampson

Carried

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

Part B

Board members shared the following information

- A Board member relayed concerns following an incident involving a cycle and a bus at the Lincoln Road / Moorhouse Avenue intersection.
- A Board member shared concerns from a resident about invasive plant species at the intersection of Kidson and Whareora Terraces.
- A Board member spoke with a resident of Dobson Street who wanted to grow vegetables in the garden beds on either side of the alleyway between Dobson and Milton Streets. A Board member relayed arrangements for a Council arborist to meet with residents in Hoon Hay Road backing onto Centennial Park regarding residents' concerns about a eucalyptus tree.
- A Board member has met with Addington Neighbourhood Association regarding issues with toilets in Addington Park.
- A Board member spoke at Parklane Retirement Village.
- A Board member noted that the Summit Road Society is meeting in person for the first time in some time.
- A Board member spoke about attendance at the Accessibility Regulatory Work Group.
- A Board member spoke about feedback regarding concerns over road entrances to Domain Terrace
- A Board member noted concerns from a resident regarding the condition of Sydenham Cemetery.
- A Board member noted concerns about mobility carparks that are difficult to get into and/or out of.

Karakia Whakamutunga: <Keir Leslie>

Meeting concluded at 6.52pm.

CONFIRMED THIS 15th DAY OF June 2022.

KAROLIN POTTER
CHAIRPERSON

Unconfirmed

7. Correspondence

Reference / Te Tohutoro: 22/708075

Report of / Te Pou Marie Byrne, Acting Community Board Adviser, Spreydon-Cashmere,
Matua: marie.byrne@ccc.govt.nz

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

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Age-Friendly Spreydon-Cashmere Committee	Impact of the Closure of the South Christchurch Library and Service Centre.

2. Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the correspondence from Dr Helene Mautner from Age-Friendly Spreydon Cashmere Committee in relation to the impact of the closure of South Christchurch Library and Service Centre

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	Correspondence - Age-Friendly Spreydon Cashmere Committee - June 2022	14

The Impact on Older Adults with the Closure of the
South Christchurch Library and Service Centre for Eighteen Months

The Age-Friendly Spreydon Cashmere Committee is very concerned that the planned closure of the South Christchurch Library and Service Centre in late 2022 or early 2023 for an estimated eighteen months, will have a significant negative impact on the older adults in our community.

Walk around the South Christchurch Library on any day and you will see café tables busy with older adults catching up with friends. Look in the social seating areas and you may see a group of older adults mixing as they knit garments for charity, and nearby there are older people working diligently at computer stations. Meeting rooms are used regularly by the older adults from the from University of the Third Age's special interest groups engaged in their interest of life-long learning.

Loneliness and isolation are alleviated when individuals come to the library and sit in comfortable chairs set up in a conversational design that encourages strangers to talk to one another – perhaps becoming friends for an afternoon or longer. Or maybe some older adults come just to sit and read in the library to escape long hours of being alone at home. Regular library displays create interest and connect older people with their community.

Library sponsored activities such as computer courses allow older adults to improve their computer skills; the library's very popular and long-running weekly Walk'n'Talk programme promotes physical exercise and socialisation designed specifically for older adults, described on the CCC website as: *Walking can help you keep healthy and active. Meet new people and feel great by joining your local walk 'n' talk group.* This program is in temporary recess until Spring 2022.

Most of these activities and events, along with others, could be lost when the South Christchurch Library is closed for eighteen months.

The library plays an essential role as a modern day 'town square and community centre'. It is an important place where people meet, learn, get information, connect with civic services, exercise, ease isolation and loneliness, promotes emotional wellbeing, and much more.

The Age-Friendly Spreydon Cashmere Committee sees it as a social and civic responsibility that these activities and events are not unduly disrupted during the library's repairs, and urges the Waihoru Spreydon Cashmere Community Board to investigate and help identify and secure venues to enable the good work of the library to continue during its temporary closure.

Yours sincerely,

Dr Helene Mautner
On behalf of the Age-Friendly Spreydon Cashmere Committee

June 2022

8. Slow Speed Neighbourhood - Opawa (Hunter Terrace)

Reference Te Tohutoro: 22/576770

Report of Te Pou Matua: Gemma Dioni, Senior Transportation Engineer,
gemma.dioni@ccc.govt.nz
Hannah Ballantyne, Engagement Advisor,
hannah.ballantyne@ccc.govt.nz

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Opawa, which included Hunter Terrace in Beckenham, 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 Waihoru Spreydon-Cashmere 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-1d (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 Hunter Terrace (entire length).
 - b. Approve that the permanent speed limit on Hunter Terrace (entire length) be set at 30 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Malcolm Avenue commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Waimea Terrace.
 - d. Approve that the permanent speed limit on Malcolm Avenue commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Waimea Terrace be set at 40 kilometres per hour.
2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The preferred option is to change the speed limits as outlined in the staff recommendations in this report for the following reasons:
 - 3.1.1 Traffic speed data indicates that most road users in this area already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit.
 - 3.1.2 Reduces the likelihood and severity of crashes and improves safety on local roads.
 - 3.1.3 Aligns with the overall vision of the Ministry of Transport/Te Manatū Waka New Zealand Road Safety Strategy - Road to Zero 2020-2030.
- 3.2 Achieves safe and appropriate speeds that reflect the road function, design, safety, and use for safer use by all. Local neighbourhood roads are low volume and low speed roads and are where we would see more of our vulnerable road users such as school children, cyclists and pedestrians on the road and footpaths.
- 3.3 Alongside safety, the cost and community support of speed reductions are critical in the success of projects. These factors provide the reasoning for prioritising Hunter Terrace, as part of the Opawa Slow Speed Neighbourhood, for a speed review and include:
 - There are high numbers of pedestrians and cyclists and a market on Sundays. • This area is a well-defined slow street, and the existing infrastructure supports a lower speed limit without the need for significant infrastructure.
 - There is known support for a reduced speed limit in this area through requests from local residents to CCC and through Community Board requests.
- 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 Opawa Slow Speed Neighbourhood is identified as one of the five neighbourhoods.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

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

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

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 a significant difference can be made is through having safe and appropriate speeds on Christchurch's roads.
- 5.2 It is proposed to reduce the speed limit from 50 kilometres per hour to 30 kilometres per hour and 40 kilometres per hour on selected streets in Opawa, which included Hunter Terrace.
- 5.3 The Council traffic and speed count data indicates that the majority of road users already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit. Implementing a lower speed limit will help to reinforce this safer driving behaviour, and help those unfamiliar with the area to understand the safe and appropriate speed. Research suggests that, in some environments, changing speed limit signage alone (without complimentary engineering treatments) may result in a 2 to 3 kilometres per hour reduction in operating speeds. Installation of new speed limit signage in this area may also therefore result in a slight reduction in operating speeds.
- 5.4 Neighbourhoods are areas where we can make the most difference with slower speeds to improve safety for vulnerable road users, because everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling, or using public transport.
- 5.5 The proposed slower speeds 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 Hunter Terrace (by South Library) has been included in this speed review for a reduction to 30km/h to align with community requests and due to the relocation of the Opawa Market. 30km/h is suitable for narrow roads and areas where greater amounts of pedestrians are expected.
- 5.8 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.9 Residents were encouraged to have their say via the online submission from 8 April to 3 May 2022. The summary of these submissions is available in Attachment B.
- 5.10 The consultation was advertised through a letter box flyer, Newsline story, and social media posts on community Facebook pages, on-site signage and the online Have Your Say portal.
- 5.11 The Council received 139 submissions.

- 5.12 Broadly, 90% of submitters are in support of the slow speeds neighbourhood changes and 9% oppose. The analysis of all submissions is available in Attachment C.
- 5.13 In terms of the relevant streets to this Community Board, two submitters specifically mention the proposed change to Hunter Terrace, with both wanting the 30km/h limit to be extended until the end of the terrace.
- 5.14 Following a review of the submissions it is proposed to extend the 30 kilometres per hour to cover the remainder of Hunter Terrace to Malcolm Avenue. A 40 kilometres per hour section will be added on Malcolm Avenue from Colombo Street to the current start of the existing 40 kilometres per hour section at Waimea Terrace.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40 percent over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
- 6.2 Waka Kotahi's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.
- 6.3 Land Transport Rule: Setting of Speed Limits 2022: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
- 6.4 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.5 This report supports the Council's Long Term Plan (2021 - 2031):
 - 6.5.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents.
 - Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction.
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes.
 - Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - ≥65% resident satisfaction.
 - Level of Service: 10.5.3 More people are choosing to travel by cycling - ≥12,000 average daily cyclist detections.
 - Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤1.10 million tonnes of CO2 equivalents.
 - 6.5.2 Capital Programme
 - \$250,000 capital expenditure per year for three years to implement at least five slow speed neighbourhoods a year.

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.8 This proposal includes measures to encourage walking/cycling/public transport and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.
- 6.9 This proposal includes measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes to the private vehicle which will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

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

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$5000
- 7.2 Maintenance/Ongoing costs – approximately \$500/year.
- 7.3 Funding Source – Slow speed Neighbourhoods project 65987.

Other

- 7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture

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

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

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Slow Speed Neighbourhood - Opawa Speed Limit Plan	21
B ↓	Opawa neighbourhood safety improvements submission table for web	22
C ↓	Opawa neighbourhood safety improvements analysis of submissions	59

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

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

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

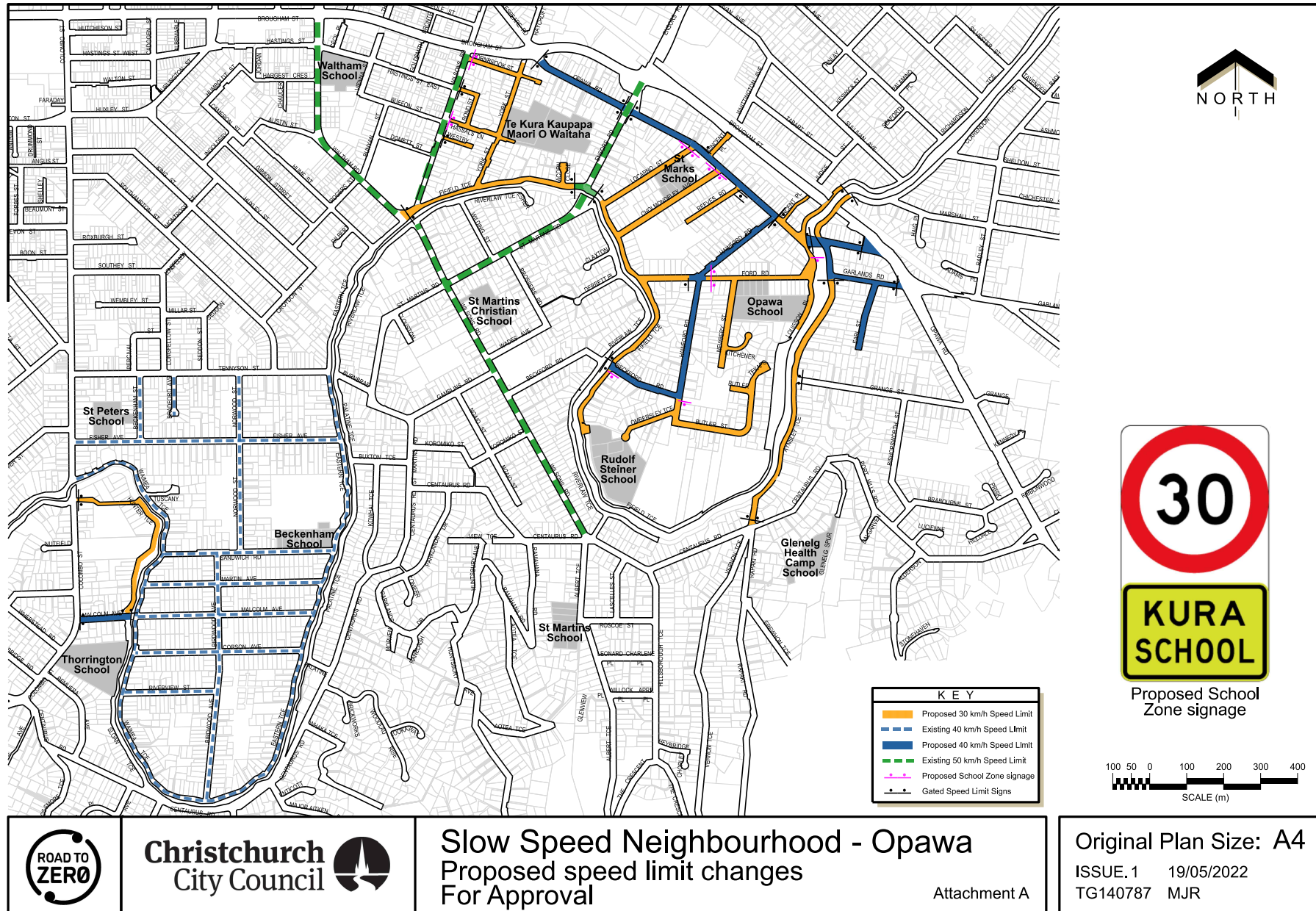
(a) This report contains:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Submission #46062

Canterbury

District Health Board

Te Poari Hauora ō Waitaha

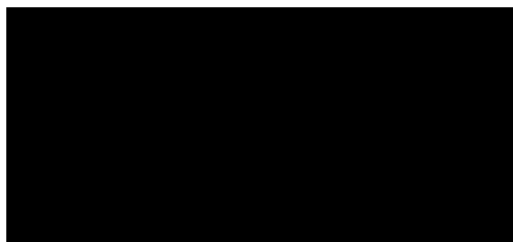
Item 8

Attachment B

Submission on Opawa Neighbourhood Safety Improvements

To: Christchurch City Council

Submitter:



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

Submission #46062

SUBMISSION ON OPAWA NEIGHBOURHOOD SAFETY IMPROVEMENTS

Details of submitter

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

Details of submission

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

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

Submission #46062

7. Transport is an important determinant of health², especially through mechanisms of air pollution, noise, road injury, physical activity and connectivity to other resources.

