

## Christchurch City Council AGENDA

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### Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

**Date:** Thursday 7 July 2022  
**Time:** 9.30am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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### Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor Celeste Donovan
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Phil Mauger
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

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1 July 2022

### Principal Advisor

Dawn Baxendale  
Chief Executive  
Tel: 941 8999

Samantha Kelly  
Team Leader Hearings & Committee Support  
941 6227  
samantha.kelly@ccc.govt.nz  
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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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## Developing Resilience in the 21st Century

Strategic Framework



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

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

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

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

#### Principles

Being open,  
transparent and  
democratically  
accountable

Promoting  
equity, valuing  
diversity and  
fostering inclusion

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

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

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

#### Community Outcomes

##### Resilient communities

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

##### Liveable city

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

##### Healthy environment

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

##### Prosperous economy

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

#### Strategic Priorities

Enabling active  
and connected  
communities  
to own their future

Meeting the challenge  
of climate change  
through every means  
available

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

Accelerating the  
momentum  
the city needs

Ensuring rates are  
affordable and  
sustainable

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

Engagement with  
the community and  
partners

Strategies, Plans and  
Partnerships

Long Term Plan  
and Annual Plan

Our service delivery  
approach

Monitoring and  
reporting on our  
progress

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Karakia Whakamutunga

## Karakia Tīmatanga

### 1. Apologies Ngā Whakapāha

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

### 2. Declarations of Interest Ngā Whakapuaki Aronga

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

### 3. Public Participation Te Huinga Tūmatanui

#### 3.1 Public Forum Te Huinga Whānui

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

#### 3.2 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.

### 4. Presentation of Petitions Ngā Pākikitanga

There were no Presentation of Petitions at the time the agenda was prepared.



## 5. Council Minutes - 9 June 2022

Reference / Te Tohutoro: 22/765115

Report of / Te Pou Matua: Samantha Kelly, Team Leader Hearings and Committee Support,  
samantha.kelly@ccc.govt.nz

General Manager / Pouwhakarae: Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz


### 1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 9 June 2022.

### 2. Recommendation to Council

That the Council confirms the Minutes from the Council meeting held 9 June 2022.

### Attachments Ngā Tāpirihanga

No.	Title	Page
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### Signatories / Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Hearings & Committee Support
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## Christchurch City Council MINUTES

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**Date:** Thursday 9 June 2022  
**Time:** 9.36am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Mayor Lianne Dalziel  
Deputy Mayor Andrew Turner  
Councillor Jimmy Chen  
Councillor Catherine Chu  
Councillor Melanie Coker  
Councillor Pauline Cotter  
Councillor Mike Davidson  
Councillor Celeste Donovan – via audio/visual link  
Councillor Anne Galloway  
Councillor James Gough – via audio/visual link  
Councillor Yani Johanson  
Councillor Aaron Keown  
Councillor Sam MacDonald  
Councillor Phil Mauger  
Councillor Jake McLellan  
Councillor Tim Scandrett  
Councillor Sara Templeton

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**Principal Advisor**

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**Karakia Tīmatanga:** Given by the Mayor.

The agenda was dealt with in the following order.

**1. Apologies Ngā Whakapāha**

**Council Resolved CNCL/2022/00027**

That the apologies received from Councillor Chu for partial absence be accepted.

Mayor/Councillor Keown

Carried

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

There were no declarations of interest recorded.

**3. Public Participation Te Huinga Tūmatanui**

**3.1 Public Forum Te Huinga Whānui**

**3.1.1 Gus McPherson**

Gus McPherson was the Mayor's assistant for the day and gave a presentation to introduce himself and his school and explain why he wanted to be the Mayor's assistant for the day and what he likes about Christchurch.

**3.2 Deputations by Appointment Ngā Huinga Whakaritenga**

**3.2.1 Te Pātaka o Rākaihautū Banks Peninsula Community Board**

Tori Peden, Chairperson of the Te Pātaka o Rākaihautū Banks Peninsula Community Board, provided a deputation to the Council regarding item 11.27 Hunters Road and 42 Whero Avenue Consultation Outcome.

**3.2.2 Richard Suggate**

Richard Suggate provided a deputation to the Council regarding item 11.27 Hunters Road and 42 Whero Avenue Consultation Outcome.

**4. Presentation of Petitions Ngā Pākikitanga**

There was no presentation of petitions.



Councillor MacDonald left the meeting at 9.45am and returned at 9.49am during consideration of item 22.

## 22. Resolution to Include Supplementary Reports

### Council Resolved CNCL/2022/00028

That the reports be received and considered at the Council meeting on Thursday, 9 June 2022.

Open Items

23. Consultation on Te Kaha

Mayor/Councillor Chen

Carried

## 5. Council Minutes - 12 May 2022

### Council Resolved CNCL/2022/00029

That the Council Confirm the Minutes from the Council meeting held 12 May 2022.

AND

That the Council confirms the Minutes from the Council - Annual Plan meeting held 4 May 2022.

AND

That the Council receives the Open and Public Excluded Minutes from the Health, Safety and Wellbeing Committee meeting held 6 May 2022.

Mayor/Councillor Keown

Carried

## 6. Council - Annual Plan Minutes - 4 May 2022

### Council Decision

Refer to item 5.

## 8. Health, Safety and Wellbeing Committee Minutes - 6 May 2022

### Council Decision

Refer to item 5.

## 9. Urban Development and Transport Committee Minutes - 31 March 2022

The final meeting of the Urban Development and Transport Committee was held on 31 March 2022. Councillor Davidson, Chairperson of the Committee noted work programme highlights and acknowledged the work and support from the Principal Advisor, Deputy Chairs of the Committee, Elected Members and technical staff involved.

### Council Resolved CNCL/2022/00030

That the Council receives the Minutes from the Urban Development and Transport Committee meeting held 31 March 2022.

Councillor Davidson/Councillor Scandrett

Carried

Councillor Templeton left the meeting at 10.33am and returned at 10.39am during consideration of item 7.

Councillor MacDonald left the meeting at 10.33am and returned at 10.43am during consideration of item 7.

## 7. Monthly Report from the Community Boards - May 2022

Karolin Potter, Chairperson and Lee Sampson, Deputy Chairperson joined the meeting for presentation of the **Waihoru Spreydon-Cashmere Community Board Report**.

Jason Middlemiss, Board Member joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board Report**.

Mike Mora, Chairperson joined the meeting via audio/visual link for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board Report**. As part of the presentation the Community Board Chairperson also provided the Board's comments in relation to item 16. Halswell Junction Road Extension project - Request for additional funds.

Alexandra Davids, Chairperson joined the meeting for presentation of the **Waikura Linwood-Central-Heathcote Community Board Report**.

Emma Norrish, Chairperson and Simon Britten, Deputy Chairperson joined the meeting for presentation of the **Waipapa Papanui-Innes Community Board Report**.

Tori Peden, Chairperson joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board Report**.

Kelly Barber, Chairperson joined the meeting for presentation of the **Waitai Coastal-Burwood Community Board Report**.

### Council Resolved CNCL/2022/00031

That the Council:

1. Receive the Monthly Report from the Community Boards May 2022.

Councillor Cotter/Councillor Coker

Carried

Council  
09 June 2022



**Attachments**

- A Council 9 June 2022 - Spreydon-Cashmere Community Board Presentation to Council
- B Council 9 June 2022 - Fendalton-Waimairi-Harewood Presentation to Council
- C Council 9 June 2022 - Halswell-Hornby-Riccarton Community Board Presentation to Council
- D Council 9 June 2022 - Waikura Linwood-Central-Heathcote Community Board Presentation to Council
- E Council 9 June 2022 - Papanui-Innes Community Board Presentation to Council
- F Council 9 June 2022 - Banks Peninsula Community Board Presentation to Council
- G Council 9 June 2022 - Waitai Coastal-Burwood Community Board Presentation to Council

**11. 27 Hunters Road and 42 Whero Avenue Consultation Outcome**

The Council received two deputations in relation to this item.

The Council accepted the Officer Recommendations and included an additional resolution (refer to resolution 6).

**Council Resolved CNCL/2022/00032**

That the Council:

1. Acknowledges the views of the submitters from the Council's targeted consultation process including the Banks Peninsula Community Board's submission from its meeting on 14 February 2022.
2. Note there is community support for the sale of the land for residential and other purposes subject to the development reflecting community aspirations.
3. Notes that the recommended paths forward is to:
  - a. Develop an Outline Development Plan for the properties collectively known as 27 Hunters Road and 42 Whero Avenue;
  - b. Protect the revegetated gullies and access tracks;
  - c. Subdivide the site and place covenants on the property titles that requires development to be in accordance with the Outline Development Plan; and
  - d. Dispose of the balance of the site not required for Council purposes.
4. Refers the matter to the 2023/24 Annual Plan for prioritisation and funding;
5. Defers any decision to declare 27 Hunters Road and 42 Whero Avenue surplus to operational requirement until such time as an Outline Development Plan is completed.
6. Request that the outline development plan prioritise climate change adaptation and the ability for local residents to age in place in the considerations as far as possible.

Deputy Mayor/Councillor Keown

**Carried**

Councillors Gough, MacDonald and Mauger requested their votes against resolution 6 be recorded.

The meeting adjourned at 11.18am and reconvened at 11.40am.

## 10. Christchurch Wastewater Treatment Plant Recovery Update

The purpose of this staff presentation is to provide fortnightly updates to the Council and the public.

### **Council Resolved CNCL/2022/00033**

That the Council:

1. Receive the information in the presentation.

Mayor/Councillor Templeton

**Carried**

### **Attachments**

A Item 10. Staff Presentation

## 16. Halswell Junction Road Extension project - Request for additional funds

The Council accepted the Officer recommendations and included an additional resolution, (refer to resolution 3).

The Amendment Moved by Councillor MacDonald and Seconded by Councillor Keown was declared lost.

### **Council Resolved CNCL/2022/00034**

That the Council:

1. Endorse the inclusion of additional capital funds of \$5,500,000 in FY24, to allow completion of the Halswell Junction Road Extension project, as part of the FY23 Annual Plan process.

Councillor Chen/Councillor McLellan

**Carried**

Councillor Johanson abstained from voting on resolution 1.

### **Council Resolved CNCL/2022/00035**

That the Council:

2. Request staff to initiate Governance level talks between the Council and KiwiRail with a view to finding solutions to address programme and cost escalation concerns.
3. Notes that staff will be raising this project with Waka Kotahi and will look for additional funding sources.

Councillor Chen/Councillor McLellan

**Carried**

### **Amendment Moved by Councillor MacDonald and Seconded by Councillor Keown**

4. Request for staff to work towards reprioritising 5.5m of the Transport Capital Programme in consideration for the FY 24 draft annual plan.

Councillor MacDonald/Councillor Keown

**Lost**

Council  
09 June 2022



The meeting adjourned at 1.09pm and reconvened at 2.04pm. Councillors Chu, MacDonald and Templeton were not present at this time.

Councillor MacDonald returned to the meeting at 2.10pm during consideration of item 23.  
Councillor Templeton returned to the meeting at 2.14pm during consideration of item 23.  
Councillor Chu returned to the meeting at 2.35pm via audio/visual link during consideration of item 23.

### 23. Consultation on Te Kaha

Council Officers provided a presentation which contained updated consultation options.

#### Council Resolved CNCL/2022/00036

#### Officer recommendations accepted without change

That the Council:

1. Agrees that staff proceed with the proposed process to seek community views on whether or not Council should invest additional money into Te Kaha: the Canterbury multi-use arena.
2. Resolves to lodge an outline plan for Te Kaha under section 176A of the Resource Management Act 1991.
3. Delegates to the Chief Executive authority to seek an alteration to the conditions for Te Kaha in the District Plan.
4. Delegates authority to officers in the Te Kaha Project Team to withdraw or amend the outline plan consistent with the Council decision on the Te Kaha project in July 2022.

Councillor Mauger/Councillor Scandrett

**Carried**

#### Attachments

- A Item 23. Staff Presentation

## 18. Electricity Procurement

**Council Resolved CNCL/2022/00037**

**Officer recommendations accepted without change**

That the Council:

1. Award the MBIE All-of-Government (AoG) electricity agreements to: Meridian Energy Limited for Time of Use (ToU), Non-Half Hourly (NHH) and Unmetered (UNM) connections of electricity to the Council's facilities for a term of 36 months and a predicted value of \$36.7 million excluding line charges (based on the Council's projected demand profile).
2. Authorise the General Manager Resources to sign agreements with Meridian Energy Limited for the supply of electricity to new Council facilities as they open under the terms and conditions similar to the above.
3. Authorise the General Manager Resources to undertake contract variations and renewals for regular business activity, within the terms and conditions of the electricity agreements.
4. Note the financial impact on the financial year (2022/23) is in line with previous estimates and budgets.

Councillor MacDonald/Councillor Keown

**Carried**

## 19. Mayor's Monthly Report - May 2022

**Council Resolved CNCL/2022/00038**

**Officer recommendations accepted without change**

That the Council:

1. Receive the information in this Report.
2. Approves the travel of the Mayor and Councillor Galloway to Adelaide to lead the Christchurch - Adelaide sister city 50th anniversary commemorations, recommitment, and engagements to further the objectives of the International Relations Policy.

Councillor MacDonald/Councillor Scandrett

**Carried**

Councillor Cotter left at 3.20pm for the remainder of the meeting during consideration of item 14.

## 14. Plan Change 6 (Homebase Extension) Decision Recommendation

### Comment

1. The Officer recommendations were Moved by Councillor McLellan and Seconded by Councillor Mauger.
2. The Council requested further advice on the following matters before making a decision:
  - a. Further clarity from the Panel regarding its rationale and recommendation to reject the recommendation of a shared pedestrian/cycle path from the site to QEII Drive. The Council noted that the Panel's report (paragraph 313) does not refer to the existing pedestrian /cycle path as a shared path, which is physically separated from the road.
  - b. Legal advice regarding the threshold for returning the recommendations back to the Panel for reconsideration.
3. The item was adjourned and deferred to an Extraordinary Council meeting to be held at 2pm, 30 June 2022, Council Chambers, Civic Offices.

### Officer Recommendations

That the Council:

1. Receives the report and recommendations of the Hearings Panel on Plan Change 6 (Homebase extension);
2. Accepts, accepts in part or rejects the submissions on PC6 as recommended by the Hearings Panel and attached to their report for the reasons set out in the Hearing Panel's report in Attachment 1.
3. Adopts, as the decision of the Council, the recommendations of the Hearings Panel that Plan Change 6 be approved as per the Hearing Panel's report as Attachment 1, under clause 10 of Schedule 1 of the Resource Management Act 1991.

### Council Decision

That the Council:

1. Receives the report and recommendations of the Hearings Panel on Plan Change 6 (Homebase extension);
2. Accepts, accepts in part or rejects the submissions on PC6 as recommended by the Hearings Panel and attached to their report for the reasons set out in the Hearing Panel's report in Attachment 1.
3. Adopts, as the decision of the Council, the recommendations of the Hearings Panel that Plan Change 6 be approved as per the Hearing Panel's report as Attachment 1, under clause 10 of Schedule 1 of the Resource Management Act 1991.

Councillor McLellan/Councillor Mauger

**Carried/Lost**

**Council Resolved CNCL/2022/00039**

It was resolved on the motion of the Mayor and Seconded by Councillor MacDonald that the item be adjourned and deferred to the next meeting of the Finance and Performance Committee and delegates the Committee the authority to make a decision on this matter.

Mayor/Councillor MacDonald

**Carried**

**Secretarial Note:** Further in the meeting Officers advised that the decision to adopt a Plan Change cannot be sub-delegated. Subsequent to Standing Order 19.5, with the agreement of the meeting, the resolution was altered and resolved as detailed below.

It was resolved on the motion of the Mayor and Seconded by Councillor Templeton that the item be adjourned and deferred to an Extraordinary Council meeting to be held on 30 June 2022 at 2pm.

## 12. Ihutai-Estuary and Coastal Stormwater Management Plan

The Council accepted the Officer recommendations and included an additional resolution, (refer to resolution 3).

### Council Resolved CNCL/2022/00040

That the Council:

1. Receive the attached Ihutai-Estuary and Coastal Stormwater Management Plan (Attachment A).
2. Adopt the Ihutai-Estuary and Coastal Stormwater Management Plan (Attachment A).
3. Requests for the Avon-Heathcote Estuary Trust and Te Ihutai Atuhenua Trust to meet with the Ōtākaro Avon River Corridor co-governance group with a view to developing a joined up approach to the management of the catchment as a whole.

Mayor/Councillor Templeton

**Carried**

## 13. Hearings Panel Report to the Council on the Water Supply, Wastewater and Stormwater Bylaw Review

### Council Resolved CNCL/2022/00041

#### Hearings Panel recommendations accepted without change

That the Council:

#### Water Supply and Wastewater Bylaw 2022

1. Adopt the Christchurch City Council Water Supply and Wastewater Bylaw 2022, in its final form (**Attachment A**).
2. Note the following changes to the clauses of the Christchurch City Council Water Supply and Wastewater Bylaw 2022, as a result of the consultation and hearings process (as so shown in **Attachment A**):
  - a. Insert a new definition of **Council water supply** in clause 3(1) as follows:
  - b. **Council water supply** means a public water supply system owned and managed by the Christchurch City Council.



- c. Replace the definition of **private drainage system** with a definition of **private wastewater drains** in clause 3(1) as follows:
  - d. **Private wastewater drains** means the system of pipes and fittings installed on the customer's side of the point of discharge to convey wastewater off the property to the public wastewater system.
  - e. Amend the definition of prohibited waste in clause 3(1) so that it refers to prohibited wastes instead of prohibited substances.
  - f. Amend clause 7(4) (restricted activities within maintenance access corridors) so that it refers to the water supply system instead of the stormwater network.
  - g. Amend clause 9(6)(b) (protection of source water and the water supply system) so that it refers to chemical or agricultural applications.
  - h. Amend clause 17(1) (supplementary water storage for Banks Peninsula water supply areas) to update the specified water supply areas by including Takamatua within the Akaroa supply, as well as clarifying that the clause applies where connection to the Council water supply is sought.
  - i. Replace the references in clause 29 (restricted activities within maintenance access corridors) to the water supply system with references to the wastewater system.
  - j. Amend clause 18(2)(c) (backflow prevention) to refer to the Water Services Act 2021 instead of the Health Act 1956.
3. Note that a number of additions and improvements are made to the preamble and explanatory notes contained in the Christchurch City Council Water Supply and Wastewater Bylaw 2022 as a result of the consultation and hearings process (as so shown in **Attachment A**).
  4. Determine, in accordance with section 155(2) and (3) of the Local Government Act 2002, that the Christchurch City Council Water Supply and Wastewater Bylaw 2022 is the most appropriate form of bylaw, and that it is not inconsistent with the New Zealand Bill of Rights Act 1990.
  5. Approve the Christchurch City Council Water Supply and Wastewater Bylaw 2022 coming into force on 1 July 2022.
  6. Approve that staff are otherwise authorised to make any typographical changes or correct minor errors as the case may be before the Christchurch City Council Water Supply and Wastewater Bylaw 2022 comes into force.
  7. Give public notice as soon as practicable that the Christchurch City Council Water Supply and Wastewater Bylaw 2022 has been made by the Council, that it comes into effect on 1 July 2022 and that copies of the Christchurch City Council Water Supply and Wastewater Bylaw 2022 may be inspected and obtained at the Council's offices or on its website, without payment.
  8. Revoke from 1 July 2022 the Council's Policy on Water Supply Pipes Installed in Private Land 2001, noting that the terms of the Policy have been included in the Christchurch City Council Water Supply and Wastewater Bylaw 2022.

9. Delegate to the Chief Executive the authority to amend any explanatory notes in the Christchurch City Council Water Supply and Wastewater Bylaw 2022 as the case may be, and that this power may be sub-delegated.

**Stormwater and Land Drainage Bylaw 2022**

10. Adopt the Christchurch City Council Stormwater and Land Drainage Bylaw 2022, in its final form (**Attachment B**).
11. Note the following changes to the clauses of the Christchurch City Council Stormwater and Land Drainage Bylaw 2022, as a result of the consultation and hearings process (as so shown in **Attachment B**):
- a. Delete clause 10 relating to the requirement for on-site stormwater management, as the requirement is provided by clause 7 of the bylaw and a new explanatory note.
  - b. Amend clause 11 (managing drainage from artesian springs and wells on private land) so that it applies in a more limited way and now refers to preventing nuisance and damage from unmanaged artesian water.
  - c. Amend clause 13 (restricted activities related to discharge of water other than stormwater) so that it more clearly states the types of water (other than stormwater) referred to.
  - d. Amend clause 15(1) (restricted activities related to waterways) so that it allows a person with written authority from the Council or an authorised agent of the regional council to carry out certain activities in a waterway.
  - e. Insert a new clause 15(2) so that clause 15(1)(restricted activities related to waterways) does not apply to fencing near waterways in rural zones, which is regulated by the District Plan.
  - f. Amend clause 15(3) (restricted activities related to waterways) to allow certain actions by the regional council or where a person is undertaking temporary erosion and sediment control measures under an approved Erosion and Sediment Control Plan.
  - g. Amend clause 22(1) (erosion and sediment control plans) so that it specifically refers to any person intending to undertake earthworks where there is any risk that sediment generated by the works could become entrained in stormwater.
  - h. Amend clause 32(1)(b) (industrial stormwater audit programme) to refer to further information being provided on request.
  - i. Amend clause 35(2) (transitional arrangements for industrial stormwater dischargers with individual consents with Canterbury Regional Council) to clarify that an occupier needs to apply for a licence under this bylaw prior to surrendering a stormwater discharge resource consent held with the regional council.
12. Note that a number of additions and improvements are made to the explanatory notes contained in the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 as a result of the consultation and hearings process (as so shown in **Attachment B**).
13. Determine, in accordance with section 155(2) and (3) of the Local Government Act 2002, that the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 is the most appropriate form of bylaw, and that it is not inconsistent with the New Zealand Bill of Rights Act 1990.

Council  
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14. Approve the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 coming into force on 1 July 2022.
15. Approves that staff are otherwise authorised to make any typographical changes or correct minor errors as the case may be before the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 comes into force.
16. Give public notice as soon as practicable that the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 has been made by the Council, that it comes into effect on 1 July 2022 and that copies of the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 may be inspected and obtained at the Council's offices or on its website, without payment.
17. Delegate to the Chief Executive the authority to amend any explanatory notes in the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 as the case may be, and that this power may be sub-delegated.
18. Resolve under clause 27 of the Christchurch City Council Stormwater and Land Drainage Bylaw 2022, to adopt the Register of Industrial and Trade Activities (to come into force on 1 July 2022), as set out in **Attachment C** in its final form, and noting the following changes as a result of the consultation and hearings process:
  - a. Adding two footnotes to the bottom of the first page of the Register which confirm that properties not meeting the thresholds in the Register are not required to apply for an industrial stormwater discharge licence; and the date the Register comes into force.
  - b. Making a clarification to the hydrocarbon entry under the heading "Bulk storage and handling centres" for the exclusion of service stations, truck stops and commercial refuelling facilities.
  - c. Making a clarification to the entry under the heading waste management and resource recovery industries by deleting the reference to chemical containers.
  - d. Amend the compliance timeframe from 6 months (1 January 2022), to 7 months (1 February 2022) to avoid it falling on a public holiday.

Councillor Mauger/Councillor Scandrett

**Carried**

**Deferral of Item**

**Council Resolved CNCL/2022/00042**

**Secretarial Note:** *In relation to item 14, Officers advised that the decision to adopt a Plan Change cannot be sub-delegated. Subsequent to Standing Order 19.5, with the agreement of the meeting, the previous resolution made during the meeting was altered and resolved as below.*

It was resolved on the motion of the Mayor and Seconded by Councillor Templeton that item 14 be adjourned and deferred to an Extraordinary Council meeting to be held on 30 June 2022 at 2pm.

Mayor/Councillor Templeton

**Carried**

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## 15. 210 Armagh Street - Proposed Lease over Rauora Park

**Council Resolved CNCL/2022/00043**

**Officer recommendations accepted without change**

That the Council:

1. Approve the granting of a ground lease to Armagh Wells Limited, 210 Armagh Street, over a 277m2 area of Rauora Park, for a period of up to 15 years total, on terms consistent with this report.
2. Authorise the Manager Property Consultancy to conclude all documentation as required to implement the proposed lease.

Councillor Keown/Councillor MacDonald

**Carried**

## 17. Residents Survey Results 2021 - 2022

Council Officers provided an updated Attachment B *General Service Satisfaction Survey Report 2022*.

The Council accepted the Officer recommendation and included an additional resolution, (refer to resolution 2).

**Council Resolved CNCL/2022/00044**

That the Council:

1. Receive the information in the surveys as well as the Heads of Service advice on next steps and remedial actions.
2. Request staff report back to the Finance and Performance Committee on the Heads of Service action plans in six months.

Councillor Chen/Deputy Mayor

**Carried**

### **Attachments**

A Item 17. Staff Presentation

B Updated Attachment B - General Service Satisfaction Survey Report 2022

The meeting did not go into Public Excluded.

**Karakia Whakamutunga:** Given by the Mayor.

**Meeting concluded at 4.30pm.**

**CONFIRMED THIS 14<sup>TH</sup> DAY OF JULY 2022**

**MAYOR LIANNE DALZIEL  
CHAIRPERSON**



## 6. Council - Annual Plan Minutes - 21 June 2022

Reference / Te Tohutoro: 22/847070

Report of / Te Pou  
Matua: Samantha Kelly, Team Leader Hearings and Committee Support,  
samantha.kelly@ccc.govt.nz

General Manager /  
Pouwhakarae: Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz


### 1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council - Annual Plan meeting held 21 June 2022.

### 2. Recommendation to Council

That the Council confirms the Minutes from the Council - Annual Plan meeting held 21 June 2022.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Minutes Council - Annual Plan - 21 June 2022	24

### Signatories / Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Hearings & Committee Support
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## Christchurch City Council OPEN MINUTES

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**Date:** Tuesday 21 June 2022  
**Time:** 9.33am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Mayor Lianne Dalziel  
Deputy Mayor Andrew Turner  
Councillor Jimmy Chen  
Councillor Catherine Chu  
Councillor Melanie Coker  
Councillor Pauline Cotter  
Councillor Mike Davidson  
Councillor Celeste Donovan  
Councillor Anne Galloway  
Councillor James Gough  
Councillor Yani Johanson  
Councillor Aaron Keown  
Councillor Sam MacDonald  
Councillor Phil Mauger  
Councillor Jake McLellan – via audio/visual link  
Councillor Tim Scandrett  
Councillor Sara Templeton

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**Principal Advisor**

Dawn Baxendale  
Chief Executive  
Tel: 941 6996

Samantha Kelly  
Team Leader Hearings & Committee Support  
941 6227  
samantha.kelly@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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Council Annual Plan  
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**Karakia Timatanga:** Given by the Mayor

**1. Apologies Ngā Whakapāha**

**Council Decision**

There were no apologies received.

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

There were no declarations of interest recorded.

**3. Extending Wheeliebin Kerbside Collection Service in Wairewa**

Council Officers presented the report and provided a PowerPoint presentation.

**Council Resolved CAPL/2022/00019**

**Officer Recommendation accepted without change**

That the Council:

1. Approves the extension of the *Wheeliebin Kerbside Collection Service in Wairewa* proposal, including the changes made in response to the submissions, subject to the *Funding Impact Statement – Rating Information* being adopted as part of the final Annual Plan 2022-23 on 21 June 2022.

Deputy Mayor/Councillor Davidson

**Carried**

**Attachments**

A Officer presentation

**4. Wheeliebin Kerbside Collection Service - Opt Out for Multi-unit Residential Developments**

Council Officers presented the report and provided a PowerPoint presentation.

**Council Resolved CAPL/2022/00020**

**Officer Recommendation accepted without change**

That the Council:

1. Approves the *Wheeliebin Kerbside Collection Service-Opt out for Multi-unit Residential Developments* proposal, including changes to the Rates Remission Policy that provide for financial opt-out from funding red bin kerbside collection and disposal costs, subject to the approval of the Rates Remission Policy which is to be adopted as part of the final Annual Plan 2022-23 on 21 June 2022.

Councillor MacDonald/Councillor Scandrett

**Carried**

**Attachments**

A Officer presentation



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## 5. Vacant Central City Land Differential and Remission

Council Officers presented the report and provided a PowerPoint presentation.

### Officer Recommendations

That the Council:

1. Approves the *Vacant Central City Land Differential and Remission* proposal, including the changes made in response to the submissions (remission to deal with consent delays, and clarifying “under development”), subject to the approval of the Rates Remission Policy and the *Funding Impact Statement – Rating Information* which are to be adopted as part of the final Annual Plan 2022-23 on 21 June 2022;
2. Direct staff to carry out further work and report on options for extending the Vacant Central City Land proposal to other areas of the city and to derelict buildings, with a view to consultation ahead of the rating year beginning 1 July 2023.

### Council Resolved CAPL/2022/00021

That the Council:

1. Approves the *Vacant Central City Land Differential and Remission* proposal, including the changes made in response to the submissions (remission to deal with consent delays, and clarifying “under development”), subject to the approval of the Rates Remission Policy and the *Funding Impact Statement – Rating Information* which are to be adopted as part of the final Annual Plan 2022-23 on 21 June 2022;

Councillor McLellan/Councillor Coker

**Carried**

Councillors Chu, Gough, Johanson, Keown, MacDonald and Mauger and requested for their votes against resolution 1 be recorded.

### Council Resolved CAPL/2022/00022

2. Direct staff to carry out further work and report on options for extending to derelict buildings in and across the city, with a view to consultation ahead of the rating year beginning 1 July 2023.

Councillor Gough/Councillor McLellan

**Carried**

### Council Resolved CAPL/2022/00023

3. Direct staff to carry out further work and report on options for extending the Vacant Central City Land proposal to other areas of the city with a view to consultation ahead of the rating year beginning 1 July 2023.

Deputy Mayor/Councillor Donovan

**Carried**

Councillors Chu, Gough, Keown, MacDonald and Mauger and requested for their votes against resolution 3 be recorded.

### Attachments

- A Officer presentation

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## 6. Policy on Remission and Postponement of Rates on Māori Freehold Land

Council Officers presented the report and provided a PowerPoint presentation.

### Council Resolved CAPL/2022/00024

#### Officer recommendations accepted without change

That the Council:

1. Adopts the *Policy on Remission and Postponement of Rates on Māori Freehold Land (1 July 2022)* set out in Attachment A, including changes made in response to the submission by Mahaanui Kurataiao Limited/ Ngā Rūnanga, as discussed in this report.

Mayor/Councillor Davidson

Carried

#### Attachments

- A Officer presentation

## 7. 2022-23 Annual Plan - Council's final decision

**Secretarial Note:** For convenience the attached document contains the Council's final decisions on the 2022-23 Annual Plan as described in the Minutes below.

#### Attachments

- A Council's 2022-23 Annual Plan final decisions

## 7a. Verbal updated from the Deputy Chair of the Audit and Risk Management Committee

The Audit and Risk Management Committee met on 15 June 2022 to consider the Council's 2022/23 Annual Plan process. The Deputy Chair of the Committee, Councillor MacDonald, provided a verbal update on the Committee's considerations.

**Council Annual Plan  
21 June 2022**



**7. Annual Plan 2022/23**

Council Officers presented the report and provided a PowerPoint presentation. The presentation included Officer advice on Councillors proposed amendments.

**Council Resolved CAPL/2022/00025**

That the Council:

1. Receives the information included in this report and attachments.
2. Notes the recommendations of the Council's Audit and Risk Management Committee at its meeting on 15 June 2022, that an appropriate process has been followed in the preparation of the information that provide the basis for this Annual Plan 2022/23.

Councillor MacDonald/Deputy Mayor

**Carried**

**Attachments**

A Officer presentation

**Suspension of Standing Orders**

**Council Resolved CAPL/2022/00026**

That pursuant to Standing Order 3.5 (Temporary Suspension of Standing Orders) the following Standing Orders be suspended to enable a more informal discussion:

- 17.5 members may speak only once;
- 17.6 limits on numbers of speakers;
- 18.1 general procedure for speaking and moving motions;
- 18.8 foreshadowed amendments;
- 18.9 lost amendments.

Mayor/Councillor Cotter

**Carried**

Council Annual Plan  
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**Secretarial Process Note:**

**Officer Recommendations**

*That the Council:*

3. Adopts the Mayor's Recommendations set out in **Attachment A**.

*The Mayor's recommendations (**Attachment A** in the Agenda) were divided into the following topics for consideration:*

1. **Environment**
2. **Facilities**
3. **Services**
4. **Transport** *(This topic consisted of proposed Councillor amendments only as there were no Mayor Recommendations relating to transport.)*
5. **Noting provisions** *(There were no noting provisions contained in the Mayor's Recommendations. The noting provisions are in response to questions from Councillors).*

*The following process was followed for each topic:*

- *The Mayor's recommendations within each topic was Moved and Seconded.*
- *Councillors put forward proposed amendments that were relevant for the topic.*
- *The Council debated the topic.*
- *Each amendment was voted on.*
- *The Mayor's recommendations within each topic were voted on which became the Substantive Motion (incorporates the carried amendments) as the final Resolutions.*

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Councillor Gough left the meeting at 11.02am and returned at 11.06am.

**7 Continued. Annual Plan 2022-23: Mayor's Recommendations (Topic: Environment)**

The Council considered the Mayor's Recommendations(M) (Attachment A) and any proposed Amendments (A) relating to the topic of Environment.

*Secretarial Note: Any changes to the Agenda version are underlined.*

**The Mayor's Recommendations were moved by the Mayor and Seconded by Deputy Mayor**

**M1. Organics processing plant (OPP)**

**M1a.** Notes that the funding for OPP tailing removal estimate \$1 million will be met from the operating surplus (\$0.2 million) and the remaining spend of \$0.8 million in 2022/23 will be funded from within existing budget.

**M2. Waterways quality and compliance**

**M2a.** That the Council increases the flood protection and control works budget by \$250,000 in FY 2022/2023 per annum to provide for waterways quality and compliance, noting that this will have a rates impact of 0.04%.

**M3. Takapūneke Reserve**

**M3a.** That the Council adds \$500,000 to the capital programme for Takapūneke Reserve (1436 Takapūneke Reserve Planned Renewals) in FY 2022/2023, noting that this will have a rates impact of 0.001%.

**M4. Coronation Reserve**

**M4a.** That the Council adds \$400,000 to the capital programme for Coronation Reserve (405 Coronation Reserve Development) in FY 2022/2023, noting that this will have a rates impact of 0.001%.

Mayor/Deputy Mayor

**Carried/Lost**

The meeting adjourned at 11.24am and reconvened at 11.40am. Councillors Johanson, Gough, MacDonald, Mauger and Keown were not present at this time.

Councillors Johanson, Keown and Mauger returned at 11.43am.

Councillors Gough and MacDonald returned at 11.45am.

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**The following amendments were put forward by Councillors:**

**Council Decision**

**Amendment A1 Moved by Councillor Coker and Seconded by Councillor Scandrett**

**A1. Adult playground**

- A1a.** That the Council request staff to continue work with the Waihoru Spreydon-Cashmere Community Board to identify the scope, site and budget for an adult playground in time for inclusion in the next draft Long Term Plan.