Comments

8. The CDHB supports the proposed speed reduction and safety improvements to the infrastructure as identified in the consultation, for reasons which are further described below.
9. Firstly, the risk of death or serious injury for pedestrians, cyclists and those crossing the street decreases significantly with reductions of vehicle speed. For example, a cyclist or pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95%³.
10. Secondly, low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases⁴. Roads which are safe help to address this by encouraging the use of active transport such as walking, cycling and scooting.
11. Thirdly, safe and walkable streets help to establish a sense of place within a neighbourhood. There is evidence that speed limits support greater social inclusion and community cohesion, and facilitate community support networks⁵, all of which have an influence on the health and wellbeing of individuals and communities.
12. Lastly, the proposed speed limit reductions would reduce noise exposure, which has increasingly been associated with negative impacts on health and well-being. Exposure to road traffic noise has been linked with heart disease, hypertension, diabetes, aggression and sleep disturbance⁶.

Conclusion

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

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

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

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

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

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

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

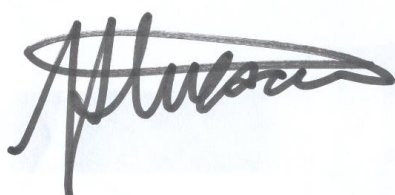
⁶ Rossi, I. A., Vienneau, D., Ragettli, M. S., Flückiger, B., & Röösli, M. (2020). Estimating the health benefits associated with a speed limit reduction to thirty kilometres per hour: A health impact assessment of noise and road traffic crashes for the Swiss city of Lausanne. *Environment international*,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

Submission #46062

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

15. Thank you for the opportunity to submit on the Opawa neighbourhood safety improvements proposal.

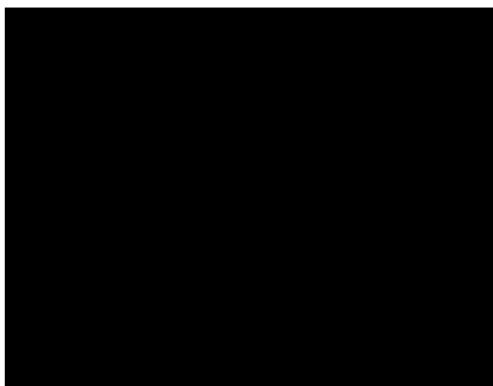
Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

Date: 2/05/2022

Contact details



Submission #45564





Submission #45564



Submission #45564

Submission #45564



Submission #45564



Opawa neighbourhood safety improvements



Analysis of submissions

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

Submitter profile

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

Feedback

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

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

Slow speeds neighbourhood

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

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

27 submitters (19%) want the proposed 40km/h speed limit to drop to 30km/h on selected streets, or for more streets to be reduced to 40km/h. Common requests are;

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

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

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

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

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

Safety at schools

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

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

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

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

Other safety concerns

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

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

9. Barrington St / Cashmere Rd / Purau Tce Pedestrian Island Improvements

Reference / Te Tohutoro: 22/515316

Report of / Te Pou
Matua:

Toni Dakers, Traffic Engineer, toni.dakers@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru / Spreydon Cashmere Community Board to consider approval of proposed improvements to the existing pedestrian refuge islands at the Barrington Street / Cashmere Road / Purau Terrace roundabout.
- 1.2 This report has been written in response to ongoing requests from the community for pedestrian crossing improvements in this area and staff assessments of deficiencies with the existing infrastructure.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommend decision.
- 1.4 The recommended options is to install a new pedestrian refuge island on the Barrington Street approach as well as improve the existing refuge crossing points on Cashmere Road, in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves the design for the approaches to the Barrington Street / Cashmere Road / Purau Terrace roundabout as shown on Attachment A (Cashmere Barrington Intersection Improvements, TG136566, 16/05/2022), including a new refuge island on Barrington Street and amendments to the existing crossing points on Cashmere Road.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 There are two main aspects to the proposal; installing a new larger refuge/splitter island on the Barrington Street approach to the roundabout and improving the existing crossing points on the two Cashmere Road approaches to the roundabout.
- 3.2 The existing island on Barrington Street is only 1.1 metres wide. This is insufficient to accommodate pedestrians waiting to cross, particularly if they are waiting with a pram / bike etc. It is also well below the minimum acceptable width of 1.8 metres for a refuge island based on current standards and best practise. The proposal includes increasing the size of this island to the maximum possible while still ensuring larger vehicles can track around the roundabout without mounting the kerb.
- 3.3 No changes are proposed to the physical width of the existing islands on Cashmere Road, however the width of the island cut throughs will be increased to provide more space for

pedestrians to wait. This area will be flush with the road surface to allow for pedestrian hand rails and tactile pavers to be installed.

- 3.4 Pedestrian hand rails and tactile pavers will be installed on all three islands.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Implementing major works at this intersection, such as raised tables and/or changing the intersection control (installing traffic signals etc.) are outside of the scope and available budget for this project.
- 4.2 Funding for full intersections upgrades is currently prioritised to undertake improvements at the highest risk intersections in the City, evaluated using the nationally recognised KiwiRAP assessment criteria. The intersection of Barrington Street / Cashmere Road / Purau Terrace is not identified as a high risk site within this criteria. It is therefore not a priority for funding compared to other sites in the City.
- 4.3 The changes that are proposed are intended to be lower cost improvements targeted to ensure the existing crossing points are consistent with current standards with respect to width/depth and allow the installation of tactile pavers and hand rails.
- 4.4 Furthermore, Cashmere Road has been identified within the Greater Christchurch Public Transport Futures Programme for Bus priority improvements as a core route for bus priority. This is in the very early stages however funding has been allocated in Council's draft Annual Plan for a project for Cashmere Road to develop a preferred scheme option. We therefore do not support allocating funding to implement options that may conflict with this possible future work.

5. Detail Te Whakamahuki

- 5.1 Consultation was open between 31 March and 13 April 2022. An email was sent to 20 key stakeholders detailing the project.

5.2 Themes

- 5.2.1 *Reconsideration of an earlier proposal to install a traffic island outside 31 Cashmere Road to address the poor connectivity in this location, particularly for pedestrians travelling on the footpath on the east side of Cashmere Road*

As per point 4.4 above, there are future projects being investigated on Cashmere Road, we therefore we don't support installing and investing in infrastructure that may not be compatible with future works.

- 5.2.2 *Zebra crossings on the roundabout approaches and/or at alternative locations further away. Including ancillary signage such as give way to pedestrians.*

While we understand that the intention of these requests is to give pedestrians priority, installing zebra crossings on the roundabout approaches is not considered safe.

The main reason for this is that the safety of Zebra crossings relies on drivers seeing and stopping for pedestrians. Pedestrians stepping out with the expectation drivers will stop puts them at risk of serious injury. For this reason, installing a new Zebra crossing is not supported in a 50km/h environment unless installed on a raised table to significantly reduce vehicle speeds.

- 5.2.3 *Reducing the speed limit through this area to 40km/h.*

Council staff are currently working on developing a prioritisation tool for the roll out of Safe Speed neighbourhoods throughout the City. These roads will therefore be considered as part of a wider area review.

5.2.4 *Trim the vegetation in the central island*

This has been forwarded onto our Landscape Maintenance Team.

5.3 A summary of the submissions received is attached as Attachment B to this report.

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

5.4.1 Cashmere Ward

5.4.2 Waihoru Spreydon Cashmere Community Board

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.

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

6.2.1 Activity: Transport

- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - ≥ 570 kilometres (total combined length)

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.5 The effects on Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.7 The proposal is principally intended to improve accessibility for pedestrians by providing a safer location to wait when crossing Cashmere Road and Barrington Street at the roundabout.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 Cost to Implement –approximately \$55K for construction including traffic management and materials.

7.2 Maintenance/Ongoing costs – To be covered under the area maintenance contract, the effects will be minimal to the overall asset.

7.3 Funding Source – Traffic Operations 'School Safety' budget.

Other / He mea anō

7.4 None identified

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 The 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 resolutions of stopping restrictions and traffic control devices.
- 8.2 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

- 8.3 There is a legal context, issue or implication relevant to this decision.
- 8.4 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1-8.2.

9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 None identified.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site Plan- Barrington / Cashmere / Purau Safety Improvements	66
B ↓	Consultation Feedback- Barrington / Cashmere / Purau Safety Improvements	67

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

Document Name	Location / File Link

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Toni Dakers - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Sarah Anderson - Team Leader Travel Demand Management Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Item 9



Name	Comments
Charlotte Laird	<p>I have read the proposed roundabout improvements. Can I please ask the following to be considered:</p> <ul style="list-style-type: none"> - plantings on roundabout to be much lower, eg ground cover/flowers We have had a number of situations where my children can't see over the roundabout to see if vehicles are coming. - with the safety rails proposed that they fit with a couple of bikes side by side. I always cross on the islands with my younger daughter but we need to be able to go over together. <p>(Second email) Instead of waiting for all the feedback, I would like to request an immediate trimming of the unsafe high plants at the roundabout. This could be arranged by the council under general garden maintenance.</p>
Viv van Dam	<p>I have been made aware of your proposal to improve pedestrian safety at the roundabout at Purau Tce/Cashmere Rd/Barrington St intersection.</p> <p>Your proposal to put handrails and slightly increase the size of the traffic islands will do very little to improve pedestrian safety and will certainly not make it safe to cross there. Children (and adults) will still have to race between cars to get across, with their fingers crossed that the driver sees them and stops the car.</p> <p>I chose to send my children to Cashmere Primary School as I felt those roads are too dangerous to cross to get to Thorrington School. Since that time, the roads have become more busy and dangerous, and I now worry about high school kids crossing too.</p> <p>As a driver, the foliage in the centre of the roundabout obscures my view, and as I try to dart my car out of Purau Tce (during micro pauses in car traffic), there is very little time to ensure there are no pedestrians. I worry every day about hitting a child that has darted out onto the traffic island.</p> <p>If you are concerned about safety, I urge you to do more than to add handrails. Please seriously consider putting in a pedestrian crossing, which is where, after all, pedestrians should cross roads.</p> <p>I look forward to hearing from you. Kind regards,</p>
Alan Matheson	<p>Kia ora,</p> <p>Your email of 31 March is going round the neighbourhood.</p> <p>Agree with the initial changes you are proposing to the roundabout.</p> <p>Yes there is a bigger conversation to have around network improvements and would like to be involved in those later on.</p> <p>There appears to be some easy wins that would benefit pedestrians and cyclist safety, while keeping the efficient functioning of the roundabout. We have lived here for 5 years and are amazed at how well it all works considering the high traffic volumes of vehicles, pedestrians and cyclists.</p> <p>From a personal Purau Terrace perspective, exiting from Purau Terrace onto the roundabout is quite problematic at times due to:</p> <ol style="list-style-type: none"> 1. The speed of some motorists through the roundabout heading westward along Cashmere Road – improving pedestrian access across the road and slowing traffic would greatly improve exiting; and 2. Vegetation in the roundabout obscuring views of traffic waiting at Barrington Street – don't want all the vegetation trimmed or removed, but a line of sight to the waiting traffic would be a great improvement. <p>Kind regards</p>

Feedback received on Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022

Please note: these submissions are released to elected members of Christchurch City Council to assist them in their decision-making on the Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022. They contain personal information and, under the Privacy Act 1993, this information must not be used for purposes other than that for which it was collected, or made available to members of the public. Once elected members have finished with these submissions, please destroy any printed copies in a secure and appropriate manner, and delete any electronic versions.

Name	Comments
Geoff and Leanne McPhail	<p>PEDESTRIAN SAFETY IGNORED FOR OVER 20 YEARS</p> <p>I have been a resident of [redacted] Cashmere Road for twelve years. A number of my neighbours have lived here for much longer.</p> <p>I am aware that for over 20 years residents of Cashmere Road and Purau have requested that the CCC improve pedestrian safety to enable pedestrians to get safely across Cashmere Road between Barrington Street and Colombo Street. As you will be aware the footpath stops half way along and it is very dangerous to cross where the footpath ends. (photo attached)</p> <p>We appreciate the installation of the orange poles (flick-flacks, and the replacement as required is also appreciated) on the corner to slow the vehicles down and stop them cutting the corner.</p> <p>On numerous occasions this has been discussed with the local councillors / Community Board but nothing has happened and we have had enough of the inability to cross safely to get to the connected footpath and cycle network on the other side of Cashmere Road.</p> <p>Your proposed changes to the Barrington Roundabout will only provide minor safety improvements as your Traffic Engineers will confirm, pedestrian movements close to roundabouts are fundamentally and functionally unsafe especially for children and elderly people. Your Traffic Engineers confirmed this during the last discussions I had about 5 years ago.</p> <p>Your Traffic Engineers at the time agreed the safest place to cross would be outside 31 Cashmere Road (photo attached) where visibility both ways is adequate. Your Engineers report made recommendations to Council which were ignored.</p> <p>Installing a refuge / island where people can wait while crossing Cashmere Road makes good sense. You have already installed a number of these on Centaurus Road.</p> <p>I appreciate the cost of these things, but don't understand why last time the Chair of the Community Board who said this was critical, then decided other things were a higher priority but gave no reason why our request was declined. We offered to contribute to the cost and I make the same offer again if funding is the problem.</p> <p>Putting in a refuge / island has already previously been agreed to by all parties and we request that this gets priority instead of the upgrade of the Barrington Roundabout. Will it take another fatality like down the road near Zeroes to get some action.</p> <p>We would appreciate your prompt action to our 20 year request and not wait another five years to review again.</p> <p>Yours Sincerely Geoff and Leanne McPhail [redacted]</p>
Bede Pascoe	<p>With regard to my thoughts on the matter, I feel Geoff McPhail from [redacted] Cashmere Rd has summed up the situation perfectly in his submission; email attached..... why waste time and money on a temporary solution when a more permanent solution is what is ultimately required, especially given the timeframe the issue has been in a decision phase ie 20 years.</p>

Feedback received on Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022

Please note: these submissions are released to elected members of Christchurch City Council to assist them in their decision-making on the Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022. They contain personal information and, under the Privacy Act 1993, this information must not be used for purposes other than that for which it was collected, or made available to members of the public. Once elected members have finished with these submissions, please destroy any printed copies in a secure and appropriate manner, and delete any electronic versions.

Name	Comments
Richard Suckling	<p>Dear Sir / Madam</p> <p>I understand the council is considering some improvements to the roundabout at Barrington Street/Cashmere Road/Purau Terrace.</p> <p>I consider this roundabout is currently extremely unsafe for pedestrians, cyclists and to a lesser extent cars, mainly because you can't see over the top of the roundabout and so cars are on top of you in no time at all. In my opinion, there should be a major rethink about the design of the roundabout and at the very least, all the vegetation on the top of the roundabout should be gone. Even when the roundabout's vegetation is cut down to 30cm as it was more than 6 months ago (probably 12), it is still very hard to see over the top of the roundabout because of the roundabout design.</p> <p>Attached are some additional information and photographs supporting my argument why this roundabout is so very dangerous. I can't think of a roundabout in Christchurch currently that is more dangerous than this one for pedestrians.</p> <p>I would be very grateful if you would look into the design of this roundabout. Would you let your kids cross at this roundabout? There would be no way in hell I would let my young kids cross there unsupervised.</p> <p>Your sincerely</p> <p>Richard Suckling Concerned resident of 35 years</p>

Feedback received on Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022

Please note: these submissions are released to elected members of Christchurch City Council to assist them in their decision-making on the Pedestrian safety at the Barrington Street/Cashmere Road/Purau Terrace roundabout, April 2022. They contain personal information and, under the Privacy Act 1993, this information must not be used for purposes other than that for which it was collected, or made available to members of the public. Once elected members have finished with these submissions, please destroy any printed copies in a secure and appropriate manner, and delete any electronic versions.

Name	Comments
Kane and Karena Finnie	<p>Good afternoon, I write to you in relation to the Cashmere Road/Barrington St roundabout.</p> <p>The current proposal to improve the pedestrian facilities at the BCP roundabout is an improvement over the existing facilities. We believe that there are further practical solutions which would significantly enhance the safety of the BCP roundabout.</p> <p>To provide a safe and well-functioning neighbourhood which encourages the use of active transport, we strongly Recommend that;</p> <p>1. The Council set the crossings further away from the center of the roundabout and reconstruct the islands. This is consistent with the layout of the two existing Cashmere Road crossings</p> <p>2. The Council install two zebra crossings:</p> <p>a. One across Barrington Road to provide greater priority for children and adults travelling east-west along the Opāwaho river. This also is an important connection for the future Major Cycle Way proposed for Ashgrove Terrace; and</p> <p>b. A second crossing installed across Cashmere Road (east side of the crossing to connect the existing bus stops) to provide a safer and efficient crossing opportunity for north-south pedestrian traffic.</p> <p>3. The Council investigate ancillary considerations such as signage such as “give way to peds” and reducing the speed limit along this stretch of road to 40km/hour.</p> <p>4, that the gutter edge on the footpaths around the roundabout are raised to ensure cars do not cross the curb and make it more difficult for kids to then cut onto the road to pass people.</p> <p>5, The Council cost these above improvements and present the findings to the Community Board and BCSS with options for how these added improvements could be paid for.</p> <p>6, That Council re-engage with Thorrington Primary School to re-develop their Travel Plan which was last updated almost 10-years ago back in 2013.</p> <p>Thank you for this opportunity and we are happy to discuss further at any stage</p>
Nicola Williams (Barrington cashmere safe streets)	PDF submission below

Submission on Improvements to the Barrington Street – Cashmere Road Roundabout

12 April 2022

Dear Engagement Team

Background

My name is Nicola Williams and I have 23 years working experience in the field of neighbourhood planning and urban design. My qualifications include a Bachelor of Planning (honours), a Master of Urban Design, and a diploma in landscape design. I have worked in private practice in the UK and Australia, and for the last 15-years in local government in New Zealand.

By way of background to this project, a neighbourhood group called Barrington Cashmere Safe Streets (BCSS) was formed in 2021 to provide a coordinated voice regarding pedestrian and cycle safety issues in the area. As part of the wider neighbourhood analysis, the group talked to other educational facilities within the catchment which included Cashmere High School, Hohepa Canterbury Residential (both located off Barrington Street) and Thorrrington Primary School. This engagement revealed several additional findings:

1. Both Cashmere High School and Thorrrington Primary School Principals were significantly concerned for their students' physical safety when crossing Cashmere Road (to get to and from home, or to access the bus stops nearby).
2. Hohepa Manager Arnah Trelease cited that *"for the people who access our campus by bus and on foot there are a number of additional support requirements to be aware of, including low vision, poor gait, and of course cognitive impairment as an outcome of a diagnosed intellectual disability"*. Of note, many Hohepa residents not only live in the Canterbury Residential 'home base' on Barrington Street, but also live in numerous independent houses within walking distance of the main campus. They all walk to the main campus for morning activities then are free to walk or bus around the city in the afternoons. We see many residents walking through Purau Reserve and crossing over Cashmere Road with some difficulty in the mornings. The Orbiter bus route along Cashmere Road is hugely popular throughout the week and weekends as it provides access to a wider number of facilities and amenities for Hohepa residents. Safer crossing at the roundabout is therefore requested to cater for all user groups – including those with poor vision and cognitive impairment.

These findings were presented to the Community Board in March 2021. The presentation and letters from the educational providers can be provided on request.

Recent Engagement

Last week, two Council traffic engineers (John Dore and Toni Dakers) and a project manager met with three of our BCSS neighbourhood members to walk through the proposed minor improvements to the roundabout, and also discuss the future implementation of the Bus Prioritisation Project

earmarked for this stretch of Cashmere Road. It was a very productive session, and we were very grateful for their time.

A number of local considerations from BCSS were made to the CCC team during our productive discussion. Multiple factors which contribute to the safety issues at the Barrington / Cashmere/ Purau Terrace roundabout (BCP Roundabout) were raised. These included:

1. The functional design issues with the existing BCP roundabout for pedestrians, scooters and cyclists, given there is no priority to provide safe crossing points, like zebra crossing or signals would offer.
2. Approximately 90% of the zone / catchment of Thorrrington Primary School is located on the south side of Cashmere Road / Centaurus Road, while the school is located to the north. The vast majority of students therefore need to cross Cashmere Road or Centaurus Roads in the morning and afternoon to get to / from school.
3. There is no footpath on the southern side of Cashmere Road between house Nos. 31 and Dyers Pass. The BCP roundabout is therefore the only place for children, and all ages and abilities to cross when travelling on foot, scooter or bicycle to school.
4. The recently installed signalized crossing at Worsleys Road and Cashmere Road has seen a significant increase in the number of children utilizing active transport to travel on the Ōpāwaho river trail to get to school. The Ōpāwaho river trail does not have a safe crossing across Barrington Street at the BCP roundabout.
5. That the significant new residential development in Halswell and the Nor-west arc has resulted in a noticeably higher traffic volumes in the last 5-7 years. Cashmere Road has become increasingly congested. As a result of the congestion, drivers speed up to get into small gaps on the BCP roundabout. Given the driver facing direction looking right to find a gap, rapid turns to the left sometimes result in near misses with pedestrians or cyclists who are crossing the BCP roundabout. This is exacerbated by the current pedestrian crossing locations have poor visibility to traffic and being too close to the BCP roundabout. Please reference Appendix B illustrating the location of the crossing points being too close to the entrance line of the roundabout according to NACTO.
6. Surprisingly, more than 10%¹ of traffic along the Minor Arterial of Cashmere Road is made up of large trucks and heavy vehicles which is double that of Riccarton or Ferry Roads for comparison. This creates the potential for even more serious incidents between trucks, and children, older people and those with physical limitations who may be less visible to larger truck drivers.
7. Morning visibility on the BCP roundabout is also affected by the sun. The rising sun directly impacts on the east-bound drivers along Cashmere Road and reduces their ability to see people crossing Cashmere Road in the mornings. This is particularly an issue for drivers turning left out of Barrington Street, who look right for a space on the roundabout, then exiting rapidly fast to the left into Cashmere Road. As noted above, the current pedestrian crossing locations have poor visibility to traffic (especially given their older, worn concrete and pavers (which are all grey) and are too close to the BCP roundabout.

¹ Memo: Pedestrian facilities in the Cashmere Road / Barrington Street area by Council Traffic Engineer Anne Heins dated 9/7/2020 – Reference 20/581459

8. Poor driver behavior – often drivers do not indicate when they are exiting the roundabout so pedestrians cross and then a near miss occurs. I have personally experienced a near miss due to this.

Regarding proposed future developments:

- 1) Christchurch has recently seen an impressive rise in cycling – especially considering many of us are not yet back in the office full time. Christchurch is benefitting from the ‘network effect’ of connected Major Cycle Route (MCR). Cycling has seen an absolute increase in cycle numbers over the last year² jump in cycling between 5-10%. This is a socially distanced and often fun experience. The future earmarked MCR for Ashgrove Terrace provides further a further rationale for enabling a safe cycling connection across Cashmere Road to connect with the residential catchments on the Port Hills.
- 2) We acknowledge the (possible) future Bus Prioritization Project and understand the need for efficient bus movement. Walking and bus patronage is intrinsically linked. Being able to walk to and from a bus stop (especially for students, and people who cannot drive or cycle) is a fundamental pre-requisite for bus patronage.

Catchment Analysis

On site last week, when we were discussing a previously proposed separated pedestrian crossing facility opposite No. 31 Cashmere Road, traffic engineer John Dore noted that the location of the crossing facility needs to logically match the size of the catchment.

To further investigate this, I have prepared a catchment analysis for the two parts of the Thorrrington Primary School zone. Primary school students are smaller (and therefore less visible) and are less cognitively able to identify safe times to cross a busy roundabout. Please refer to Appendix A for this analysis.

The summary of this analysis is that:

- I. The Westmoreland part of the school zone is now relatively well catered for in crossing Cashmere Road following the recent installation of a signalized intersection at Worsleys Road. They do not have safe crossing across Barrington Street at the BCP Roundabout.
- II. The proposed minor improvements by CCC commendably include the extension of the upstanding island to meet minimum width requirements so cyclists can safely hover in the middle whilst awaiting to cross. A yellow handrail is proposed which will improve visibility of the island. However, there is still no added priority or consideration by drivers to yield to this active transport mode.
- III. The eastern, Bowenvale / Hollis Ave end of the catchment is well serviced by five pedestrian island refuges (including ones on corners) along Centaurus Avenue between Dyers Pass and the local Centaurus shops. There is also a zebra crossing opposite Hollis Avenue which provides a safe crossing point for school children to cross and then access Thorrrington Primary School. This

² [Chch Cycle Counter Update: More increase – then Covid... – Cycling in Christchurch \(cyclingchristchurch.co.nz\)](https://cyclingchristchurch.co.nz/chch-cycle-counter-update-more-increase-then-covid-19/)

area is well provided for with 6 crossings east of Colombo Street in the length of less than a kilometre.

- IV. The central area between the Cashmere Playground / Zeros Cafe and Dyers Pass Road has limited safe crossing areas. This catchment includes Purau Reserve, which provides an important connection between the lower river streets (Cashmere Road) and the upper streets, which are all part of the Thorrington Primary School zone.
- V. There is an existing zebra crossing at Zeros café, however this results in double-backing half a kilometre to the zebra crossing. This discourages active modes of transport.
- VI. As there are no other safe crossing points along this stretch of Cashmere Road, many parents and residents choose to drive to school / work as it is perceived to be safer to get around the roundabout in a car than it is on foot.



Figure 1 – View south from the Barrington Street approach - a common sight of a parent 'running the gauntlet' with small children across Cashmere Road (eastern side to access the river track) between vehicles speeding through the roundabout.

Recommendations

The current proposal to improve the pedestrian facilities at the BCP roundabout is an improvement over the existing facilities. We believe that there are further practical solutions which would significantly enhance the safety of the BCP roundabout.

The following recommendations are based on NACTO's Technical Guide on Mini-Roundabouts³.

To provide a safe and well-functioning neighbourhood which encourages the use of active transport, we strongly recommended that:

³ [fhwasa10007_MiniRoundabouts.pdf \(nacto.org\)](#)

1. The Council set the crossings further away from the center of the roundabout and reconstruct the islands. This is shown in pink in Appendix B). This is consistent with the layout of the two existing Cashmere Road crossings
2. The Council install two zebra crossings:
 - a. One across Barrington Road to provide greater priority for children and adults travelling east-west along the Opāwaho river. This also is an important connection for the future Major Cycle Way proposed for Ashgrove Terrace; and
 - b. A second crossing installed across Cashmere Road (east side of the crossing to connect the existing bus stops) to provide a safer and efficient crossing opportunity for north-south pedestrian traffic.
3. The Council investigate ancillary considerations such as signage such as “give way to peds” and reducing the speed limit along this stretch of road to 40km/hour.
4. The Council cost these above improvements and present the findings to the Community Board and BCSS with options for how these added improvements could be paid for.
5. That Council re-engage with Thorrrington Primary School to re-develop their Travel Plan which was last updated almost 10-years ago back in 2013.