Councillor Coker/Councillor Scandrett

**Lost**

**Council Resolved CAPL/2022/00027**

**Amendment A2 Moved by Councillor Chen and Seconded by Councillor Galloway**

**A2. Templeton playground renewal**

- A2a.** Notes that staff will commence engagement with the Templeton community to determine the exact needs of the community and the development of a plan for a future upgrade of the playground.

Councillor Chen/Councillor Galloway

**Carried**

**Council Decision**

**Amendment A3 Moved by Councillor Coker and Seconded by Councillor Scandrett**

**A3. Waterways Quality**

- A3a.** That the Council increases the flood protection and control works budget by an additional \$50,000 in FY 2022/2023 per annum to provide for waterways quality and compliance.

Councillor Coker/Councillor Scandrett

**Lost**

**Council Decision**

**Amendment A4 Moved by Councillor Johanson and Seconded by Councillor Chen**

**A4. Tree Canopy**

- A4a.** That the Council make budget provision of \$1 million in FY2022/2023 to provide increased support for Tree Canopy protection and enhancement and to support the implementation of the Urban Forest Plan.

Councillor Johanson/Councillor Chen

**Lost**

It was noted that the following Councillors were in support of A4: Councillors Chen, Coker, Cotter and Johanson.

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**Council Decision**

**Amendment A5 Moved by Councillor MacDonald and Seconded by Councillor Gough**

**A5. Excess water charge deferral to 1 July 2023/24**

**A5a.** That the Council defer the commencement of the excess water supply residential volumetric charge until the FY2023/2024, 1 July 2023.

Councillor MacDonald/Councillor Gough

**Tied vote (not carried)**

The division was declared **a tie** the voting being as follows:

**For:** Councillor Chen, Councillor Chu, Councillor Gough, Councillor Johanson, Councillor Keown, Councillor MacDonald, Councillor Mauger and Councillor McLellan

**Against:** Deputy Mayor Turner, Councillor Coker, Councillor Cotter, Councillor Davidson, Councillor Donovan, Councillor Galloway, Councillor Scandrett and Councillor Templeton

**Abstained:** Mayor Dalziel

**Council Resolved CAPL/2022/00028**

**Foreshadowed Amendment A6 Moved by Councillor McLellan and Seconded by Deputy Mayor Turner**

**A6. Excess water charge deferral to 1 October 2022**

**A6a.** That the Council defer the commencement of invoicing of the excess water supply residential volumetric charge until 1 January 2023 based on water meter readings commencing from 1 October 2022.

Councillor McLellan/Deputy Mayor

**Carried**

The division was declared **carried** by 10 votes to 7 votes the voting being as follows:

**For:** Mayor Dalziel, Deputy Mayor Turner, Councillor Chen, Councillor Chu, Councillor Gough, Councillor Johanson, Councillor Keown, Councillor MacDonald, Councillor Mauger and Councillor McLellan

**Against:** Councillor Coker, Councillor Cotter, Councillor Davidson, Councillor Donovan, Councillor Galloway, Councillor Scandrett and Councillor Templeton

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**The Council then voted on the Mayor's Recommendations which became the Substantive Motion (which incorporates the carried amendments) as the final resolutions for the topic of environment.**

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M1 Organics Processing Plant)**

**Council Resolved CAPL/2022/00029**

**M1. Organics processing plant (OPP)**

**M1a.** Notes that the funding for OPP tailing removal estimate \$1 million will be met from the operating surplus (\$0.2 million) and the remaining spend of \$0.8 million in 2022/23 will be funded from within existing budget.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M2 Waterways quality and compliance)**

**Council Resolved CAPL/2022/00030**

**M2. Waterways quality and compliance**

**M2a.** That the Council increases the flood protection and control works budget by \$250,000 in FY 2022/2023 per annum to provide for waterways quality and compliance, noting that this will have a rates impact of 0.04%.

Mayor/Deputy Mayor

**Carried**

Councillors Gough, Keown, MacDonald and Mauger requested their votes against M2 be recorded.

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M3 Takapūneke Reserve)**

**Council Resolved CAPL/2022/00031**

**M3. Takapūneke Reserve**

**M3a.** That the Council adds \$500,000 to the capital programme for Takapūneke Reserve (1436 Takapūneke Reserve Planned Renewals) in FY 2022/2023, noting that this will have a rates impact of 0.001%.

Mayor/Deputy Mayor

**Carried**

Councillors Chu, Gough and MacDonald requested their votes against M3 be recorded.



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**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M4. Coronation Reserve)**

**Council Resolved CAPL/2022/00032**

**M4. Coronation Reserve**

**M4a.** That the Council adds \$400,000 to the capital programme for Coronation Reserve (405 Coronation Reserve Development) in FY 2022/2023, noting that this will have a rates impact of 0.001%.

Mayor/Deputy Mayor

**Carried**

Councillors Chu, Gough, Keown and MacDonald requested their votes against M4 be recorded.

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M10 Templeton Playground Renewal)**

**Council Resolved CAPL/2022/00033**

**M10. Templeton playground renewal**

**M10a.** Notes that staff will commence engagement with the Templeton community to determine the exact needs of the community and the development of a plan for a future upgrade of the playground.

**Secretarial Note:** Refer to Amendment A2.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M11 Excess Water Charge Deferral)**

**Council Resolved CAPL/2022/00034**

**M11. Excess water charge deferral to 1 October 2022**

**M11a.** That the Council defer the commencement of invoicing of the excess water supply residential volumetric charge until 1 January 2023 based on water meter readings commencing from 1 October 2022.

Mayor/Deputy Mayor

**Carried**

**Secretarial Note:** Refer to Amendment A6 for the voting record.

Council Annual Plan  
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**7 Continued. Annual Plan 2022-23: Mayor's Recommendations (Topic: Facilities)**

The Council considered the Mayor's Recommendations(M) (Attachment A) and any proposed Amendments (A) relating to the topic of facilities.

**The Mayor's Recommendations were moved by the Mayor and Seconded by Deputy Mayor**

**M5. Robert McDougall Gallery Strengthening**

**M5a.** That the Council notes that it has already resolved to provide funding in future years for the strengthening of the Gallery. However, the Council further notes that if the Canterbury Museum is able to confirm availability of its funding balance at an earlier time, the Council will consider bringing forward the Council funding in support of the Canterbury Museum for the strengthening of the Gallery.

**M6. Akaroa Museum**

**M6a.** That the Council increases the operational budget for the Akaroa Museum by \$10,000 per annum, commencing in FY 2022/2023, noting that this will have a rates impact of 0.002 %.

**M7. Governors Bay Jetty capital grant**

**M7a.** That the Council makes a capital grant of \$815,000 in FY 2022/2023 to the Governors Bay Jetty Trust in respect of the Governors Bay Jetty, noting that this will have a rates impact of 0.002% in FY 2022/2023 and a rates impact of 0.01% in FY 2023/2024.

Mayor/Deputy Mayor

**Carried/Lost**

**The following amendments were put forward by Councillors:**

**Council Decision**

**Amendment A7a Moved by Councillor Cotter and Seconded by Councillor Mauger**

**A7. Canterbury Museum**

**A7a.** That the Council agree to a 3% increase in the Museum levy.

Councillor Cotter/Councillor Mauger

**Lost**

**Council Decision**

**Foreshadowed Amendment A7b Moved by Deputy Mayor Turner and Seconded by Councillor Chen**

**A7. Canterbury Museum**

**A7b.** That the Council agree to a 1.5% increase in the Museum levy.

Deputy Mayor/Councillor Chen

**Lost**

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**The Council then voted on the Mayor's Recommendations which became the Substantive Motion (which incorporates the carried amendments) as the final resolutions for the topic of facilities.**

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M5 Robert McDougall Gallery Strengthening)**

**Council Resolved CAPL/2022/00035**

**M5. Robert McDougall Gallery Strengthening**

**M5a.** That the Council notes that it has already resolved to provide funding in future years for the strengthening of the Gallery. However, the Council further notes that if the Canterbury Museum is able to confirm availability of its funding balance at an earlier time, the Council will consider bringing forward the Council funding in support of the Canterbury Museum for the strengthening of the Gallery.

Mayor/Deputy Mayor

**Carried**

Councillor Johanson requested for his vote against resolution M5 be recorded.

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M6 Akaroa Museum)**

**Council Resolved CAPL/2022/00036**

**M6. Akaroa Museum**

**M6a.** That the Council increases the operational budget for the Akaroa Museum by \$10,000 per annum, commencing in FY 2022/2023, noting that this will have a rates impact of 0.002 %.

Mayor/Deputy Mayor

**Carried**

Councillor Scandrett requested for his vote against resolution M6 be recorded.

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M7 Governors Bay Jetty Capital Grant)**

**Council Resolved CAPL/2022/00037**

**M7. Governors Bay Jetty capital grant**

**M7a.** That the Council makes a capital grant of \$815,000 in FY 2022/2023 to the Governors Bay Jetty Trust in respect of the Governors Bay Jetty, noting that this will have a rates impact of 0.002% in FY 2022/2023 and a rates impact of 0.01% in FY 2023/2024.

Mayor/Deputy Mayor

**Carried**

The meeting adjourned at 12.56pm and reconvened at 2.07pm.

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**7 Continued. Annual Plan 2022-23: Mayor's Recommendations (Topic: Services)**

The Council considered the Mayor's Recommendations(M) (Attachment A) and any proposed Amendments (A) relating to the topic of services.

**Council Decision**

**The Mayor's Recommendations were moved by the Mayor and Seconded by Deputy Mayor**

**M8. Libraries Holding Fee**

**M8a1.** That the Council sets the fee in the Schedule of Fees and Charges under the heading "Libraries" and "Holds and Interloans" "Adult – per item" at \$2.00 per item (instead of \$3 per item); noting that:

**M8A1i.** This will cost \$75,000 per annum and will have a rates impact of 0.01% in FY 2022/2023.

**M8A1ii.** Customers with adult membership would be more likely to place holds if this fee is reduced, and noting that there is no charge for placing holds on ebooks, eAudiobooks and eMagazines, and that there is no charge for placing holds on children and concession members.

**M9. Concessions for Rural Residents**

**M9a.** That the Council includes rural isolation, taking into account the distance from the nearest library, as one of the criteria for concession membership; and noting that:

**M9ai.** This will cost \$5,000 per annum and will have a rates impact of 0.001% in FY 2022/2023.

**M9aia.** This was raised by the Akaroa Community, and that this will enable free 'holds'.

Mayor/Deputy Mayor

**Carried/Lost**

**The following amendments were put forward by Councillors:**

**Council Resolved CAPL/2022/00038**

**Amendment A8 Moved by Councillor Coker and Seconded by Councillor Scandrett**

**A8. Community Services Card**

**A8a.** That the Council investigate an increase to the community services card discount from 25% to 50% in preparation for informing the 2023/2024 Annual Plan.

Councillor Coker/Councillor Scandrett

**Carried**

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**Council Decision**

**Amendment A9 Moved by Councillor Coker and Seconded by Councillor Scandrett**

**A9. Strengthening Communities Fund**

**A9a.** That the Council increases the Communities Fund by 2%.

Councillor Coker/Councillor Scandrett

Lost

**The Council then voted on the Mayor's Recommendations which became the Substantive Motion (which incorporates the carried amendments) as the final resolutions for the topic of services.**

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M8 Libraries Holding Fee)**

**Council Resolved CAPL/2022/00039**

**M8. Libraries Holding Fee**

**M8a1.** That the Council sets the fee in the Schedule of Fees and Charges under the heading "Libraries" and "Holds and Interloans" "Adult – per item" at \$2.00 per item (instead of \$3 per item); noting that:

**M8A1i.** This will cost \$75,000 per annum and will have a rates impact of 0.01% in FY 2022/2023.

**M8A1ii.** Customers with adult membership would be more likely to place holds if this fee is reduced, and noting that there is no charge for placing holds on ebooks, eAudiobooks and eMagazines, and that there is no charge for placing holds on children and concession members.

Mayor/Deputy Mayor

Carried

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**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M9 Library Concessions for Rural Residents)**

**Council Resolved CAPL/2022/00040**

**M9. Concessions for Rural Residents**

**M9a.** That the Council includes rural isolation, taking into account the distance from the nearest library, as one of the criteria for concession membership; and noting that:

**M9ai.** This will cost \$5,000 per annum and will have a rates impact of 0.001% in FY 2022/2023.

**M9aii.** This was raised by the Akaroa Community, and that this will enable free 'holds'.

Mayor/Deputy Mayor

Carried

Councillor Gough request for his vote against resolution M9 be recorded.

**7 Continued. 2022-23 Annual Plan - Resolution - Mayor's Recommendation  
(M12 Community Services Card Discount)**

**Council Resolved CAPL/2022/00041**

**M12. Community Services Card**

**M12a.** That the Council investigate an increase to the community services card discount from 25% to 50% in preparation for informing the 2023/2024 Annual Plan.

**Secretarial Note:** Refer to Amendment A8.

Mayor/Deputy Mayor

Carried

**7 Continued. 2022-23 Annual Plan - Councillor Amendments (Topic:  
Transport)**

**Secretarial Note:** This topic consisted of proposed Councillor amendments only as there were no Mayor Recommendations relating to transport.)

**Council Decision**

**Amendment A12 Moved by Councillor Johanson and Seconded by Councillor McLellan**

**A12. Ferry Road**

**A12a.** That the Council brings forward the Ferry Road (Phillipstown/Charleston) pedestrian safety and amenity improvement project to the FY2022/2023.

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Councillor Johanson/Councillor McLellan

Lost

It was noted that Councillors Chen, Coker, Keown, Johanson, McLellan and Mauger were in support of A12.

**Council Decision**

**Amendment A13 Moved by Councillor Johanson and Seconded by Councillor Keown**

**A13. Off Street Car parking charges**

**A13a.** That the Council reduce its car parking fees and charges for off-street car parking to \$2 per hour for the 2022/2023 year to improve the occupancy of its buildings.

Councillor Johanson/Councillor Keown

Lost

Councillor Gough sat back from the table and took not part in discussion or vote on this matter.

It was noted that Councillors Keown and Johanson were in support of A13.

**The Council then voted on the following noting provisions:**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 1 (Flooding Goulding Avenue)**

**Council Resolved CAPL/2022/00042**

Noting that the Council requested a report on this issue as part of the Long Term Plan 2021-31 and notes staff will update the community in due course.

Mayor/Deputy Mayor

Carried

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 2 (Milns/Sutherlands/Sparks Intersection)**

**Council Resolved CAPL/2022/00043**

Noting that the Council will investigate and install possible temporary traffic safety measures to improve the Milns/Sutherlands/Sparks intersection until the permanent infrastructure is in place.

Mayor/Deputy Mayor

Carried

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**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 3 (Radcliffe Road)**

**Council Resolved CAPL/2022/00044**

Noting that footpath and cycle access from Spring Grove to Radcliffe Road is planned as part of the Belfast Park pedestrian and cycle rail crossing (#12692). This project is underway and current funded in the Annual Plan. Any changes to the crossing at Radcliffe Road are dependent on KiwiRail support.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 4 (Port Hills Management Plan)**

**Council Resolved CAPL/2022/00045**

Notes that this will be considered during the 2024/34 Long Term Plan process.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 5 (Port Hills/Banks Peninsula)**

**Council Resolved CAPL/2022/00046**

Noting Council staff are investigating ways to increase human resource capacity to support the Port Hills and Bank Peninsula which will assist community groups.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 6 (Radley Street)**

**Council Resolved CAPL/2022/00047**

Noting that the Council is investigating whether Radley Street and the surrounding areas will be considered as part of the Slow Speeds Neighbourhood programme and reported back to the relevant Community Board.

Mayor/Deputy Mayor

**Carried**



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**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 7 (Cutler Park)**

**Council Resolved CAPL/2022/00048**

Noting that the Council is currently undertaking work on Cutler Park which is funded from existing budgets and this includes an improvement to surface levels.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 8 (Community Board Funding)**

**Council Resolved CAPL/2022/00049**

Noting that the Council will investigate capital budget for each community board to enable to implement their community boards plans as part of the preparation for the draft Long Term Plan 2024-34.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 9 (Opawaho Heathcote River Corridor)**

**Council Resolved CAPL/2022/00050**

Noting that the Council will investigate an activity management plan for the Opawaho Heathcote River corridor as part of the Long Term Plan 2024-34 or draft Annual Plan 2023/24 process, if it can be done sooner.

Mayor/Deputy Mayor

**Carried**

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 10 (Hornby and Linwood - Tree Canopy)**

**Council Resolved CAPL/2022/00051**

Noting that the Hornby and Linwood wards have lowest tree canopy density in the city and notes that the staff will address this as a priority. And notes that tree planting for these two wards will be included in the implementation component Urban Forest Plan.

Mayor/Deputy Mayor

**Carried**

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**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 11 (Arts Precinct)**

**Council Resolved CAPL/2022/00052**

Notes for staff to work with the Central City Business Association, ChristchurchNZ and the submitters (Michael Bell) on other activation sites that could be used within the central city, including what would be required and would any funds be needed.

Mayor/Deputy Mayor

Carried

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 12 (Community Arts Funding)**

**Council Resolved CAPL/2022/00053**

Notes that this will be considered during the 2024/34 Long Term Plan process.

Mayor/Deputy Mayor

Carried

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 13 (Future Streets Aranui)**

**Council Resolved CAPL/2022/00054**

Request staff to brief the incoming the relevant Community Boards on what would be required to progress the next steps on the Future Streets Aranui.

Mayor/Deputy Mayor

Carried

**7 Continued. 2022-23 Annual Plan - Resolution - Noting Provision 14 (Centre of Contemporary Art (CoCa))**

**Council Resolved CAPL/2022/00055**

Notes that a group of Councillors met with Centre of Contemporary Art (CoCa) at the Mayors request to discuss the issues they currently face and note that staff will work with Rata Foundation and CoCa on this.

Mayor/Deputy Mayor

Carried

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**8. Resolution to Exclude the Public**

**Council Resolved CAPL/2022/00056**

**Part C**

That at 3.18pm the resolution to exclude the public set out on pages 151 to 152 of the agenda be adopted.

Mayor/Councillor Cotter

**Carried**

**The public were re-admitted to the meeting at 3.31pm.**

The meeting adjourned at 3.31pm and reconvened at 4.04pm. Councillor Coker was not present at this time.

**Resumption of Standing Orders**

**Council Resolved CAPL/2022/00057**

That Council resolves that Standing Orders 17.5, 17.6, 18.1, 18.8 and 18.9 are now reinstated.

Mayor/Deputy Mayor

**Carried**

**7 Continued. Annual Plan 2022-23 - Adoption of Attachments B to H)**

***Secretarial Note:*** Any changes to the Agenda version are underlined.

**Council Resolved CAPL/2022/00058**

That the Council:

4. Adopts the summary of the rates impact and net debt ratio impact of the Mayor's Recommendations as updated at the meeting.
  - a. Overall average rates increase 4.66%
  - b. Average residential rates increase 4.65%
  - c. Debt ratio unchanged (as per Attachment B)
5. Adopts the proposed changes to the Council's capital programme for 2022/23 set out in Attachment C.
6. Adopts the proposed changes to the Council's operating expenditure for 2022/23 set out in Attachment D.
7. Adopts the proposed Revenue and Financing Policy set out in Attachment E.
8. Adopts the proposed Funding Impact Statement – Rating Information set out in Attachment F, subject to the changes adopted by the Council at the 21 June 2022

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meeting. Note that the changes from the version published for consultation with the Draft Annual Plan 2022/23 are:

- a. Changing the term “under development” to “under construction” – this is used in the definition of “active or consented use” which is used to identify the land to which the new City Vacant differential will apply. This change is for clarification only, and is discussed in the paper “Vacant Central City Land Differential and Remission” (21 June 2022 Council – Annual Plan meeting);
  - b. Removing reference to the Water Supply, Wastewater and Stormwater Bylaw 2014 and instead referring to the Water Supply and Wastewater Bylaw 2022;
  - c. Updating the map of the wheeliebin kerbside collection area to include the Okuti Valley, as discussed in the paper “Extending Wheeliebin Kerbside Collection Service in Wairewa” (21 June 2022 Council – Annual Plan meeting).
9. Adopts the proposed Rates Remission Policy set out in Attachment G. Note that the changes from the version published for consultation with the Draft Annual Plan 2022/23 are:
- a. Providing a new remission to support financial opt-out from funding red bin kerbside collection and disposal costs, as discussed in the paper “Wheeliebin Kerbside Collection Service - Opt Out for Multi-unit Residential Developments” (21 June 2022 Council – Annual Plan meeting);
  - b. Providing a new remission covering the situation where the owner of vacant land loses the opportunity to avoid the higher City Vacant differential due to delay in Council’s consenting processes, as discussed in the paper “Vacant Central City Land Differential and Remission” (21 June 2022 Council – Annual Plan meeting).
10. Adopts the proposed minor changes, errors or omissions for levels of service, set out in Attachment H.

Mayor/Deputy Mayor

**Carried**

Councillors Chu, Gough, Johanson and MacDonald requested that their votes against the resolutions be recorded.

Councillor Coker returned to the meeting at 4.09pm.

**7 Continued. Annual Plan 2022-23 - Recommendations 11 to 13**

**Council Resolved CAPL/2022/00059**

That the Council:

11. Notes the Thematic Analysis of the Annual Plan 2022/23 Submissions, set out in Attachment I.
12. Notes the Annual Plan 2022/23 - Management Sign-off for Process set out in Attachment J.
13. Notes the Annual Plan 2022/23 - Management Sign-off for Significant Forecasting Assumptions set out in Attachment K.

Mayor/Deputy Mayor

**Carried**

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**7 Continued. Annual Plan 2022-23 - Adopting the Annual Plan 2022-2023**

**Council Resolved CAPL/2022/00060**

That the Council:

14. Adopts the Annual Plan 2022/23 comprising the information and underlying documents adopted by the Council at the meeting dated 24 February 2022 (the draft Annual Plan 2022/23), as amended by resolutions 3-10 above and Attachments C-H.

Mayor/Deputy Mayor

**Carried**

The division was declared **carried** by 11 votes to 6 votes the voting being as follows:

**For:** Mayor Dalziel, Deputy Mayor Turner, Councillor Chen, Councillor Coker, Councillor Cotter, Councillor Davidson, Councillor Donovan, Councillor Galloway, Councillor McLellan, Councillor Scandrett and Councillor Templeton

**Against:** Councillor Chu, Councillor Gough, Councillor Johanson, Councillor Keown, Councillor MacDonald and Councillor Mauger

**7 Continued. Annual Plan 2022-23 - CFO Authorisations**

**Council Resolved CAPL/2022/00061**

That the Council:

15. Authorises the General Manager Resources/Chief Financial Officer to make the amendments required to ensure the published 2022/23 Annual Plan aligns with the Council's resolutions of 21 June 2022 and to make any other non-material changes that may be required;
16. Authorises the General Manager Resources/Chief Financial Officer to borrow, in accordance with the Liability Management Policy, sufficient funds to enable the Council to meet its funding requirements as set out in the 2022/23 Annual Plan;

Mayor/Deputy Mayor

**Carried**

**7 Continued. Annual Plan 2022-23 - Rates, Targeted Rates Date Instalments and Penalties**

**Council Resolved CAPL/2022/00062**

That the Council:

**Rates**

17. Having set out rates information in the Funding Impact Statement contained in the Annual Plan 2022/23 (adopted by the above resolutions), resolves to set the following rates under the Local Government (Rating) Act 2002 for the 2022-23 financial year,

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commencing on 1 July 2022 and ending on 30 June 2023 (all statutory references are to the Local Government (Rating) Act 2002).

- a. a **uniform annual general charge** under section 15(1)(b) of \$145.00 (incl. GST) per separately used or inhabited part of a rating unit;
- b. a **general rate** under sections 13(2)(b) and 14 set differentially based on property type, as follows:

<i>Differential Category</i>	<i>Basis for Liability</i>	<i>Rate Factor (incl. GST) (cents/\$ of capital value)</i>
Standard	Capital Value	<u>0.323296</u>
Business	Capital Value	<u>0.548634</u>
Remote Rural	Capital Value	<u>0.242472</u>
City Vacant	Capital Value	<u>1.293185</u>

**Targeted Rates**

- c. a **water supply targeted rate** under section 16(3)(b) and 16(4)(b) set differentially depending on whether a property is connected or capable of connection to the on-demand water reticulation system, as follows:

<i>Differential Category</i>	<i>Basis for Liability</i>	<i>Rate Factor (incl. GST) (cents/\$ of capital value)</i>
Connected (full charge)	Capital Value	<u>0.077659</u>
Serviceable (half charge)	Capital Value	<u>0.038830</u>

- d. a **restricted water supply targeted rate** under sections 16(3)(b) and 16(4)(a) on all rating units with one or more connections to restricted water supply systems of \$390.00 (incl. GST) for each standard level of service received by a rating unit;
- e. a **land drainage targeted rate** under sections 16(3)(b) and 16(4)(a) on all rating units in the serviced area of 0.047244 cents per dollar of capital value (incl. GST);
- f. a **sewerage targeted rate** under sections 16(3)(b) and 16(4)(a) on all rating units in the serviced area of 0.091404 cents per dollar of capital value (incl. GST);
- g. a **waste minimisation targeted rate** under sections 16(3)(b) and 16(4)(b) set differentially depending on whether a full or partial service is provided, as follows:

<i>Differential Category</i>	<i>Basis for Liability</i>	<i>Rate Charge (incl. GST)</i>
Full service	Per separately used or inhabited part of a rating unit	\$189.50
Partial service	Per separately used or inhabited part of a rating unit	\$142.13

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**Note:**

The full service charge is assessed on every separately used or inhabited part of a rating unit in the serviced area. The partial service charge is assessed on every separately used or inhabited part of a rating unit outside the kerbside collection area, where a limited depot collection service is available (75% of the full rate).

- h. **a water supply fire connection targeted rate** under sections 16(3)(b) and 16(4)(a) on all rating units receiving the benefit of a water supply fire connection of \$125.00 (incl. GST) per connection;
- i. **an excess water supply commercial volumetric targeted rate** under section 19(2)(a) set for all rating units which receive a commercial water supply as defined in the Water Supply and Wastewater Bylaw 2022, **plus** land under single ownership on a single certificate of title and used for three or more household residential units, boarding houses, motels, and rest homes of \$1.18 (incl. GST) per m<sup>3</sup> or any part of a m<sup>3</sup> for consumption in excess of the rating unit's water supply targeted rate allowance, **provided that** all properties will be entitled to a minimum consumption of 0.6986 cubic metres per day.

The rating unit's water supply targeted rate allowance in m<sup>3</sup> per year is the volume of water equal to the assessed water supply targeted rate divided by \$1.18.

For example, if a rating unit is assessed \$1,000 for the water supply targeted rate, that rating unit's water supply targeted rate allowance for the year is 847.5m<sup>3</sup> (\$1000 divided by \$1.18/m<sup>3</sup>), which is 2.32 m<sup>3</sup>/day. Liability for the excess water supply commercial volumetric targeted rate is for any consumption in excess of that allocation.

**Excess Water**

- j. **an excess water supply residential volumetric targeted rate** under section 19(2)(a) set for the following:
  - all metered residential rating units where the meter records usage for a single rating unit;
  - a rating unit where the meter records usage for multiple rating units, and where there is a special agreement in force specifying which rating unit / ratepayer is responsible for payment,

of \$1.35 (incl GST) per m<sup>3</sup> or any part of a m<sup>3</sup> for consumption in excess of 700 litres per day;

Note: In the 2022/23 financial year, the excess water supply residential volumetric targeted rate will be assessed from 1 October 2022, except that residential units that were assessed for excess water in the 2021/22 financial year will continue to be assessed for this rate during the 2022/23 financial year;

**Targeted Rates**

- k. **an active travel targeted rate** under section 16(3)(a) and 16(4)(a) of \$20.00 (incl. GST) per separately used or inhabited part of a rating unit;
- l. **a heritage targeted rate** under section 16(3)(a) and 16(4)(a) on all rating units of 0.000774 cents per dollar of capital value (incl. GST);
- m. **a special heritage (Cathedral) targeted rate** under section 16(3)(a) and 16(4)(a) of \$6.52 (incl. GST) per separately used or inhabited part of a rating unit;

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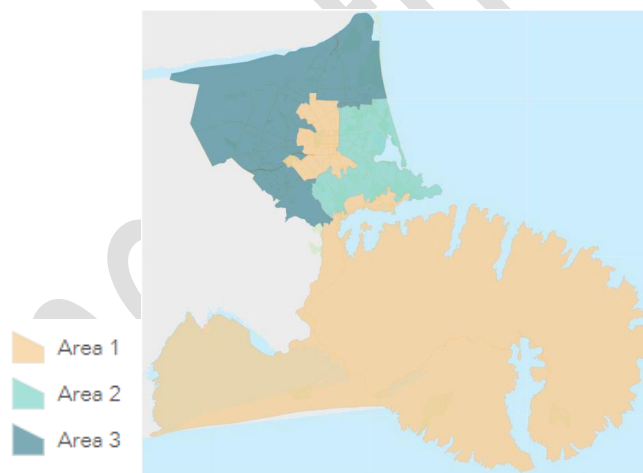
- n. a **special heritage (Arts Centre) targeted rate** under section 16(3)(a) and 16(4)(a) of 0.000609 cents per dollar of capital value (incl. GST);
- o. a **Central City Business Association targeted rate** under section 16(3)(b) and 16(4)(a) of \$339.07 (incl. GST) per business rating unit in the Central City Business Association Area, where the land value of the rating unit is greater than or equal to \$50,000;
- p. an **Akaroa Health Centre targeted rate** under section 16(3)(b) and 16(4)(a) of \$35.54 (incl. GST) per separately used or inhabited part of a rating unit, for rating units located in areas defined by the following valuation roll numbers: 23890, 23900, 23910, 23920, 23930, 23940 and 23961 (the eastern portion of Banks Peninsula);

**Date Instalments**

18. Resolves that all rates except the excess water supply commercial volumetric targeted rate, and the excess water supply residential volumetric targeted rate, are due in four instalments, and set the following due dates for payment:

<b>Instalment</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Area 1</b>	15 August 2022	15 November 2022	15 February 2023	15 May 2023
<b>Area 2</b>	15 September 2022	15 December 2022	15 March 2023	15 June 2023
<b>Area 3</b>	31 August 2022	30 November 2022	28 February 2023	31 May 2023

Where the Instalment Areas are defined geographically in the Map and Table as follows:



<b>Area 1</b>	<b>Area 2</b>	<b>Area 3</b>
Includes generally the Central City and the suburbs of St Albans, Merivale, Mairehau, Papanui, Riccarton, Addington, Spreydon, Sydenham, Beckenham, Opawa and Banks Peninsula.	Includes generally the suburbs of Shirley, New Brighton, Linwood, Woolston, Mt Pleasant, Sumner, Cashmere and Heathcote.	Includes generally the suburbs of Belfast, Redwood, Parklands, Harewood, Avonhead, Bishopdale, Ilam, Fendalton, Hornby, Templeton and Halswell.



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19. Resolves that excess water supply commercial volumetric targeted rates, and excess water supply residential volumetric targeted rates are due for payment on the dates shown below in the "Due date" column, based on the week in which amounts are invoiced (shown in the "Week beginning" column). The "Penalty date" column will be referred to further below:

Week beginning	Due date	Penalty date
27/06/2022	25/08/2022	30/08/2022
4/07/2022	1/09/2022	6/09/2022
11/07/2022	8/09/2022	13/09/2022
18/07/2022	15/09/2022	20/09/2022
25/07/2022	22/09/2022	27/09/2022
1/08/2022	29/09/2022	4/10/2022
8/08/2022	6/10/2022	11/10/2022
15/08/2022	13/10/2022	18/10/2022
22/08/2022	20/10/2022	25/10/2022
29/08/2022	27/10/2022	1/11/2022
5/09/2022	3/11/2022	8/11/2022
12/09/2022	10/11/2022	15/11/2022
19/09/2022	17/11/2022	22/11/2022
26/09/2022	24/11/2022	29/11/2022
3/10/2022	1/12/2022	6/12/2022
10/10/2022	8/12/2022	13/12/2022
17/10/2022	15/12/2022	20/12/2022
24/10/2022	22/12/2022	27/12/2022
31/10/2022	29/12/2022	3/01/2023
7/11/2022	5/01/2023	10/01/2023
14/11/2022	12/01/2023	17/01/2023
21/11/2022	19/01/2023	24/01/2023
28/11/2022	26/01/2023	31/01/2023
5/12/2022	2/02/2023	7/02/2023
12/12/2022	9/02/2023	14/02/2023
19/12/2022	16/02/2023	21/02/2023
26/12/2022	23/02/2023	28/02/2023
2/01/2023	2/03/2023	7/03/2023
9/01/2023	9/03/2023	14/03/2023
16/01/2023	16/03/2023	21/03/2023
23/01/2023	23/03/2023	28/03/2023
30/01/2023	30/03/2023	4/04/2023
6/02/2023	6/04/2023	11/04/2023
13/02/2023	13/04/2023	18/04/2023
20/02/2023	20/04/2023	25/04/2023
27/02/2023	27/04/2023	2/05/2023
6/03/2023	4/05/2023	9/05/2023
13/03/2023	11/05/2023	16/05/2023
20/03/2023	18/05/2023	23/05/2023

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27/03/2023	25/05/2023	30/05/2023
3/04/2023	1/06/2023	6/06/2023
10/04/2023	8/06/2023	13/06/2023
17/04/2023	15/06/2023	20/06/2023
24/04/2023	22/06/2023	27/06/2023
1/05/2023	29/06/2023	4/07/2023
8/05/2023	6/07/2023	11/07/2023
15/05/2023	13/07/2023	18/07/2023
22/05/2023	20/07/2023	25/07/2023
29/05/2023	27/07/2023	1/08/2023
5/06/2023	3/08/2023	8/08/2023
12/06/2023	10/08/2023	15/08/2023
19/06/2023	17/08/2023	22/08/2023
26/06/2023	24/08/2023	29/08/2023

**Penalties**

20. Resolves to add the following penalties to unpaid rates:

- for the excess water supply commercial volumetric targeted rate, and the excess water supply residential volumetric targeted rate, a penalty of 7 per cent will be added to any portion of an invoiced amount not paid on or by the due date, to be added on the date shown in the "Penalty date" column in the table above, based on the week in which amounts are invoiced;
- for all rates except the excess water supply commercial volumetric targeted rate, and the excess water supply residential volumetric targeted rate, a penalty of 7 per cent will be added to any portion of an instalment not paid on or by the due date, to be added on the following dates:

<b>Instalment</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Area 1</b>	19 August 2022	18 November 2022	18 February 2023	19 May 2023
<b>Area 2</b>	20 September 2022	20 December 2022	18 March 2023	20 June 2023
<b>Area 3</b>	03 September 2022	03 December 2022	03 March 2023	03 June 2023

- for all rates, an additional penalty of 7 per cent will be added on 01 October 2022 to any rates assessed, and any penalties added, before 1 July 2022 and which remain unpaid on 01 October 2022;
- for all rates, a further penalty of 7 per cent will be added if any rates to which a penalty has been added under (c) above remain unpaid on 01 April 2023.