Thank you for your attention to these important matters raised and subsequent recommendations.

Please feel to touch-base if you would like to discuss these further. I always welcome a chat.

Yours sincerely

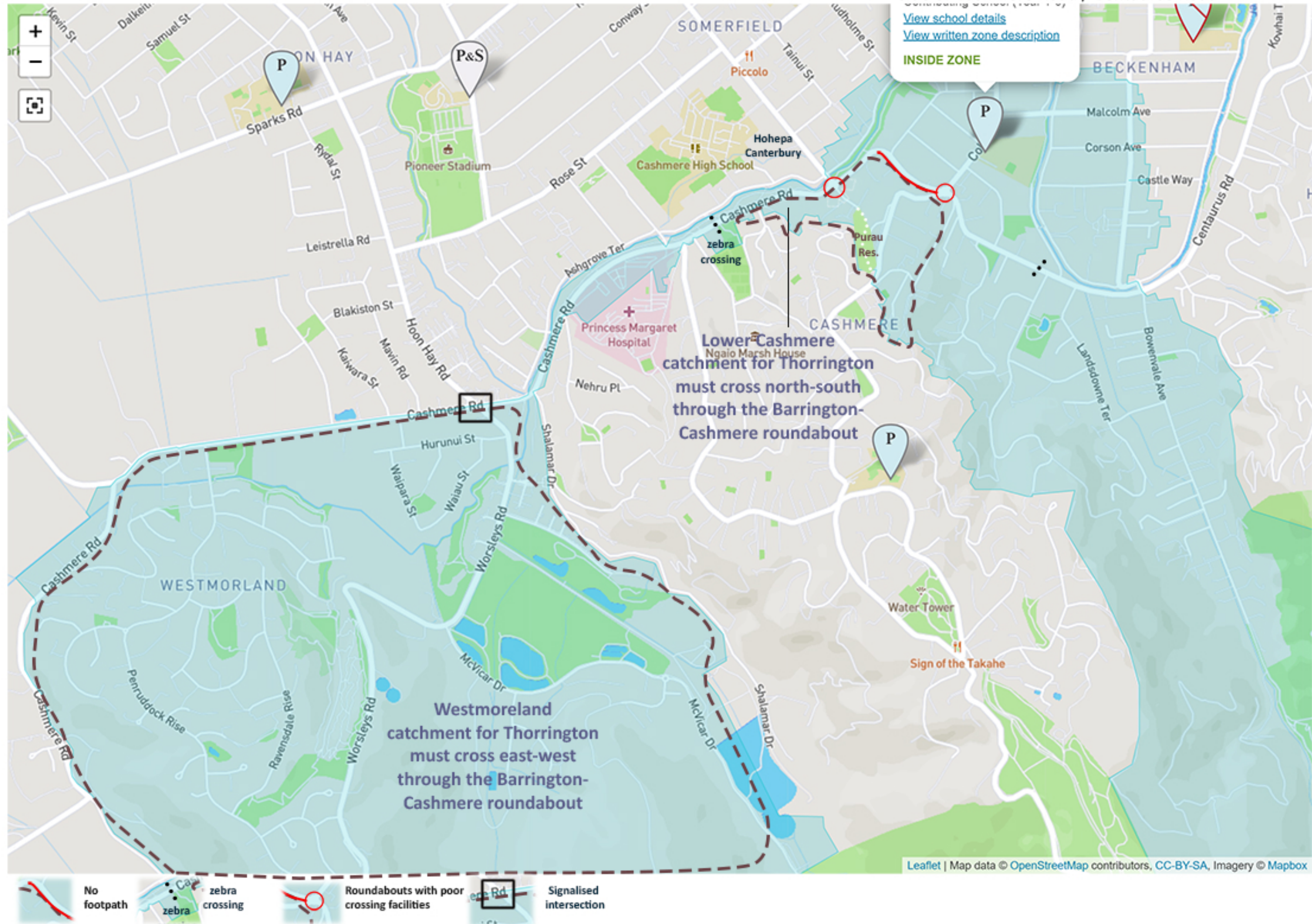


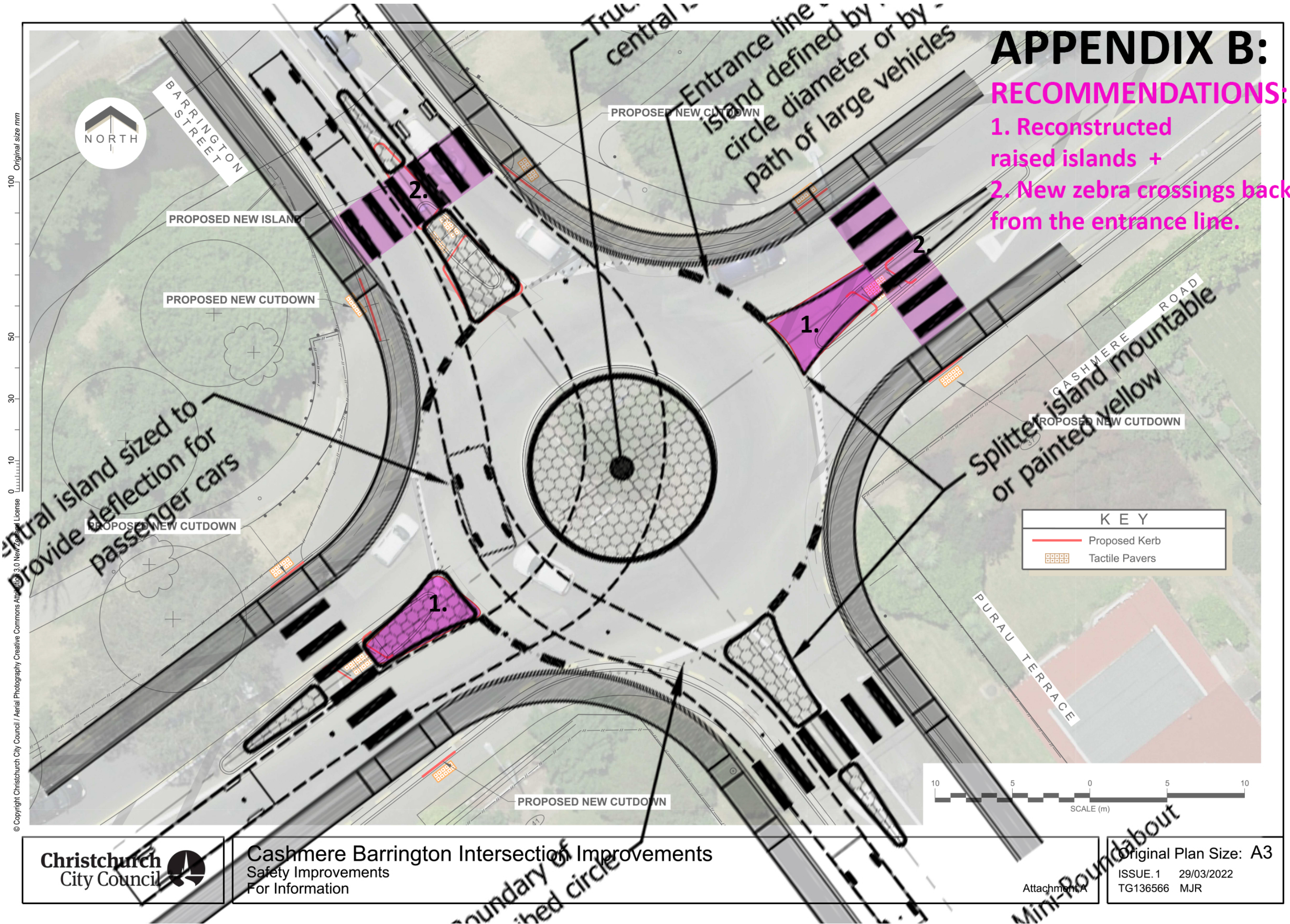
Nicola Williams
Barringtoncashmeresafestreets.org.nz
[0211107148](tel:0211107148)

APPENDIX A: Catchment Analysis of Thorington Primary School (only)

Thorington PS zone: 95% of zone / catchment on the south side of Cashmere Road / Centaurus Road

[View school details](#)
[View written zone description](#)
INSIDE ZONE





10. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2021/22 - Barrington Tennis Club Toilet Upgrades

Reference / Te Tohutoro: 22/650570

Report of / Te Pou
Matua: Watene Hema, Community Recreation Advisor,
Watene.hema@ccc.govt.nz

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

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
64490	Barrington Tennis Club	Toilet Block Upgrade	\$2,595	\$2,000

- 1.2 There is currently a balance of \$14,445 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

- Approves a grant of \$2,000 from its 2021/22 Discretionary Response Fund to Barrington Tennis Club towards toilet block upgrades.

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 enabling active and connected communities to own their futures. They will provide resilient communities.

Decision Making Authority Te Mana Whakatau

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

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

3.2.2 The Fund does not cover:

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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

Discussion Kōrerorero

- 3.6 At the time of writing, the balance of the <enter year> Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$74,416	\$59,971	\$14,445	\$12,445

- 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 ↓	64490 - Waihoru Spreydon-Cashmere Decision Matrix - Barrington Tennis Club	81

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	Watene Hema - Community Recreation Advisor
Approved By	Matthew McLintock - Manager Community Governance Team

2021/22 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

One
Two
Three
Four

Meets all eligibility criteria and contributes **significantly** to Funding Outcomes and Priorities. Highly recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.

Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.

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.

00064490	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Barrington Tennis Club	Barrington Tennis Club Toilet Upgrade The Barrington Tennis Club is seeking funding assistance towards the installation of an extractor fan in the halls toilet. This was requested by members and hall users.	\$ 2,595 Requested \$ 2,000 (77% requested)	Toilet Extractor Fans and installation - \$2,000	\$ 2,000 That the Waihoru Spreydon-Cashmere Community Board approves a grant of \$2,000 from it's 2021/22 Discretionary Response Fund to the Barrington Tennis Club towards toilet block upgrades	2

Organisation Details

Service Base: Barrington Park
Garnett Avenue,
Spreydon, Christchurch

Legal Status: Incorporated Society

Established: 1/05/1928

Target Groups: Sports/Recreation

Annual Volunteer Hours: 100

Participants: 80

Alignment with Council Strategies

- Strengthening Communities Together, Physical Recreation & Sport and the Multicultural Strategy

CCC Funding History

Nil

Other Sources of Funding

\$500 - Club Income

Staff Assessment

The Barrington Tennis club was formed in 1925. The club owns its hall and leases the land from council which is located on Garnett Street next to Barrington park. There is a strong core of volunteers and committee members that have been involved with the club for several years. Club days are on Tuesday and Saturday and the club aims to keep costs low to promote participation. Current membership prices are \$120 for a family and \$80 for an individual, with an access key being a further \$20. Currently the club has over 50 members, 20 of those under Barrington Tennis and 30 under the Filipino Aces. The Filipino Aces have been involved with the club since 2015 when they were seeking a space that provided them flexibility of use. Barrington Tennis Club then further supported the group to establish an Incorporated Society, so they are able to compete with the national Filipino community. The relationship is reciprocal with all Filipino Aces members being Barrington tennis club members, and through this the Filipino Aces are given full access to the courts and club rooms.

The club hires the hall out to several community groups including the Christchurch Marathon clinic who have been using the hall since 1988, and are currently using it 3 days a week. The University of the Third Age also uses the space. The club keeps the hall hire affordable to support community use of the facility.

Club and hall users have requested an upgrade to the toilets to include an extractor fan. The club has budgeted \$500 towards this but are seeking additional funding to support the installation. This will make the hall more user friendly for not only current members and users, but also any future community groups that may benefit from the space.

The rationale for the recommendation of \$2,000 is:

- The club's mahi aligns with the Strengthening Communities Strategy, Physical Recreation and Sport Strategy and the Multi-Cultural Strategy.
- The project is responding to user needs to upgrade the hall
- The recommendation recognises voluntary effort and facility provision of benefit to the wider community.

11. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2021/22 - Cashmere Technical Football Club Flood Light Towers

Reference / Te Tohutoro: 22/702892

Report of / Te Pou
Matua: Watene Hema, Community Recreation Advisor,
Watene.hema@ccc.govt.nz

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

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
64217	Cashmere Technical Football Club	Floodlight Towers	\$22,500	\$10,000

- 1.2 At the time of writing there is currently a balance of \$14,445 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

- Approves a grant of \$10,000 from its 2021/22 Discretionary Response Fund to Cashmere Technical Football Club Inc towards Purchasing Flood Light Towers.

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 enabling active and connected communities to own their futures. They will provide resilient communities.