Mayor/Deputy Mayor

**Carried**

Councillors Chu, Gough, Johanson, Keown, MacDonald and Mauger requested their votes recorded against all resolutions, apart from 17m, be recorded.

Councillors Davidson and Templeton requested their votes recorded against resolution 17m be recorded.

Councillor Keown abstained from voting on resolution 17n.

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Meeting concluded at 4.52pm.

**Karakia Whakamutunga:** Given by the Mayor

**CONFIRMED THIS 14<sup>TH</sup> DAY OF JULY 2022.**

MAYOR LIANNE DALZIEL  
CHAIRPERSON

Unconfirmed

Item 6

Attachment A

## 7. Council Minutes - 30 June 2022

Reference / Te Tohutoro: 22/856300

Report of / Te Pou Matua: Samantha Kelly, Team Leader Hearings and Committee Support,  
Samantha.kelly@ccc.govt.nz

General Manager / Pouwhakarae: Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz


### 1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 30 June 2022.

### 2. Recommendation to Council

That the Council confirms the Minutes from the Extraordinary Council meeting held 30 June 2022.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Minutes Council - 30 June 2022	54

### Signatories / Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Hearings & Committee Support
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## Christchurch City Council EXTRAORDINARY MINUTES

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**Date:** Thursday 30 June 2022  
**Time:** 2.03pm  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson  
Deputy Chairperson  
Members

Mayor Lianne Dalziel  
Deputy Mayor Andrew Turner  
Councillor Jimmy Chen  
Councillor Catherine Chu  
Councillor Melanie Coker  
Councillor Pauline Cotter – via audio/visual link  
Councillor Celeste Donovan  
Councillor James Gough  
Councillor Yani Johanson – via audio/visual link  
Councillor Aaron Keown  
Councillor Sam MacDonald  
Councillor Phil Mauger  
Councillor Jake McLellan  
Councillor Tim Scandrett

---

**Principal Advisor**

Dawn Baxendale  
Chief Executive  
Tel: 941 8999

Samantha Kelly  
941 6227  
samantha.kelly@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

To watch a recording of this meeting, or future meetings live, go to:

<http://councillive.ccc.govt.nz/live-stream>

To view copies of Agendas and Minutes, visit:

[www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/](http://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/)

The agenda was dealt with in the following order.

**1. Apologies Ngā Whakapāha**

**Council Resolved CNCL/2022/00045**

That the apologies for lateness from Councillor Johanson and the apologies for absence from Councillors Galloway, Davidson and Templeton be accepted.

Councillor Keown/Councillor Coker

Carried

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

There were no declarations of interest recorded.

**4. Supplementary Paper on Plan Change 6 Homebase Extension**

**Council Resolved CNCL/2022/00046**

**Officer recommendation accepted without change**

That the Council:

1. Receive the information in this report, additional to the report seeking approval of the Hearing Panel's recommendations on Proposed Plan Change 6.

Mayor/Councillor MacDonald

Carried

Councillor Johanson joined the meeting at 2.08pm via audio/visual link during consideration of Item 3.

**3. Plan Change 6 (Homebase Extension) Decision Recommendation**

**Council Resolved CNCL/2022/00047**

**Officer recommendation accepted without change**

That the Council:

1. Receives the report and recommendations of the Hearings Panel on Plan Change 6 (Homebase extension);
2. Accepts, accepts in part or rejects the submissions on PC6 as recommended by the Hearings Panel and attached to their report for the reasons set out in the Hearing Panel's report in Attachment 1.
3. Adopts, as the decision of the Council, the recommendations of the Hearings Panel that Plan Change 6 be approved as per the Hearing Panel's report as Attachment 1, under clause 10 of Schedule 1 of the Resource Management Act 1991.

Councillor McLellan/Councillor Mauger

Carried

Councillor Johanson abstained from voting.

Council  
30 June 2022

Christchurch  
City Council 

Meeting concluded at 2.11pm.

CONFIRMED THIS 7<sup>TH</sup> DAY OF JULY 2022

MAYOR LIANNE DALZIEL  
CHAIRPERSON

Unconfirmed

## 8. Monthly Report from the Community Boards - June 2022

Reference Te Tohutoro: 22/777762

Report of Te Pou Matua: The Chairpersons of all Community Boards

General Manager Mary Richardson, General Manager, Citizens and Community

Pouwhakarae: mary.richardson@ccc.govt.nz

### 1. Purpose of Report Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Boards public meeting. Please see the individual agendas for the attachments to each report.















Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

### 2. Community Board Recommendations

That the Council:

1. Receive the Monthly Report from the Community Boards June 2022.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Waipuna Halswell-Hornby-Riccarton Community Board Area Report June 2022	58
B  	Waikura Linwood-Central-Heathcote Community Board Area Report June 2022	72
C  	Waipapa Papanui-Innes Community Board Area Report June 2022	78
D  	Waihoru Spreydon-Cashmere Community Board Area Report June 2022	94
E  	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report May 2022	101
F  	Waitai Coastal-Burwood Community Board Area Report June 2022	105
G  	Waimāero Fendalton-Waimairi-Harewood Community Board June 2022	119



Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022



## 10. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - June 2022

Reference / Te Tohutoro: 22/517037

Report of / Te Pou  
Matua: Matthew Pratt, Community Governance Manager,  
matthew.pratt@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receive the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for June 2022.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Harrington Park Safety Meeting	Key organisations from the Riccarton Community, situated or connected specifically to Harrington Park met to discuss and workshop safety concerns in the area.	May	Otautahi Community Strategy
Huritini Council	The Huritini Council continue to meet. The Huritini Council's Westlake Reserve signage project from 2021 has been completed. Photographs are below.	On-going	Otautahi Community Strategy
Branston Park opening	An opening event was delivered for the new colourful court at Branston Park in Hornby. Costs for the coloured court were contributed by the Waipuna Community Board and local Rotary club.	May	Otautahi Community Strategy
Kyle Park Tunnel Clean Up	The project to clean-up the tunnel and provide exterior murals has progressed as per the below update.	May	Otautahi Community Strategy

- **Harrington Park Safety Meeting**

Key organisations from the Riccarton Community, situated or connected specifically to Harrington Park met to discuss and workshop safety concerns in the area.

**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**

The meeting was very successful with around 20 people in attendance. From this meeting there will be some long term and short term actions for the group to address safety in the area.



- **Huritini Council**

The Huritini Council's Westlake Reserve signage project from 2021 has been completed.



Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022



- **Branston Park Opening**

There was a great turn out with around 60 young people in attendance.

The event was delivered in partnership between the Wharenuī Gators and New Zealand Basketball. Rotary and the Greater Hornby Residents' Association also supported on the day.



- **Kyle Park Tunnel Clean Up**



**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**

Hornby High Students, with the support of the Hornby Community Centre and the Greater Hornby Residents' Association, have volunteered their time to do a clean-up of the Kyle Park tunnel.

The students cleared the area of rubbish and then spread bark in the garden beds that had been delivered by the Park Rangers. This work is in addition to the murals that have already been put in the tunnel.

The students will support sharing the message that everyone that uses this space needs to be Kaitiaki and help to keep it looking clean. The next step is to complete the murals on the exterior of the tunnel, which the students will also be involved with.



**3.2 Community Group Update**

**3.2.1 Community Development Network Trust**

Community Development Network (CDN) Trust are painting the Wycla Youth Centre adjacent to the Link building on Wycla Park. The building was gifted to CDN Trust by Council.

CDN Trust plan to paint the building in Kingston half for the walls and Ocean view beach for the roof. The below is how the building will look once the painting has finished.

Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022



3.2.2 **Wycola Skatepark engagement- University of Canterbury**

A group of students completing the Christchurch 101 paper at the University of Canterbury, based their project around the Wycola Skatepark and lead an engagement activity at the park.

The community was invited to come and share their thoughts on what they would like to see in a new Skatepark. There was a strong Rangatahi presence on the day and all of the information gathered will be collated and shared with the council engagement team ahead of the formal engagement for this project.



3.2.3 **Hornby Community Patrol**

**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**

Hornby Community Patrol is a volunteer organisation operating as the “Eyes and Ears” of the community for the Police and its citizens. The organisation patrols the areas of Sockburn, Templeton, Prebbleton, Halswell, Broomfield, Hei Hei, Islington, Wigram, Park House and Hornby.

For the Board's information, below are the Hornby Community Patrol statistics for April 2022:

Vehicle related :	157	Damage to property :	22	Disorder:	0
Property related:	41	People related:	0	Special service:	197
Number of 3ws:	108	Schools patrolled :	38	No. patrols:	24
No. patrol hours:	194	Km's:	1570		

**3.3 Community Events**

**3.3.1 Harrington Park Peace Rock Unveiling**

Oak Development held the Harrington Park Peace Rock unveiling on Sunday 15<sup>th</sup> May. This marked a special moment for the community of Riccarton and wider Christchurch as a memorial to March 15.



**3.3.2 Halswell Quarry Park planting days**

The community can get involved in planting days at Halswell Quarry and help create a more diverse wetland environment and healthy habitat for wildlife.

Upcoming planting days:

- Saturday 11 June, 10am to midday
- Saturday 25 June, 10am to midday
- Saturday 23 July, 10am to midday - in association with Trees for Canterbury



Waipuna Halswell-Hornby-Riccarton Community Board  
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3.3.3 **Opening Songpa-gu Korean Garden Project**

The unveiling of the Canterbury Korean War Veterans Pavilion, located in the Songpa Korean Sister City Garden at Halswell Quarry was held on Saturday 4 June 2022.

The event was well attended and along with wonderful weather, made for a memorable occasion.

The Christchurch Songpa-gu Sister City Committee and the Christchurch Korean Society commenced work on the project in 2020. The project acknowledges Korean War Veterans and recognises the sixtieth anniversary of diplomatic relations between New Zealand and the Republic of Korea.



3.4 **Community Funding Summary**

- For information, a summary is provided on the status of the Board's 2021-22 funding as at May 2022 (**refer Attachment A**).

Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022

3.5 Participation in and Contribution to Decision Making

3.5.1 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]

- **Development and improvement of recreational spaces in Halswell to ensure accessibility and engagement for all users**

The project to supply accessible play equipment for Halswell Domain, approved by the Board on 16 March 2021, continues to be delayed by supply chain issues.

- **Hornby Centre Update**

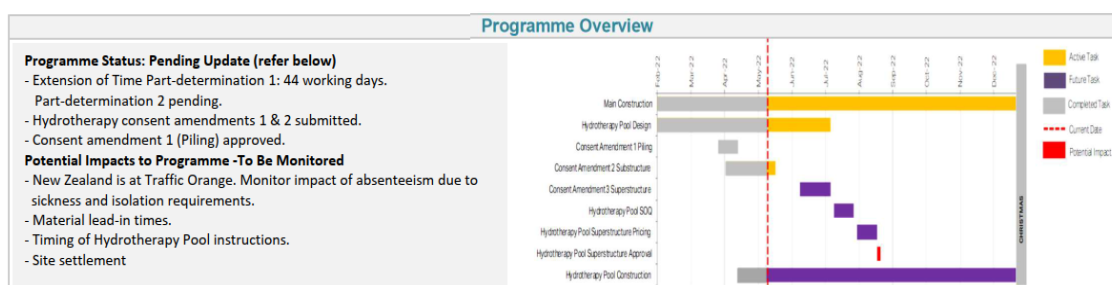
As of 12 May 2022:

- 157 piles have been installed on site. Five further piles are required to the library area. Piling will then commence to the hydrotherapy pool area.
- The landfill gas (LFG) perforated pipe network has been installed across the swimming pool zone and is underway through the customer services area.
- Membrane installation is targeted to commence prior to 20 May 2022.

In the next 30 days (from 12 May) the following work is scheduled:

- Piling continues to library and hydrotherapy pool zones.
- Installation of LFG system.
- Order hydrotherapy pool Myrtha pool liner and mechanical plant.
- Design for hydrotherapy pool superstructure (consent amendment 3) continues.
- Approval for hydrotherapy pool consent amendment 2 (substructure).

The following provides a snapshot of the programme overview:



- **Revitalisation of Sockburn assets**

See advice provided below in 4.1 and associated memorandum (**Attachment F**).

Parks staff have committed to meet with stakeholders to gain an understanding of the development needs for Sockburn Park.

3.5.2 Council Engagement and Consultation.

- **Draft Housing and Business Choice Plan Change, Draft Coastal Hazards Plan Change, Draft Heritage Plan Change, Draft Radio Communications Pathway Plan Change Community Board Submission**



**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**



The Draft Housing and Business Choice Plan Change, Draft Coastal Hazards Plan Change, Draft Heritage Plan Change, Draft Radio Communications Pathway Plan Change were open for feedback from 11 April 2022 to 13 May 2022.

Pursuant to the decision of the Board's Submissions Committee on 4 May 2022, the attached submissions were lodged on behalf of the Board (**Attachments B, C, D and E**).

- **Proposed private plan change 10 – Meadowlands Exemplar**

Proposed private plan change 10 change seeks to uplift the south-eastern section of the Meadowlands Exemplar Overlay to the south-east of Manarola Road and Brancion Street, being located within 20 Monsaraz Boulevard (Lot 116 DP 548934) and 225 Hendersons Road (Lot 120 DP 51457) and was open for feedback from 3 November 2021 to 1 December 2021. Pursuant to the decision of the Board's Submissions Committee on 29 November 2021, a submission was lodged on behalf of the Board.

The proposal was open for further submissions from 12 January 2022 to 26 January 2022. At a Submissions Committee meeting on 4 May 2022, it was decided not speak to the Board's submission at the Hearing but to request that if the Commissioner is minded to approve the plan change that any conditions recommended by Council officers be incorporated into the change.

The Hearing on 11 May 2022 was adjourned and the Commissioner advised that the applicant and the Council have agreed to have further discussions on precise District Plan provisions relating to the PPC10 land area over and above the Residential New Neighbourhood Zone requirements these confined to: matters relating to rear lanes and to the pitch of the rooves of residential properties to be developed.

Following these discussions an agreed set of provisions or an explanation as to why agreement could not be reached is to be provided to the Commissioner along with the applicants written right of reply by 5.00pm, Friday 20 May 2022.

- **Recreation and Sport Centres Survey**

The Council are seeking feedback from residents in regards to the opening of two new centres towards the end of 2023. Parakiore will be Aotearoa-New Zealand's biggest sport and recreation centre, including pools, hydro-slides, indoor courts and more. The Hornby Centre will be a combined recreation and sport centre, library and service centre.

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

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

**3.6 Governance Advice**

**3.6.1 Annual Plan Submissions: Milns/Sparks/Sutherlands Road**

***Milns/Sparks/Sutherlands Road intersection upgrades:*** Ninety submissions were received through the Annual Plan process on the Milns/Sparks/Sutherlands Road intersection upgrades. Submitters highlighted that the ongoing residential

**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**



development and growth in Halswell is leading to increasing traffic and safety issues. Submissions raised a range of safety issues, including challenges crossing the road as a pedestrian in this area, safety issues caused by heavy vehicles and speed limits, and the difficulties of making right turns through an uncontrolled intersection, and would like to see the upgrades at the Milns/Sparks/Sutherlands Road intersection put on budget for this year.

Funding is currently allocated in FY28 of the Council's Long Term Plan for works at the intersection. Council is in discussion with the developer on their future development, and the new intersection with Sparks Road. A design for the intersection has not been completed at this stage. This future intersection will improve the traffic safety of the existing Sparks / Sutherland / Milns intersection.

**Sparks Road Cycleway:** A number of submitters (16) discussed the Sparks Road cycleway alongside their submissions on the Milns/Sparks/Sutherlands Roads intersection. These submitters would like to see the Sparks Road cycleway be extended to connect to Halswell, improving access to the Halswell Domain, Te Hāpua, and the Halswell commercial centre. Other submitters indicated that they would also like to see it better connect into Kennedy's Bush. Other submissions requested more local cycleway connections, specifically a connection from Quarrymans Trail from where it leaves Sparks Road to Halswell Road.

**Halswell pedestrian improvements:** A number of submissions (21 submitters) also addressed pedestrian improvements required in Halswell, particularly around the Milns/Sparks/Sutherlands Road intersection. Improvements in this areas would allow residents to access local facilities (playgrounds, shopping centre, and the library) by foot, whereas at the moment they get in their car and drive as there are no safe pedestrian facilities.

#### 4. Advice Provided to the Community Board

##### 4.1 Former Sockburn Service Centre site and Sockburn toddler pool

At its meeting on 15 February 2022 the Board requested that staff provide advice on:

- The removal of the trees from the former Sockburn Service Centre site and the application of the Council's Tree Policy in particular regarding the location of any replacement trees.
- The potential for retention of the site as a green space area.
- A timeline for the proposed removal of the toddler pool located in Sockburn Park.

Staff have provided a memorandum in response (**see Attachment F**).

##### 4.2 Halswell Junction Road Extension Update

Stage 1 of the project (i.e. north of the new level crossing, corner of Waterloo and Halswell Junction Road) has been completed.

Stage 2 (the new link, intersection improvement and closure of current level crossing) timeframes remain subject to KiwiRail programme of works which is currently in detailed design. Final timeframes will be confirmed when rail signals design is completed.

##### 4.3 Ngā Puna Wai Sports Hub - Netsal Centre Update

A staff memorandum has been provided to update on progress with the Netsal Centre at Ngā Puna Wai Sports Hub (**Attachment G**).

**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**



Netsal is planning to start construction on the new facility in early winter of this year which will take approximately 12 months to complete.

Local residents and key stakeholders were invited to an information session on Tuesday 31 May to discuss the future phases of the Netsal development and the wider Ngā Puna Wai traffic management plan, and to meet the contractors.

**4.4 Graffiti Snapshot**

For the Board's information, attached is a Graffiti Snapshot, an update on graffiti as of April 2022 (**refer Attachment H**).

**4.5 Customer Service Requests/Hybris Report**

For the Board's information, attached is a copy of the April 2022 Hybris Report (**refer Attachment I**).

**4.6 Community Parks Update**

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

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

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

With the cooler days starting to creep in, we are naturally seeing a slow in growth throughout our parks.

**Sports Parks**

- Line marking continues throughout our sport parks as we move in to the thick of the rugby season. The contractors are mowing and marking with weekly checks on field conditioning to be undertaken by internal field rangers.
- Our autumn sports field renovation programme was completed within set timeframes. This year we carried out soiling and seeding, de-compaction and fertilisation.
- Halswell No1 Football and Cricket ground renovation has been a success with full grass cover established and level issues addressed.

**Playgrounds**

- An opening event was held for the new colourful court at Branston Park in Hornby.

Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022



**Gardens**

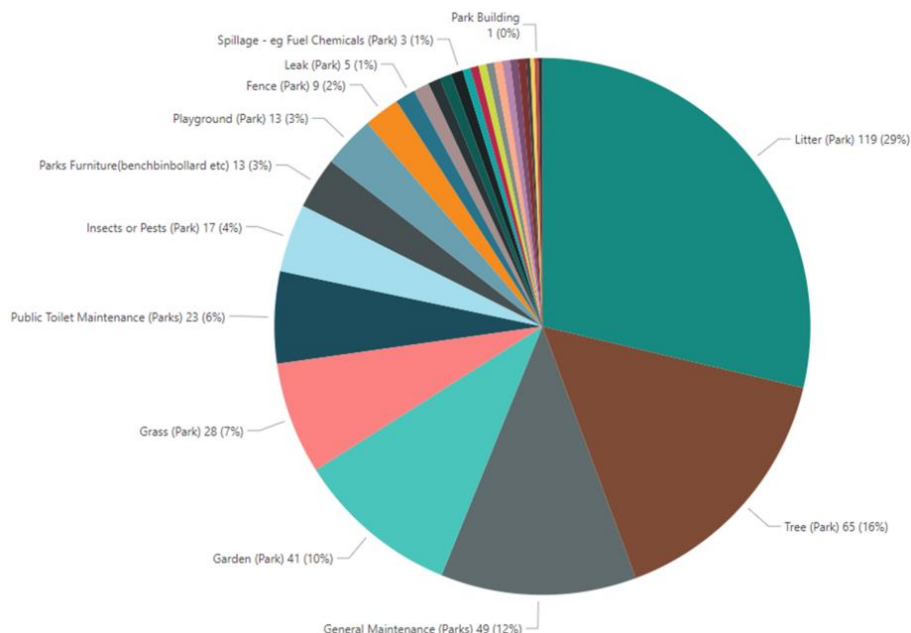
- Under the green asset renewal fund we have identified five reserves within your Community Board area to have renewed garden borders. They are Francis Reserve, Buchanans Reserve, Paparua Stream Reserve, Hoon Hay Park and Mandeville Reserve.
- Below is the Westlake planting recently completed by Christchurch City Council internal Field Rangers.



**Tickets/CSR Breakdown**

**Waipuna Halswell-Hornby-Riccarton Community Board**  
**14 June 2022**

Since 01 March 2022 until 26 May 2022, Parks received 415 tickets in the Waipuna Halswell-Hornby-Riccarton Community Board area. Below is a breakdown of the customer service requests received.



**Attachments Ngā Tāpirihanga**

No.	Title	Page
A	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - May 2022	
B	Draft Housing and Business Choice Plan Feedback	
C	Draft Coastal Hazards Plan Change Feedback	
D	Draft Heritage Plan Change Feedback	
E	Draft Radio Communication Pathways Plan Change Feedback	
F	Former Sockburn Service Centre site and Sockburn toddler pool	
G	Memo - Nga Puna Wai Sports Hub - Netsal Centre Update	
H	Graffiti Snapshot - April 2022	
I	Halswell-Hornby-Riccarton Hybris Report April 2022	

Waipuna Halswell-Hornby-Riccarton Community Board  
14 June 2022

**Signatories / Ngā Kaiwaitohu**

<b>Authors</b>	Noela Letufuga - Support Officer Bailey Peterson - Community Development Advisor Sam Savage - Community Recreation Advisor Faye Collins - Community Board Advisor Matthew Pratt - Manager Community Governance, Papanui-Innes
<b>Approved By</b>	Matthew Pratt - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waikura Linwood-Central-Heathcote Community Board  
15 June 2022



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

Reference Te Tohutoro: 21/1756291

Report of Te Pou Matua: Arohanui Grace, Community Governance Manager  
Arohanui.grace@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

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

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

#### 3.1 Community Governance Projects

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

#### 3.2 Community Funding Summary

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

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

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

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



Waikura Linwood-Central-Heathcote Community Board  
15 June 2022



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

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

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

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

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

3.3 **Participation in and Contribution to Decision Making**

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

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



Waikura Linwood-Central-Heathcote Community Board  
15 June 2022



- **Walk Waitaha** - The new format Walking Festival, 'Walk Waitaha' ran throughout April and May 2022 and was very well received, offering a great array of self-guided walks and walking activities over a six week period.
- **Walking Festival 2021** - In April 2022 the Christchurch City Council Walking Festival event received a Merit Award in the Best Event category at the Recreation Aotearoa Awards for 2020/2021. The Recreation Awards recognise excellence, innovation, and effectiveness of outstanding activity within the recreation sector as well as the achievement and service of individuals whose commitment and contribution promotes the ongoing development and enhancement of the industry.



**Waikura Linwood-Central-Heathcote Community Board**  
**15 June 2022**

**3.3.2 Council Engagement and Consultation.**

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

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

**3.4 Governance Advice**

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

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

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

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

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

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

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

- Linwood Youth Development Project.

#### 4. Advice Provided to the Community Board

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

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Attachments Ngā Tāpirihanga

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

Signatories Ngā Kaiwaitohu

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

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

Reference / Te Tohutoro: 22/557543

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

General Manager / Pouwhakarae: Mary Richardson – General Manager Citizens and Community  
Mary.Richardson@ccc.govt.nz

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes Community Board:

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

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

#### 3.1 Community Governance Projects

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

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



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3.2 **Community Funding Summary**

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

3.3 **Community Events**

3.3.1 **Walk Waitaha 2022**

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



3.3.2 **Walking Festival 2021**

In April 2022 the Christchurch City Council Walking Festival event received a Merit Award in the Best Event category at the Recreation Aotearoa Awards for 2020/2021.

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

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

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



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3.3.3 **Matariki 2022**

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

3.4 **Participation in and Contribution to Decision Making**

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

- **“Summer with your Neighbours”**

The Shirley Community Trust reported:

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

The Trust sent in the following photos:





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• Eastern Community Sport and Recreation – Avon Hub



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

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



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



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

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

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- **Neighbourhood Trust AGM**

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

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

- **Papanui Bush Planting Day**

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

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

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





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3.4.2 Council Engagement and Consultation

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

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



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

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

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

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

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

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

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

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

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

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

3.5 Governance Advice

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

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

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

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

3.4.1.1 Volunteer and Partnership Activity

- The Community Partnership Rangers have been particularly active in the Papanui and Innes wards, recording 2,946 volunteer hours worked since 1 July 2021.

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





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3.4.1.2 Sports Parks

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



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



3.4.1.3 **Garden Assets**

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

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

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

3.5.3 **Meeting with Matt Doocey MP**

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

3.5.4 **Public Participation in Board Meetings and Correspondence**

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

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

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

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

3.5.5 Briefings

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

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

3.5.6 Board Requests

• **Abandoned Shopping Trolleys**

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

**Community Request for Increased Shopping Trolley Retrieval Rounds**

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

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

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



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

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

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

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

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

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

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

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



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- **Hoani Street Speed and Footpaths**

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

- **Styx River Conservation Reserve Sign**

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

#### 4. Advice Provided to the Community Board

##### 4.1 Information sent to the Board:

- Update on Private Plan Change request: Extension of Homebase (*circulated 23 May 2022*)  
Update given to the Board ahead of Independent Hearings Panel's recommendation on the proposed plan change request considered at the Council meeting on 9 June 2022.
- Advice that draft Council submission on [Water Services Entities Bill](#) being prepared by staff, which members may provide feedback on for staff consideration.
- Update on investigation of kerb and channel on Edgware Road outside Edgware Village, with indication that the results of this investigation when complete, the drainage investigation, and responses to the other issues the Board has raised in its endeavours to explore the difficulty addressing the surface flooding affecting Peter Timbs Butchers, will be compiled within an options report to Council.
- Update on Courtenay Street - resurfacing put on-hold while staff investigate the opportunities to upgrade the street to simultaneously address a number of issues including DEMP-related matters, school safety improvements, kerb and channel upgrades and road surface conditions. Needs to be scoped, designed and costed in the first stage. In the next stage the project's priority justification needs to be approved by the Transport Steering Group so it can turn into a capital project. Only after the decision at this stage can delivery of the project or otherwise be advised.

##### 4.2 Start Work Notices (SWN)

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

##### 4.3 Graffiti Snapshot:

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

##### 4.4 Memoranda sent to the Board:

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

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

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

4.5 Alcohol Licence Applications Notifications in the Board area

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

- 4.5.1 Every application for an alcohol licence requires a formal public notification to be made. These public notices can be found on the [Alcohol Licensing website](#).
- 4.5.2 Anyone with a greater interest than the public generally, may lodge an objection against an application by writing to: The Secretary, Christchurch District Licensing Committee, Alcohol Licensing, Christchurch City Council, PO Box 73013, Christchurch 8154 or by emailing: [alcohollicensing@ccc.govt.nz](mailto:alcohollicensing@ccc.govt.nz).
- 4.5.3 Any such community objections must be lodged in writing within 15 working days of the first publication of the notice on the website. These objections may only be made against the specific criteria contained within the Sale and Supply of Alcohol Act 2012. General guidance on objecting is available through [this website](#) run by Te Hīringa Hauora/Health Promotion Agency. Request to view, or query, a specific application may

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be directed to the Alcohol Licensing Team at [alcohollicensing@ccc.govt.nz](mailto:alcohollicensing@ccc.govt.nz) or 03 941 8999.

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

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

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

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

**Attachments Ngā Tāpirihanga**

No.	Title	Page
A	Memo - Shirley Community Reserve	
B	Balances for Papanui-Innes Community Board 2021-2022 Positive Youth Development and Discretionary Response Funds	
C	Papanui-Innes Hybris Report May 2022	
D	Notes from Kōrero with Matt Doocey MP on 23 May 2022 re Psychological Wellbeing Support for Community Organisations	
E	Alternatives to the Red Bin for Rubbish	
F	Graffiti Snapshot May 2022	

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**Signatories / Ngā Kaiwaitohu**

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

Waihoru Spreydon-Cashmere Community Board  
15 June 2022

Christchurch  
City Council 

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the 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
<b>Cashmere Residents Emergency Support Team</b>	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
<b>Age Friendly Spreydon Cashmere</b>	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

Waihoru Spreydon-Cashmere Community Board  
15 June 2022

	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>.

**Waihoru Spreydon-Cashmere Community Board**  
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**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.

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*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**

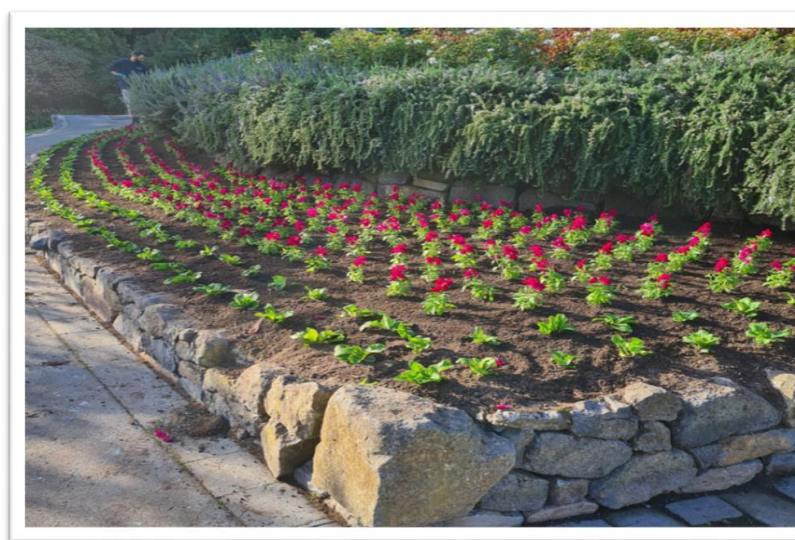
- As a response to COVID, selected schedule maintenance activities in March were reprioritised to ensure ongoing delivery of core services.
- A wet summer with lower than expected evaporation rates, presented some challenges for mowing. However it benefitted volunteer planting efforts as soil moisture 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.



Waihoru Spreydon-Cashmere Community Board  
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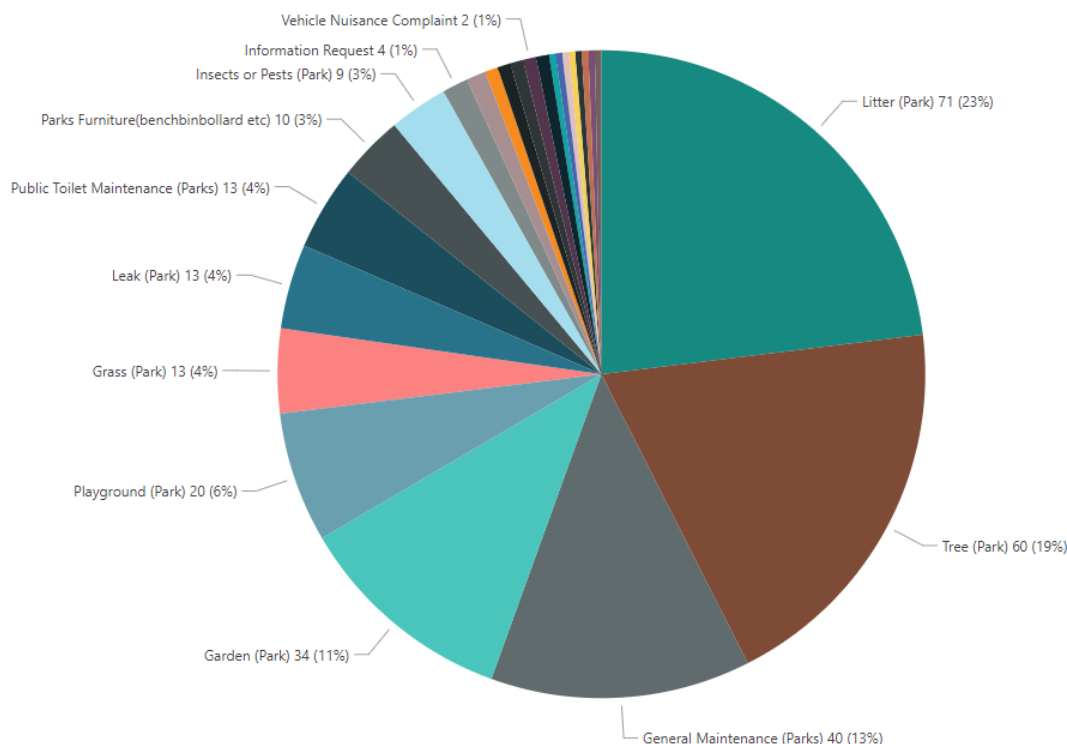


- Council Field Rangers carrying out weekly checks sports ground condition checks. Line marking and mowing continues throughout the sport parks, moving into the core of the rugby season.
- Autumn sports field renovation programme was completed within set timeframes, this year including soiling and seeding, 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.



**Waihoru Spreydon-Cashmere Community Board**  
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- 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)

**Waihoru Spreydon-Cashmere Community Board**  
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- 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	
B	Waihoru Spreydon-Cashmere Community Board Cashmere Primary School Traffic Memo - April 2022	
C	Waihoru Spreydon-Cashmere Community Board submission on Proposed Draft Housing and Business Choice Plan Change (PC14) - May 2022	
D	Waihoru Spreydon-Cashmere Community Board Submission - Proposed Draft Coastal Hazards Plan Change (PC12) - May 2022	
E	Waihoru Spreydon-Cashmere Community Board Submission - Proposed Draft Heritage Plan Change (PC13) - May 2022	
F	Waihoru Spreydon-Cashmere Customer Services Ticket Report - April & May 2022	
G	Waihoru Spreydon-Cashmere Community Board - Maryhill Avenue Memo April 2022	
H	Waihoru Spreydon-Cashmere Community Board Memo Howard Street / Simeon Street Intersection 31 May 2022	
I	Waihoru Spreydon-Cashmere Community Board Memo - Centaurus Road / Wilsons Road / Albert Terrace	

**Signatories Ngā Kaiwaitohu**

<b>Authors</b>	<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>
<b>Approved By</b>	<p>Matthew McLintock - Manager Community Governance Team</p> <p>John Filsell - Head of Community Support and Partnerships</p>

Te Pātaka o Rākaihautū Banks Peninsula Community Board  
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## 11. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - May 2022

Reference Te Tohutoro: 22/162358

Report of Te Pou Matua: Penelope Goldstone, CGM Banks Peninsula  
Penelope.Goldstone@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report for May 2022.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Project Title	As much detail as required or entered previously. Length will change depending on current status of the activity	Ongoing, Completed, or Date	Board Priority Community Outcome
Banks Peninsula Eastern Bays adverse weather event community debrief meeting	In December 2021 an excessive amount of rainfall caused flooding and slips in the eastern bays of Banks Peninsula causing damage to public and private property. Twenty three residents and four elected members attended a debrief meeting on May 16 <sup>th</sup> to review this event. Twelve staff attended to share lessons learned, receive feedback and answer questions. Resident's feedback will be considered before finalizing the corrective actions report.	16 <sup>th</sup> May, 2022	Our communities are prepared for the impacts of natural hazards and can respond.