Decision Making Authority Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
- 3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.2.2 The Fund does not cover:
- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions

- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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

Discussion Kōrerorero

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

Total Budget 2021/22	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$74,416	\$59,971	\$14,445	\$4,445

- 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 ↓	64217 Decision Matrix Spreydon-Cashmere DRF 2021-22 Cashmere Technical Football Club	85

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	Watene Hema - Community Recreation Advisor
Approved By	Matthew McLintock - Manager Community Governance Team

2021/22 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

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

00064217	Organisation Name Cashmere Technical Football Club Inc	Name and Description Replacement Floodlights (50% SC / 50% LCH) Cashmere Technical Football Club is seeking funding assistance towards the purchase of eight Floodlight Towers.	Funding History 2020/21 - \$3,000 Operations Manager LCH SCF 2020/21 - \$4,000 Operations Manager SC SCF 2018/19 - \$6,000 Wages SCF Metro 2017/18 - \$8,000 Wages SCF Metro 2017/18 - \$4,000 Equipment DRF Other Sources of Funding Fundraising (Sausage Sizzle) - \$2500	Request Budget Total Cost \$25,000 Requested Amount \$22,500 90% percentage requested Contribution Sought Towards: Flood Light Towers - \$22,500	Staff Recommendation \$ 10,000 That the Waihoru Spreydon-Cashmere Community Board makes a grant of \$10,000 from the Discretionary Response Fund 2021/22 to Cashmere Technical Football Club Inc towards purchasing Flood Light Towers.	Priority 2
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Organisation Details: Service Base: 43 Hargood Street Woolston Christchurch New Zealand Legal Status: Incorporated Society Established: 1/02/2012 Staff – Paid: 2 Volunteers: 250 Annual Volunteer Hours: 16750 Participants: 1,550 Target Groups: Sports/Recreation Networks: Mainland Football, New Zealand Football Organisation Description/Objectives: Amateur Football Club for players aged 3 to 69	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities TogetherPhysical Recreation and SportChild & Youth Policies and Strategies Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementProvide community based programmesReduce or overcome barriersFoster collaborative responses Outcomes that will be achieved through this project More of our teams will be able to train in the evenings. We will be able to have more youth and senior teams within our club Another floodlight training ground will reduce the pressure on Somerfield Park, Garrick Park and Whittington Avenue. How Will Participants Be Better Off? There will be more opportunities for teams to train with floodlights. More players will be active and enjoy playing football in the evening after work. Many teams want to train twice a week but are unable to because we do not have enough lit facilities.	Staff Assessment: 50% Spreydon-Cashmere / 50% Linwood-Central-Heathcote Cashmere Technical are one of the largest football clubs in the South Island with over 120 teams and 1,500 members who play in the Mainland Football winter leagues and in-house competitions. The club's membership is drawn largely from the south through to the east of Christchurch with their junior and youth teams playing predominantly at Centennial, Somerfield and Hillsborough domains and their top level teams at Garrick Park (owned by the Woolston club and leased by Council). The club currently has 118 youth and junior teams alone, with significant increases in the First teams Kicks teams (under 6) as well as all other junior teams. With the upcoming women's world cup in 2023 co-hosted by New Zealand and Australia, the club also has a focus on increasing female participation in the sport and are anticipating for an increase after this. Further to this the club has seen an increase in senior football with two new teams this season. These teams are predominately made up of 19 and 20 year olds, which given that Sport New Zealand has highlighted a significant drop off in participation in sport from 15 year olds onwards, and the addition of these teams are is very encouraging.to help address that. The club is seeking funding assistance towards eight floodlight towers. Previously the club had access to Linwood Lower Fields lights until they were destroyed. Since then, the club has seen significant growth in their membership, and with the lack of lights available has meant that some teams are unable to train as often as needed. The club reports that currently 12 teams are unable to train more than once a week (200 players), and if more lit space was available the opportunity to play week night games would relieve pressure on weekend space. This is a city wide issues with a significant shortage in lit fields over the winter months, and staff are working alongside Mainland football to create a city wide plan to address the shortage. This also aligns with data that suggestions population increases over the next decade in the Spreydon-Cashmere and Linwood-Central-Heathcote wards. With the ability of Cashmere Technical Football Club to purchase these floodlight towers, they would be able to support this plan, to increase the provision of lit fields in Christchurch and particularly the South and East of Christchurch. The club has also indicated that they would promote cross-code and community use of any light assets that they would own and are currently in conversation with Kereru Sports & Culture club around shared use on Spreydon Domain and Addington Park. The club currently does not have a location for the flood light towers, but are actively working with council staff on potential locations in the South and East of Christchurch. Further to this, the club has invested a significant amount of their own funds in to park assets including the changing rooms and lights on Garrick Park. It is acknowledged that there is still significant work required to have the lights be functional, including all required permissions. However with the significant discount that the light towers are able to be purchased at, the likely increase in participants for the club, and the clubs desire to ensure the lights have cross code and wider community use, there is strong evidence it would be beneficial for the Spreydon-Cashmere ward and the Linwood-Central-Heathcote ward. The clubs mahi aligns strongly with the Strengthening Communities Together strategy through the following aspects: <ul style="list-style-type: none">o Increase access to arts, culture, heritage, recreation, and those who care for the environment.o Promote lifelong learning opportunities for allo A sense of local identity and ownershipo Increase volunteering opportunities Linwood-Central-Heathcote Recommendation: \$10,000
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12. Waihoru Spreydon-Cashmere Community Board Area Report - June 2022

Reference Te Tohutoro:	21/1756822
Report of Te Pou Matua:	Matthew McLintock, Community Governance Manager, matthew.mclintock @ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, General Manager Customer 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 Waihoru Spreydon-Cashmere Community Board:

1. Receive the Waihoru Spreydon-Cashmere Community Board Area Report for June 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Cashmere Residents Emergency Support Team	CREST held its first AGM on Thursday 19 May at the premises of the Cashmere Presbyterian Church, where it has established the means to provide an immediate refuge in the event of an emergency situation. The concept of this hub has been promoted to the Cashmere neighbourhoods in partnership with the Cashmere Rotary Club. The Community Board and Council staff were thanked for their support over the past 12 months.	Ongoing	Resilient Communities
Age Friendly Spreydon Cashmere	The Age Friendly Spreydon-Cashmere Committee convened in person for the first time this year on Tuesday 17 May. While communications and connections had been constrained by COVID-19 restrictions, the committee continued to advocate for older people with submissions on the ECan annual plan proposals for	Ongoing	Resilient Communities

	public transport fare changes, which were shared with the Community Board. The committee is linked by Council staff to the Age-friendly Aotearoa Network convened by the Office for Seniors.		
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3.2 Community Funding Summary

- 3.2.1 At its 3 August 2021 meeting, the Board granted \$85,500 to 11 community groups from its 2021/22 Strengthening Communities Fund.
- 3.2.2 The Board's Discretionary Response Fund unallocated balance for 2021/22 is \$24,545 (refer to **Attachment A** for details).
- 3.2.3 The Board's Youth Achievement and Development Fund unallocated balance for 2021/22 is \$1,700 (refer to **Attachment A** for details).
- 3.2.4 The Board's Off the Ground Fund unallocated balance for 2021/22 is \$2,400 (refer to **Attachment A** for details).
- 3.2.5 The 2022-23 Strengthening Communities Fund application period was open from 21 March 2022 to 26 April 2022. Staff are currently assessing applications, and the Board will consider them at a meeting in August 2022.

3.3 Participation in and Contribution to Decision Making

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

- **Hackthorne / Dyers Pass Road Intersection**

One of the priorities in the Community Board Plan is to improve road safety and travel efficiency on Dyers Pass, Hackthorne and Cashmere Roads, particularly at intersections. Staff have provided advice in response to a request from the Board relating to safety concerns at Hackthorne Road outside Cashmere Primary School. (refer to **Attachment B** for details)

3.3.2 Council Engagement and Consultation.

- **Proposed Draft Changes to the Christchurch District Plan** – Consultation on Council's proposed draft changes to the Christchurch District Plan was open from 11 April to 13 May 2022. The Board made submissions to;
 - Proposed Draft Housing and Business Choice Plan Change (PC14)
 - Proposed Draft Coastal Hazards Plan Change (PC12)
 - Proposed Draft Heritage Plan Change (PC13)

The Board's submissions are attached. (refer to **Attachments C, D, E** for details)

- **Centaurus/Albert/Wilsons Intersection** - Local residents have shared their concerns about the safety of pedestrians and cyclists at the Centaurus Road/Wilsons Road/Albert Terrace roundabout. (See item 4.5 below and **Attachment H**)
- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.

3.4 Governance Advice

3.4.1 Public Forum. – The Board received a public forum presentation at its 18 May 2022 meeting on the following topic:

- A resident spoke about his concerns with the Spreydon Domain carpark

3.4.2 Deputations – The Board received no deputations at its 3 May and 18 May 2022 meetings.

3.4.3 Correspondence – The Board received correspondence at its 18 May 2022 meeting on the following topic:

- A resident provided correspondence regarding Marylands place names.

3.4.4 Briefings – The Board received briefings in May 2022 about the following matters;

- Christchurch South Library Earthquake Repair Project Upgrade
- Community Governance Team update

3.4.5 Board Requests – The Board made no requests during Elected Members' Information Exchange at its 3 May and 18 May 2022 meetings.

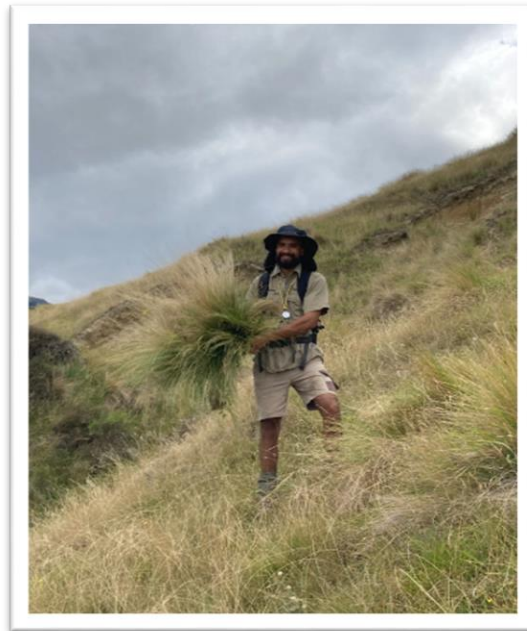
4. Advice Provided to the Community Board

4.1 **Customer Services Requests Report** - Reports on customer service requests in the Board area for April and May 2022 is attached as **Attachment F**.

4.2 Parks Update

4.2.1 Regional Parks

- Community volunteer plantings underway around the Port Hills; 216 in Bowenvale and 216 in Huntsbury.
- Preparations for minor amenity planting are underway.
- Ongoing pest weed control taking place, particularly of nassella tussock and banana passionfruit.



Nasella Tussock Removal

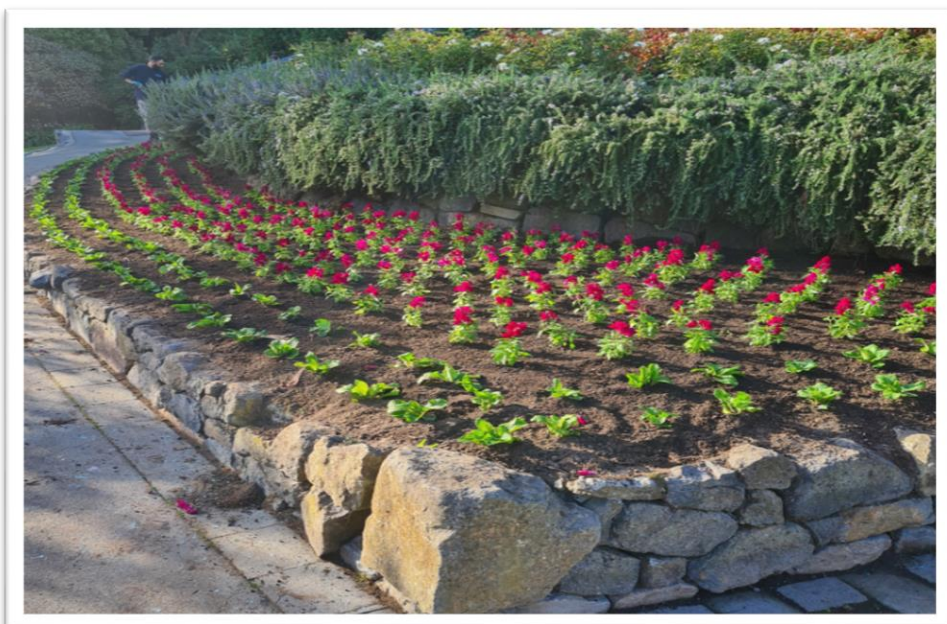
- Summit Rd – Hoon Hay carpark landscaping renewal completed.
- The wheelchair accessible track at Victoria Park has been upgraded.
- Multiple break-ins to cars reported in parks including at Mt Vernon, Victoria Park and Sign of the Kiwi. Security has been upgraded, but deterring theft is problematic.
- Volunteer activity is resuming as COVID restrictions ease.
- Supporting Port Hills Trust/Mt Vernon Park team with tree and maintenance issues
- Jobs for Nature team busy on Port Hills

4.2.2 Community Parks

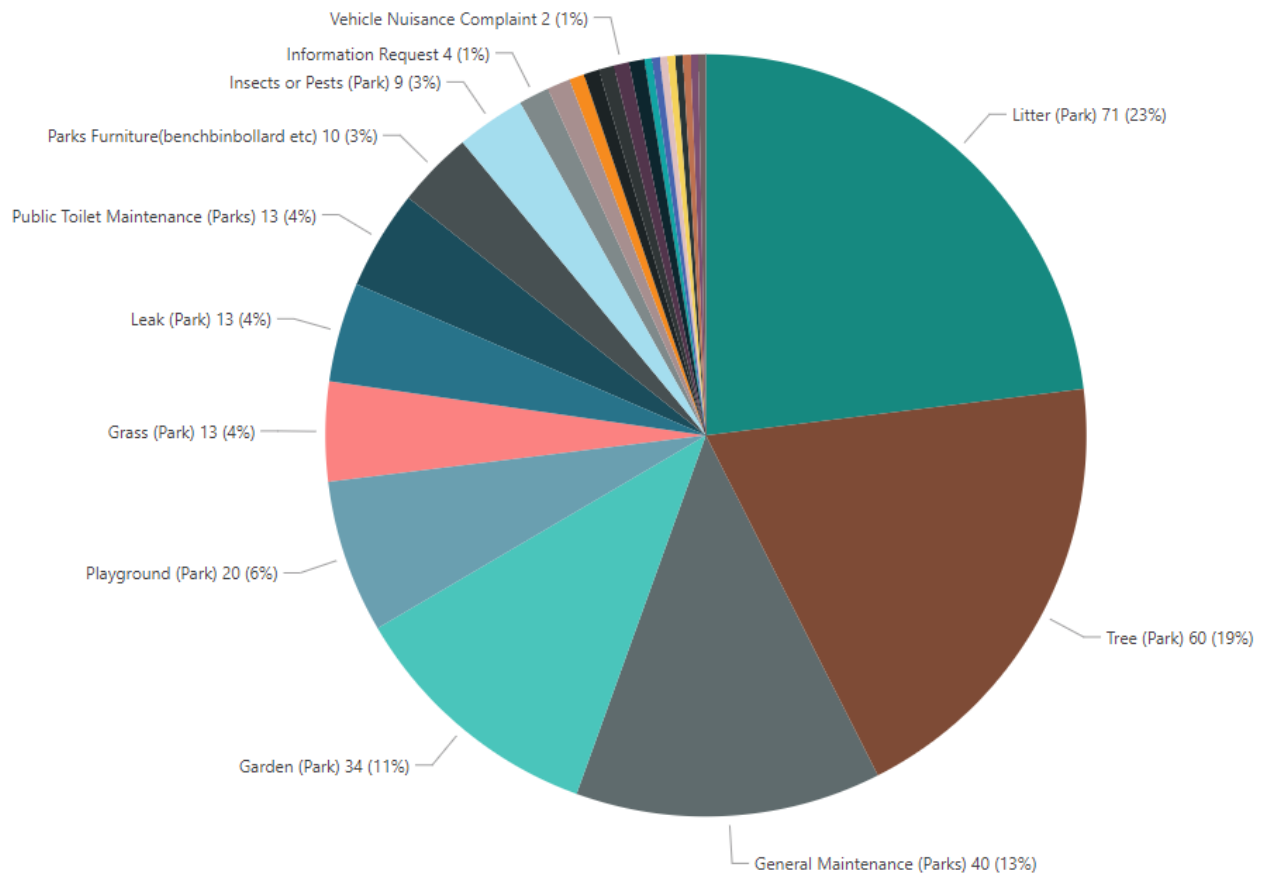
- As a response to COVID, selected schedule maintenance activities in March were reprioritised to ensure ongoing delivery of core services.
- A wet summer with lower than expected evaporation rates, presented some challenges for mowing. However it benefitted volunteer planting efforts as soil moisture levels were high enough to carry through the usually dry January and February months.
- Currently in the midst of the planting season, with Community Partnership Rangers fully committed to facilitating volunteer working bees.
- Naturally seeing a slow in growth throughout parks with the cooler days starting to creep in.
- Friends of Farnley Reserve completed a big day of weeding on Sunday 22 May. They managed to weed over half of the reserve in preparation for the upcoming planting day 19 June.



- Council Field Rangers carrying out weekly checks sports ground condition checks. Line marking and mowing continues throughout the sport parks, moving into the core of the rugby season.
- Autumn sports field renovation programme was completed within set timeframes, this year including soiling and seeding, de-compaction and fertilisation.
- Due to supply chain delays, contractors are waiting on the remaining parts of the the new Cashmere Valley Playground slide to arrive. This is expected to land within the next three weeks.
- Parks and Gardens Maintenance Officer Supervisor and her team recently completed the seasonal change of bedding at the old stone house, as well as several Garden and Heritage sites within the south sector.



- Since 1 March 2022 to 23 May 2022, Parks received 308 tickets in the Waihoru Spreydon-Cashmere area below is a breakdown of the customer service requests received.



- 4.3 **Maryhill Avenue Kea Crossing** – Staff provided information to the Waihoru Spreydon-Cashmere Community Board about investigations into a proposed Kea Crossing on Maryhill Avenue. The crossing will be used to assist students from Hoon Hay School and Our Lady of the Assumption School to cross Maryhill Avenue before and after school. The concerns were raised through the school travel plan for the two schools. Staff will provide an update to the Schools' Principals before this progresses through wider consultation. Consultation is planned to progress as soon as possible this financial year. (refer to **Attachment G** for details)
- 4.4 **Sydenham Cemetery Footpath** – At its meeting on 20 October 2021, the Board heard from staff regarding native plants and a footpath enquiry at Sydenham Cemetery. Staff were requested to provide advice *"on when the footpath in Sydenham Cemetery will be raised, elevated and asphalted. The new paths will be angled to allow the water to drain off either side of the path, combined with having no pot holes there will now be a pathway without flooding. It is worth noting that the water table is still quite high for this cemetery due to low ground level, so if it is a wet winter there may be surface flooding at the edges of the path."* Staff have advised that the installation of the new footpath is about to commence.
- 4.5 **Centaurus/Wilsons/Albert Terrace Intersection Project** – At its 17 November 2021 meeting, the Board heard from St Martins School with suggestions about traffic safety improvements, particularly at the Centaurus/Wilsons/Albert Terrace intersection. An updated plan has been developed and was put out for public consultation between 13 May 2022 and 3 June 2022. (refer to **Attachment H** for details)

- 4.6 **Howard Street / Simeon Street Intersection** – At its 13 April meeting the Board heard from a resident seeking traffic improvements and native planting in Howard and Simeon Streets. One of the suggestions was investigating whether the area would qualify for the Streets for People programme. The attached memo outlines the staff response. (refer to **Attachment I** for details)
- 4.7 **Spreydon Domain Carpark** – At its 18 May Meeting, the Board heard from a resident about the condition of the carpark in Spreydon Domain, including the lack of markings for a mobility carpark. The Board wanted to know if any carpark maintenance is part of the Coronation Hall repair project. Staff have advised that the only works planned for the carpark as part of the project was remarking the mobility spaces in the carpark.

21/80176

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	Waihoru Spreydon-Cashmere Community Board Funding Balance June 2022	94
B ↓	Waihoru Spreydon-Cashmere Community Board Cashmere Primary School Traffic Memo - April 2022	96
C ↓	Waihoru Spreydon-Cashmere Community Board submission on Proposed Draft Housing and Business Choice Plan Change (PC14) - May 2022	103
D ↓	Waihoru Spreydon-Cashmere Community Board Submission - Proposed Draft Coastal Hazards Plan Change (PC12) - May 2022	105
E ↓	Waihoru Spreydon-Cashmere Community Board Submission - Proposed Draft Heritage Plan Change (PC13) - May 2022	107
F ↓	Waihoru Spreydon-Cashmere Customer Services Ticket Report - April & May 2022	109
G ↓	Waihoru Spreydon-Cashmere Community Board - Maryhill Avenue Memo April 2022	111
H ↓	Waihoru Spreydon-Cashmere Community Board Memo Howard Street / Simeon Street Intersection 31 May 2022	114
I ↓	Waihoru Spreydon-Cashmere Community Board Memo - Centaurus Road / Wilsons Road / Albert Terrace	116

Signatories Ngā Kaiwaitohu

Authors	<p>Marie Byrne - Community Board Advisor</p> <p>Heather Davies - Community Development Advisor</p> <p>Watene Hema - Community Recreation Advisor</p> <p>Wendy Gunther - Support Officer</p> <p>Jay Sepie - Community Development Advisor</p> <p>Matthew McLintock - Manager Community Governance Team</p>
Approved By	<p>Matthew McLintock - Manager Community Governance Team</p> <p>John Filsell - Head of Community Support and Partnerships</p>

Waihoru Spreydon-Cashmere Community Board – Funding Balances


Discretionary Response Fund 2021-22	
Starting Balance	\$74,416
Community Board - Communicating With The Community	\$4,000
Community Board - Off The Ground Fund	\$3,000
Community Board - Youth Achievement and Development Fund	\$4,000
Cracroft Community Centre - TV	\$1,000
St Martins Bowls Incorporated - the Clubroom Redecoration project	\$2,000
Community Board - Community Events	\$8,500
Community Board - Summer With Your Neighbours	\$3,000
Community Board - Community Awards	\$7,000
Southern District Cricket Club	\$3,500
Cashmere Emergency Response Team (CREST)	\$836
Community Board - Summer With Your Neighbours (supplementary)	\$535
Southern United Hockey Club	\$1,500
St Martins Scouts Group	\$3,000
Sydenham Junior Cricket Club - Participation for Targeted Groups	\$2,500
Rowley Resource Centre - Shed for sports and events equipment	\$5,500
Huntsbury Community Centre Roof replacement	\$4,900
Cashmere Bowling Club – Greenkeeper	\$2,000
Graeme Dingle Foundation – Kiwi Can at Te Komanawa Rowley School	\$3,000
Total Spent	\$49,771
Balance Remaining	\$14,645

Youth Development Fund 2021-22	
Starting Balance	\$4,000
Ruby Roy	\$250
Ella Wells	\$100
Sophie Wells	\$100

Malakai Bennett	\$450
John Laurie	\$200
Max Groer	\$200
Samuel Curtis	\$200
James Wright	\$200
Indy Phillips	\$400
Ethan Jackson	\$200
Total Spent	\$2,300
Remaining Balance	\$1,700

Off the Ground Fund 2021-22	
Starting Balance	\$3,000
Somerfield Playcentre – Barking/New Planting around New Whare	\$300
Rowley Resource Centre – Rowley Vaccination Clinic	\$300
Total Spent	\$600
Balance Remaining	\$2,400

Memos

Christchurch
City Council 

Memo

Date: 28 April 2022
From: Toni Dakers, Traffic Engineer
To: Marie Byrne, Community Board Advisor
Cc:
Reference: 22/383686

Response to Community Board actions associated with Cashmere Primary School


1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to a request from the Waihoru Spreydon Cashmere Community Board for staff to provide further advice relating to safety concerns on Hackthorne Road outside Cashmere Primary School.
- 1.2 Staff have previously responded to the initial concerns raised by Cashmere Primary School via a memo to the Community Board dated 11 August 2021.
- 1.3 The actions addressed in this memo are listed below, these actions were generated following a further site meeting held in late 2021:
 - 1.3.1 *To proceed with consultation on no stopping restrictions in advance of the driveway at 139 Hackthorne Road;*
 - 1.3.2 *Investigate No Passing restrictions on Hackthorne Road;*
 - 1.3.3 *Investigate road markings to delineate lanes, car parks and a median strip on Hackthorne Road;*
 - 1.3.4 *Provide a copy of the former design to improve safety at the Dyers Pass / Hackthorne Roads intersection, noting there is currently no budget to implement this design; and*
 - 1.3.5 *Ask Waka Kotahi NZ Transport Agency if there are plans to prohibit U-turns near schools.*

2. Consultation Plans

- 2.1 Three Consultation Plans have been prepared for short sections of No Stopping restrictions to be installed on Hackthorne Road near the school, these are briefly summarised below:
 - 2.1.1 139 Hackthorne Road: 6.5m of No Stopping restrictions to improve visibility to pedestrians on the footpath. This is in response to drivers using this wide driveway for manoeuvring;
 - 2.1.2 130 Hackthorne Road: Short extension of No Stopping lines to address recurrent parking over driveway complaints in this location (the existing unrestricted parking area is 9m long which is excessive for one vehicle but not sufficient for two). This will be reduced to 6m; and
 - 2.1.3 No Stopping restrictions over the schools vehicle access. Parking ticks are also proposed in this location to reinforce the extent of the P3 area.

Memos

Christchurch
City Council 

- 2.2 All the above plans will be sent to the School for comment. Staff are also consulting with affected property owners and residents on specific plans outside their properties. The plans are included as Attachment A.

3. Investigate No Passing restrictions on Hackthorne Road


- 3.1 As previously advised, No Passing lines are not appropriate to address the concern around drivers U-turning near the school. As per the Land Transport (Road User) Rule 2004 (section 2.9), these markings only prohibit drivers crossing the centre line to pass another vehicle moving in the same direction. They do not prohibit drivers from turning over the centreline to manoeuvre (ie. U-turn or turn into a driveway etc.).
- 3.2 Staff do not support installing these markings purely as a deterrent to U-turning drivers, however we were asked to assess if No Passing lines may still be appropriate in this location since there is a curve in the road immediately east of the school.
- 3.3 No Passing lines are rarely installed on midblock sections of road in urban environments unless there is an identified issue with overtaking drivers or when forward visibility is limited but not immediately obvious, for example if there are depressions or crests in the road that may restrict the view of approaching traffic.
- 3.4 There is no evidence of drivers crossing the centreline to pass vehicles travelling in the same direction of travel on this section of road, or history of reported crashes associated with drivers passing in this location. While the curve in the road does restrict forward visibility somewhat, it does not mislead drivers into thinking it is safe to pass and is no different to many other curves around this area and the wider City limits.
- 3.5 This is an urban environment with a 50km/h speed limit (40km/h variable speed limit during school times). Based on all of the above, No Passing lines are not considered to be warranted in this location.

4. Road Marking

- 4.1 A proposal has been prepared for a strip of coloured surfacing treatment to be marked in advance of the zebra crossing on Hackthorne Road outside the School. A plan showing the proposed red surfacing is attached as Attachment B to this memo. This is intended to improve the prominence of the crossing and assist with improving pedestrian safety in this location.
- 4.2 We have not discarded the potential for further markings however as this is a Collector Road a lane width of 4.5 metre lane is desirable to provide for cyclists and through vehicles. This would leave minimal space for a median when accounting for parked vehicles. When the recommended No Stopping Lines and red surfacing are implemented we will evaluate if further markings are warranted.
- 4.3 Council staff are also in the process of developing a prioritisation programme for implementing 30km/h speed limits around urban schools in accordance with the recently approved Land Transport Rule: Setting of Speed Limits 2021. We are awaiting further guidance on this before confirming a programme and exact timeframes for implementation at individual schools.
- 4.4 While there is a lot of activity in this location, survey results indicate that the vast majority of drivers are already adhering to the current speed limit, with average speeds less than 40km/h during the AM and PM peak school periods¹.