#### 3.2 Community Funding Summary

- 3.2.1 **Discretionary Response Fund (DRF)** – To date two Youth Development Applications have been received this financial year. These are allocated directly from the Board's DRF. See **Attachment A** for a full summary of DRF expenditure to date.

**Te Pātaka o Rākaihautū Banks Peninsula Community Board**  
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- 3.2.2 **Strengthening Communities Fund** opened for applications on 21 March and closed on 26 April 2022. Staff are processing the applications and will discuss them with the Board over the coming months prior to a final decision report to the Board during August. Applicants will be notified of outcomes during September.
- 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]**
- The Board had a site visit to Steadfast Park on 14 April 2022, and were accompanied by Council staff and representatives from TS Godley and the Cass Bay Residents Association.
  - The Lyttelton Design Review Panel met on 5 May 2022.
- 3.3.2 **Council Engagement and Consultation.**
- Banks Peninsula Community Board submission to the Christchurch City Council Draft Annual Plan 2022/23 – **Attachment B.**
  - Duvauchelle Treated Wastewater Options. Open for feedback 6 May – 7 June 2022.
- 3.4 **Governance Advice**
- 3.4.1 **Public Forum** – The Board received the following public forums at its 16 May 2022 meetings:
- Robinsons Bay Residents and Ratepayers Association, regarding the heritage and archaeological significance of land in Robinsons Bay, some of which Council is planning to use for wastewater irrigation.
  - Victoria Andrews, regarding the Akaroa Civic Trust's Annual Plan submission to Council.
- 3.4.2 **Deputations** – The Board received no deputations at its May 2022 meetings.
- 3.4.3 **Elected Members' Exchange: Board Requests** – the Board requested the following at its 16 May and 30 May 2022 meetings:
- An update from staff on the ways in which the return of freedom campers to Banks Peninsula will be managed, including available enforcement resources.
  - Comment from staff regarding the roadside maintenance for Ross Terrace in Lyttelton, and a response to the problem reported by residents.
  - A briefing from staff on the levels of service for roadside mowing and vegetation control across Banks Peninsula.
  - That staff contact local residents regarding their concerns at the lack of action on the failed culvert adjacent to number 24 Merlincote Crescent.
  - Information from staff on possible safety opportunities for pedestrians, especially school children, negotiating busy roads in Lyttelton.
  - An update on the Little River Dog Exercise Area.
  - An update from staff on the possible change of status for the Takapūneke Reserve and how it would be governed in the future.
- 3.4.4 **Correspondence** – The Board received the following letters of correspondence from:

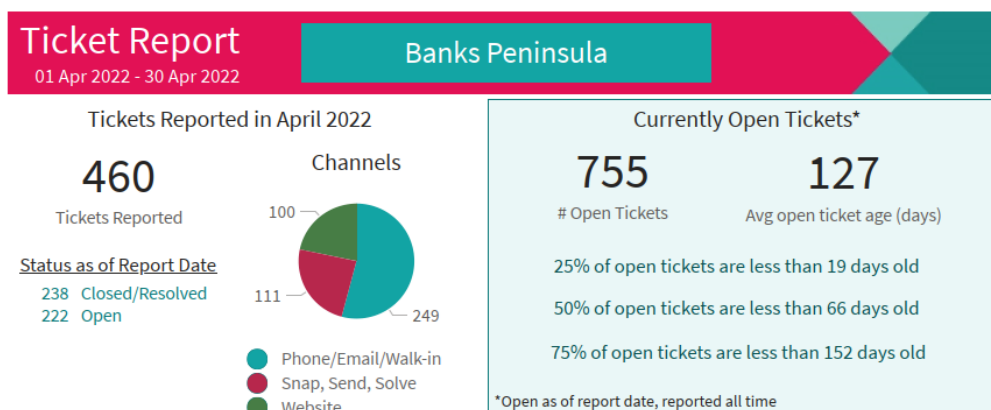
**Te Pātaka o Rākaihautū Banks Peninsula Community Board**  
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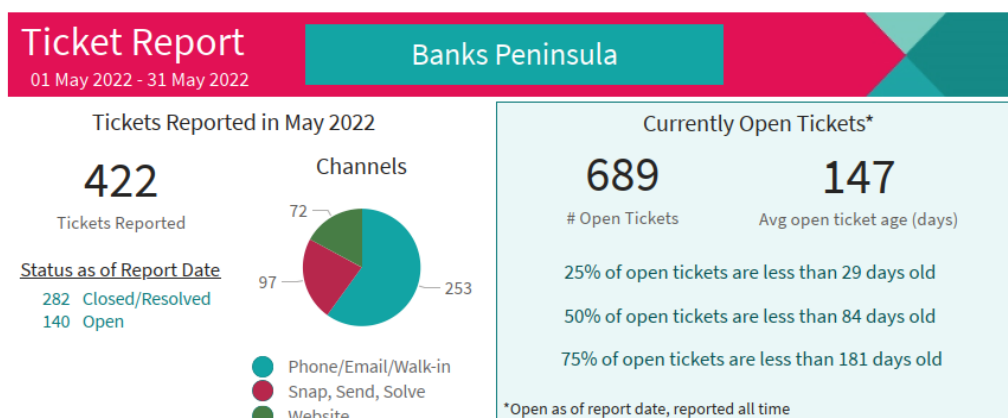
- Friends of Akaroa Museum regarding non-inclusion of the Akaroa Museum in the Banks Peninsula Ward Community Profile. **Attachment C.**
- Harry Stronach regarding berthage for Tug Lyttelton. **Attachment D.**

**4. Advice Provided to the Community Board**

- 4.1 **Memo to the Board** – Climate Action Campaign. **Attachment E.**
- 4.2 **Memo to the Board** – Update on Draft District Plan Changes Consultation. **Attachment F.**
- 4.3 **Memo to the Board** – Bus Stop Improvements along Route 17 and 28. **Attachment G**
- 4.4 **Memo to the Board** – Elections 2022 – General Information Fact Sheet. **Attachment H.**
- 4.5 **Banks Peninsula Water Management Zone Committee** – Meeting Minutes – 17 May 2022. **Attachment I.**
- 4.6 **Orton Bradley Park Board** – Meeting Minutes – 6 December 2021. **Attachment J.**
- 4.7 **Combined Quarterly Parks Report** – A quarterly update from the Community and Regional Parks Teams – June 2022. **Attachment K.**
- 4.8 **Banks Peninsula Customer Service Requests Report** – 1 April to 30 April 2022. **Attachment L.**



- 4.9 **Banks Peninsula Customer Service Requests Report** – 1 May to 31 May 2022. **Attachment M.**





**Te Pātaka o Rākaihautū Banks Peninsula Community Board**  
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**Attachments Ngā Tāpirihanga**

No.	Title	Page
A	Banks Peninsula Discretionary Response Fund Summary - June 2022	
B	Banks Peninsula Community Board Submission to Council Draft Annual Plan 2022/23	
C	Correspondence - Friends of Akaroa Museum	
D	Correspondence - Harry Stronach Tug Lyttelton	
E	Memo - Climate Action Campaign	
F	Memo - Update on Draft District Plan Changes Consultation	
G	Memo - Bus Stop Improvements along Route 17 and 28	
H	Memo - Elections 2022 - General information fact sheet	
I	Banks Peninsula Water Management Zone Committee Meeting Minutes - 17 May 2022	
J	Orton Bradley Park Meeting Minutes - 6 December 2021	
K	Banks Peninsula Community Board - Combined Parks Quarterly Report - June 2022	
L	Banks Peninsula Customer Services Requests Report - April 2022	
M	Banks Peninsula Customer Services Requests Report - May 2022	

**Signatories Ngā Kaiwaitohu**

<b>Authors</b>	Katie Matheis - Banks Peninsula Governance Adviser Liz Carter - Community Board Advisor Linda Burkes - Support Officer Robin Arnold - Community Development Advisor Trisha Ventom - Community Recreation Advisor Jane Harrison - Community Development Advisor Andrea Wild - Community Development Advisor Philipa Hay - Community Development Advisor
<b>Approved By</b>	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waitai Coastal-Burwood Community Board  
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## 15. Waitai Coastal-Burwood Community Board Area Report - June 2022

Reference / Te Tohutoro: 22/344534

Report of / Te Pou Matua: Christopher Turner-Bullock, Community Governance Manager  
christopher.turner@ccc.govt.nz

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood Community Board:

1. Receive the Waitai Coastal-Burwood Community Board Area Report for June 2022.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Support the community-led action plan for Brooklands	<p>The first of the evening hui's was held on 4 May 2022 at Kāinga Community Hall and was attended by 18 residents from the Brooklands suburb. Participants had the opportunity to view the ideas and suggestions for the action plan that have been collated so far through the conversations held to date at the Tuesday morning hui's at the Styx River boat ramp.</p> <p>An issue that has been raised consistently is the frequency of occurrences of car racing, burn-outs and anti-social behaviour which is causing the community a lot of distress and anxiety. Having had little success in resolving the issues as a community, two residents made a public forum presentation to the Waitai Community Board on 16 May 2022 on behalf of the Brooklands community to ask for assistance in finding some solutions.</p>	On-going	Resilient Communities



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	<p>To address this staff have initiated a project and started to investigate a range of measures which could be implemented. So far these have included acting on a suggestion from the community that a second set of prohibition signs either side of the start of the suburb are installed, as reminder of the by-law in place which restrict the entry of non-residents to Brooklands during evenings from Thursday to Monday.</p> <p>The Residential Red Zone team have also organised for Brooklands to be included in the pulse of after-hours patrols through red zone areas that P4G have been contracted to undertake for the next 3 to 6 months, which will hopefully have a positive effect on deterring some of the anti-social behaviour they are experiencing.</p> <p>The project is a collaboration between the Waitai Community Governance team, Traffic Operations, Residential Red Zone teams, the local policing team and the Brooklands community to try and find solutions to the issues.</p>		
Te Tira Kāhikuhiku	<p>Te Tira Kāhikuhiku recommended the following at their meeting on the 17 May 2022:</p> <ol style="list-style-type: none"> <li>1. That Land Information New Zealand agrees to grant a transitional land use licence in Burwood to Stuff Limited for a planting day on 3 July 2022;</li> <li>2. That Land Information New Zealand agrees to grant a transitional land use lease to Ōtautahi Beekeepers Limited to establish beehives and provide education at a site in Kingsford Street (odd numbers 155-165 Kingsford Street), and at a Glade Avenue site;</li> <li>3. That Land Information New Zealand agrees to transfer a transitional land use lease from Myles White to Ōtautahi Beekeepers Limited;</li> <li>4. That Land Information New Zealand agrees to grant a transitional land use lease to Nōku Te Ao Charitable Trust for environmental rehabilitation</li> </ol>	On-going	Resilient Communities

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	<p>works, cultural activities, temporary cultural harvest plantings, placement of a relocatable classroom and temporary ablutions, and investigative works to determine feasibility for establishing Te Pā Rākaihautū, and a licence for investigative works to determine feasibility for establishing Te Pā Rākaihautū,</p> <p>5. That Land Information New Zealand agrees to renew the transitional land use lease to Richmond Community Garden Trust at 213, 223, 225, 235, 251 and 253 River Road, 46 and 50 Vogel Street, and 51 Swanns Road - for continuation of the community garden, food forests, children's play areas, picnic spots, sustainability features, events and native plantings. Noting the Richmond Community Garden Impact Report 2021 (refer <b>Attachment A</b>) is shared with Te Tira Kāhikuhiku and the Waitai Coastal-Burwood Community Board and the lease is extended for 6 months to 30 October 2022 or until the land is transferred to Council ownership.</p>		
Ascot Community Centre Upgrades	<p>Council staff are working alongside Eastern Community Sport and Recreation to confirm the scope for building improvements to the Ascot Community Centre, including new toilet facilities.</p> <p>Staff are also working with New Brighton Menzshed to improve the fencing on the Ascot Avenue side of the Ascot Community Centre, removing the wire mesh and keeping the lower wooden fencing.</p>	On-going	Resilient Communities
Shirley Rugby Cricket Club	Staff met with representatives from the Club to discuss a number of issues raised regarding the condition of the changing/toilet block on the south side of the park, parking, and storage.	On-going	Resilient Communities

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3.2 Community Funding Summary

- 3.2.1 For the Board's information, a summary is provided (refer **Attachment B**) on the status of the Board's 2021-22 funding as at 27 May 2022.
- 3.2.2 There were two 2021/22 Waitai Coastal-Burwood Youth Development Fund applications approved under delegation of the Waitai Coastal-Burwood Community Governance Manager:
- Jaeda Lynch-Brown was granted \$250 to attend the Under 15 Basketball Nationals in Auckland from 20 to 23 July 2022 as part of the Canterbury Under 15 A Team.
  - Kyla Jade Lynch-Brown was granted \$100 to attend the Under 19 Basketball Nationals in Rangiora from 4 to 6 June 2022 as part of the Canterbury Under 19 A Team.

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]**

• **Seaside Sounds Radio Station**

New Brighton Project have recently launched *Seaside Sounds*, a new community radio station for Brighton Coastal area. The station is focused on promoting local musicians, businesses and community groups, providing a diverse representation of the hapori and coastal area.

Located just out the back of their office at 105 Brighton Mall, the studio has actually been set up for quite some time, but the New Brighton Project have worked to give it a refresh in January 2021 and along with their new logo and branding, actively sought out new music, artists and DJs to relaunch the station. It has taken some time, but the New Brighton Project wanted to ensure when it was time to launch again that they would have everything in place to make it a success.

You can access *Seaside Sounds* through their website <https://seasidesounds.org.nz> or by tuning in to 107.0FM around the Brighton area.



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- **Up-coming events**

**Eco-Action Nursery Trust** are holding a series of planting days in the ward area. Their first of the season was held on Sunday 29 May 2022 from 10am to 2pm at the southwest end of QEII Park. The group have three more planting days coming up:

  - Sunday 19 June 2022 from 10am to 2pm at the QEII intersection of Frosts and Beach roads.
  - Sunday 21 August 2022 from 10am to 2pm at the Chimera Crescent site.
  - Sunday 18 September 2022 from 10am to 2pm at the Chimera Crescent Site.
- **Carnaby Lane Matariki Night Market** will be held Saturday 18 June 2022 from 4pm to 8pm. The Carnaby Lane collective are excited to be holding their second Matariki night market which will include stalls, live music and entertainment.
- **Southsore Matariki Event** will be held on Sunday 3 July 2022, 4.30pm to 6pm at Plover Street, Southshore. Organised by the Southshore Residents' Association to Celebrate and learn about Matariki. There will be a sausage sizzle, soup and hot drinks. Be a soup-a-star and bring your own cup and glass jar for the spiral. For more information please follow the event Facebook page here <https://www.facebook.com/events/1469801746806307?ref=newsfeed>

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- **Te Waka Aroha opening**

Te Waka Aroha St Faiths Church on Shaw Avenue in New Brighton welcomed back the community at its opening event on Saturday 28 May. The iconic building was damaged in the 2010-2011 earthquakes and required extensive repair work for the roof and stonework, an electrical upgrade and restoration work on the windows. Unfortunately the insurance pay-out did not cover all of the work and some of the unforeseen costs and so the community rallied and have been fundraising ever since to help restore the historic church.

The much loved landmark is so much more than just a place of worship. It serves as a community hub, where local people are welcomed and accepted with is lounge open to the public Monday to Friday for locals to drop-in. Te Waka Aroha Community Project host coffee mornings, a weekly community luncheon, weekly fruit and vegetable cooperative, exercise groups, music, arts and craft groups and foot clinic. The group also host a community fridge and pantry where food is provided every day of the week and an Artisan shed on site from which pottery classes are available. ReNew Brighton and Brighton Observatory of Environment and Economics we're two groups who quickly jumped at the chance to get involved and have now added to the vibrant community of groups who use the facility as their as their base.

The opening was an opportunity to congratulate and thank all those who helped realise the vision for St Faith's restoration. Around eighty people went along to join the celebrations including local resident Margret Templeton who's grandmother had attended the church many years before, who had the honour of cutting the ribbon to officially open the facility.



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- **Donald's Cabin Opening**

New Brighton Community Gardens held the official opening of *Donald's Cabin* on Wednesday 18 May with a beautiful ceremony late afternoon. The ceremony kicked off with speeches from Lin and Catherine from the Gardens, Adam Parker from the DIA and then Donald himself who gave his heartfelt speech in sign language which was translated for his audience by one of his carers.

Deaf and blind artist Donald Gibson has relocated to the gardens when his old studio at New Brighton School was set to be demolished. Wanting to stay in the area, staff at the Gardens saw this as a really good fit in their already creative space and in an overwhelming response, the community soon rallied together to secure funding and build Donald a kitset cabin over a number of weekends.

The ceremony was a beautiful event celebrating and showcasing the garden, home-grown and home-made kai, art, the volunteer's and most of all community. The event highlighted just what can be achieved when tangata come together to drive a project and make it happen.

Donald is now back to work in his new purpose built cabin on the community garden site and can continue to inspire and teach people about art and diversity through his work.





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- **National Volunteer Week – Celebration Event**

An event will be held on Sunday 19 June 2022 from 10am to 1pm in the Dallington red zone to celebrate the Hidden Heroes in our community as part of National Volunteer Week.



- **Avon Hub Opening Event**

The new Avon Hub held its official opening on Sunday 22 May 2022 with a kapa haka performance from Banks Avenue School and activation activities run by Canterbury Cricket and Mainland Football. Mainland Football are going to offer Walking football (outdoors from 7pm to 8pm on Tuesdays starting from 29 June 2022 and Walking Futsal (indoors) from 5pm to 6pm on Fridays from the 17 June 2022. Aimed at people aged 50+, Walking Football is a great way to stay active, make new friends and have plenty of fun. There are competitive and social leagues now available as well as Women's Walking Football and indoor Walking Futsal. All levels of ability and football experience are welcome.





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13 June 2022

- **Walk Waitaha**

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



- **Walking Festival 2021**

In April 2022 the Christchurch City Council Walking Festival event received a Merit Award in the Best Event category at the Recreation Aotearoa Awards for 2020/2021.

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

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

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



Waitai Coastal-Burwood Community Board  
13 June 2022

- **Brooklands Community Planting Day**

Pūharakekenui Styx Living Laboratory Trust held a planting day on Saturday 28 May along the river bank running from the junction of Earham Street and Lower Styx Road. Along with staff from the Trust, a handful of volunteers from Brooklands and Spencerville went along to help dig in around 500 native plants along the upper banks across four former residential sections down the river.

The planting day was part the Immediate Steps Project, funded by Environment Canterbury and is the Pūharakekenui's first project in the lower part of the Styx River. The project focuses on removing exotic weeds, controlling willow and under-planting with native eco-sourced plants along the riparian margins in Earham Street which, once established, will provide an interactive link between the surrounding land and the aquatic system.

The planting day was the first of many planned for the Lower Styx which will help improve water quality and enhance aquatic life by filtering out sediment and nutrients from roads and farmland before they enter the waterways and help to prevent erosion of the banks. The project aims to see native vegetation dominating again across planted areas, increased bird, fish, invertebrate and lizard species abundance, reduced or eliminated presence of targeted weed species and improved condition, extent and density of mahinga kai species at the project site by 2050.

The morning was rounded off with a community BBQ provided by the Residential Red Zone and Waitai Coastal-Burwood Community Governance teams, partnering up to provide the volunteers with a well-earned break after all that planting, a chance to enjoy some kai and kōreroero with staff about the project.

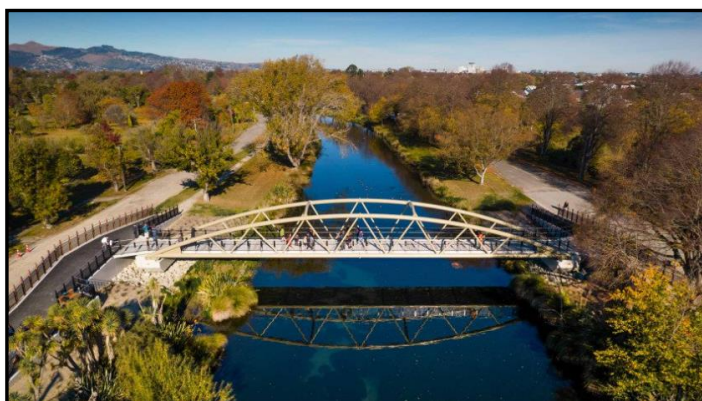


Waitai Coastal-Burwood Community Board  
13 June 2022

- **Medway Street Footbridge and Snell Bridge Openings**

The official openings of the Medway Street Footbridge and the Snell Bridge took place on Friday 6 May and Friday 27 May 2022 respectively.

Medway Street Footbridge - The twisted and distorted bridge that became a symbol of the power of the Canterbury Earthquakes has a new incarnation. For the first time since the earthquakes, the bridge will provide foot and cycle access over the river from where Medway Street meets River Road across to Avonside Drive.



Snell Place Bridge – This was the last of the three pedestrian footbridges to be built in the regeneration area funded by \$13.7million grant from the Christchurch Earthquake Appeal Trust.





**Waitai Coastal-Burwood Community Board**  
**13 June 2022**



**3.3.2 Council Engagement and Consultation.**

- The Waitai Coastal-Burwood Community Board Submissions Committee held a meeting on Tuesday 3 May 2022. Presented for record purposes (refer **Attachment C**) is the Board's Submissions Committee Minutes and Feedback to the Council on the Draft Housing and Business Choice Plan Change, Draft Coastal Hazards Plan Change, Draft Heritage Plan Change and Draft Radio Communication Pathways Plan Change.

**3.4 Governance Advice**

**3.4.1 Aranui Future Streets Insights Report**

Following the public forum presentation made by Yani Johanson to the Waitai Coastal-Burwood Community Board on 11 April 2022, Council Officers have looked into the requests made which are in italics below. Please see below the Officer's recommendation on proposed next steps relating to the Aranui Future Streets Insights Report.

*•That the Community Board amend its Community Plan to include reference to the Future Streets Aranui insights reports and include an action to commit to its next steps as a priority.*

Due to the close proximity to the end of the term, amending the Community Board Plan would not be recommended and any changes/suggestions should be tabled when the new Board has had an opportunity to discuss their Community Board Plan. Further staff investigations identified that there has not been a push or drive from the community regarding this project.

*•That the Community Board consider in its submission to the Council's draft annual plan making reference to resources and support to continue the next steps of the Future Streets Aranui insights report.*

The Community Board have already lodged their submission to the Council's Draft Annual Plan 2022-23 prior to this public forum presentation, therefore this request could not be actioned.

**4. Advice Provided to the Community Board**

**4.1 Customer Service Request/Hybris Report**

For the Board's information, attached is a copy of the April 2022 Hybris Report (refer **Attachment D**).

**4.2 Occupation of the Residential Red Zone**

At its meeting on Monday 16 May 2022, the Board resolved to write a letter of thanks to Council Staff and New Zealand Police for their great communication during the occupation of the Red Zone Land and the peaceful resolution to the occupation. Attached for the Board's information is a copy of the letter of thanks sent to Christchurch City Council Officers and New Zealand Police on 19 May 2022 (refer **Attachment E**).

21/80176

Waitai Coastal-Burwood Community Board  
13 June 2022

**Attachments Ngā Tāpirihanga**

No.	Title	Page
A	Richmond Community Garden Impact Report 2021	
B	Waitai Coastal-Burwood Community Board Funding Update as at 27 May 2022	
C	Waitai Coastal-Burwood Community Board Submissions Committee 3 May 2022 Minutes and Feedback on the Draft Housing and Business Choice, Draft Coastal Hazards, Draft Heritage and Draft Radio Communications Pathway Plan Changes	
D	Waitai Coastal-Burwood Community Board - Hybris Report April 2022	
E	Waitai Coastal-Burwood Community - Occupation of red zone land, letter of thanks to Council Staff and NZ Police 19 May 2022	

**Signatories / Ngā Kaiwaitohu**

<b>Authors</b>	Cindy Sheppard - Community Board Advisor Katie MacDonald - Community Support Officer Emily Toase - Community Development Advisor Rory Crawford - Community Recreation Advisor Jacqui Miller - Community Recreation Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood
<b>Approved By</b>	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi-Harewood Community Board  
13 June 2022



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

Reference / Te Tohutoro: 22/657410

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

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

### 1. Purpose of Report Te Pūtake Pūrongo

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

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

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

#### 3.1 Community Governance Projects

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

#### 3.2 Community Capacity Building - Speaker Series

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

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

Feedback from some of the local community workers who attended:

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

Waimāero Fendalton-Waimairi-Harewood Community Board  
13 June 2022

3.3 **Walking Festival - 'Walk Waitaha'**

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

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

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

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



3.4 **Community Funding Summary**

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

**Waimāero Fendalton-Waimairi-Harewood Community Board**  
**13 June 2022**



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

**3.5 Participation in and Contribution to Decision Making**

**3.5.1 Council Engagement and Consultation**

- On 9 May 2022, the Waimāero Fendalton-Waimairi-Harewood Community Board Submissions Committee met and developed submissions for the following consultations:

- Draft Housing and Business Choice Plan Change
- Draft Heritage Plan Change

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

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

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

**4. Advice Provided to the Community Board**

- 4.1 Customer Service Request Report - Hybris monthly report for April 2022 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Report - April to May 2022 (refer **Attachment C**).
- 4.3 Memo - Merivale Parking and Traffic Issues (*circulated 29 April 2022*)
- 4.4 Memo - Climate Action Campaign (*circulated 4 May 2022*)
- 4.5 Memo - Bus stop improvements along route 17 and 28 (*circulated 10 May 2022*)
- 4.6 Memo - Community Board Operational Arrangements (*circulated 20 May 2022*)
- 4.7 Fendalton-Waimairi-Harewood Alcohol Licence Requests - 22 April to 23 May 2022 (*circulated - 23 May 2022*)



Waimāero Fendalton-Waimairi-Harewood Community Board  
13 June 2022

**Attachments Ngā Tāpirihanga**

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

**Signatories / Ngā Kaiwaitohu**

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

**Report from Linwood-Central-Heathcote Community Board – 15 June 2022**

## 9. Ōpāwaho (Lower Heathcote) Guidance Plan

Reference Te Tohutoro:	22/807004
Report of Te Pou Matua:	Yani Johanson, Chairperson, Ōpāwaho (Lower Heathcote) Guidance Plan Working Party yani.johanson@ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, Citizen and Community mary.richardson@ccc.govt.nz

### 1. Waikura Linwood-Central-Heathcote Community Board Consideration Te Whaiwhakaarotanga

The Board adopted the Ōpāwaho (Lower Heathcote) Guidance Plan at its 15 June 2022 meeting. During the meeting the Board agreed with the deputation it had received asking that the Council endorse the Ōpāwaho (Lower Heathcote) Guidance Plan.

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

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

### 3. Linwood-Central-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

#### Part C

That the Waikura Linwood-Central-Heathcote Community Board:

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

4. That a copy of the Ōpāwaho (Lower Heathcote) Guidance Plan be forwarded to Spreydon-Cashmere Community Board for their information.

## 4. Linwood-Central-Heathcote Community Board Recommendations to Council





### Part A

That the Council:

1. Endorses the Ōpāwaho (Lower Heathcote) Guidance Plan adopted by the Waikura Linwood-Central-Heathcote Community Board at its 15 June 2022 meeting. (Attachment A).
2. Notes that the adoption or endorsement of the Ōpāwaho (Lower Heathcote) Guidance Plan does not commit the Waikura Linwood-Central-Heathcote Community Board, the Council or any community partner to the implementation of the Plan. Instead, the Plan will provide future Community Boards and community groups a coherent big picture from which to advocate for projects and funding, the implementation of which will be undertaken as and when resources are allocated over time.

### Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Ōpāwaho (Lower Heathcote) Guidance Plan	125

No.	Title	Page
A  	Ōpāwaho (Lower Heathcote) Guidance Plan	129
B  	Submissions to the Draft Guidance Plan	156

## Ōpāwaho (Lower Heathcote) Guidance Plan

Reference / Te Tohutoro: 22/678570

Report of / Te Pou  
Matua:

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

General Manager /  
Pouwhakarae:

Mary Richardson, General manager, [mary.richardson@ccc.govt.nz](mailto:mary.richardson@ccc.govt.nz)

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

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

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

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

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

- 3.5 The Plan is a top priority in the Waikura Linwood-Central-Heathcote Community Board Plan.

#### 4. Alternative Options Considered Ētahi atu Kōwhiringa

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

#### 5. Detail Te Whakamahuki

- 5.1 The Waikura Linwood-Central-Heathcote Community Board Plan 2020-22 included a desired outcome for improve the amenity and ecology of the Ōpāwaho Heathcote River and to see a coherent holistic approach to any works along the river corridor.

A specific outcome measure was: Greater alignment between projects according to a coherent holistic plan.

In 2020-21 the Community Board reaffirmed that this was one of its main priorities for the year and set aside money from its Discretionary Response Fund to support the project.

A community meeting was held in October 2020 and a working party was formed.

Over the next 18 months the Working Party engaged with community, identifying community use, concerns and aspirations for the lower Ōpāwaho Heathcote River. Subsequently developing the Guidance Plan.

- 5.2 The Ōpāwaho (Lower Heathcote) Working Party is made up of three community board members, ten – fifteen members of the public (some also representing local community groups). The working group is also supported by key council staff and community governance including but not limited to Parks, Three Waters, Transport and Community Support & Partnerships.
- 5.3 The decision affects the Linwood and Heathcote wards of the Waikura Linwood-Central-Heathcote Community Board.

#### 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

##### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This project meets the following Community Outcomes; Resilient communities, Liveable city and Healthy environment and the Strategic Priority of Enabling active and connected communities to own their future.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#).

##### 6.2.1 Activity: Community Development and Facilities

- Level of Service: 4.1.27.2 Community development projects are provided, supported and promoted. - Community Board plans are developed and implemented.

##### Policy Consistency Te Whai Kaupapa here

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

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

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

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

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

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

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

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.8 Accessibility considerations have been considered in this Plan.

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

#### **Capex/Opex / Ngā Utu Whakahaere**

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

#### **Other / He mea anō**

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

### **8. Legal Implications Ngā Hīraunga ā-Ture**

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

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

#### **Other Legal Implications / Ētahi atu Hīraunga-ā-Ture**

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



### **9. Risk Management Implications Ngā Hīraunga Tūraru**

- 9.1 The principal risk to Council and the Board is assumption that the Board's adoption of the Plan is effectively committing to some/all the actions and projects contained therein.

9.1.1 This could be caused by community expectation derived through, in part, the extensive collaborative process.

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

## Attachments / Ngā Tāpirihanga

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

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

Document Name	Location / File Link
Not applicable	

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

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

(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

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



# Ōpāwaho **Lower Heathcote Guidance Plan**

2022



Item 9

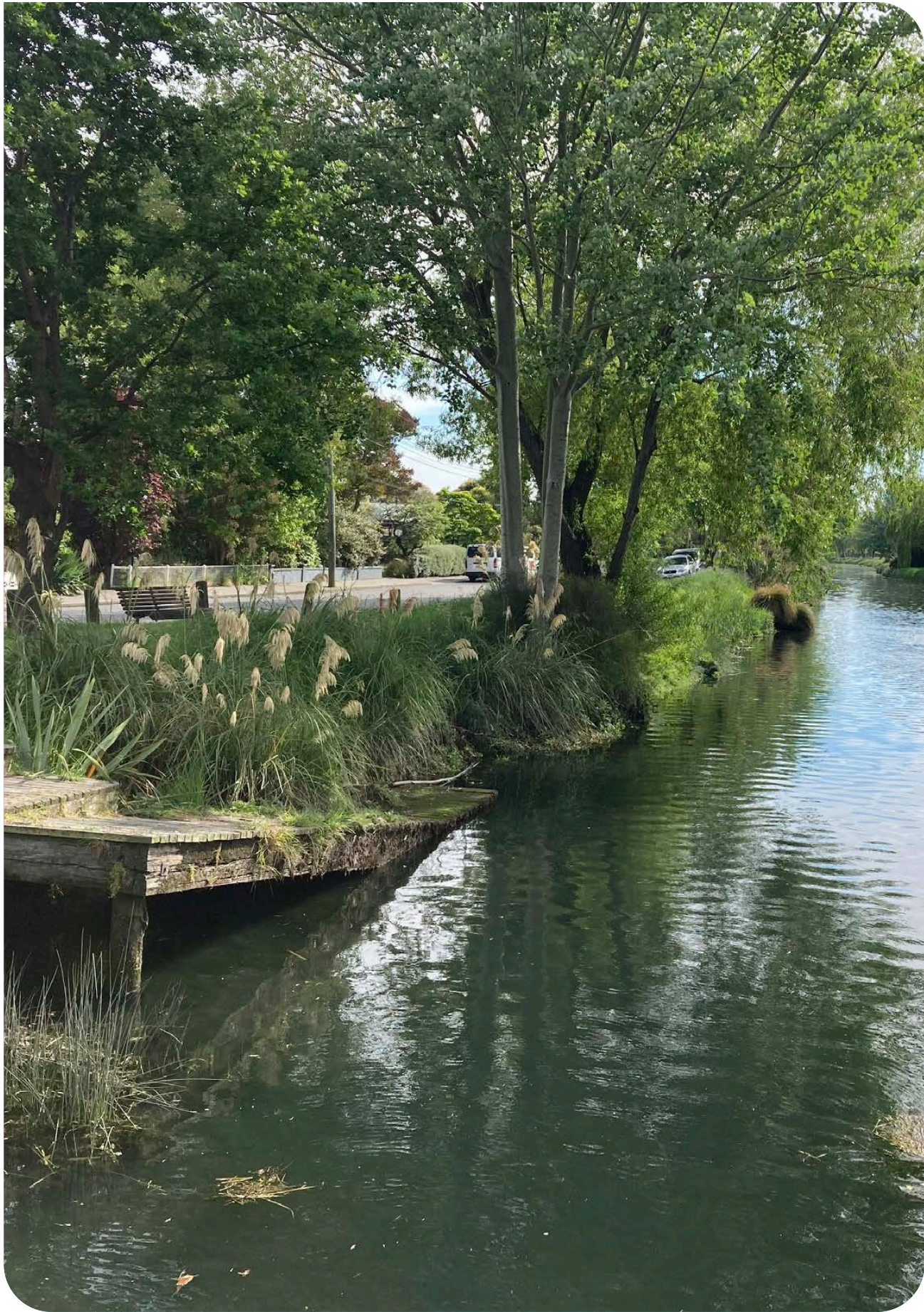
Attachment A



[ccc.govt.nz](http://ccc.govt.nz)

Christchurch  
City Council 





2 Ōpāwaho Lower Heathcote Guidance Plan 2022

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

This will be achieved through:

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



## Foreword

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

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

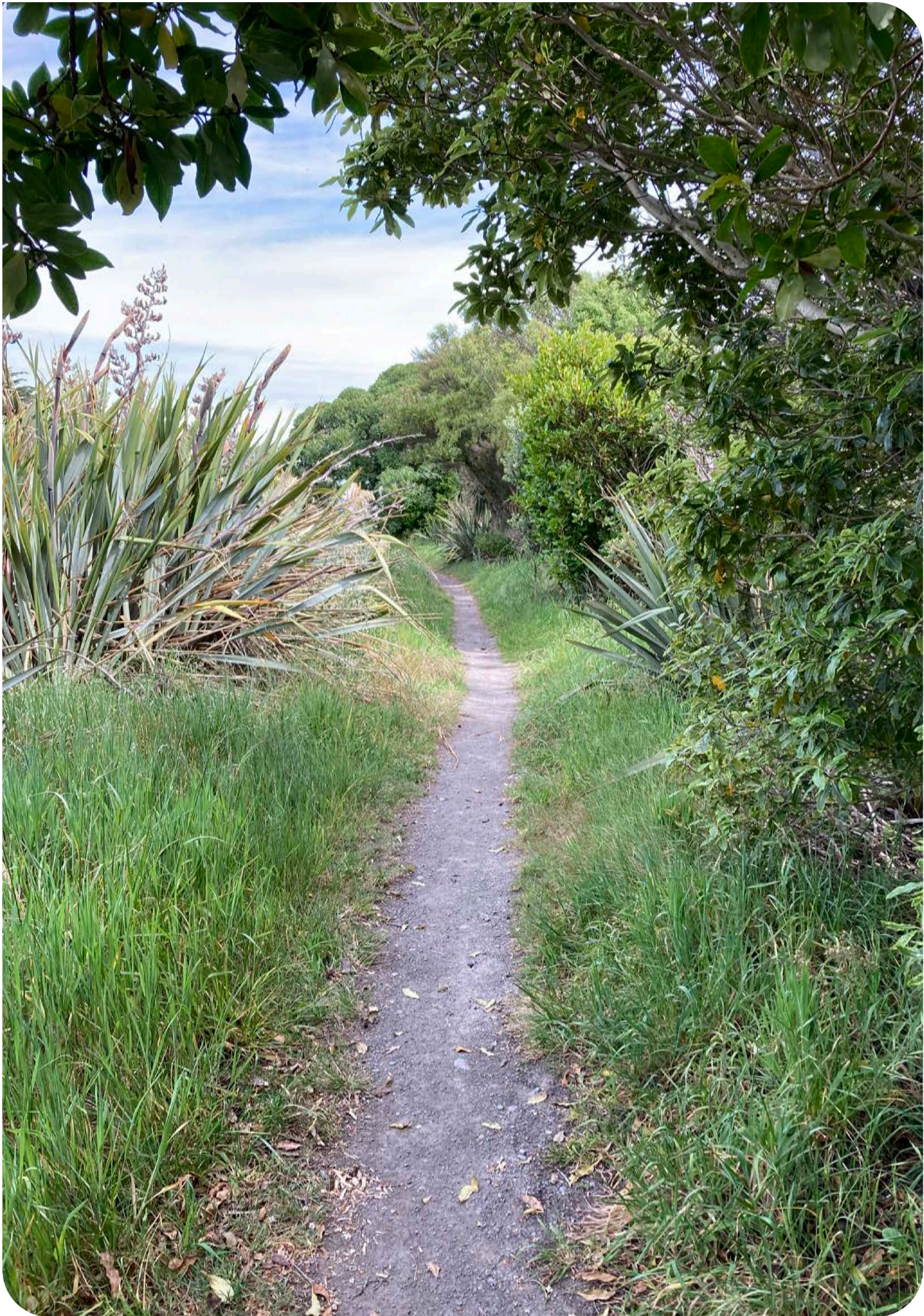
The intent of this plan is to provide a collaborative approach to wisely manage the lower Ōpāwaho Heathcote River so that it is available for future generations to use and enjoy. The lower Ōpāwaho Heathcote River is a taonga for the people of Ōtautahi-Christchurch, but the historical degradation and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

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

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



Alexandra Davids  
Waikura Linwood-Central-Heathcote Community Board Chairperson





# Introduction

## Background

The lower Ōpāwaho Heathcote River is one section of the greater Ōpāwaho Heathcote River that flows from the south-west of Christchurch to the Ihutai Avon-Heathcote Estuary. This guidance plan covers the area from the Opawa Road Bridge to the Ferrymead Bridge at the entrance to the estuary<sup>1</sup>.