¹ Based on results of a 7-day tube count survey undertaken during the week beginning 1 July 2021 outside 144 Hackthorne Road

Memos

Christchurch
City Council 

5. Previous Scheme Options – Dyers Pass Rd / Hackthorne Rd intersection

- 5.1 As requested, a copy of the scheme options developed in 2016 are attached as Attachment C. These plans are for the Boards information only. The detail behind the options has not been reviewed to confirm if they are still valid.
- 5.2 There are no current plans or funding allocated for upgrades at this intersection.

6. U-turns near schools

- 6.1 Waka Kotahi do not have any current plans to amend legislation to prohibit U-turning at/near schools.

7. Conclusion

- 7.1 Consultation is progressing on three proposals for short sections of No Stopping Lines on Hackthorne Road along the school frontage.
- 7.2 Council's Community Travel Advisors and Traffic Operations Staff will continue to work with the School to develop a School Travel Plan. At the school's request, this has been on hold in recent times due to Covid-19.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Attachment A - Consultation Plans	
B	Attachment B - Proposed Red Surfacing Hackthorne Road	

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations



Christchurch
City Council

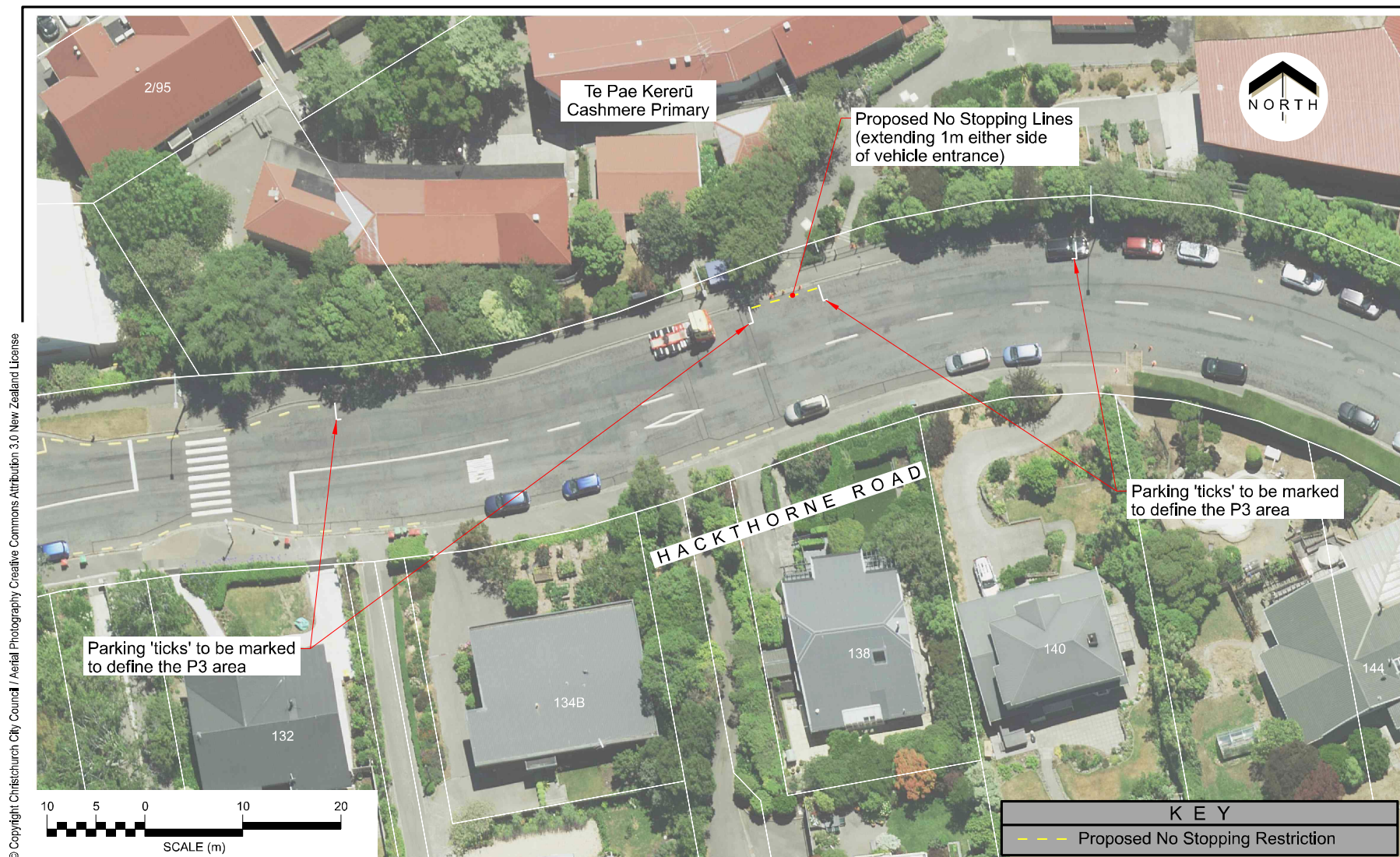
139 Hackthorne Road
Proposed No Stopping Restriction
Attachment A - For Information

Attachment A
Designed by: TD Approved by: LB

Original Plan Size: A4

ISSUE.1 20/04/2022
TG142017 MJR





Christchurch
City Council

Hackthorne Road - Cashmere Primary School

Proposed No Stopping Restriction
Attachment A - For Information

Attachment A

Designed by: TD Approved by: LB

Original Plan Size: A4

ISSUE.1 20/04/2022
TG142020 MJR



Christchurch
City Council

Hackthorne Road - Zebra Crossing
Proposed Red Coloured Surfacing
Attachment B - For Discussion

Attachment A
Designed by: TD Approved by: LB

Original Plan Size: A4

ISSUE.1 09/05/2022
TG142018 MJR

Item 12

Attachment B



Waihoru Spreydon-Cashmere Community Board

Submission on Christchurch City Council's Proposed Draft Housing and Business Choice Plan Change (PC14)

The Waihoru Spreydon-Cashmere Community Board (The Board) appreciates the opportunity to provide a submission to the Christchurch City Council on the Proposed Draft Housing and Business Choice Plan Change (PC14).

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" and "to prepare an annual submission to the territorial authority for expenditure within the community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

Our Community Board Plan's vision is that Spreydon-Cashmere is a place our residents are proud to call home. Our focus is for people of all ages, abilities, cultures and financial circumstances to live safe, healthy, interesting and connected lives in an area that aspires to clean, stable waterways, healthy ecological corridors, attractive and usable greenspaces and inclusive and varied recreational opportunities that encourage interaction and communication.

1. Are we proposing the right areas for development above 12 metres?

Yes/~~No~~

2. Comment

- 2.1 The Board is supportive of intensive housing around service and transport hubs. It is appropriate that inner city development be permitted to be higher than in suburban areas.
- 2.2 The Board would prefer a limit of two stories on suburban streets with three story or even higher on busy roads and around suburban hubs.
- 2.3 The Board acknowledges that areas of more intensive housing will attract greater development and financial contributions and these contributions should be utilised in the areas they are generated from to provide infrastructure, tree canopy and greenspace upgrades and provision.
- 2.4 Infrastructure upgrades should include the improvement of roads, footpaths and berms as well as the removal of deep dish guttering.
- 2.5 Additionally, provision should be made through the contributions to address areas where there are deficiencies in streetscape amenities, tree canopy cover, green area resources and natural play areas for children.

3. Do you have any comments about the proposed Qualifying Matters that will restrict intensified development or thresholds for needing a resource consent?

3.1 The Board anticipates that Council and Government will be moving towards requiring more sustainable building practices such as rainwater retention and alternative energy technology. The Board suggests that investigations be undertaken to ascertain the feasibility of a development contribution rebate system to encourage sustainability.

3.2 The Board strongly supports the use of financial contributions to ensure tree canopy cover and that the minimum requirement for tree canopy cover be increased from the stated 20 percent to 25 percent. It is noted that Christchurch currently has poor canopy cover at 13 percent, most of which is exotic. Christchurch of all New Zealand cities has the fewest numbers and species of native birds. The Board considers that most of the tree cover should be indigenous to support native flora and fauna.

3.3 The Board considers that the Building Act requirements for standard of access for people with disabilities are extremely inadequate. The Board would support requirements that enabled greater accessibility in buildings, for people with disabilities and that in local developments a percentage of the buildings meet Lifemark Standard Five for accessibility.

4. Any other comments about the proposed plan changes?

4.1 The Board considers that enabling housing supply should include the retention of housing. Increases in suburban density and development should only change a suburb to make it a better place to live in and be supported by using development and financial contributions within neighbourhoods to a wider extent than is currently happening.

4.2 Residents that have nine homes built on the section next to them should also be aware that their suburb has better footpaths, trees being planted and wide open space for children and adults alike.

4.3 The Board would like to see increased plantings along rivers and that it be indigenous to support native flora and fauna.

4.4 The Board supports the retention and planting of significant / noble trees. However we also believe that many exotic trees are weed species in New Zealand and their removal should be prioritised.

The Board notes at the end of the submission document, submitters are asked to identify themselves culturally. Many people do not identify as New Zealand European and would appreciate Pakeha as an alternative.

Yours sincerely,



Karolin Potter

Chairperson, Waihoru Spreydon-Cashmere Community Board



Waihoru Spreydon-Cashmere Community Board

Submission on Christchurch City Council's Proposed Draft Coastal Hazards Plan Change (PC12)

The Waihoru Spreydon-Cashmere Community Board (The Board) appreciates the opportunity to provide a submission to the Christchurch City Council on the Proposed Coastal Hazards Plan Change (PC12).

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" and "to prepare an annual submission to the territorial authority for expenditure within the community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

Our Community Board Plan's vision is that Spreydon-Cashmere is a place our residents are proud to call home. Our focus is for people of all ages, abilities, cultures and financial circumstances to live safe, healthy, interesting and connected lives in an area that aspires to clean, stable waterways, healthy ecological corridors, attractive and usable greenspaces and inclusive and varied recreational opportunities that encourage interaction and communication.

1. Have we adequately addressed the risks of potential coastal hazards?

Not entirely

2. Are there other sources of information you think we should also consider?

The Board notes that Sea Level Rise data released by GNS Science in May 2022 that the impact of sea level rise may be substantially worse than previously thought. Evolving evidence such as this should be considered on an ongoing basis to ensure the changes are based on up to date information.

3. Do the draft Objectives, Policies and Rules strike the right balance between managing the risks from coastal hazards while enabling communities to meet their foreseeable needs where it is safe to do so?

3.1 Overall, the board supports the proposed plan change 12 of Chapter 5 (Natural Hazards). However, we do not believe that potentially affected coastal, riverside and lowland communities, are sufficiently cognisant of the impact climate change and subsequent sea level rise will have on them and their properties.

3.2 Regarding the Objectives 5.2.1.2 – Coastal Hazards. The Board wishes to see the wording of these objectives read:

“That the development, subdivision and land use does not increase the risk of...”, AND
“That the Existing communities potentially affected by coastal hazards are able to...”

Including these words will help to reduce confusion for readers.

3.3 The Board considers that there is some dependence on there being engineered solutions to issues that will arise which threatens not only their properties but infrastructure supporting their housing, transport and other services.

3.4 The Board notes that New Zealand with a small population and the ninth longest coastline in the world cannot compare with other countries. The Netherlands, for example, smaller in size than South Canterbury and a coastline that is the 99th longest, has more than three times the number of people paying taxes. Most people in New Zealand whose housing is threatened cannot be protected on much of the coastline and riverlands and will not be able to be bought out.

4. With the introduction of Coastal Hazards provisions into the District Plan, are there existing rules that could be removed or amended to make the Plan more efficient and effective?

The Board supports the Council's proposals. However it believes, as stated above, that the urgency and impact of climate change and sea level rise along with the seriousness of changing advice should be underlined and emphasised by the Council. Residents should be left in no doubt as to the limitations of any government body, central or local, in its ability to protect and / or mitigate the consequences of climate change.

Yours sincerely,



Karolin Potter

Chairperson, Waihoru Spreydon-Cashmere Community Board



Waihoru Spreydon-Cashmere Community Board

Submission on Christchurch City Council's Proposed Draft Heritage Plan Change (PC13)

The Waihoru Spreydon-Cashmere Community Board (The Board) appreciates the opportunity to make a submission to the Christchurch City Council on the Proposed Draft Heritage Plan Change (PC13).

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" and "to prepare an annual submission to the territorial authority for expenditure within the community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

Our Community Board Plan's vision is that Spreydon-Cashmere is a place our residents are proud to call home. Our focus is for people of all ages, abilities, cultures and financial circumstances to live safe, healthy, interesting and connected lives in an area that aspires to clean, stable waterways, healthy ecological corridors, attractive and usable greenspaces and inclusive and varied recreational opportunities that encourage interaction and communication.

1. Do you have any comments on the proposed Residential Heritage Areas?

1.1 The Board supports the creation of Residential Heritage Areas that merit inclusion as a Qualifying Matter. However the Board does consider that there are additional areas that may be worthy of consideration as a Residential Heritage Area.

1.2 The Board would also like to suggest that heritage values should not just be measured through significance of the buildings and features to one particular era, but also how a particular area could demonstrate 'passage of time' heritage through multiple eras. Sydney Street in Spreydon is one such example.

2. Do you have any comments about other elements of the proposed Heritage Plan Change?

2.1 The Board is keen to ensure that the application of Residential Heritage Areas and Character areas does not become a tool to protect wealthy enclaves from additional developments to the detriment of less wealthy suburbs.

2.2 The Board notes that apart from French influences in Akaroa, the Schedule of Significant Historic Heritage demonstrates a monocultural dominance of entries. The Board questions why there is little reflection of the sole occupation of the land for hundreds of years by mana whenua. Additionally, it considers that the recent contribution of other cultures that are part of our collective history such as Pasifika, Chinese, Dutch, Danish and others are not visible. While it is acknowledged that this may be due to a lack of artifacts, the Board considers that our history is richer than the schedule currently indicates.

2.3 The Board understands that the Tuberculosis Hut near Huntsbury will be added to the schedule.

2.4 The Board supports the retention and inclusion of heritage buildings and items, particularly following the post-earthquake loss of heritage. The Board considers that heritage inclusions need not be limited to intact buildings and items, but also include the finer grain of heritage relics.

Yours sincerely,



Karolin Potter

Chairperson, Waihoru Spreydon-Cashmere Community Board

Ticket Report

01 Apr 2022 - 30 Apr 2022

Spreydon-Cashmere

Tickets Reported in April 2022

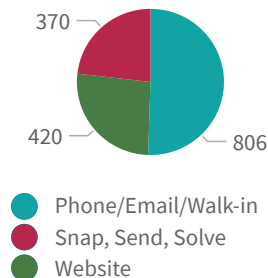
1,596

Tickets Reported

Status as of Report Date

955 Closed/Resolved
641 Open

Channels



Currently Open Tickets*

1,722

Open Tickets

120

Avg open ticket age (days)

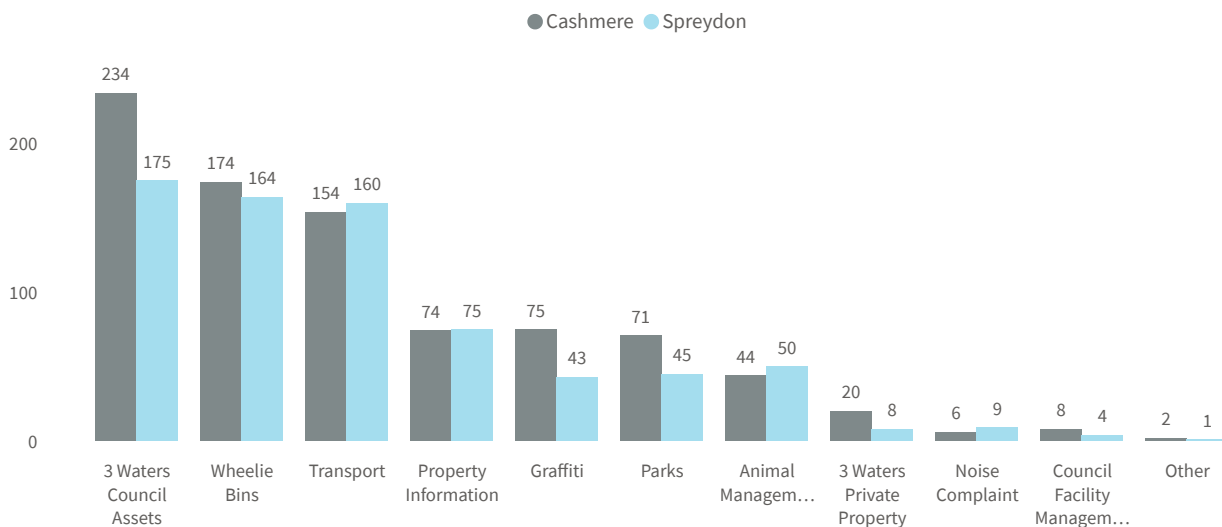
25% of open tickets are less than 9 days old

50% of open tickets are less than 38 days old

75% of open tickets are less than 144 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)
272	Leak (Water Supply)
134	Bin Not Collected
119	Damaged Bin
96	Litter (Road)
83	Graffiti
64	Residential Property Files
55	Residential LIM
42	Barking Dog
39	Missing Bin
30	Council Water Supply Issues

Report date:
02 May 2022

Ticket Report

01 May 2022 - 31 May 2022

Spreydon-Cashmere

Tickets Reported in May 2022

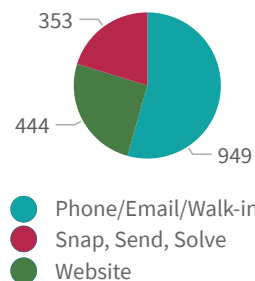
1,746

Tickets Reported

Status as of Report Date

1,255 Closed/Resolved
490 Open

Channels



Currently Open Tickets*

1,556

Open Tickets

140

Avg open ticket age (days)

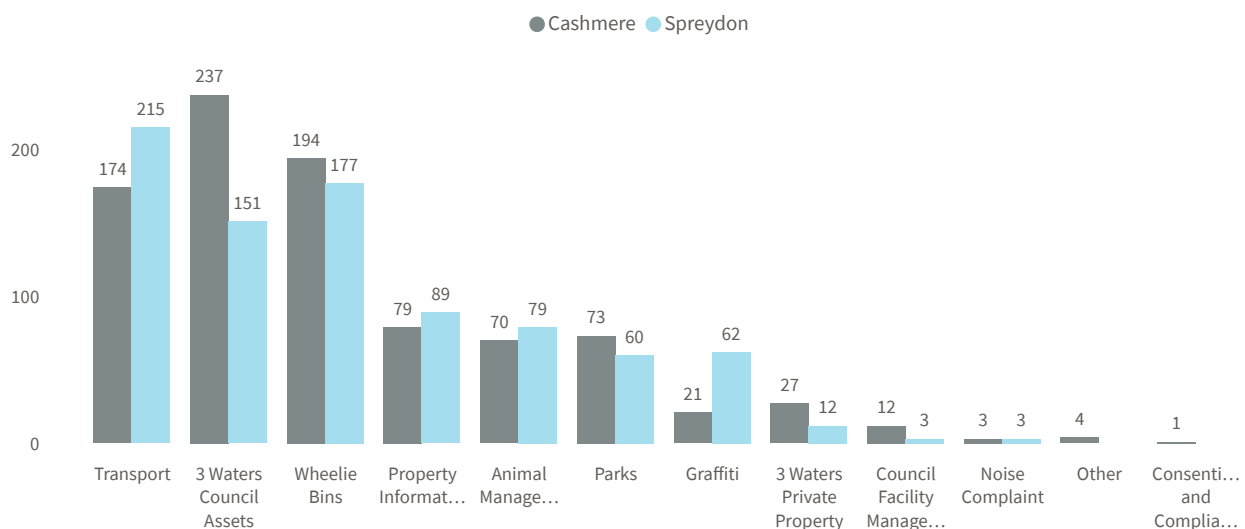
25% of open tickets are less than 10 days old

50% of open tickets are less than 56 days old

75% of open tickets are less than 174 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)
217	Leak (Water Supply)
145	Bin Not Collected
136	Litter (Road)
128	Damaged Bin
72	Residential LIM
58	Residential Property Files
57	Council Water Supply Issues
57	Graffiti
43	Litter (Park)
43	Missing Bin

Report date:
01 Jun 2022

Memos



Memo

Date: 12 April 2022
From: Georgia Greene, Traffic Engineer
To: Amy Hart, Community Board Advisor
Cc:
Reference: 22/406594

Maryhill Avenue - Kea Crossing

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide information to the Waihoru Spreydon-Cashmere Community Board about investigations into a proposed Kea Crossing on Maryhill Avenue.
- 1.2 The Kea crossing will be used to assist students from Hoon Hay School and Our Lady of the Assumption School to cross Maryhill Avenue before and after school.

2. Update

- 2.1 This project was initiated through investigations to improve pedestrian safety outside the schools' entrance on Maryhill Avenue. These concerns were raised through the school travel plan for Hoon Hay School and Our Lady of the Assumption School.
- 2.2 Permanent No Stopping restrictions were originally being investigated to improve compliance of existing restrictions and sightlines for pedestrians crossing Maryhill Avenue. Funding has now become available to install a formal crossing point (Kea crossing) outside the school entrance on Maryhill Avenue.
- 2.3 Traffic surveys from November 2021 recorded a total of 94 pedestrian movements over the 15 minute period from 3-3.15pm.
- 2.4 A scheme plan is included as Attachment A to this memo. The scheme includes a kerb build out on the school side of Maryhill Avenue to narrow the crossing distance to 7m, and provide pedestrians with a space to wait.

3. Conclusion

- 3.1 A proposal has been developed to install a Kea Crossing at the Maryhill Avenue entrance for Hoon Hay and Our Lady of the Assumption schools.
- 3.2 Staff will provide an update to the Schools' Principals before this progresses through wider consultation. Consultation is planned to progress as soon as possible this financial year.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Maryhill Avenue - Proposed Kea Crossing	

Memos

Signatories / Ngā Kaiwaitohu

Author	Georgia Greene - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations

Preview

Memos



Memos



Memo

Date: 16 May 2022
From: Kirsty Mahoney, Team Leader Asset Planning Transport
To: Spreydon/Cashmere Community Board
Cc: Amy Hart – Community Board Advisor
Reference: 22/623278

Howard Street / Simeon Street Intersection

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to the Community Board's request for staff advice regarding the suitability of Ms Rebecca Finch's proposal for the Howard / Simeon Streets intersection for inclusion in the Streets for People programme (Community Board Resolution SCCB/2022/00014).

2. Update

- 2.1 Council staff provided a briefing to the Executive Leadership Team (ELT) on 26 January 2022, and to elected members at a Council briefing on 1 February 2022 on the Waka Kotahi Streets for People programme. Following endorsement from both ELT and elected members, Council staff lodged an Expression of Interest with Waka Kotahi to be considered for inclusion in the Streets for People programme before the closing date of 22 February 2022.
- 2.2 On 28 March 2022, we received confirmation from Waka Kotahi that Christchurch City Council has been successful in moving to the Stage 2 of approval – Funding the Foundations. There are three stages to the Streets for Programme approval process, as follows:
Stage 1 – Expression of Interest
Stage 2 – Funding the Foundations (Pre-Implementation)
Stage 3 – Funding the Projects (Implementation)
- 2.3 This next stage is split into three components:
 - Diagnostic and development – Gap analysis and planning stage
 - Proposal – Presenting our refined proposal, demonstrating our commitment and plans for success
 - Readiness programme – Putting in place the plans, frameworks and tools required to make our projects successful
- 2.4 The final approval to move into Stage 3 of the programme is due to be advised in June / July 2022.
- 2.5 As part of its proposal for moving successfully into the next stage of the programme, Council staff will develop the projects it is seeking to implement. Any projects put forward for this programme must be identified in the current Regional Land Transport Plan (RLTP).

Memos



- 2.6 Based on this criteria, Council staff have identified opportunities for four projects in the RLTP, which include Lichfield Street, Gloucester Street and Worcester Street, as well as the Local Cycleway Connection (Avonside-Wainoni) project.
- 2.7 Unfortunately the Howard / Simeon Streets intersection is not listed in the Council's LTP or the RLTP, and therefore cannot be considered under the Streets for People programme.

3. Conclusion

- 3.1 The Streets for People programme being run by Waka Kotahi is available to local authorities seeking to build capability and accelerate implementation of existing RLTP projects.
- 3.2 The Howard/Simeon Streets intersection does not meet the criteria for this programme.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Kirsty Mahoney - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

Memos



Memo

Date: 28 April 2022
From: Toni Dakers, Traffic Engineer
To: Marie Byrne, Community Board Advisor
Cc:
Reference: 22/495466

Update - Centaurus Rd / Wilsons Rd / Albert Tce Proposed Roundabout Improvements

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide an update to the Waihoru Spreydon Cashmere Community Board on progress with the proposed safety improvements at the Centaurus Road / Wilsons Road / Albert Terrace roundabout.
- 1.2 This update includes notice of some changes to the scheme plan based on feedback received at the meeting with the St Martins School Working Group held on 2 March 2022 and recommendations from the independent Scheme Safety Audit.

2. Update

- 2.1 The updated plan is included as attachment A to this memo. This shows the proposed safety improvements at the roundabout, as well as the disestablishment of the dis-used 'Kea' Crossing on Wilsons Road, as per the previous version.
- 2.2 The key changes from the plan presented at the meeting in March is the inclusion of a crossing point on the Wilsons Road north approach and a speed bump across the access to the Mobil Service Station on Albert Terrace.
- 2.3 Survey data indicated that there is a relatively low crossing demand on the Wilsons Road approach, particularly compared to the two Centaurus Road crossing points. However it is recognised that this is a gap in the infrastructure. There was also clear support from the community through the early engagement process for a crossing point to be added on this approach.
- 2.4 The main constraints around the location of the crossing point is the width of the central island and location of the power pole and sump on the west side. The crossing point will be installed as far north as possible (away from the power pole) while still providing the required 1.8 metre depth in the central island cut through. The work requires the sump to be relocated as it conflicts with the location of the kerb cut down on the west side. There is good visibility to the crossing point due to the alignment of the road on this approach.
- 2.5 We are awaiting final feedback from the Safety Audit Team on the revised plan. The inclusion of the northern crossing point is in line with previous feedback so we are not anticipating any further changes before issuing the plan for public consultation.
- 2.6 It is still our intention to progress this project as much as possible through the approval processes and construction this Financial Year, however this is dependent on contractor

Memos



availability and internal resource. If not fully constructed by the end of June, funding will be carried forward so this can be completed next financial year.

3. Conclusion

3.1 Staff are planning to commence public consultation on this project in early May 2022.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Updated Scheme Plan-Centaurus Rd / Wilsons Rd / Albert Tce	

Signatories / Ngā Kaiwaitohu

Author	Toni Dakers - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations

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

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

Karakia Whakamutunga Lee Sampson

14. Resolution to Exclude the Public

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

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

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

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

Note

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

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
15.	WAIHORO SPREYDON-CASHMERE COMMUNITY SERVICE AND YOUTH SERVICE AWARDS 2022	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PERSONAL DETAILS OF NOMINEES AND NOMINATORS ARE INCLUDED IN THE REPORT	SEPTEMBER 2021, FOLLOWING RECIPIENTS BEING NOTIFIED OF THEIR AWARD