This section of the river is culturally, historically, and ecologically significant, and is a source of mahinga kai and a focus of historical and cultural activity<sup>2</sup>.

From the mid 1800's to 1925, the lower Ōpāwaho Heathcote River has suffered from the effects of human land use, including settlement, industrial pollution, and urban development<sup>3</sup>. It was not until 1970 that the remaining industries had their effluent directed to the sewage treatment plant. This improved water quality in the lower river, but ongoing development and settlement in the catchment over the past 200 years, combined

with the effects of the 2010/11 earthquakes mean the catchment values remain degraded<sup>4</sup>.

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

In the future this part of the river will be affected by climate change, sea-level rise and other environmental changes. Whilst the exact effects are unknown, it highlights the importance of future planning<sup>5</sup>.

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

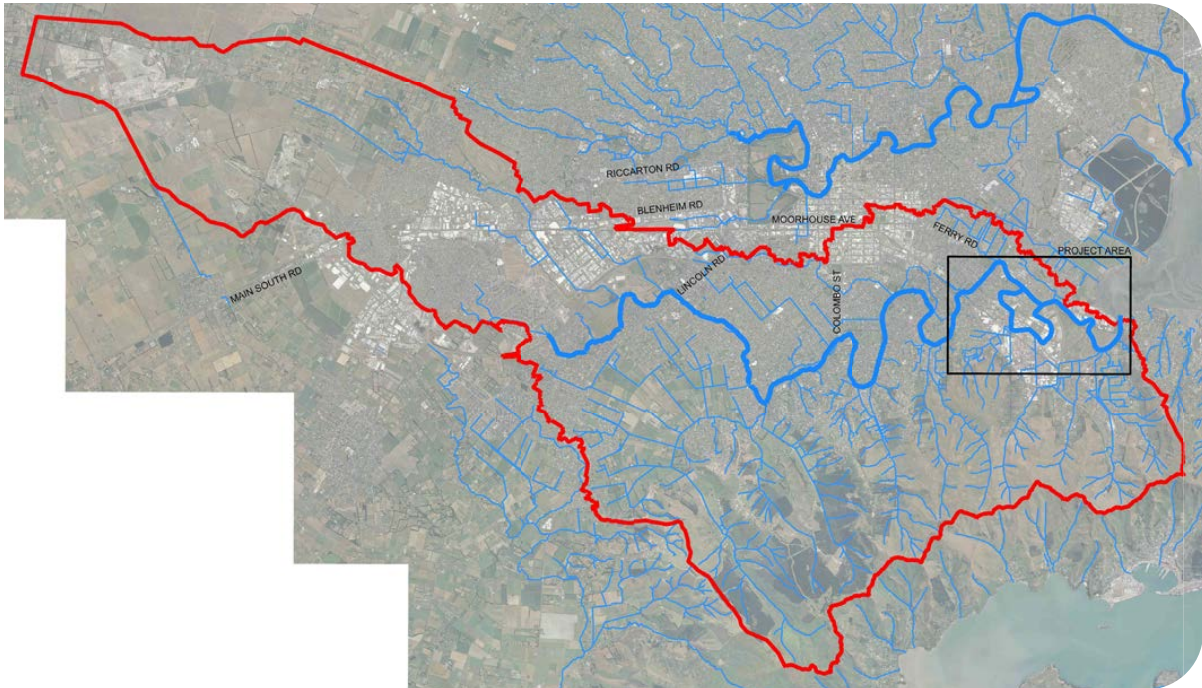


Image: Catchment Area, including area of Focus for the Project

1 Other sections are covered by existing plans, such as the Christchurch City Council's Mid-Heathcote Linear Park Masterplan and Heathcote Stormwater Management Plan, or community group plans including the Avon-Heathcote Estuary Ihutai Trust Estuary Management Plan.  
2 Ōpāwaho / Heathcote River Catchment – Tauāki Wai Pātāua Vision and Values 2016, <https://ccc.govt.nz/assets/Documents/Environment/Water/Heathcote-River-Catchment-Vision-and-Values.pdf>  
3 Ōpāwaho Heathcote River Network, <https://ohrn.nz/about-the-river/#1608425521307-1d0bb0af-7472>  
4 Ibid  
5 NIWA – Impacts of Climate Change on Urban Infrastructure & the Built Environment, [https://niwa.co.nz/sites/niwa.co.nz/files/tool\\_2.1.4\\_inundation\\_modelling.pdf](https://niwa.co.nz/sites/niwa.co.nz/files/tool_2.1.4_inundation_modelling.pdf)

## The river and the history of degradation

Water quality in the lower Ōpāwaho Heathcote River is generally poor in comparison to other Ōtautahi Christchurch catchments<sup>6</sup>. This affects the waterway's ecology, with contaminants having negative effects on the physiology and behaviour of instream biota. The worst areas for water quality are in the Curletts Stream, Ōpāwaho Heathcote River at Tunnel Road, Haytons Stream, and Ōpāwaho Heathcote River at Ferrymead Bridge<sup>7</sup>. The best water quality is found closest to springs, emphasising the importance of clean natural water sources.

Human land use in the late 19th and early 20th centuries resulted in significant amounts of industrial and commercial pollutants entering the river and its catchment<sup>8</sup>. Residential building on the Port Hills and settlement along the river's edge have increased sedimentation and reduced biodiversity, enabling invasive species to thrive.

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

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

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

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

## How the plan came about

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

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

This guidance plan aims to build on those earlier efforts.

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



## Who is involved?

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

Some of these groups of interest are:

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

Members of the Community Waterways Partnership

## How the plan will be used

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

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

## Expected benefits

Through the lens of an integrated cultural framework, this plan will coordinate activities already under way, being planned, or envisaged along the lower Ōpāwaho Heathcote River corridor. This approach will ensure activities are aligned in a more efficient way and allow community groups and Council to share resources. It will significantly highlight a commitment to the principles of Te Mana O Te Wai<sup>9</sup>.

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

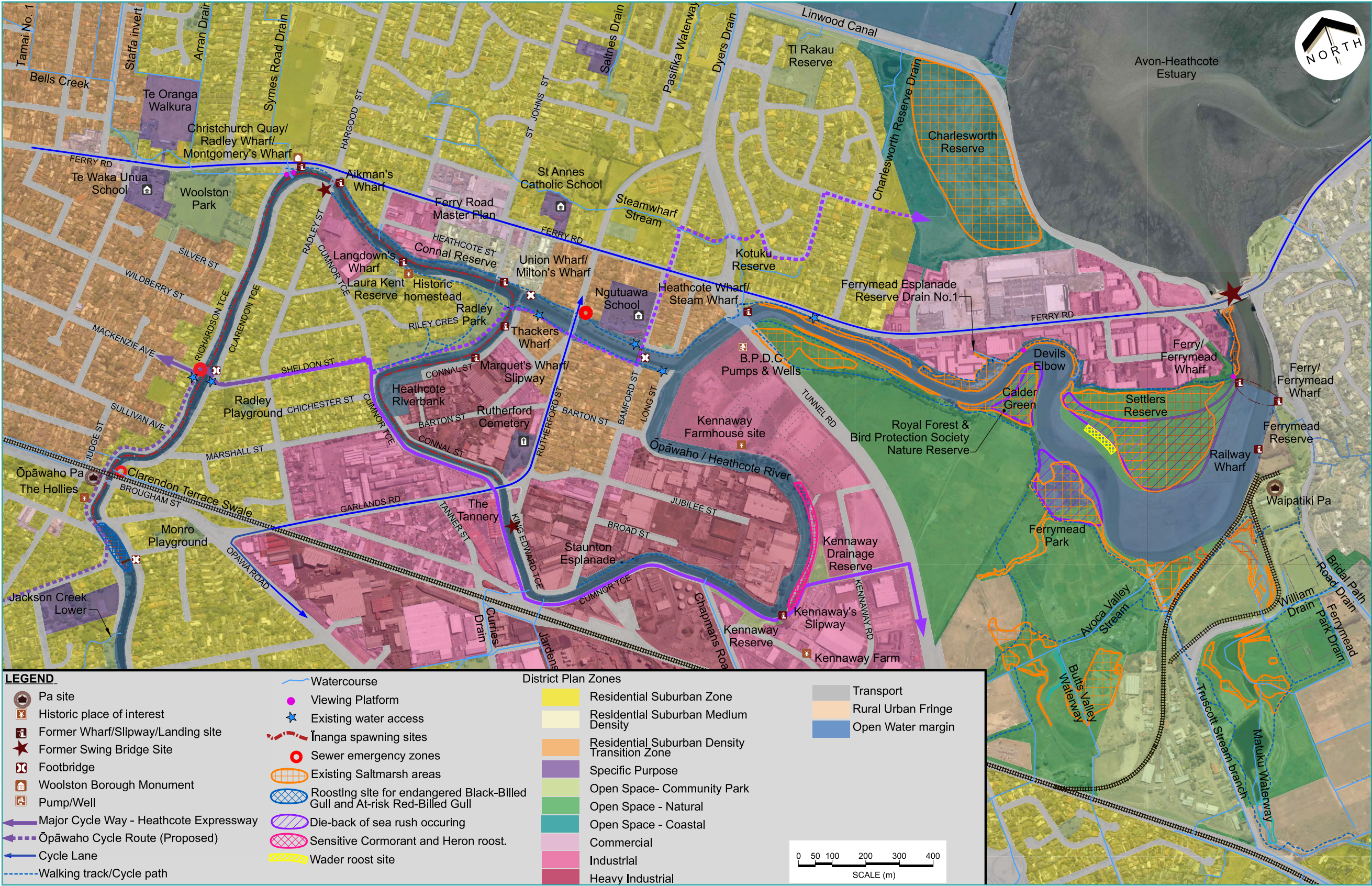
While the focus of this guidance plan is the coordination and integration of efforts, the key outcomes will see improvements in the lower Ōpāwaho Heathcote River. There will be direct and measurable environmental gains in key areas such as water quality, biodiversity and human use of the river.



<sup>9</sup> National Policy Statement for Freshwater Management

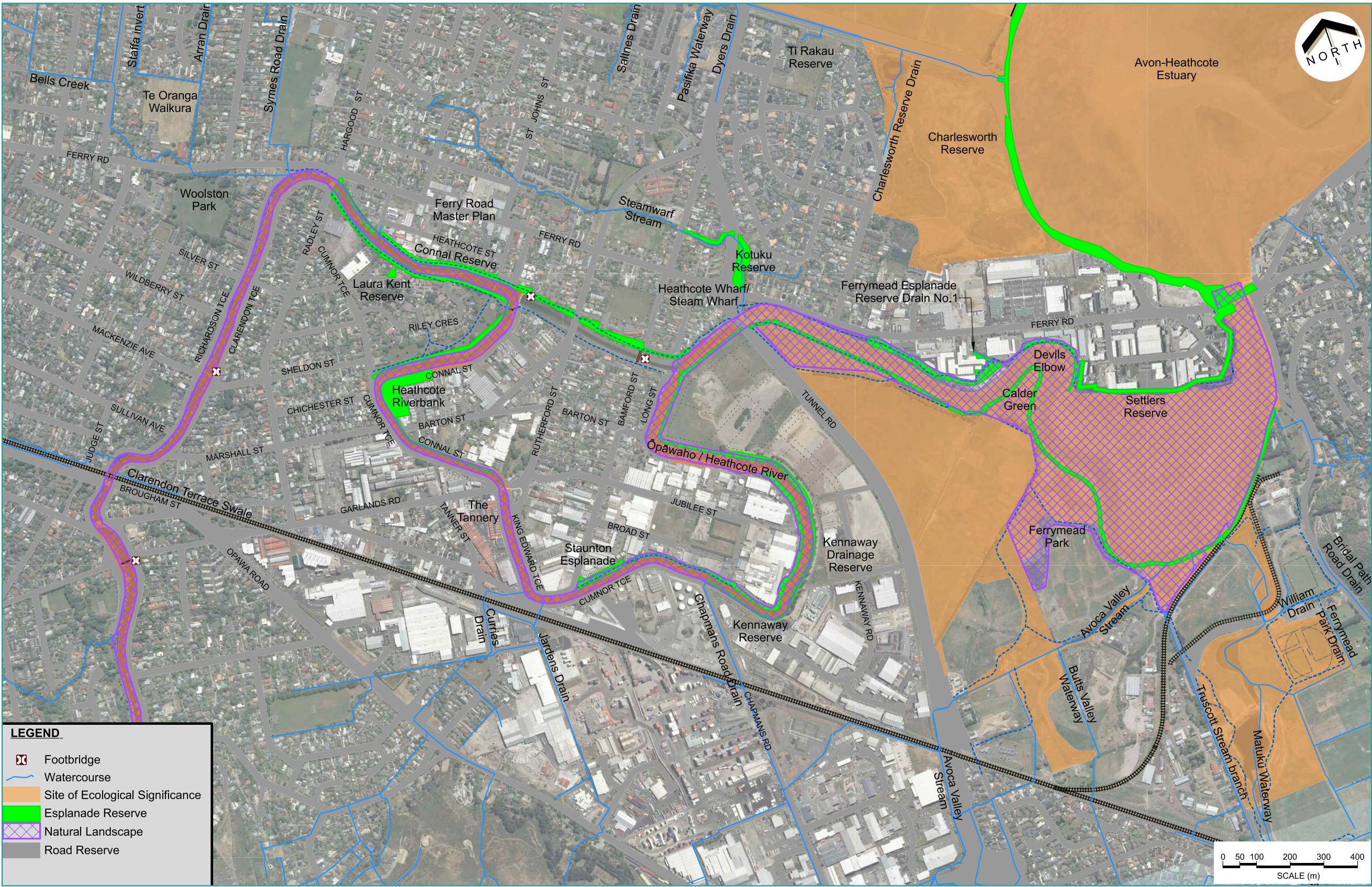


Current Situation showing District Plan Zones and Points of Interest along the lower Ōpāwaho Heathcote River Corridor





Existing Road and Landscape Zones





## Cultural Framework

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

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

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

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

**– Matapopore Charitable Trust, Mahinga Kai framework**

## Whanaungatanga

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

Key themes that the plan addresses:

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



## Mātauranga

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

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

Key themes that the plan addresses:

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



### Kaitiakitanga

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

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

Key themes that the plan addresses:

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



### Manaakitanga

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

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

Key themes that the plan addresses:

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



### Whakapapa

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

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

Key themes that the plan addresses:

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





## Hauora

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

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

Key themes that the plan addresses:

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



## Wairuatanga

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

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

Key themes that the plan addresses:

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





## Lower Ōpāwaho River – Landscape types

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

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

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

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

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

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

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

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

### Landscape type 1

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

#### Issues:

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

### Proposed treatment

#### Maximise space for riparian planting by:

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

#### Increase shading of the river through:

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

#### Reduce traffic alongside the river by:

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

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





Landscape type 2

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

Issues:

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



Proposed treatment

Maximise space for riparian planting by:

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

Increase shading of the river through:

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

Reduce traffic along the river by:

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

Provide space for people and pedestrians by:

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

Landscape type 3

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

Issues:

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



Proposed treatment

Maximise space for riparian planting by:

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

Enhance the estuarine mudflat habitat used by native birds by:

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

Provide space for people and pedestrians by:

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





#### Landscape type 4

Existing walkways along the river that need enhancement.

**Issues:**

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

**Proposed treatment**

**Maximise space for riparian planting by:**

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

**Reduce the visual impact of neighbouring properties where appropriate by:**

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

**Provide space for people and pedestrians by:**

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



#### Landscape type 5

Areas of existing dense planting and good riparian planting.

**Issues:**

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

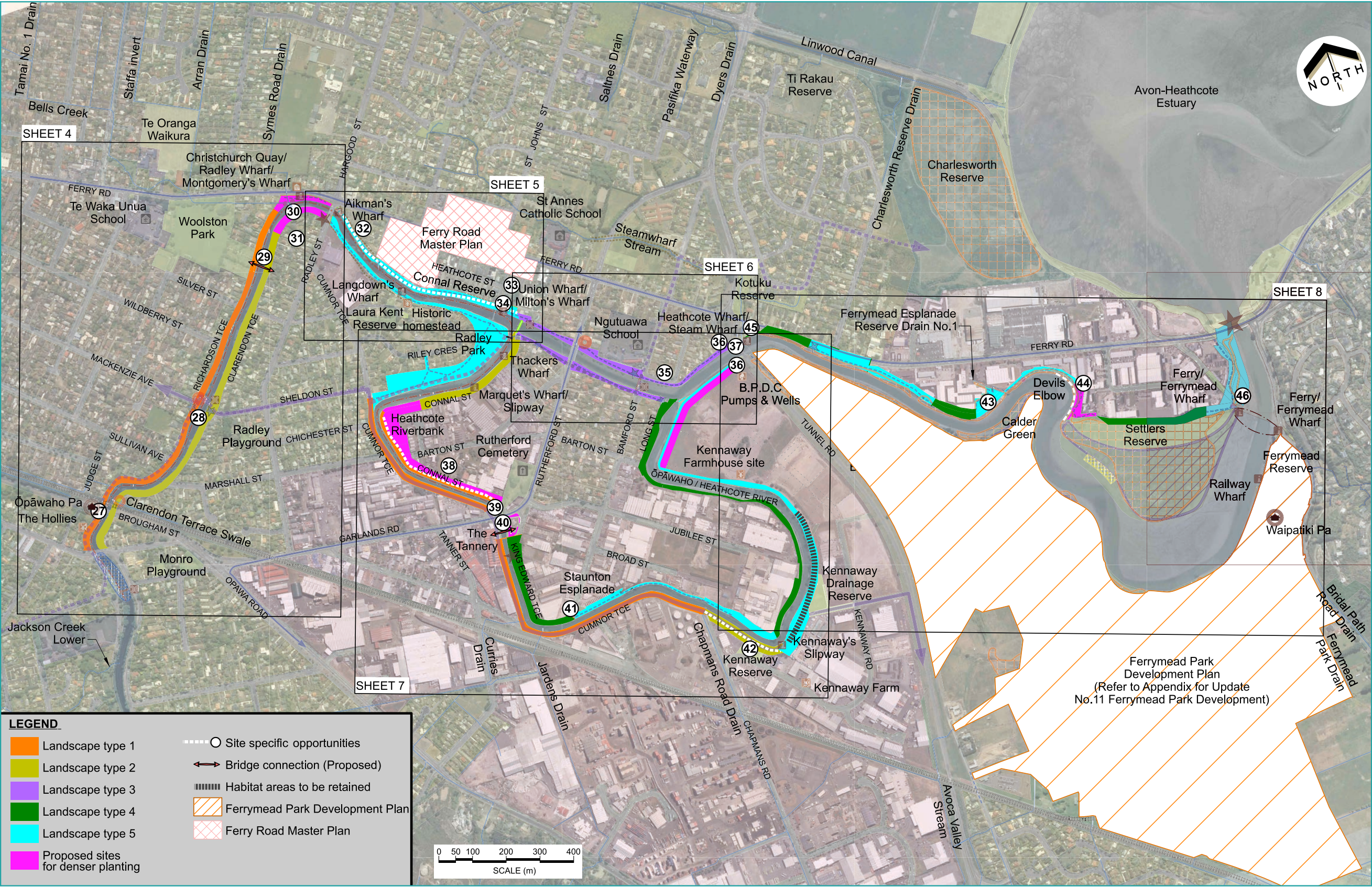
**Proposed treatment**

**Infill planting as required to retain existing density and quality.**





Place Based Actions





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

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

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



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

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



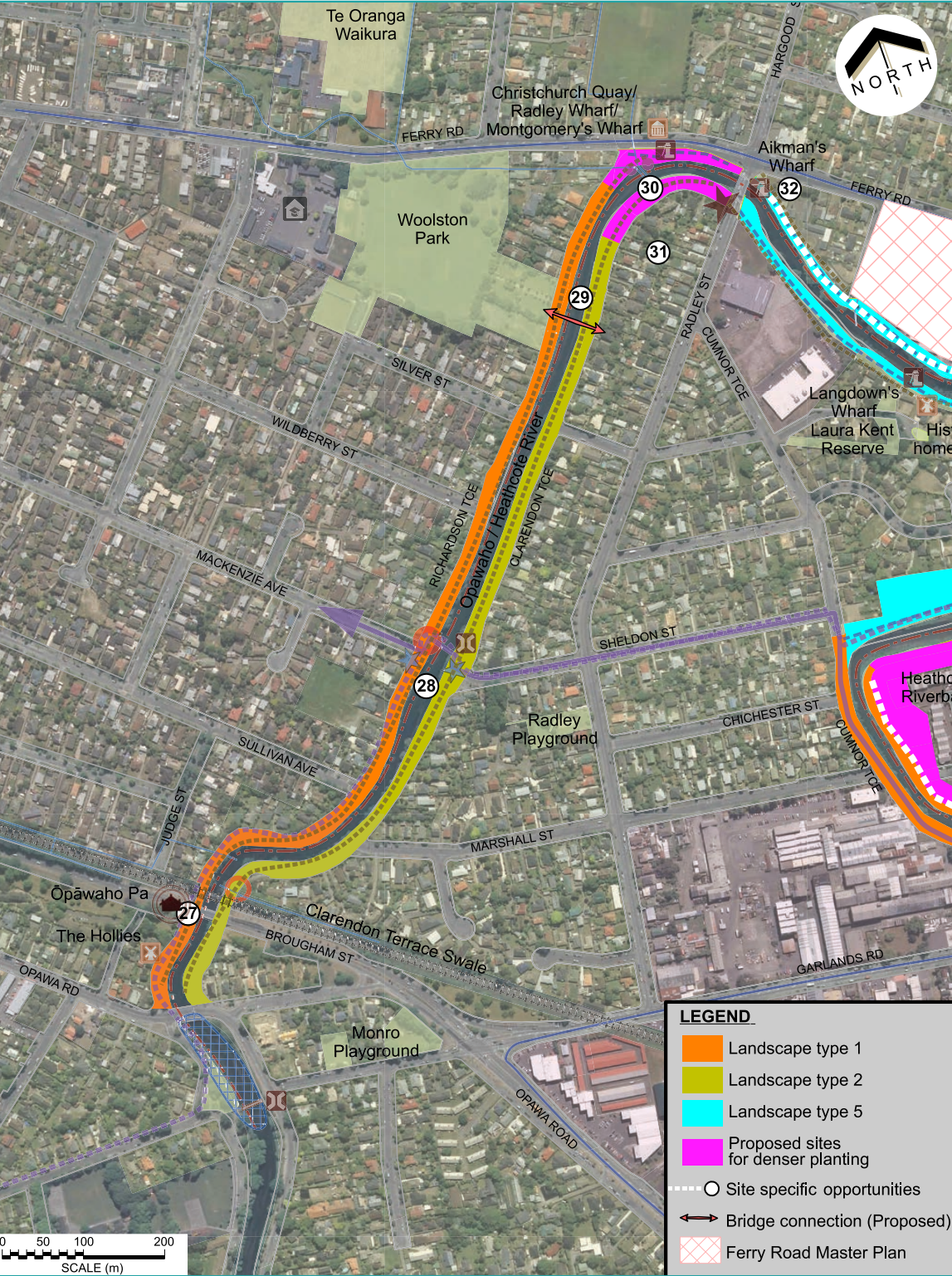
Action	Description	How this will be achieved	Responsible
<b>Planting</b>			
<i>Whakapapa: The identity and history of the area is one of native plantings and biodiversity.</i>			
<i>Kaitiakitanga: Care for the environment, with a focus on future sustainability.</i>			
18	Increase native plantings along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





Opawa Road to Radley Street

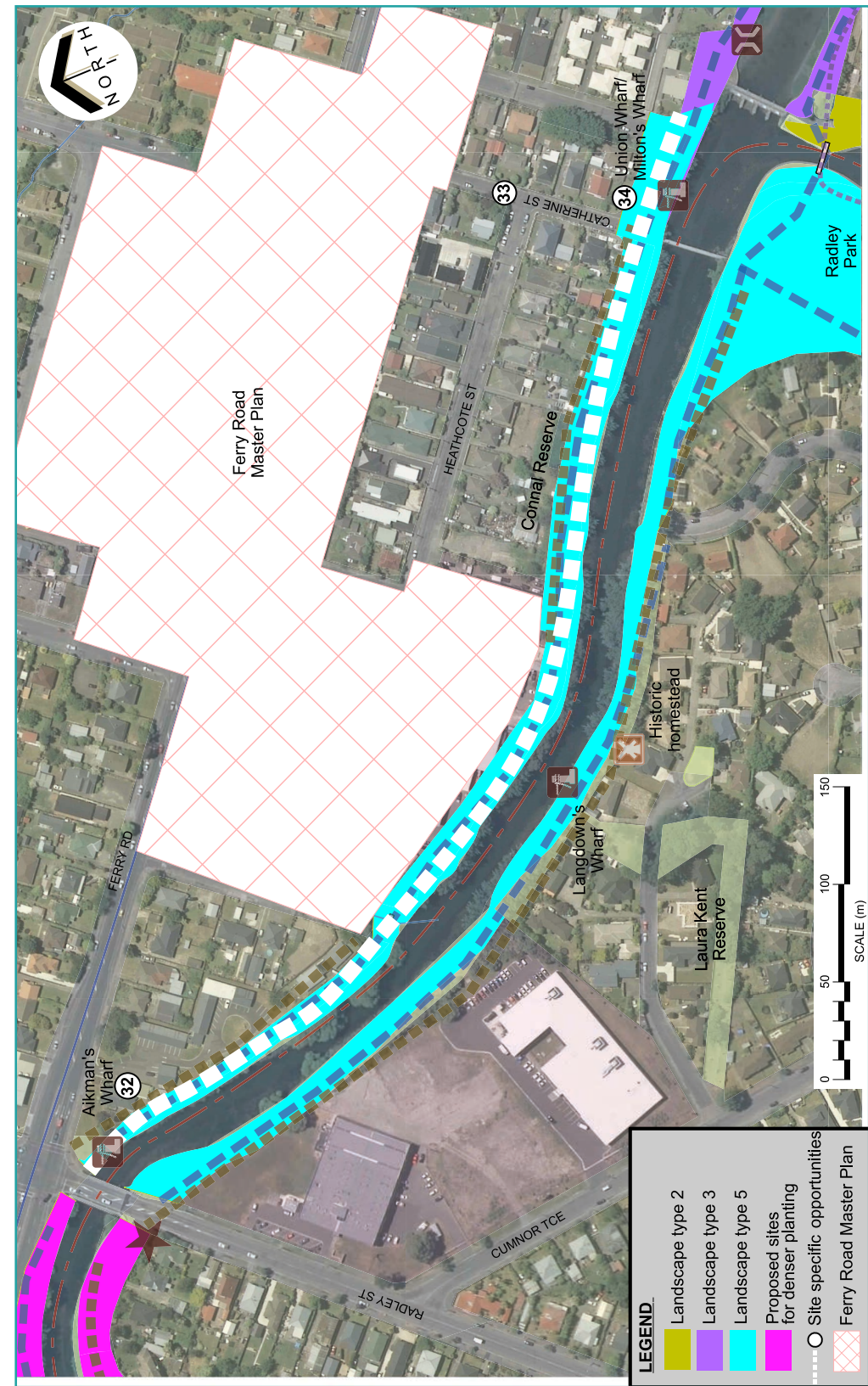
This section of the river is currently bounded by roading and residential development close to the river. Flooding is an issue with high tides and some residential sections have been abandoned. Large poplar and willow trees provide some shade. Panoramic views of and along the river are valued.



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



Radley Street to The Cut



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

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

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



The Cut to Tunnel Road



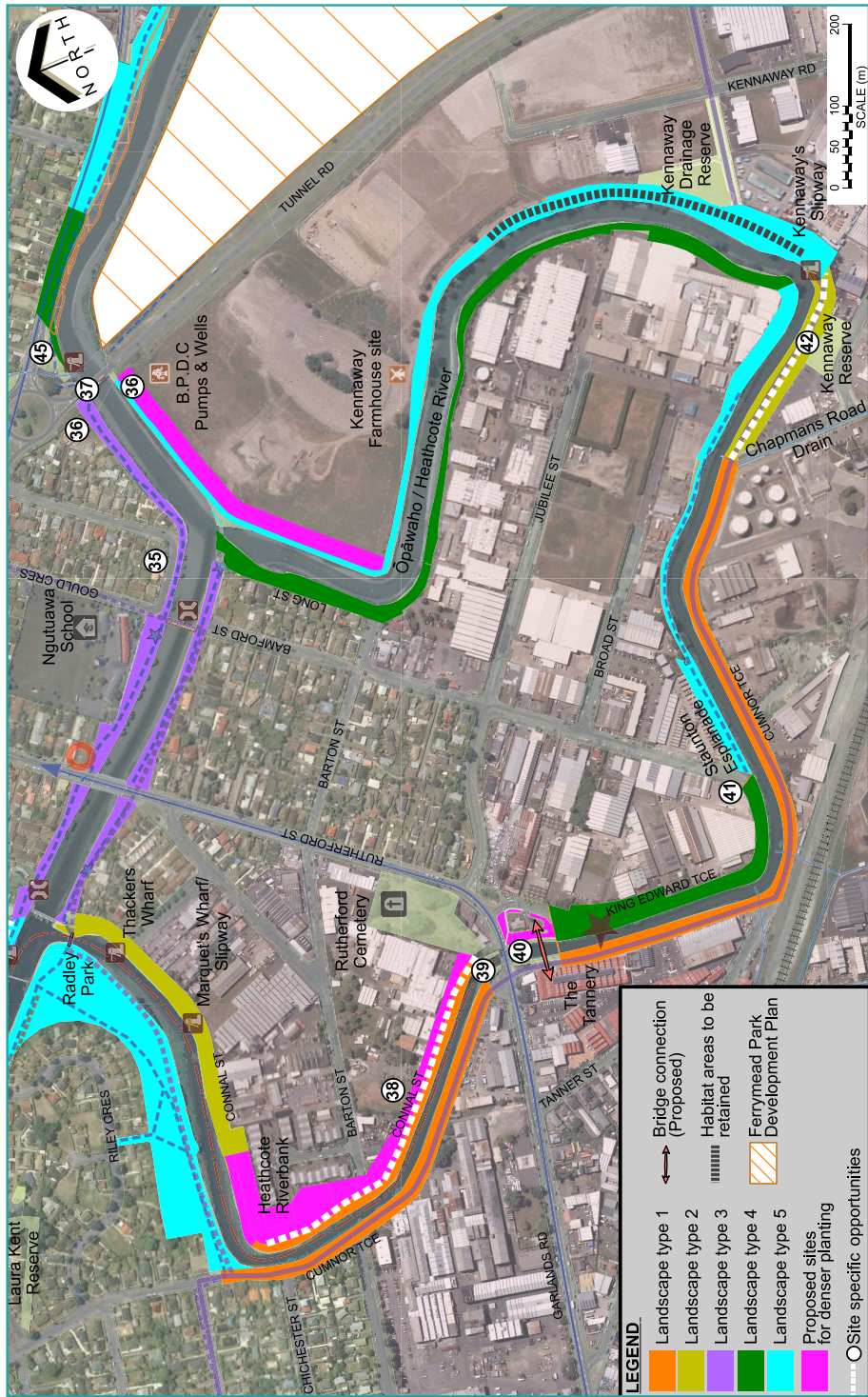
In the 1980's it was decided to bypass the Woolston loop of the river to increase the amount of water that could be evacuated in times of flooding. The concrete sided channel (510m in length) allows water to flow directly out to the estuary when the gates on the barrage are lifted. Willow trees are planted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

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



Woolston Loop

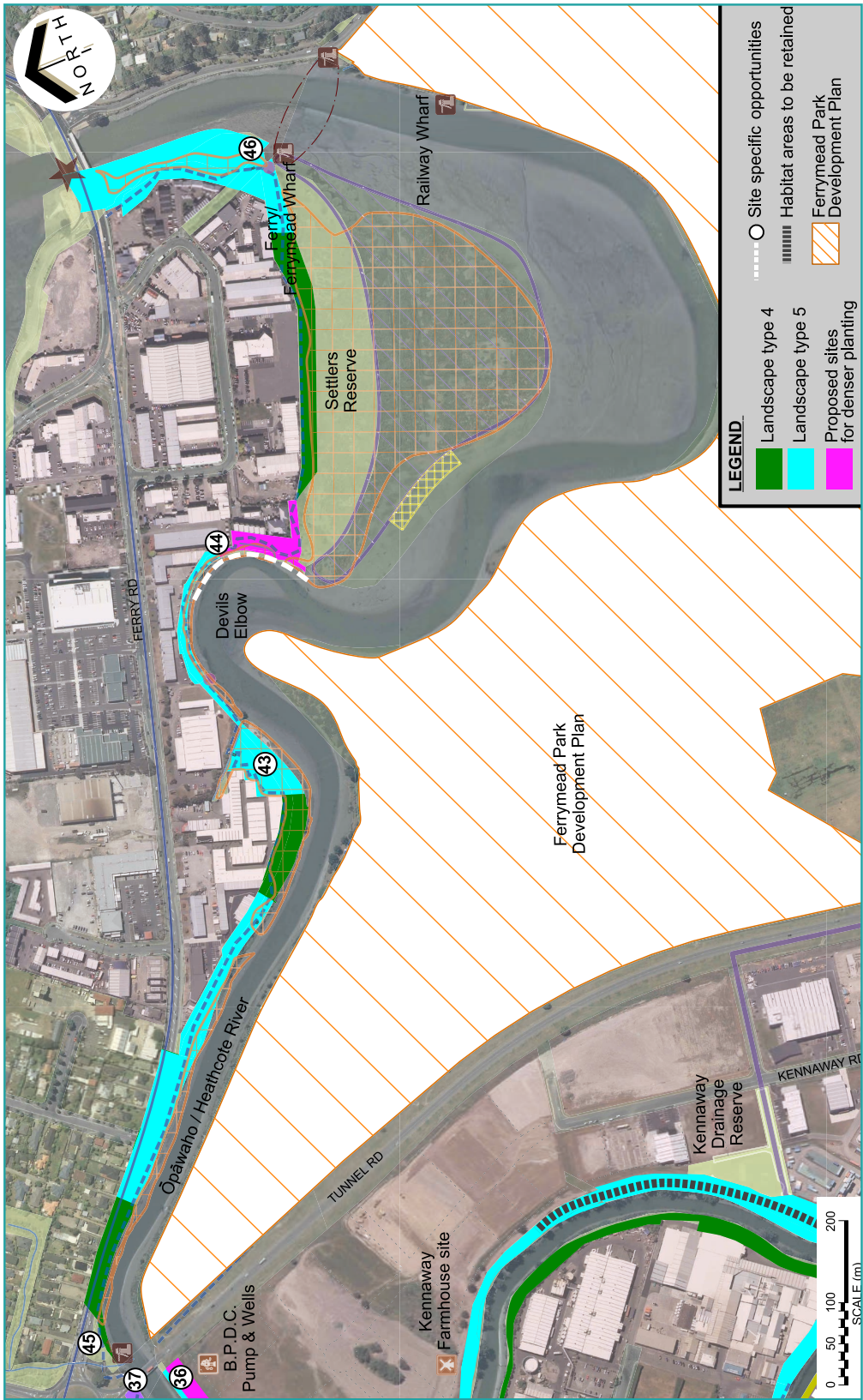
As the Ōpāwaho-Heathcote River flows along the Woolston Loop it passes through an industrial and commercial environment. Currently there are various tracks or roads on both sides of the river. Parts of the outside of the loop (true right) are sealed wide cycleways, and other parts a basic bike track.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



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



Tunnel Road to Estuary



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

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

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

## Opportunities to get involved

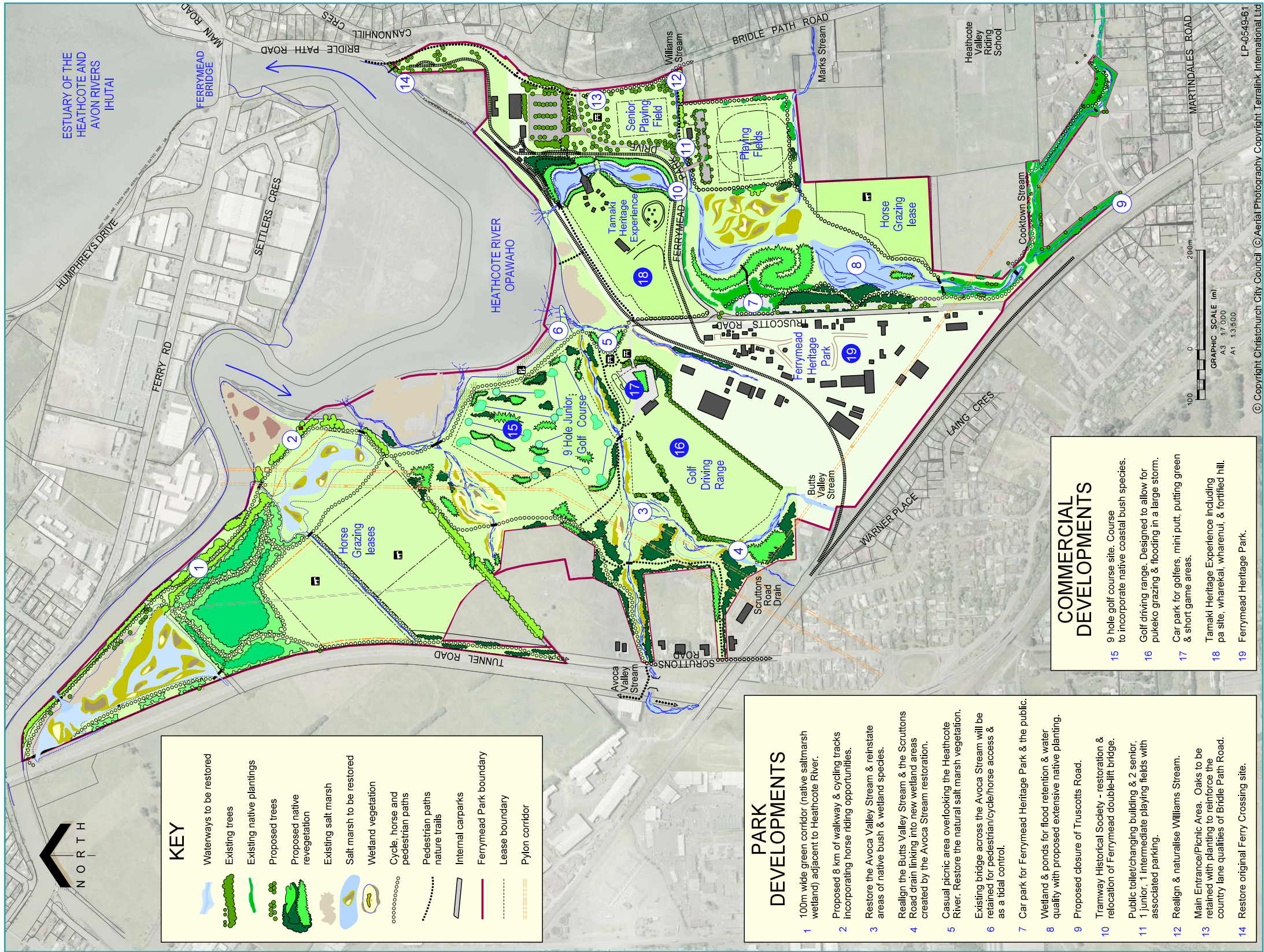
To get a group involved, go to [ccc.govt.nz/parks-and-gardens/volunteer-in-parks](http://ccc.govt.nz/parks-and-gardens/volunteer-in-parks) or contact [parks.volunteers@ccc.govt.nz](mailto:parks.volunteers@ccc.govt.nz) or contact one of the groups listed below.

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

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



Appendix



Ferrymead Park Development Plan  
update no. 11, August 2007

Notes



Ōpāwaho  
**Lower Heathcote  
Guidance Plan**  
2022

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CUS4838 March 2022

[ccc.govt.nz](http://ccc.govt.nz)

Christchurch  
City Council 

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



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

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

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

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



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

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

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

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

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

Submission #49525

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



April, 2022

**Ōpāwaho Heathcote River Network Inc.**

**Website:** [www.ohrn.nz](http://www.ohrn.nz)

**Facebook:** OpawahoHeathcoteRiver

**Item 9**

**Attachment B**



Submission #49525

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

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

## The Ōpāwaho Heathcote River Network

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

## The State of the Ōpāwaho Heathcote River

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

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

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

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

2

Submission #49525

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

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

We wish to be heard on this submission

***Annabelle Hasselman***

Chair  
Ōpāwaho Heathcote River Network

Submission #45797

**Ōpāwaho Lower Heathcote River Guidance Plan - MPCC feedback**

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

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

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

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

**Item 9**

**Attachment B**

Submission #45948





Submission #45944



a passion for the Port Hills

**DRAFT ONLY**

**Our Hills, Our Heritage**

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

**Process**

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

**Actions**

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

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

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



Hi there,

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

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

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

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

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

Thank you

Clare Pattison



11 April 2022

## Submission

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

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

Bev Elder

+ can we have signs, posting direction to the River



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

\* Comments \*

Need toilets in Radley Park

me too

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

me too

Predator control throughout the river & catchment.

me too

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

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

\* Appropriate traffic control to encourage quiet, peaceful  
environment.



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

## Comments

Education of what is 'in' river (fish/birds etc) to help people  
value <sup>the</sup> more

Whitebait

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

Improve water quality

Development plans - sentence around + link

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

Do study to see where rubbish/pollution comes from

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

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

Re-claim the walkway (~~reform~~ <sup>make</sup> the track) at  
G.L. Bowron drive way

Include a web-link to the Ferrymead Rept Park Plan

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

## What I like

Plan overall good direction

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

Comprehensive audit of issues; long overdue.

Strongly support cultural framework

Great to see leadership from council.

What I don't  
\* like

\* Absence of  
climate change resilience  
strategy.

\* What next?



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

## Comments

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

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





**Report from Linwood-Central-Heathcote Community Board – 15 June 2022**

## 10. Slow Speed Neighbourhoods - Opawa

Reference Te Tohutoro:	22/807043
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. Linwood-Central-Heathcote Community Board Consideration Te Whaiwhakaarotanga

The Board recommends that Hawford Road, Opawa Road and Garlands Road be 30 kilometres for consistency for road users. A revised map with the Board recommendations is attached. (Attachment E).

### 2. Officer Recommendations Ngā Tūtohu

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

#### Speed Limit Changes

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1ppp (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Hornbrook Street (entire length).
  - b. Approve that the permanent speed limit on Hornbrook Street (entire length) be set at 30 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Bond Street (entire length).
  - d. Approve that the permanent speed limit on Bond Street (entire length) be set at 30 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Hassals Lane (entire length).
  - f. Approve that the permanent speed limit on Hassals Lane (entire length) be set at 30 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Westby Street (entire length).
  - h. Approve that the permanent speed limit on Westby Street (entire length) be set at 30 kilometres per hour.

- i. Revoke the existing permanent speed limit of 50 kilometres per hour on York Street (entire length).
- j. Approve that the permanent speed limit on York Street (entire length) be set at 30 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Acorn Close (entire length).
- l. Approve that the permanent speed limit on Acorn Close (entire length) be set at 30 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road.
- n. Approve that the permanent speed limit on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road be set at 30 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Locarno Street (entire length).
- p. Approve that the permanent speed limit on Locarno Street (entire length) be set at 30 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Cholmondeley Avenue (entire length).
- r. Approve that the permanent speed limit on Cholmondeley Avenue (entire length) be set at 30 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Reeves Road (entire length).
- t. Approve that the permanent speed limit on Reeves Road (entire length) be set at 30 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road.
- v. Approve that the permanent speed limit on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road be set at 30 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- x. Approve that the permanent speed limit on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 30 kilometres per hour.
- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac.
- z. Approve that the permanent speed limit on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac be set at 30 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Ombersley Terrace (entire length).
- bb. Approve that the permanent speed limit on Ombersley Terrace (entire length) be set at 30 kilometres per hour.

- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Butler Street (entire length).
- dd. Approve that the permanent speed limit on Butler Street (entire length) be set at 30 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Tekapo Place (entire length).
- ff. Approve that the permanent speed limit on Tekapo Place (entire length) be set at 30 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Newbery Street (entire length).
- hh. Approve that the permanent speed limit on Newbery Street (entire length) be set at 30 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Kitchener Place (entire length).
- jj. Approve that the permanent speed limit on Kitchener Place (entire length) be set at 30 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Louisson Place (entire length).
- ll. Approve that the permanent speed limit on Louisson Place (entire length) be set at 30 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road.
- nn. Approve that the permanent speed limit on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road be set at 30 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- pp. Approve that the permanent speed limit on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road.
- rr. Approve that the permanent speed limit on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road.
- tt. Approve that the permanent speed limit on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road.
- vv. Approve that the permanent speed limit on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road.

- xx. Approve that the permanent speed limit on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road be set at 30 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street.
- zz. Approve that the permanent speed limit on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road.
- bbb. Approve that the permanent speed limit on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road.
- ddd. Approve that the permanent speed limit on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road be set at 40 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Earl Street (entire length).
- fff. Approve that the permanent speed limit on Earl Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Aynsley Terrace (entire length).
- hhh. Approve that the permanent speed limit on Aynsley Terrace (entire length) be set at 30 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- jjj. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- lll. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres.
- nnn. Approve that the permanent speed limit on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres be set at 30 kilometres per hour.
- ooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres.
- ppp. Approve that the permanent speed limit on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres be set at 30 kilometres per hour.



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

Cycle lanes

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

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

### 3. Linwood-Central-Heathcote Community Board Decisions Under Delegation Ngā Mana kua Tukuna

**Community Board Resolved LCHB/2022/00001 (Original Officer recommendations accepted without change)**

**Part C**

That the Waikura Linwood-Central-Heathcote Community Board:

Road Layout changes (Brougham to Ensors)

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

Road Layout changes (Ensors to Clarendon)

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

Traffic Control Devices

10. Approves that the pedestrian crossing point on Opawa Road located 3 metres north of Vincent Place, be controlled by a priority zebra crossing in accordance with the clause 8.2 of the Land Transport Rule: Traffic Control Devices Rule 2004, as detailed on Attachment B.
11. Approves that the pedestrian crossing point on Opawa Road located 4 metres south of Vincent Place, be controlled by a priority zebra crossing in accordance with the clause 8.2 of the Land Transport Rule: Traffic Control Devices Rule 2004, as detailed on Attachment B.
12. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in clause 10 and 11.

Parking and Stopping Restrictions

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

13. Approves that all parking and stopping restrictions on the north side of Opawa Road commencing at its intersection with Brougham Street and extending in an easterly direction to the intersection of Ensors Road be revoked.
14. Approves that all parking and stopping restrictions on the south side of Opawa Road commencing at its intersection with Brougham Street and extending in an easterly direction to the intersection of Ensors Road be revoked.

Proposed Opawa Road (Brougham to Ensors) – Parking and Stopping Restrictions

15. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a north-westerly direction for a distance of 29 metres.
16. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 82 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 5 metres.
17. Approves that a Bus Stop be installed on the northwest side of Opawa Road commencing at a point 87 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 15 metres.
18. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 102 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 34 metres.
19. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at its intersection with Brougham Street and extending in a south-easterly direction for a distance of 60 metres.
20. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a north-westerly direction for a distance of 31 metres.
21. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 98 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 47 metres.
22. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at a point 190 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 10 metres.
23. Approves that a Bus Stop be installed on the southwest side of Opawa Road commencing at a point 200 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 15 metres.
24. That the stopping of vehicles is prohibited at all times on the on the south west side of Opawa Road commencing at a point 215 metres west of its intersection with Ensors Road and extending in a north-westerly direction for a distance of 4 metres.
25. That the stopping of vehicles is prohibited at all times on the on the southwest side of Opawa Road commencing at its intersection with Brougham Street and extending in a south-easterly direction for a distance of 77 metres.

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

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

Proposed Opawa Road –Ensors to Ford

- a. That the stopping of vehicles is prohibited at all times on the northwest side of Opawa Road commencing at its intersection with Ensors Road and extending in a south-easterly direction for a distance of 83 metres.
- b. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 204 metres east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 13 metres.
- c. Approves that a Bus Stop be installed on the northwest side of Opawa Road commencing at a point 217 metres east of its intersection with Ensors Road and extending in a south-easterly direction, generally, for a distance of 15 metres.
- d. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 232 metres east of its intersection with Ensors Road and extending in an south-easterly direction, generally, for a distance of 6 metres.
- e. That the stopping of vehicles is prohibited at all times on the on the northwest side of Opawa Road commencing at a point 252 metres east of its intersection with Ensors Road and extending in a south-easterly direction for a distance of 65 metres.
- f. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 212 metres southeast of its intersection with Vincent Place (north) and extending in a south easterly direction for a distance of 12 metres.
- g. Approves that a Bus Stop be installed on the northeast side of Opawa Road commencing at a point 224 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 15 metres.
- h. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 239 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 10 metres.
- i. That the stopping of vehicles is prohibited at all times on the on the northeast side of Opawa Road commencing at a point 287 metres southeast of its intersection with Vincent Place (north) and extending in an south-easterly direction for a distance of 10 metres.
- j. Approve that bicycle parking be installed on the northeast side of Opawa Road commencing at a point 297 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 3 metres.
- k. Approve that motorcycle parking be installed on the northeast side of Opawa Road commencing at a point 300 metres southeast of its intersection with Vincent Place (north) and extending in an easterly direction for a distance of 3 metres.

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



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

General

28. Approves that these resolutions take effect when construction on infrastructure changes begins and parking signage and/or road marking that evidence the parking and stopping restrictions described in the staff report are in place (or removed in the case of revocations).
29. Requests staff provide an updated map to reflect the Board recommendations to the Council for the report.
30. Requests staff to provide information about the safety concerns raised for parking alongside the river.
31. Requests a site visit to Ainsley Terrace with the Board, staff and residents to look at parking and general maintenance matters in the Terrace.

Tim Lindley/Sara Templeton

**Carried**

## 4. Linwood-Central-Heathcote Community Board Recommendations to Council

### Part A

That the Council:

#### Speed Limit Changes

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1ppp (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Hornbrook Street (entire length).
  - b. Approve that the permanent speed limit on Hornbrook Street (entire length) be set at 30 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Bond Street (entire length).
  - d. Approve that the permanent speed limit on Bond Street (entire length) be set at 30 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Hassals Lane (entire length).
  - f. Approve that the permanent speed limit on Hassals Lane (entire length) be set at 30 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Westby Street (entire length).
  - h. Approve that the permanent speed limit on Westby Street (entire length) be set at 30 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 50 kilometres per hour on York Street (entire length).

- j. Approve that the permanent speed limit on York Street (entire length) be set at 30 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Acorn Close (entire length).
- l. Approve that the permanent speed limit on Acorn Close (entire length) be set at 30 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road.
- n. Approve that the permanent speed limit on Fifield Terrace from its intersection with Waltham Road to its intersection with Ensors Road be set at 30 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Locarno Street (entire length).
- p. Approve that the permanent speed limit on Locarno Street (entire length) be set at 30 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Cholmondeley Avenue (entire length).
- r. Approve that the permanent speed limit on Cholmondeley Avenue (entire length) be set at 30 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Reeves Road (entire length).
- t. Approve that the permanent speed limit on Reeves Road (entire length) be set at 30 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road.
- v. Approve that the permanent speed limit on Fifield Terrace from its intersection with Ensors Road to its intersection with Beckford Road be set at 30 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- x. Approve that the permanent speed limit on Ford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 30 kilometres per hour.
- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac.
- z. Approve that the permanent speed limit on Fifield Terrace from its intersection with Beckford Road and extending in a southerly direction to the end of the cul-de-sac be set at 30 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Ombersley Terrace (entire length).
- bb. Approve that the permanent speed limit on Ombersley Terrace (entire length) be set at 30 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Butler Street (entire length).

- dd. Approve that the permanent speed limit on Butler Street (entire length) be set at 30 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Tekapo Place (entire length).
- ff. Approve that the permanent speed limit on Tekapo Place (entire length) be set at 30 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Newbery Street (entire length).
- hh. Approve that the permanent speed limit on Newbery Street (entire length) be set at 30 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Kitchener Place (entire length).
- jj. Approve that the permanent speed limit on Kitchener Place (entire length) be set at 30 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Louisson Place (entire length).
- ll. Approve that the permanent speed limit on Louisson Place (entire length) be set at 30 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road.
- nn. Approve that the permanent speed limit on Ford Road from its intersection with Hawford Road to its intersection with Opawa Road be set at 30 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road.
- pp. Approve that the permanent speed limit on Beckford Road from its intersection with Fifield Terrace to its intersection with Hawford Road be set at 30 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road.
- rr. Approve that the permanent speed limit on Hawford Road from its intersection with Beckford Road to its intersection with Opawa Road be set at 30 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road.
- tt. Approve that the permanent speed limit on Opawa Road from its intersection with Brougham Street to its intersection with Ensors Road be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road.
- vv. Approve that the permanent speed limit on Opawa Road from its intersection with Ensors Road to its intersection with Hawford Road be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road.
- xx. Approve that the permanent speed limit on Opawa Road from its intersection with Hawford Road to its intersection with Ford Road be set at 30 kilometres per hour.



- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street.
- zz. Approve that the permanent speed limit on Opawa Road from its intersection with Ford Road to its intersection with Brougham Street be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road.
- bbb. Approve that the permanent speed limit on Opawa Road from its intersection with Opawa Road to its intersection with Garlands Road be set at 30 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road.
- ddd. Approve that the permanent speed limit on Garlands Road from its intersection with Opawa Road to its intersection with Opawa Road be set at 30 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Earl Street (entire length).
- fff. Approve that the permanent speed limit on Earl Street (entire length) be set at 30 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Aynsley Terrace (entire length).
- hhh. Approve that the permanent speed limit on Aynsley Terrace (entire length) be set at 30 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- jjj. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Vincent Place (entire length).
- lll. Approve that the permanent speed limit on Vincent Place (entire length) be set at 30 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres.
- nnn. Approve that the permanent speed limit on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres be set at 30 kilometres per hour.
- ooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres.
- ppp. Approve that the permanent speed limit on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres be set at 30 kilometres per hour.
- 2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

#### Cycle lanes

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











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

#### General

8. Approve that these resolutions take effect when construction on infrastructure changes begins and parking signage and/or road marking that evidence the parking and stopping restrictions described in the staff report are in place (or removed in the case of revocations).

## Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Slow Speed Neighbourhoods - Opawa	195

No.	Title	Page
A  	Slow Speed Neighbourhood - Opawa - Proposed Speed Limit Plan	210
B  	Opawa - Neighbourhood Safety Improvements	211
C  	Opawa neighbourhood safety improvements   submission table	212
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E  	Slow Speed Neighbourhood - Opawa - Waikura Linwood-Central-Heathcote Recommended Proposed Speed Limit Plan	251

## Slow Speed Neighbourhoods - Opawa

Reference Te Tohutoro: 22/576717

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

Hannah Ballantyne, Engagement Advisor,  
hannah.ballantyne@ccc.govt.nz

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

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

- 1.1 The purpose of this report is for the Waikura Linwood-Central-Heathcote Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Opawa with supporting neighbourhood safety improvements, and to make a recommendation to the Council.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to:
  - 1.4.1 Reduce the speed limits from 50 kilometre per hour to 40 and 30 kilometres per hour in accordance with Attachment A.
  - 1.4.2 Implement the raised zebra crossing at Opawa village for improving safety on the school journey in accordance with Attachment B.
  - 1.4.3 Implement the cycle lanes and build outs on Opawa Road, from Ensors Road to Opawa Village, in accordance with Attachment B.
  - 1.4.4 Implement the bus stop signs and markings, and the pedestrian island for the Port to Port Bus service changes to achieve efficiencies in delivery.

### 2. Officer Recommendations Ngā Tūtohu

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

#### Speed Limit Changes

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1ppp (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Hornbrook Street (entire length).
  - b. Approve that the permanent speed limit on Hornbrook Street (entire length) be set at 30 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Bond Street (entire length).

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



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

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

- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres.
- nnn. Approve that the permanent speed limit on Richardson Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 198 metres be set at 30 kilometres per hour.
- ooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres.
- ppp. Approve that the permanent speed limit on Clarendon Terrace from its intersection with Opawa Road and extending in a north-easterly direction for a distance of 175 metres be set at 30 kilometres per hour.
- 2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- 3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

#### Cycle lanes

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

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

#### Part C

That the Waikura Linwood-Central-Heathcote Community Board:

##### Road Layout changes (Brougham to Ensors)

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

##### Road Layout changes (Ensors to Clarendon)

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

##### Traffic Control Devices

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

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



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

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

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

Proposed Opawa Road –Ensors to Ford

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

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

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

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

#### General

28. Approve that these resolutions take effect when construction on infrastructure changes begins and parking signage and/or road marking that evidence the parking and stopping restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 The preferred option is to change the speed limits, and introduce infrastructure to support slower speeds and active travel, as outlined in the staff recommendations in this report for the following reasons:
- 3.1.1 Traffic speed data indicates that most road users in this area already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit.
  - 3.1.2 Reduces the likelihood and severity of crashes and improves safety on local roads.
  - 3.1.3 Aligns with the overall vision of the Ministry of Transport/Te Manatū Waka New Zealand Road Safety Strategy - Road to Zero 2020-2030.
  - 3.1.4 To address requests for a safer crossing point at Opawa Village as it forms part of journeys to school by younger pedestrians.
  - 3.1.5 Upgrade bus stops and improve access for passengers as part of the Port to Port bus service changes.
- 3.2 Achieves safe and appropriate speeds that reflect the road function, design, safety, and safer use by all. Local neighbourhood roads are low volume and low speed roads and are where we would see more of our vulnerable road users such as school children, cyclists and pedestrians on the road and footpaths.
- 3.3 The Council determined through the Long Term Plan (LTP) to implement at least five slow speed neighbourhoods per year over the next three years. The Opawa Slow Speed Neighbourhood is identified as one of the five neighbourhoods.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

#### Maintain the status quo

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



- 4.3.4 Does not deliver one of the five slow speed neighbourhoods this financial year as identified in the Long Term Plan.
- 4.3.5 No changes to improve safety for people using Opawa Village and walking to school.
- 4.3.6 No changes to support the proposed bus service improvements or supporting access to the bus stops.

## 5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for Council and is also a national priority under the principles and guidance of the Road to Zero - New Zealand's road safety strategy for 2020-2030. Road to Zero sets an initial target to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways, and footpaths by 40 percent over the next 10 years. There are several focus areas being looked at nationally to achieve this, but where significant difference can be made is through having safe and appropriate speeds on Christchurch's roads.
- 5.2 It is proposed to reduce the speed limit from 50 kilometres per hour to 30 kilometres per hour and 40 kilometres per hour on selected streets in Opawa,
- 5.3 The Council traffic and speed count data indicates that the majority of road users already recognise that the currently posted speed limit is not safe and appropriate for this area, and are travelling below this limit. Implementing a lower speed limit will help to reinforce this safer driving behaviour, and help those unfamiliar with the area to understand the safe and appropriate speed. Research suggests that, in some environments, changing speed limit signage alone (without complimentary engineering treatments) may result in a 2 to 3 kilometres per hour reduction in operating speeds. Installation of new speed limit signage in this area may also therefore result in a slight reduction in operating speeds.
- 5.4 Neighbourhoods are areas where we can make the most difference with slower speeds to improve safety for vulnerable road users, because everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling, or using public transport.
- 5.5 The proposed slower speeds and infrastructure improvements on Opawa Road will also assist in improving pedestrian connectivity through the neighbourhood by making it safer for people to cross to get where they are going.
- 5.6 The slow neighbourhood speed limit has been determined based on several speed management principles. The fundamental principle is that speed affects the severity of all crashes. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.
- 5.7 Concerns have been raised with Council a number of times regarding the safety of pedestrians crossing at the existing zebra crossing in Opawa Village, from members of the public, from Opawa School, and from the parents of children who go to Opawa School. The main concerns relate to poor driver compliance with the zebra crossing, traffic speed, near misses and low speed collisions. The primary purpose of raising the zebra crossing is to improve the school crossing facility up to current national best practice set out in the new Pedestrian Network Guidance from Waka Kotahi, consistent with Safe System principles (raised mid-block crossings are a Standard Safety Intervention) and the national Road to Zero road safety strategy.
- 5.8 Environment Canterbury has confirmed a new Metro bus route between Lyttelton and the Airport via Central City. Council, who is responsible for bus stops, are planning on upgrading the bus stops along the route by providing improved line marking, seats, shelters and pedestrian accessibility improvements. As part of this project, a pedestrian crossing island is

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

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

### **Community Views and Preferences**

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

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

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40 percent over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
- 6.2 Waka Kotahi's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.
- 6.3 Land Transport Rule: Setting of Speed Limits 2022: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
- 6.4 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.5 This report supports the Council's Long Term Plan (2021 - 2031):

#### 6.5.1 Activity: Transport

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

#### 6.5.2 Capital Programme

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

### Policy Consistency Te Whai Kaupapa here

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

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

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

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

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

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

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

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

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

### **Capex/Opex Ngā Utu Whakahaere**

7.1 Cost to Implement – \$250k.

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

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

### **Other**

7.4 None identified.

## **8. Legal Implications Ngā Hīraunga ā-Ture**

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

8.1 Speed Limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2022.

8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.

8.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.

8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.





### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**

8.5 There is a legal context, issue or implication relevant to this decision.

8.6 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.4.



## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Slow Speed Neighbourhood - Opawa - Proposed Speed Limit Plan	
B 	Opawa - Neighbourhood Safety Improvements	
C 	Opawa neighbourhood safety improvements   submission table	
D 	Opawa neighbourhood safety improvements   analysis of submissions	

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).

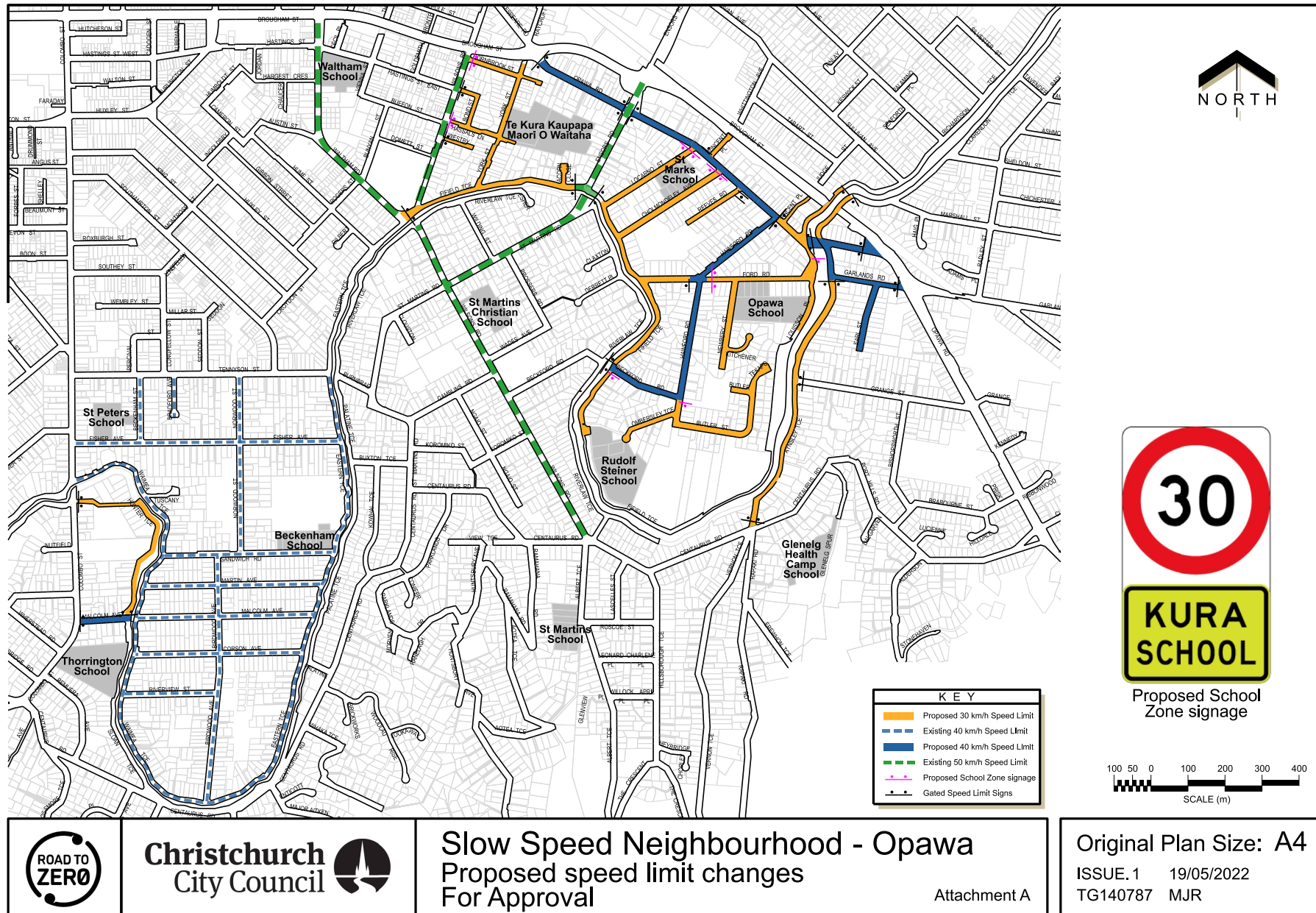
(a) This report contains:

- (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

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









Submission ID	Is there anything we need to know before carrying out these 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



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>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 (<a href="http://www.spokes.org.nz/">http://www.spokes.org.nz/</a>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <a href="https://can.org.nz">https://can.org.nz</a>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing held to consider submissions on these projects.</p> <p>Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p>				
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		

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
	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		

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>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		

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>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		



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
	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 &amp; 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		

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
	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		

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

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



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

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

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	<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><b>[REDACTED]</b> 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		

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

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

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



Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	Centaurus Road they often travel fast, we could potentially do with speed bumps along here. The swoops in Hawford Road that have gone in to slow traffic seem to be effective.				
46018	Regular cyclist to and from city	yes - absolutely	Rob Hawken		
45765	No	Yes, thank you as the roundabout on Opāwa/Ensors is an accident waiting to happen so many in a rush to get through	Renee Riley		
46025	On some of our local roads that were upgraded by Council a few years ago and effectively narrowed for traffic and cyclists, it is vehicle parking on both sides of the road that is the main concern. There is simply not enough room for passing traffic and courtesy is largely ignored by drivers of larger vehicles. I don't think a small speed reduction will help much. Drivers should be encouraged to park their vehicles with two wheels on the grass verge to widen the passing lanes. Some already do. Along Beckford Road, the Owners of the New World supermarket should be told to not encourage their employees to park on both sides of Beckford Road as this practice severely restricts vehicle movements for a considerable distance along this road causing frustration to all passing traffic.	In principal, I do support this upgrade. In addition to improving pedestrian safety, I would also like to improve driver visibility because this is a busy intersection especially on school days. Drivers turning right from Hawford Road into Opawa road often are unable to see approaching traffic because of vehicles parked on the left hand side of the intersection. Removal of two or three vehicle parks here would greatly improve visibility and safety at this intersection.	Alastair Scott		
45772	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.	<p>Yes.</p> <p>I quite often use it and feel that at present many motorists give the impression that they have right of way and do not want to stop at it.</p>	Stuart Payne		
46051	I support reduced speeds in the Opawa neighbourhood, and wish to have the allocated speed as 30kmph along the Heathcote/Ōpawaho River.	Yes.	Serena Orr		
45540	I want the roads by the school and playgroups to be 30kmph	Please can the roads around st marks school be reduced to 30? That is locarno street and Cholmondley Ave	May Bryant		
45796	no	Most definitely. It would be a great improvement	Dougal Canard		
46053	Well done, thanks! If the zebra crossing is dangerous due to too high speeds, is this not a reason to reduce the speed further to 30km/h through the centre of Opawa (like through Woolston, Sumner etc.?)	Yes, but in addition there should be more zebra crossings installed, i.e. pedestrian priority when crossing Hawford Rd and on Opawa Rd opposite the shopping centre	Julien Gutknecht		
46055	<p>Greetings, As residents of Opawa Road, we are very happy to hear that work is being done to reduce the speed on Opawa Road. Cars coming off Brougham street are often traveling very fast when coming down Opawa road making it very unsafe for pedestrians and cyclists. However, I don't understand why the proposed cycle lane markings do not continue on the stretch between Ensors road and Brougham Street. This section of Opawa Road has the most cyclists, as many join Opawa Road from Ensors road, and is the busiest and fastest section that cars travel when they come off brougham street. I have found it incredibly unsafe when cycling on this stretch of Opawa road with cars coming past me very fast and very close. I am aware of the plans to include an island on the stretch of Opawa Road between Ensors and Brougham street but ask you to please continue the cycle lane markings for this stretch where it is most needed. To only put cycle lane markings between Ensors and Opawa shops would be highly illogical.</p> <p>I am happy to be contacted to share my experiences</p>	Yes	Joris de Vocht		

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



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

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

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

Submission #46062

# Canterbury

District Health Board

Te Poari Hauora ō Waitaha

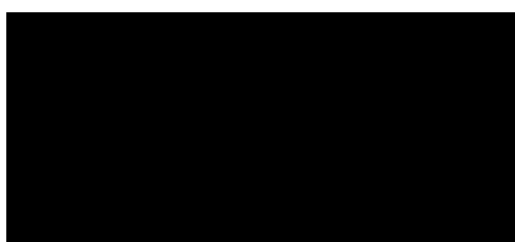
Item 10

Attachment C

## Submission on Opawa Neighbourhood Safety Improvements

**To:** Christchurch City Council

**Submitter:**



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



Submission #46062

## SUBMISSION ON OPAWA NEIGHBOURHOOD SAFETY IMPROVEMENTS

### Details of submitter

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

### Details of submission

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

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

Submission #46062

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

### Comments

8. The CDHB supports the proposed speed reduction 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%<sup>3</sup>.
10. Secondly, low physical activity is the 10<sup>th</sup> leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases<sup>4</sup>. Roads which are safe help to address this by encouraging the use of active transport such as walking, cycling and scooting.
11. Thirdly, safe and walkable streets help to establish a sense of place within a neighbourhood. There is evidence that speed limits support greater social inclusion and community cohesion, and facilitate community support networks<sup>5</sup>, all of which have an influence on the health and wellbeing of individuals and communities.
12. Lastly, the proposed speed limit reductions would reduce noise exposure, which has increasingly been associated with negative impacts on health and well-being. Exposure to road traffic noise has been linked with heart disease, hypertension, diabetes, aggression and sleep disturbance<sup>6</sup>.

### Conclusion

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

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

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

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

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

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

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

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

Submission #46062

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

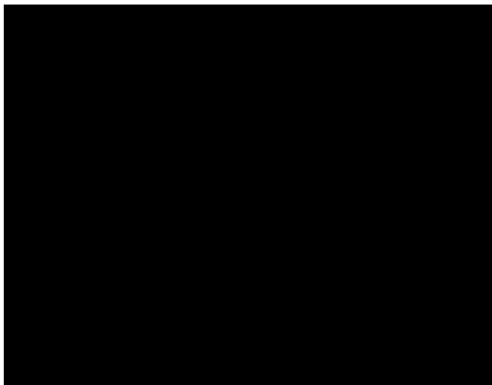
**Person making the submission**



Dr Anna Stevenson  
Public Health Physician  
Medical Officer of Health

Date: 2/05/2022

**Contact details**





Submission #45564





Submission #45564









Submission #45564





Submission #45564





## Opawa neighbourhood safety improvements



### Analysis of submissions

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

#### Submitter profile

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

#### Feedback

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

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

#### Slow speeds neighbourhood

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

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

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

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

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

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

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

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

#### Safety at schools

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

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

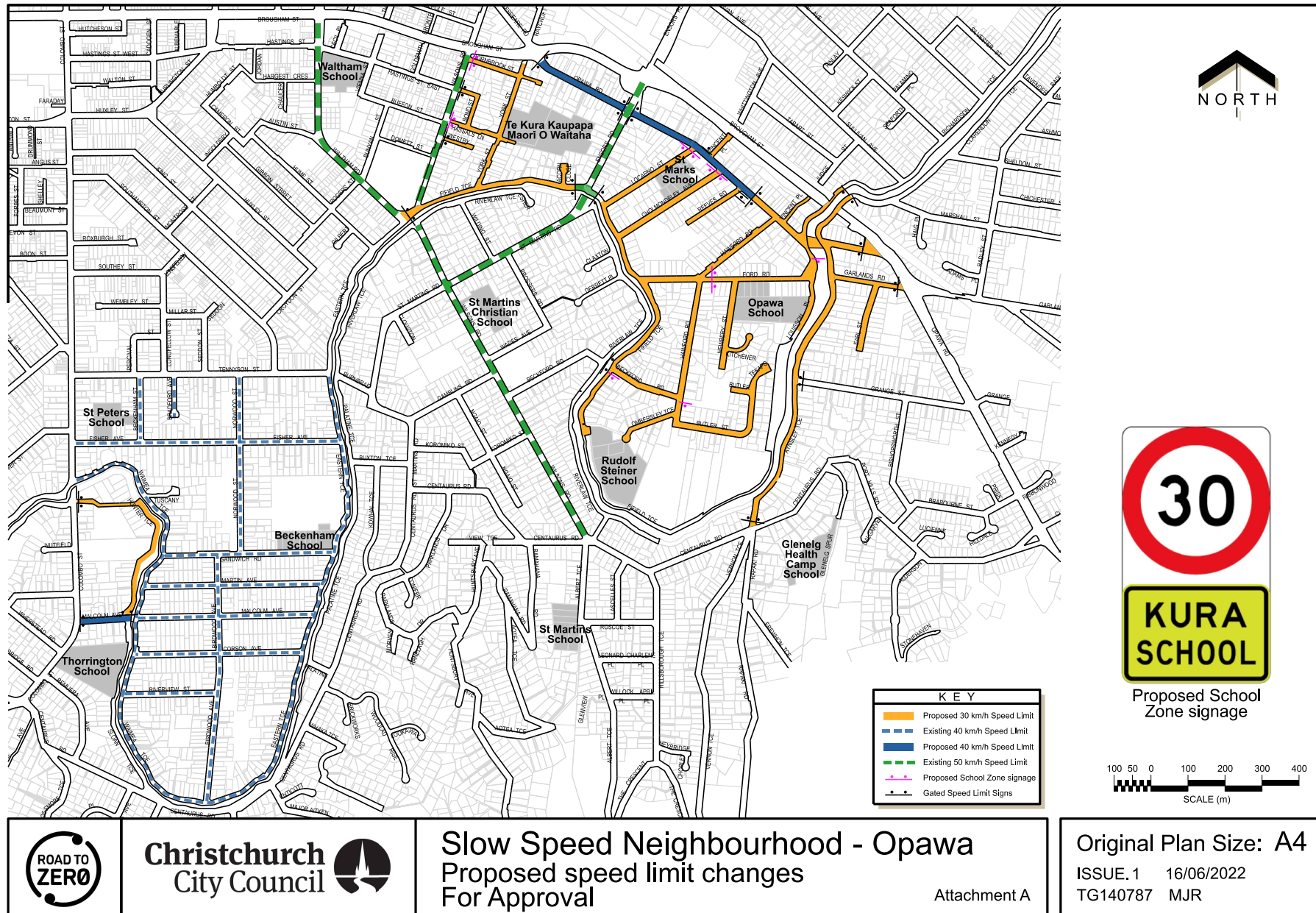
- The inclusion of traffic lights and additional warning signs (four)
- Crossing should be moved closer to the Opawa mall (two)
- Parking surrounding the carpark should be removed. There is plenty of parking in other areas to cover demand (two)

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

#### Other safety concerns

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

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







**Report from Spreydon-Cashmere Community Board – 15 June 2022**

## 11. Slow Speed Neighbourhood - Opawa (Hunter Terrace)

Reference Te Tohutoro:	22/789246
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. Spreydon-Cashmere Community Board Consideration Te Whaiwhakaarotanga

The Board acknowledged the work and ingenuity of staff in the inclusion of Hunter Terrace as part of the Slow Speed Neighbourhood – Opawa project.

### 2. Spreydon-Cashmere Community Board Recommendation to Council (Original officer recommendation accepted without change)

#### Part A







That the Council:

- 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 report on the meeting agenda 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).
  - Revokes the existing permanent speed limit of 50 kilometres per hour on Hunter Terrace (entire length).
  - Approves that the permanent speed limit on Hunter Terrace (entire length) be set at 30 kilometres per hour.
  - Revokes 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.
  - Approves 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.
- Approves that these resolutions take effect when the signage that evidence the restrictions described in resolution 1. are in place (or removed in the case of revocations).

3. Authorises 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).

## Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Slow Speed Neighbourhood - Opawa (Hunter Terrace)	255

No.	Title	Page
A  	Slow Speed Neighbourhood - Opawa Speed Limit Plan	261
B  	Opawa neighbourhood safety improvements   submission table for web	262
C  	Opawa neighbourhood safety improvements   analysis of submissions	299

## 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 Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

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

### **Policy Consistency Te Whai Kaupapa here**

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

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

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

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

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

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

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

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

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - \$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	
B 	Opawa neighbourhood safety improvements   submission table for web	
C 	Opawa neighbourhood safety improvements   analysis of submissions	

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

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

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

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

(a) This report contains:

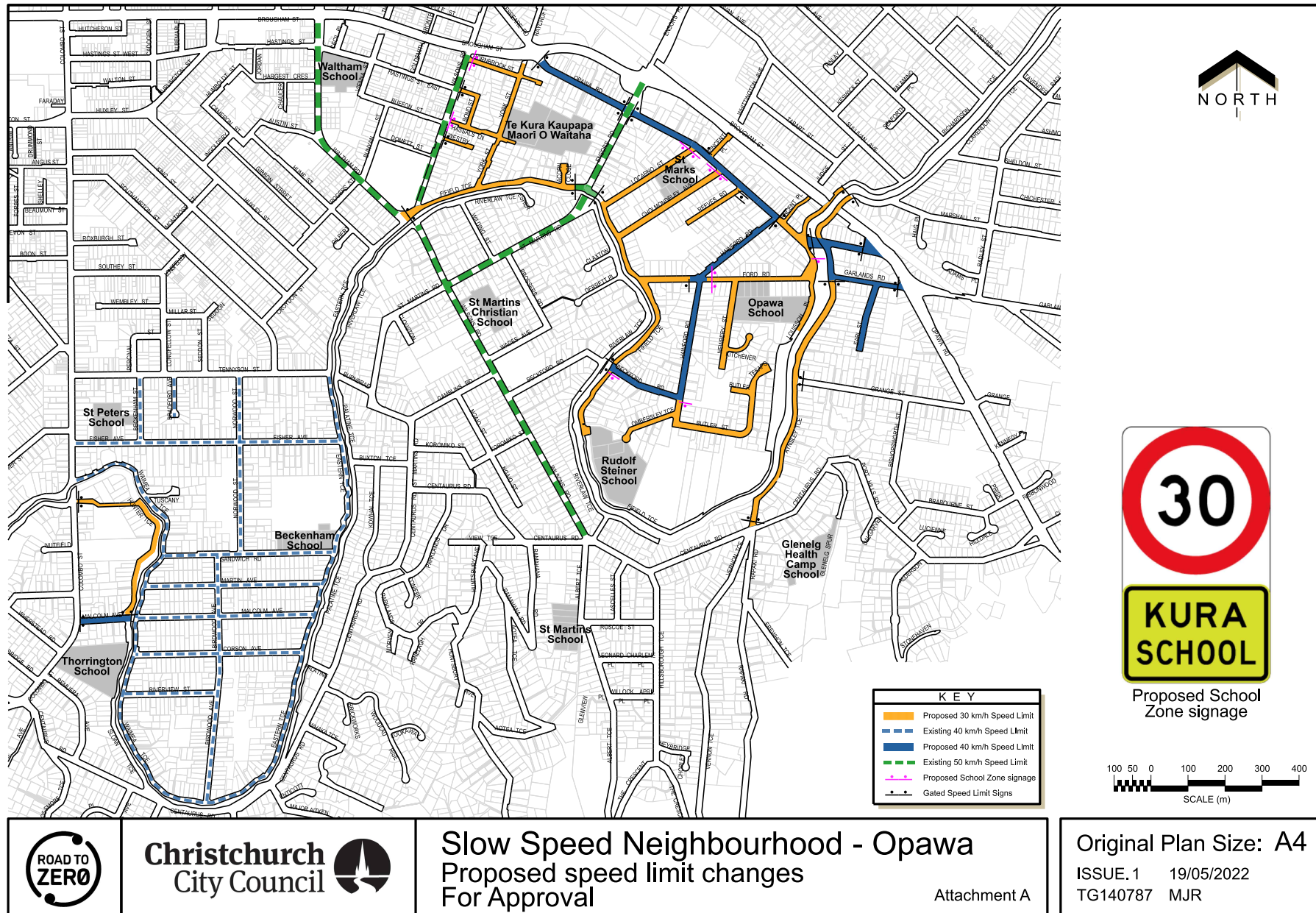
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories / Ngā Kaiwaitohu

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





Submission ID	Is there anything we need to know before carrying out these 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

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>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 (<a href="http://www.spokes.org.nz/">http://www.spokes.org.nz/</a>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <a href="https://can.org.nz">https://can.org.nz</a>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing held to consider submissions on these projects.</p> <p>Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p>				
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		

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
	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		



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>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 &amp; Fitzgerald Ave is an example of this)</p> <p>Now there is enough room to allow 2 cars (1 turning right into Cholmondeley and 1 going straight down Opāwa) and cyclists, if there are no cars parked on the street.</p> <p>Locarno St + Cholmondeley Ave intersections are already busy at peak traffic times and it is concerning if you are turning right into a lane where all the thru-traffic is held up by a car waiting to turn.</p>	<p>Yes, absolutely! BUT... In a perfect world, it would be amazing to have traffic lights at the intersection of Opāwa and Hawford Road! Then people could safely cross both roads, in either direction.</p> <p>There are many children making their way to schools that have to cross this busy road. A signalled / lights crossing both ways across that intersection would make a lot of sense. (I think! Please consider it; I have to cross Hawford Road / Opāwa Rd in the morning with my daughter on our scooter to school!)</p>	Kate Claridge		

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



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

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	<p>Why the crossing at St Mark is not being raised as well? Surely, that would help support your 40km speed limit further.</p> <p>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.</p>				
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 Opāwa 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 Opāwa rd. after school. Is there any way to remind people not to block this intersection while they wait for the lights to change? Also if a car is turning into Ensors rd. from Opāwa and traffic is backed up at the lights they are unable to enter the intersection and cars behind get frustrated and try to pass on the inside. There seems to be room to perhaps have a two-lane type system here.	Yes.	Victoria niha		
45646	Fifield Terrace, and Riverlaw Terrace (St Martins), are popular cycling routes. These roads are well used by families, especially on the weekend, enjoying the river. I have often seen instances of cars driving at speed in close proximity to these recreational cyclists. I would suggest that a 30km/hr speed limit is appropriate for Fifield terrace and Riverlaw terrace to reflect the substantial recreational use these roads receive.	Yes.	Joseph Zonneveld		
45903	Please reduce to 30km/hr along the river. It's used more like a shared space with pedestrians walking along the river. (Fifield, riverlaw, fisher ave etc.)	Yes	Joanthan Fearnley		
45650	I live in this area. The road is wide and easy to see and navigate. Fine as it is.	No	Debra Purdue		

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



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	<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		

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>- 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		



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
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		

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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		

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



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

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

Submission ID	Is there anything we need to know before carrying out these speed changes?	Do you support the upgrade of the Opawa shops pedestrian crossing?	Name	Name of organisation	Your role
	Road USED to continue down Opawa road to the false driveway between 141 and 143 Opawa road (there is a fence there). Now I have to inch car/scooter forward well into Opawa Road to be able to see any oncoming traffic. This is an ongoing problem for all of us who live in Vincent Place. Now the proposed cycle lane is going to make things worse. Please extend the yellow lines.				
45554	You state that you have heard community concerns about vehicles travelling at excessive speed through Opawa and that there have been a number of minor crashes in recent years. My question is how many of those crashes or people who were travelling at 50km/hr caused complaints. I think it is likely that the speed complaints have been due to idiots doing well in excess of 50km/hr who won't change their behaviour one iota if the speed limit is dropped to 40km/hr. There was a crash directly outside our house a few years ago, that might be one of the minor crashes in recent years that you are referring to. An elderly lady accidentally put her foot on the accelerator instead of the brake and hit our fence. Again, a reduction in the speed limit from 50km to 40km/hr would not have prevented this accident. Have you done any analysis into the speed and other factors involved in these crashes that you are citing as the reason for reducing the speed limit? I fear that all this will become is a revenue generating exercise where locals are fined for travelling (entirely safely) at 50ish km/hr down their own streets.	I support it in principle. However, it was stated earlier that there would be cycle lane marking on Opawa Road from Ensors Road to the Opawa Road shops. Is this in both directions? The illustration that you provided shows that immediately before the pedestrian crossing there is a cycle lane for those travelling towards Ensors Rd but the cycle lane doesn't continue after the crossing. Will the cyclists be safe merging with traffic immediately on/after the crossing given that cars will be coming in and out of the parking spaces? It appears dangerous to me!	Kirsten Ballantine		
45555	Children are in danger with school and the speed being 50km	Yes absolutely. The Opawa school children are in danger with a 50k limit and all the blind bends	Sheralee Gilbert		
45556	The changes outlined sound great. Good work.	Yes, this crossing has to be one of the worst in Christchurch, and I am nervous letting my children walk to school because of it.	Tristan Roake		
46068	No	Yes! I live nearby in Woolston and pass through this area a lot. I totally support safer speed limits and safer pedestrian crossing facilities	Anne Heins		
45557	No.	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 Opāwa school will be great for the safety of the kids.	200%	Kim Gerraty		
45562	I don't want a lower speed in the Opawa district	Yes	Philip Hurley		
46074	Speed changes are acceptable,	No, there is no need to change the kerb alignments. Just needs more road markings and maybe a light system, which is an easy quick retrofit.	ben van bussel		
45819	There are shops on either side of Opawa Road near Vincent Place, also a library, and a primary school in the vicinity. Given the nature of the associated traffic, and general poor public compliance with crossings, the introduction of traffic calming measures such as speed humps before and after the shops should be a priority. Poor public compliance at crossings is partly attributable to physical distractions, and the fact that there are a number of side roads in the vicinity, numbers of signs associated with the shops, and a bus stop will increase the likelihood of poor compliance. While having a raised crossing will be helpful, speed humps would help to ensure the safety of children/whanau using the crossing. Narrowing the road will only serve to frustrate traffic, and make it more difficult if a vehicle is turning into one of the side streets, as traffic will necessarily build up behind as they wait for a clear passage. Opawa Road is wide, so the introduction of cycle lanes is unnecessary.	Yes	Mitchell Jan		



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

Submission #46062

# Canterbury

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## District Health Board

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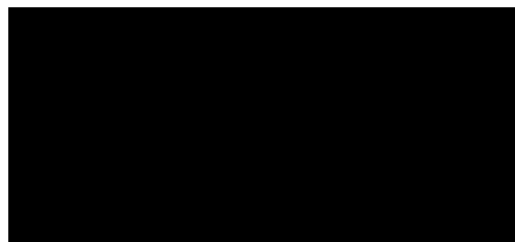
Te Poari Hauora o Waitaha

Item 11  
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'<sup>1</sup>.

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

Submission #46062

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

### Comments

8. The CDHB supports the proposed speed reduction 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%<sup>3</sup>.
10. Secondly, low physical activity is the 10<sup>th</sup> leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases<sup>4</sup>. Roads which are safe help to address this by encouraging the use of active transport such as walking, cycling and scooting.
11. Thirdly, safe and walkable streets help to establish a sense of place within a neighbourhood. There is evidence that speed limits support greater social inclusion and community cohesion, and facilitate community support networks<sup>5</sup>, all of which have an influence on the health and wellbeing of individuals and communities.
12. Lastly, the proposed speed limit reductions would reduce noise exposure, which has increasingly been associated with negative impacts on health and well-being. Exposure to road traffic noise has been linked with heart disease, hypertension, diabetes, aggression and sleep disturbance<sup>6</sup>.

### Conclusion

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

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

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

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

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

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

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

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



Submission #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.

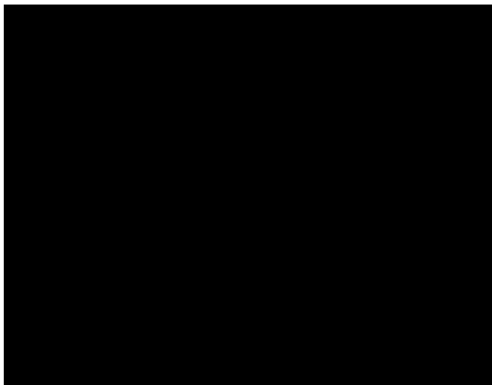
**Person making the submission**



Dr Anna Stevenson  
Public Health Physician  
Medical Officer of Health

Date: 2/05/2022

**Contact details**





Submission #45564





Submission #45564



Item 11

Attachment B







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.



**Report from Papanui-Innes Community Board – 17 June 2022**

## 12. Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro:	22/808297
	Gemma Dioni, Senior Transportation Engineer gemma.dioni@ccc.govt.nz
Report of Te Pou Matua:	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. Papanui-Innes Community Board Consideration Te Whaiwhakaarotanga

Charlotte French of GHD lead the presentation of the report to the Board, with the support of the Council's Engagement Advisor speaking to the consultation undertaken, and the Council's Senior Transportation Engineer assisting.

The Board received the deputations at the meeting on this item from submitters, David Gardner, Susan Peake and Fiona Bennetts, which are summarised here:

#### David Gardner

Mr Gardner thanked the organisation for progressing the slow speed neighbourhood, describing it as helpful for cyclists with children, and approving of the extension of the slow speed zone further to the consultation. However, he considered that there was still an issue on Rutland Street with the placement of the speed transition from 30km/h to 40km/h right before the kindergarten and cycleway crossing, and near the corner with Tomes Road and its entrance to the school.

Mr Gardner suggested that the speed transition should instead be close to Mays Road. Mr Gardner referred to his slides (**Attachment F**), the second of which, taken from the transition point, indicated with a green circle the kindergarten where parents are likely to cross the road with their children. Mr Gardner expressed concern that motorists would be starting to accelerate from the point of the kindergarten, to support his belief that the 30 km/h zone should start close to Mays Road.

Mr Gardner suggested that the squeeze point close to Mays Road with the cycleway crossing, shown on his third slide, would be a more natural and appropriate point for the speed transition.

Mr Gardner also considered it would be good to reduce the speed on Papanui Road and Main North Road, given the number of pedestrians who cross those roads. Mr Gardner further discussed issues around Main North Road near St Joseph's School and continuing on Main North Road outside Northlands Mall in relation to vehicle interactions with cyclists.

#### Susan Peake

Ms Peake was supportive of the slow speed proposal and began her presentation by observing that there had been an increase in rat running in the area.

Ms Peake's presentation then focused on difficulties with the intersection of Grants Road, Gambia Street and Rayburn Avenue, and also her concern over signalled development in the area, particularly in Cranford Basin, and the resulting traffic impacts.

### Fiona Bennetts

Ms Bennetts was supportive of the slow speeds proposal, though favoured speed reductions also being applied to the main roads / arterial routes, such as Main North Road, Papanui Road and Harewood Road.

Ms Bennetts also clarified, upon being questioned on the point, that she favoured adding a speed reduction for Sawyers Arms Road, at least to the rail crossing, noting her observations of how busy the Domain there gets, and the traffic going to Northlands Mall and the Graham Condon Centre.

### Board Comment

The Board broadly accepted the Officer Recommendations as noted in the Report, except that further to its consideration of the submissions and deputations on the proposal, and staff reconsideration at the meeting further to hearing those deputations, where staff clarified that a variable 30 km/h school speed zone on Main North Road for St Joseph's School, and further speed reductions on viable parts of Sawyers Arms Road and Rutland Street, could be accommodated, the Board decided to recommend that:

- A variable 30 km/h speed limit be installed on Main North Road (School Zone) commencing at a point 38 metres south of its intersection with Cranford Street and extending in a southerly direction for a distance of 200 metres, with times of operation evidenced on the sign detail (Board recommendation 2 is accordingly additional to the Officer Recommendations).
- A greater length of Rutland Street, from Tomes Road to nearer Mays Road, be set at 30 km/h, instead of 40 km/h (clauses 1zzzz and 1aaaaa of the Officer Recommendations in the Report are accordingly different as to the distances noted there compared to what the Board decided to recommend);
- A length of Sawyers Arms Road, slightly more extensive than between the rail crossing and Sisson Drive, be set at 30 km/h, instead of the existing 50 km/h (Board recommendations 3-6 are accordingly additional to the Officer Recommendations).

The Board received advice from staff at the meeting that extending a 30km/h zone on Sawyers Arms Road to Main North Road could not be accommodated under the relevant Rule, and that the extension of the 30km/h zone on Rutland Street could not (as a legality) be justified under the Rule by the location of the pre-school there, but could be justified by the clear change point in the nature of the street at the reconsidered speed transition point close to Mays Road.

The Board's Minutes Attachments for this item are: the Proposed Speed Limit Map as updated to reflect the Board's recommendations to the Council (**Attachment D**); and staff's earlier advice in response to a Board request (**Attachment E**), which was shared at the meeting to explain the exclusion of Main North Road from the slow speed neighbourhood.

The Board also agreed (in Board recommendations 9 and 10) to make and highlight note to the Council of:

- The Board's request to staff to progress toward the business area of Papanui, Harewood and Main North Roads being reduced to 30 km/h when funding becomes available.
- The submissions from the Northcote suburb and from the opposite side of Harewood and Papanui Roads, and the Board's will to see these areas become a slow speed neighbourhood.

## 2. Officer Recommendations Ngā Tūtohu

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

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1aaaaa (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Vagues Road (entire length).
  - b. Approve that the permanent speed limit on Vagues Road (entire length) be set at 40 kilometres per hour.
  - c. Approves the installation of a 30 kilometres per hour variable speed limit on Vagues Road (School Zone) commencing at a point 61 metres north-west of its intersection with Main North Road and extending in a north-westerly direction for a distance of 228 metres. Times of operation are as evidenced on the sign detail.
  - d. Revoke the existing permanent speed limit of 50 kilometres per hour on Lydia Street (entire length).
  - e. Approve that the permanent speed limit on Lydia Street (entire length) be set at 40 kilometres per hour.
  - f. Revoke the existing permanent speed limit of 50 kilometres per hour on La Perouse Place (entire length).
  - g. Approve that the permanent speed limit on La Perouse Place (entire length) be set at 40 kilometres per hour.
  - h. Revoke the existing permanent speed limit of 50 kilometres per hour on Nyoli Street (entire length).
  - i. Approve that the permanent speed limit on Nyoli Street (entire length) be set at 40 kilometres per hour.
  - j. Revoke the existing permanent speed limit of 50 kilometres per hour on Satwell Place (entire length).
  - k. Approve that the permanent speed limit on Satwell Place (entire length) be set at 40 kilometres per hour.
  - l. Revoke the existing permanent speed limit of 50 kilometres per hour on Leander Street (entire length).
  - m. Approve that the permanent speed limit on Leander Street (entire length) be set at 40 kilometres per hour.
  - n. Revoke the existing permanent speed limit of 50 kilometres per hour on Primrose Street (entire length).
  - o. Approve that the permanent speed limit on Primrose Street (entire length) be set at 40 kilometres per hour.
  - p. Revoke the existing permanent speed limit of 50 kilometres per hour on Oakland Street (entire length).

- q. Approve that the permanent speed limit on Oakland Street (entire length) be set at 40 kilometres per hour.
- r. Revoke the existing permanent speed limit of 50 kilometres per hour on Morrison Avenue (entire length).
- s. Approve that the permanent speed limit on Morrison Avenue (entire length) be set at 40 kilometres per hour.
- t. Revoke the existing permanent speed limit of 50 kilometres per hour on Honey Suckle Lane (entire length).
- u. Approve that the permanent speed limit on Honey Suckle Lane (entire length) be set at 40 kilometres per hour.
- v. Revoke the existing permanent speed limit of 50 kilometres per hour on Virgil Place (entire length).
- w. Approve that the permanent speed limit on Virgil Place (entire length) be set at 40 kilometres per hour.
- x. Revoke the existing permanent speed limit of 50 kilometres per hour on Boyne Avenue (entire length).
- y. Approve that the permanent speed limit on Boyne Avenue (entire length) be set at 40 kilometres per hour.
- z. Revoke the existing permanent speed limit of 50 kilometres per hour on Langdons Road from its intersection with Greers Road to its intersection with Chapel Street.
- aa. Approve that the permanent speed limit on Langdons Road from its intersection with Greers Road and extending in an easterly direction for a distance of 482 metres be set at 40 kilometres per hour.
- bb. Approve that the permanent speed limit on Langdons Road from its intersection with Chapel Street and extending in a westerly direction for a distance of 267 metres be set at 30 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Hoani Street (entire length).
- dd. Approve that the permanent speed limit on Hoani Street (entire length) be set at 40 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Cone Street (entire length).
- ff. Approve that the permanent speed limit on Cone Street (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Ellery Street (entire length).
- hh. Approve that the permanent speed limit on Ellery Street (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wilmot Street (entire length).



- jj. Approve that the permanent speed limit on Wilmot Street (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Sails Street (entire length).
- ll. Approve that the permanent speed limit on Sails Street (entire length) be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Chapel Street (entire length).
- nn. Approve that the permanent speed limit on Chapel Street (entire length) be set at 40 kilometres per hour.
- oo. "Revoke the existing permanent speed limit of 50 kilometres per hour on Meadow Street (entire length).
- pp. Approve that the permanent speed limit on Meadow Street (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Apollo Place (entire length).
- rr. Approve that the permanent speed limit on Apollo Place (entire length) be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Shearer Avenue (entire length).
- tt. Approve that the permanent speed limit on Shearer Avenue (entire length) be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Grassmere Street (entire length).
- vv. Approve that the permanent speed limit on Grassmere Street (entire length) be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Tulloch Place (entire length).
- xx. Approve that the permanent speed limit on Tulloch Place (entire length) be set at 40 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Halliwell Avenue (entire length).
- zz. Approve that the permanent speed limit on Halliwell Avenue (entire length) be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Proctor Street (entire length).
- bbb. Approve that the permanent speed limit on Proctor Street (entire length) be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Mary Street (entire length).
- ddd. Approve that the permanent speed limit on Mary Street (entire length) be set at 40 kilometres per hour.

- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Loftus Street (entire length).
- fff. Approve that the permanent speed limit on Loftus Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Horner Street (entire length).
- hhh. Approve that the permanent speed limit on Horner Street (entire length) be set at 40 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wyndham Street (entire length).
- jjj. Approve that the permanent speed limit on Wyndham Street (entire length) be set at 40 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Gambia Street (entire length).
- lll. Approve that the permanent speed limit on Gambia Street (entire length) be set at 30 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Frank Street (entire length).
- nnn. Approve that the permanent speed limit on Frank Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 272 metres be set at 30 kilometres per hour.
- ooo. Approve that the permanent speed limit on Frank Street from its intersection with Proctor Street and extending in a westerly direction for a distance of 169 metres be set at 40 kilometres per hour.
- ppp. Revoke the existing permanent speed limit of 50 kilometres per hour on Grants Road (entire length).
- qqq. Approve that the permanent speed limit on Grants Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 325 metres be set at 30 kilometres per hour.
- rrr. Approve that the permanent speed limit on Grants Road from its intersection with Grassmere Street and extending in a westerly direction for a distance of 488 metres be set at 40 kilometres per hour.
- sss. Revoke the existing permanent speed limit of 50 kilometres per hour on Taunton Green (entire length).
- ttt. Approve that the permanent speed limit on Taunton Green (entire length) be set at 40 kilometres per hour.
- uuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Dulles Place (entire length).
- vvv. Approve that the permanent speed limit on Dulles Place (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Erica Street (entire length).

- xxx. Approve that the permanent speed limit on Erica Street (entire length) be set at 40 kilometres per hour.
- yyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Dormer Street (entire length).
- zzz. Approve that the permanent speed limit on Dormer Street (entire length) be set at 40 kilometres per hour.
- aaaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Rayburn Avenue (entire length).
- bbbb. Approve that the permanent speed limit on Rayburn Avenue (entire length) be set at 40 kilometres per hour.
- cccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Perry Street (entire length).
- dddd. Approve that the permanent speed limit on Perry Street (entire length) be set at 40 kilometres per hour.
- eeee. Revoke the existing permanent speed limit of 50 kilometres per hour on Paparoa Street (entire length).
- ffff. Approve that the permanent speed limit on Paparoa Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- gggg. Approve that the permanent speed limit on Paparoa Street from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction for a distance of 297 metres be set at 30 kilometres per hour.
- hhhh. Revoke the existing permanent speed limit of 50 kilometres per hour on Claremont Avenue (entire length).
- iiii. Approve that the permanent speed limit on Claremont Avenue (entire length) be set at 30 kilometres per hour.
- jjjj. Revoke the existing permanent speed limit of 50 kilometres per hour on Bennett Street (entire length).
- kkkk. Approve that the permanent speed limit on Bennett Street (entire length) be set at 40 kilometres per hour.
- llll. Revoke the existing permanent speed limit of 50 kilometres per hour on Nightingale Place (entire length).
- mmmm. Approve that the permanent speed limit on Nightingale Place (entire length) be set at 40 kilometres per hour.
- nnnn. Revoke the existing permanent speed limit of 50 kilometres per hour on Tomes Road (entire length).
- oooo. Approve that the permanent speed limit on Tomes Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- pppp. Approve that the permanent speed limit on Tomes Road from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction to the intersection of Rutland Street be set at 30 kilometres per hour.

- qqqq. Revoke the existing permanent speed limit of 50 kilometres per hour on Norfolk Street (entire length).
- rrrr. Approve that the permanent speed limit on Norfolk Street (entire length) be set at 40 kilometres per hour.
- ssss. Revoke the existing permanent speed limit of 50 kilometres per hour on Scotson Avenue (entire length).
- tttt. Approve that the permanent speed limit on Scotson Avenue (entire length) be set at 40 kilometres per hour.
- uuuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Tavendale Place (entire length).
- vvvv. Approve that the permanent speed limit on Tavendale Place (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road (entire length).
- xxxx. Approve that the permanent speed limit on Mays Road (entire length) be set at 40 kilometres per hour."
- yyyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Tomes Road to its intersection with Mays Road.
- zzzz. Approve that the permanent speed limit on Rutland Street from its intersection with Tomes Road and extending in a southerly direction for a distance of 58 metres be set at 30 kilometres per hour.
- aaaaa. Approve that the permanent speed limit on Rutland Street from its intersection with Mays Road and extending in a northerly direction for a distance of 127 metres be set at 40 kilometres per hour.
- 2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- 3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

### 3. Papanui-Innes Community Board Recommendation to Council

#### Part A

That the Council:

- 1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1aaaaa (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Vagues Road (entire length).



- b. Approve that the permanent speed limit on Vagues Road (entire length) be set at 40 kilometres per hour.
- c. Approves the installation of a 30 kilometres per hour variable speed limit on Vagues Road (School Zone) commencing at a point 61 metres north-west of its intersection with Main North Road and extending in a north-westerly direction for a distance of 228 metres. Times of operation are as evidenced on the sign detail.
- d. Revoke the existing permanent speed limit of 50 kilometres per hour on Lydia Street (entire length).
- e. Approve that the permanent speed limit on Lydia Street (entire length) be set at 40 kilometres per hour.
- f. Revoke the existing permanent speed limit of 50 kilometres per hour on La Perouse Place (entire length).
- g. Approve that the permanent speed limit on La Perouse Place (entire length) be set at 40 kilometres per hour.
- h. Revoke the existing permanent speed limit of 50 kilometres per hour on Nyoli Street (entire length).
- i. Approve that the permanent speed limit on Nyoli Street (entire length) be set at 40 kilometres per hour.
- j. Revoke the existing permanent speed limit of 50 kilometres per hour on Satwell Place (entire length).
- k. Approve that the permanent speed limit on Satwell Place (entire length) be set at 40 kilometres per hour.
- l. Revoke the existing permanent speed limit of 50 kilometres per hour on Leander Street (entire length).
- m. Approve that the permanent speed limit on Leander Street (entire length) be set at 40 kilometres per hour.
- n. Revoke the existing permanent speed limit of 50 kilometres per hour on Primrose Street (entire length).
- o. Approve that the permanent speed limit on Primrose Street (entire length) be set at 40 kilometres per hour.
- p. Revoke the existing permanent speed limit of 50 kilometres per hour on Oakland Street (entire length).
- q. Approve that the permanent speed limit on Oakland Street (entire length) be set at 40 kilometres per hour.
- r. Revoke the existing permanent speed limit of 50 kilometres per hour on Morrison Avenue (entire length).
- s. Approve that the permanent speed limit on Morrison Avenue (entire length) be set at 40 kilometres per hour.
- t. Revoke the existing permanent speed limit of 50 kilometres per hour on Honey Suckle Lane (entire length).

- u. Approve that the permanent speed limit on Honey Suckle Lane (entire length) be set at 40 kilometres per hour.
- v. Revoke the existing permanent speed limit of 50 kilometres per hour on Virgil Place (entire length).
- w. Approve that the permanent speed limit on Virgil Place (entire length) be set at 40 kilometres per hour.
- x. Revoke the existing permanent speed limit of 50 kilometres per hour on Boyne Avenue (entire length).
- y. Approve that the permanent speed limit on Boyne Avenue (entire length) be set at 40 kilometres per hour.
- z. Revoke the existing permanent speed limit of 50 kilometres per hour on Langdons Road from its intersection with Greers Road to its intersection with Chapel Street.
- aa. Approve that the permanent speed limit on Langdons Road from its intersection with Greers Road and extending in an easterly direction for a distance of 482 metres be set at 40 kilometres per hour.
- bb. Approve that the permanent speed limit on Langdons Road from its intersection with Chapel Street and extending in a westerly direction for a distance of 267 metres be set at 30 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Hoani Street (entire length).
- dd. Approve that the permanent speed limit on Hoani Street (entire length) be set at 40 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Cone Street (entire length).
- ff. Approve that the permanent speed limit on Cone Street (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Ellery Street (entire length).
- hh. Approve that the permanent speed limit on Ellery Street (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wilmot Street (entire length).
- jj. Approve that the permanent speed limit on Wilmot Street (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Sails Street (entire length).
- ll. Approve that the permanent speed limit on Sails Street (entire length) be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Chapel Street (entire length).

- nn. Approve that the permanent speed limit on Chapel Street (entire length) be set at 40 kilometres per hour.
- oo. "Revoke the existing permanent speed limit of 50 kilometres per hour on Meadow Street (entire length).
- pp. Approve that the permanent speed limit on Meadow Street (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Apollo Place (entire length).
- rr. Approve that the permanent speed limit on Apollo Place (entire length) be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Shearer Avenue (entire length).
- tt. Approve that the permanent speed limit on Shearer Avenue (entire length) be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Grassmere Street (entire length).
- vv. Approve that the permanent speed limit on Grassmere Street (entire length) be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Tulloch Place (entire length).
- xx. Approve that the permanent speed limit on Tulloch Place (entire length) be set at 40 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Halliwell Avenue (entire length).
- zz. Approve that the permanent speed limit on Halliwell Avenue (entire length) be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Proctor Street (entire length).
- bbb. Approve that the permanent speed limit on Proctor Street (entire length) be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Mary Street (entire length).
- ddd. Approve that the permanent speed limit on Mary Street (entire length) be set at 40 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Loftus Street (entire length).
- fff. Approve that the permanent speed limit on Loftus Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Horner Street (entire length).
- hhh. Approve that the permanent speed limit on Horner Street (entire length) be set at 40 kilometres per hour.

- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Wyndham Street (entire length).
- jjj. Approve that the permanent speed limit on Wyndham Street (entire length) be set at 40 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Gambia Street (entire length).
- lll. Approve that the permanent speed limit on Gambia Street (entire length) be set at 30 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Frank Street (entire length).
- nnn. Approve that the permanent speed limit on Frank Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 272 metres be set at 30 kilometres per hour.
- ooo. Approve that the permanent speed limit on Frank Street from its intersection with Proctor Street and extending in a westerly direction for a distance of 169 metres be set at 40 kilometres per hour.
- ppp. Revoke the existing permanent speed limit of 50 kilometres per hour on Grants Road (entire length).
- qqq. Approve that the permanent speed limit on Grants Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 325 metres be set at 30 kilometres per hour.
- rrr. Approve that the permanent speed limit on Grants Road from its intersection with Grassmere Street and extending in a westerly direction for a distance of 488 metres be set at 40 kilometres per hour.
- sss. Revoke the existing permanent speed limit of 50 kilometres per hour on Taunton Green (entire length).
- ttt. Approve that the permanent speed limit on Taunton Green (entire length) be set at 40 kilometres per hour.
- uuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Dulles Place (entire length).
- vvv. Approve that the permanent speed limit on Dulles Place (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Erica Street (entire length).
- xxx. Approve that the permanent speed limit on Erica Street (entire length) be set at 40 kilometres per hour.
- yyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Dormer Street (entire length).
- zzz. Approve that the permanent speed limit on Dormer Street (entire length) be set at 40 kilometres per hour.
- aaaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Rayburn Avenue (entire length).















- bbbb. Approve that the permanent speed limit on Rayburn Avenue (entire length) be set at 40 kilometres per hour.
- cccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Perry Street (entire length).
- dddd. Approve that the permanent speed limit on Perry Street (entire length) be set at 40 kilometres per hour.
- eeee. Revoke the existing permanent speed limit of 50 kilometres per hour on Paparoa Street (entire length).
- ffff. Approve that the permanent speed limit on Paparoa Street from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- gggg. Approve that the permanent speed limit on Paparoa Street from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction for a distance of 297 metres be set at 30 kilometres per hour.
- hhhh. Revoke the existing permanent speed limit of 50 kilometres per hour on Claremont Avenue (entire length).
- iiii. Approve that the permanent speed limit on Claremont Avenue (entire length) be set at 30 kilometres per hour.
- jjjj. Revoke the existing permanent speed limit of 50 kilometres per hour on Bennett Street (entire length).
- kkkk. Approve that the permanent speed limit on Bennett Street (entire length) be set at 40 kilometres per hour.
- llll. Revoke the existing permanent speed limit of 50 kilometres per hour on Nightingale Place (entire length).
- mmmm. Approve that the permanent speed limit on Nightingale Place (entire length) be set at 40 kilometres per hour.
- nnnn. Revoke the existing permanent speed limit of 50 kilometres per hour on Tomes Road (entire length).
- oooo. Approve that the permanent speed limit on Tomes Road from its intersection with Papanui Road and extending in an easterly direction for a distance of 399 metres be set at 40 kilometres per hour.
- pppp. Approve that the permanent speed limit on Tomes Road from a point 63 metres west of its intersection with Claremont Avenue and extending in an easterly direction to the intersection of Rutland Street be set at 30 kilometres per hour.
- qqqq. Revoke the existing permanent speed limit of 50 kilometres per hour on Norfolk Street (entire length).
- rrrr. Approve that the permanent speed limit on Norfolk Street (entire length) be set at 40 kilometres per hour.
- ssss. Revoke the existing permanent speed limit of 50 kilometres per hour on Scotson Avenue (entire length).
- tttt. Approve that the permanent speed limit on Scotson Avenue (entire length) be set at 40 kilometres per hour.

- uuuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Tavendale Place (entire length).
  - vvvv. Approve that the permanent speed limit on Tavendale Place (entire length) be set at 40 kilometres per hour.
  - www. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road (entire length).
  - xxxx. Approve that the permanent speed limit on Mays Road (entire length) be set at 40 kilometres per hour."
  - yyyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Tomes Road to its intersection with Mays Road.
  - zzzz. Approve that the permanent speed limit on Rutland Street from its intersection with Tomes Road and extending in a southerly direction for a distance of 172 metres be set at 30 kilometres per hour.
  - aaaa. Approve that the permanent speed limit on Rutland Street from its intersection with Mays Road and extending in a northerly direction for a distance of 18 metres be set at 40 kilometres per hour.
2. Approve the installation of a 30 kilometres per hour variable speed limit on Main North Road (School Zone) commencing at a point 38 metres south of its intersection with Cranford Street and extending in a southerly direction for a distance of 200 metres. Times of operation are as evidenced on the sign detail.
  3. Revoke the existing permanent speed limit of 50 kilometres per hour on Sawyers Arms Road (from Main North Road to Northcote Road).
  4. Approve that the permanent speed limit on Sawyers Arms Road from its intersection with Main North Road and extending in a westerly direction for a distance of 175 metres be set at 50 kilometres per hour.
  5. Approve that the permanent speed limit on Sawyers Arms Road from a point 175 metres west of its intersection with Main North Road and extending in a westerly direction for a distance of 530 metres be set at 30 kilometres per hour.
  6. Approve that the permanent speed limit on Sawyers Arms Road from its intersection with Northcote Road and extending in an easterly direction for a distance of 554 metres be set at 50 kilometres per hour.
  7. 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).
  8. 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).
  9. Notes the Waipapa Papanui-Innes Community Board requests staff to progress toward the business area of Papanui, Harewood and Main North Roads being reduced to 30 kilometres per hour when funding becomes available.
  10. Notes the submissions from the Northcote suburb and from the opposite side of Harewood and Papanui Roads, and the Waipapa Papanui-Innes Community Board's will to see these areas become a slow speed neighbourhood.

## Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Slow Speed Neighbourhood - Papanui	316

No.	Title	Page
A  	Slow Speed Neighbourhood - Papanui - Proposed Speed Limit Map	327
B  	Slow Speed Neighbourhood - Papanui   Submission Tables for public	328
C  	Slow speeds neighbourhood - Papanui   Analysis of submissions	353
D  	Updated Proposed Speed Limit Map Reflecting the Community Board Recommendations on Slow Speed Neighbourhood - Papanui	354
E  	Staff Advice the Community Board shared on the Exclusion of Main North Road from the Slow Speed Neighbourhood - Papanui	355
F  	David Gardner's Presentation to the Community Board on 17 June 2022 - Slow Speed Neighbourhood - Papanui	356

## Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro:	22/576659
	Gemma Dioni, Senior Transportation Engineer gemma.dioni@ccc.govt.nz
Report of Te Pou Matua:	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 Waipapa Papanui-Innes Community Board to consider the consultation feedback and views on the proposed speed limit changes for the Slow Speed Neighbourhood in Papanui, and to make a recommendation to the Council.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to change the speed limits from 50 kilometre per hour to 40 and 30 kilometres per hour in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

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

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2022, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1aaaaa (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Vagues Road (entire length).
  - b. Approve that the permanent speed limit on Vagues Road (entire length) be set at 40 kilometres per hour.
  - c. Approves the installation of a 30 kilometres per hour variable speed limit on Vagues Road (School Zone) commencing at a point 61 metres north-west of its intersection with Main North Road and extending in a north-westerly direction for a distance of 228 metres. Times of operation are as evidenced on the sign detail.
  - d. Revoke the existing permanent speed limit of 50 kilometres per hour on Lydia Street (entire length).
  - e. Approve that the permanent speed limit on Lydia Street (entire length) be set at 40 kilometres per hour.
  - f. Revoke the existing permanent speed limit of 50 kilometres per hour on La Perouse Place (entire length).
  - g. Approve that the permanent speed limit on La Perouse Place (entire length) be set at 40 kilometres per hour.



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

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

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

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



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

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

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

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

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

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

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

## 5. Detail Te Whakamahuki

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

### Community Views and Preferences

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

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

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40 percent over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
- 6.2 Waka Kotahi's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.
- 6.3 Land Transport Rule: Setting of Speed Limits 2022: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
- 6.4 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

#### 6.5.1 Activity: Transport

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

#### 6.5.2 Capital Programme

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

### Policy Consistency Te Whai Kaupapa here

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

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

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

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



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

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

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

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

#### **Capex/Opex Ngā Utu Whakahaere**

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

#### **Other**

- 7.4 None identified.

### **8. Legal Implications Ngā Hīraunga ā-Ture**




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

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

#### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**

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

## Attachments / Ngā Tāpirihanga

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

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

Document Name	Location / File Link
Not applicable	Not applicable

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

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

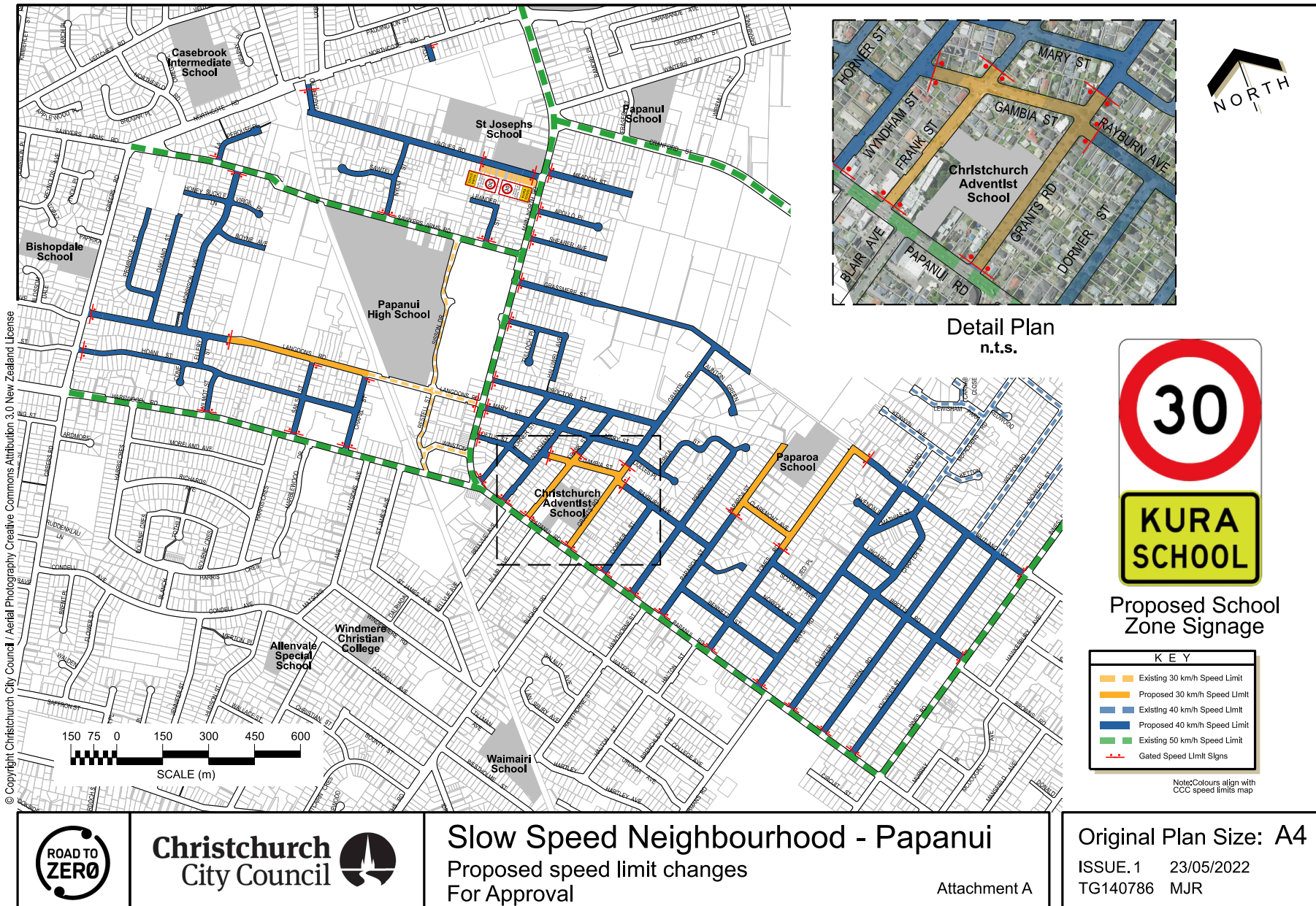
(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

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



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



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

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

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

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



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

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

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

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



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

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

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

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



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

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







Submission #46091

## Papanui Slow Speed Neighbourhood

I Fully Support:

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

Please also:

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

Item 12

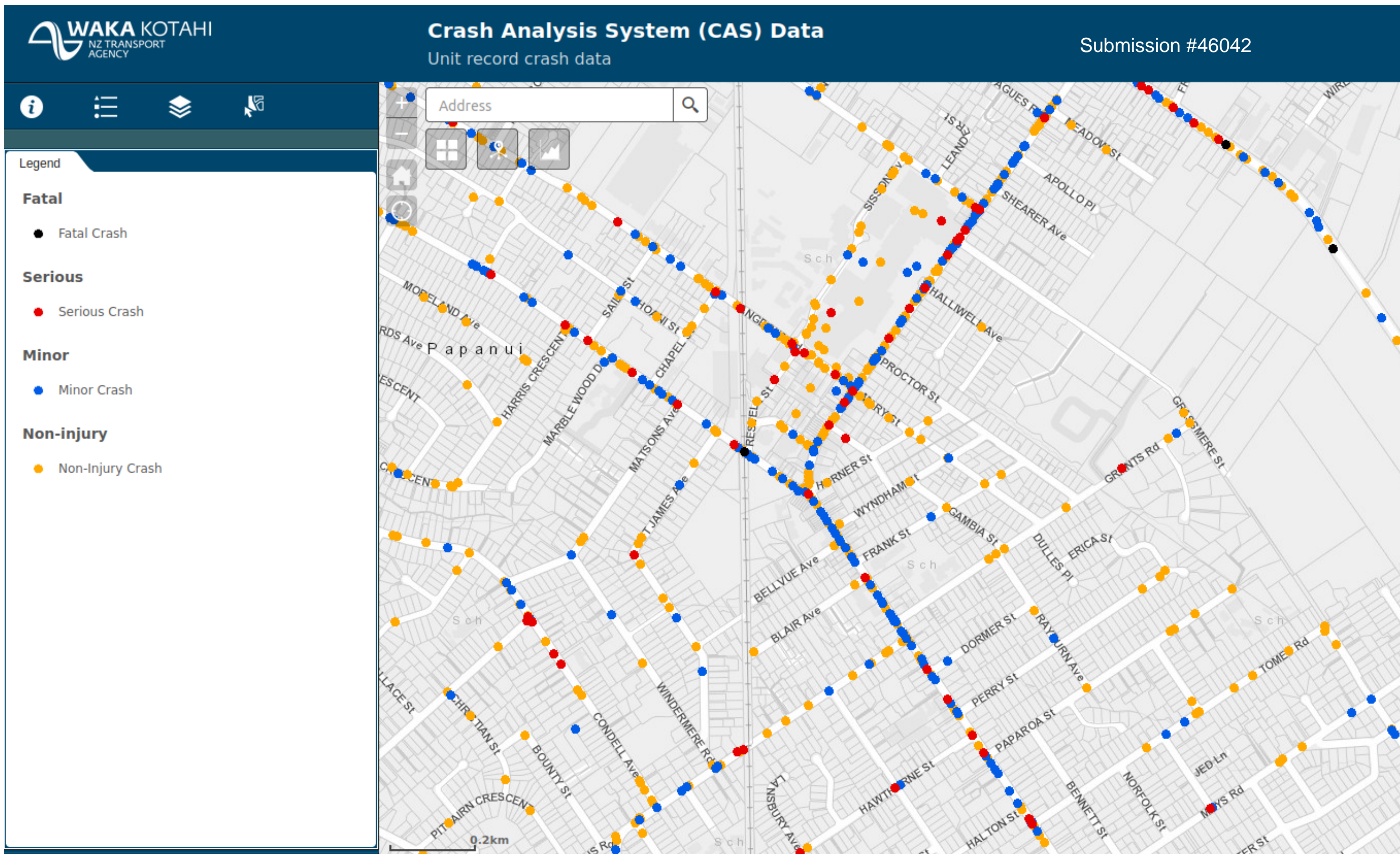
Attachment B



Submission #46042







Submission #46063

# Canterbury

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## District Health Board

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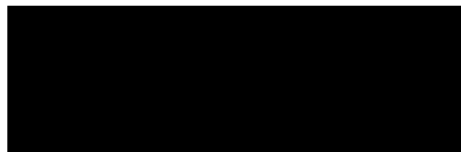
Te Poari Hauora o Waitaha

Item 12  
Attachment B

### Submission on Slow Speeds Neighbourhood - Papanui

**To:** Christchurch City Council

**Submitter:** Canterbury District Health Board



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

Submission #46063

## SUBMISSION ON SLOW SPEEDS NEIGHBOURHOOD - PAPANUI

### Details of submitter

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

### Details of submission

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

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



Submission #46063

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

#### Comments

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

#### Conclusion

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

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

<sup>3</sup> Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf>

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

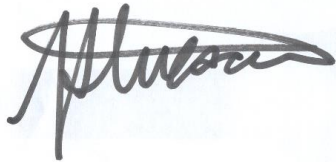
<sup>5</sup> British Academy. 2014. "If you could do one thing..." Nine local actions to reduce health inequalities. Retrieved from: <https://www.thebritishacademy.ac.uk/documents/290/local-actions-to-reduce-health-inequalities.pdf>

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

Submission #46063

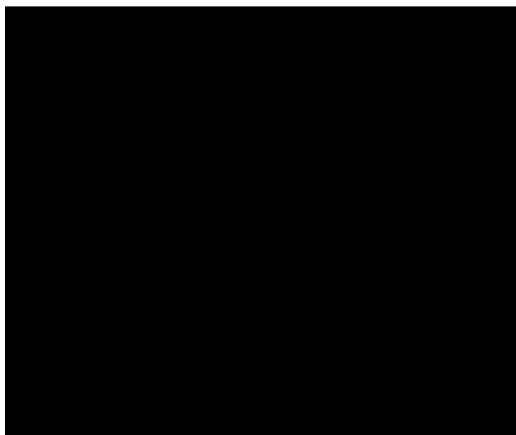
15. Thank you for the opportunity to submit on the proposal on the Papanui slow speeds neighbourhood.

**Person making the submission**



Dr Anna Stevenson  
Public Health Physician  
Medical Officer of Health

Date: 2/05/2022



Submission #46070



2 May 2022

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

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

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

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

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

Submission #46070

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

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

Yours sincerely,



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



## Slow speeds neighbourhood - Papanui



### Analysis of submissions

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

#### Submitter profile

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

#### Feedback

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

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

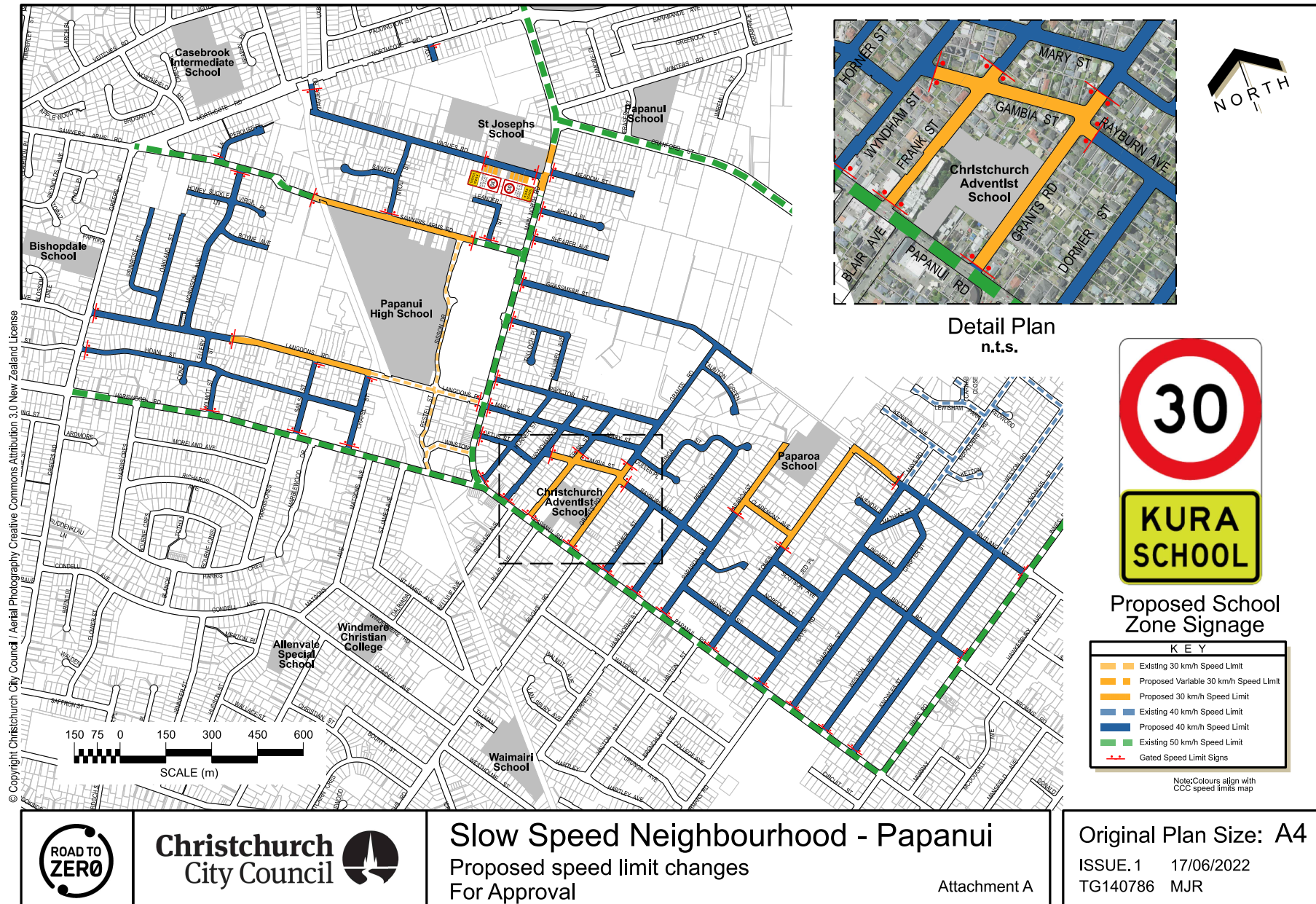
Comments from those who support the proposal state that reducing speed limits will increase safety. Those who oppose the proposal state that speed is not the issue on their roads (six submitters), that reducing speed limits will penalise good drivers (four submitters) and that it will cause poor traffic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

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

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

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

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



Staff advice previously provided (April 2022) and circulated at the meeting explaining the exclusion of Main North Road from the Slow Speed Neighbourhood:

*When considering where we apply speed reductions, we have to consider impacts on all vehicles and the wider network. In residential streets/neighbourhoods, the impact is minimal due to the lower volumes and most road users being residents of the area, whereas along Main North Road it is a much more complex group of affected users. Although the current road layout of Main North Road is of similar nature to places such as Riccarton Road, it is an arterial traffic route, has high volumes of traffic and services a number of types of vehicles e.g. public transport/freight/cyclists/wide loads etc.*

*Riccarton Road has a number of facilities e.g. crossings/cycle lanes/ and commercial business on both sides of the road so it has a high place function at all times of the day. This existed prior to the 30km/h being implemented, and a significant amount of additional work was required to reinforce the 30km/h including but not limited to centreline islands, thresholds, landscaping etc. This required a large amount of design input, ongoing stakeholder engagement with adjacent shop owners and had a high cost associated with these works. Lincoln Road through Addington village is also undergoing significant infrastructure changes. Main North Rd is of a similar nature in the sense, although there is less retail activity due to the mall being an internal experience with car parking fronting Main North Road. This will require additional treatment in order to align with a 30km/h environment, and this level of treatment is outside the scope and budget of the neighbourhood slow speed zone project at this time. This project primary purpose is to address roads which already operate as slow neighbourhood zones. Main North Road operates as an arterial with high place function (i.e. high numbers of pedestrians/cars) predominantly at peak hours and therefore must be treated differently and with more attention.*

*We appreciate the public desire for speed reduction through this very busy section of Main North Road and this was discussed amongst the technical team when deciding on the scope for this initial speed review. We agree from a technical perspective, that 30km/h is the desired speed limit where high numbers of pedestrian are expected, but in order to implement this at this specific location, there needs to be more detailed assessment done to identify the extent of work required to implement the 30km/h and get a better understanding of its impacts on all users of this corridor.*

*This was the same approach taken when assessing the Shirley Slow Speed Neighbourhood, and the arterial adjacent to the mall was excluded as different treatments and messaging would be required. The future intent is very much to reduce the speeds in these locations adjacent to malls on busy roads. However, these 30km/h zones will need a different approach and design solution to be implemented.*

# locations





# Kindergarten





# Cycleway crossing



Item 12

Attachment F

**Report from Fendalton-Waimairi-Harewood Community Board – 13 June 2022**

### 13. Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro:	22/770759
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. Fendalton-Waimairi-Harewood Community Board Recommendation to Council

**(Original officer recommendation accepted without change)**

##### Part A




That the Council:

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1nn (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Bretts Road (entire length).
  - b. Approve that the permanent speed limit on Bretts Road (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Lingard Street (entire length).
  - d. Approve that the permanent speed limit on Lingard Street (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Mathias Street (entire length).
  - f. Approve that the permanent speed limit on Mathias Street (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Innes Road to its intersection with Mays Road.
  - h. Approve that the permanent speed limit on Rutland Street from its intersection with Innes Road to its intersection with Mays Road be set at 40 kilometres per hour.

- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street.
  - j. Approve that the permanent speed limit on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 50 kilometres per hour on Chapter Street (entire length).
  - l. Approve that the permanent speed limit on Chapter Street (entire length) be set at 40 kilometres per hour.
  - m. Revoke the existing permanent speed limit of 50 kilometres per hour on Weston Road from its intersection with Papanui Road to its intersection with Rutland Street.
  - n. Approve that the permanent speed limit on Weston Road from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
  - o. Revoke the existing permanent speed limit of 50 kilometres per hour on Knowles Street from its intersection with Papanui Road to its intersection with Rutland Street.
  - p. Approve that the permanent speed limit on Knowles Street from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
  3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

## Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Slow Speed Neighbourhood - Papanui	361

No.	Title	Page
A 	Slow Speed Neighbourhood - Papanui - Proposed Speed Limit Map	367
B 	Slow Speed Neighbourhood - Papanui   Submission table	368
C 	Slow Speed Neighbourhood - Papanui   Analysis of submissions	393



## Slow Speed Neighbourhood - Papanui

Reference Te Tohutoro: 22/590592

Gemma Dioni, Senior Transportation Engineer,  
gemma.dioni@ccc.govt.nz

Report of Te Pou Matua: Hannah Ballantyne, Engagement Advisor,  
hannah.ballantyne@ccc.govt.nz

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

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

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

### 2. Officer Recommendations Ngā Tūtohu

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

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and listed below in clauses 1a-1nn (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Bretts Road (entire length).
  - b. Approve that the permanent speed limit on Bretts Road (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Lingard Street (entire length).
  - d. Approve that the permanent speed limit on Lingard Street (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Mathias Street (entire length).
  - f. Approve that the permanent speed limit on Mathias Street (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Rutland Street from its intersection with Innes Road to its intersection with Mays Road.

- h. Approve that the permanent speed limit on Rutland Street from its intersection with Innes Road to its intersection with Mays Road be set at 40 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street.
  - j. Approve that the permanent speed limit on Mays Road from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
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  - p. Approve that the permanent speed limit on Knowles Street from its intersection with Papanui Road to its intersection with Rutland Street be set at 40 kilometres per hour.
2. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
3. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

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

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

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

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

## 5. Detail Te Whakamahuki

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

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

### Community Views and Preferences

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

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

### Strategic Alignment Te Rautaki Tīaroaro

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



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

#### 6.5.2 Capital Programme

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

### Policy Consistency Te Whai Kaupapa here

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

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

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

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

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

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

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

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$7000
- 7.2 Maintenance/Ongoing costs – approximately \$500/year.
- 7.3 Funding Source – Slow speed Neighbourhoods project 65987.

### Other

7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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




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

- 8.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

## Attachments / Ngā Tāpirihanga

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

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

Document Name	Location / File Link
Not Applicable	Not Applicable

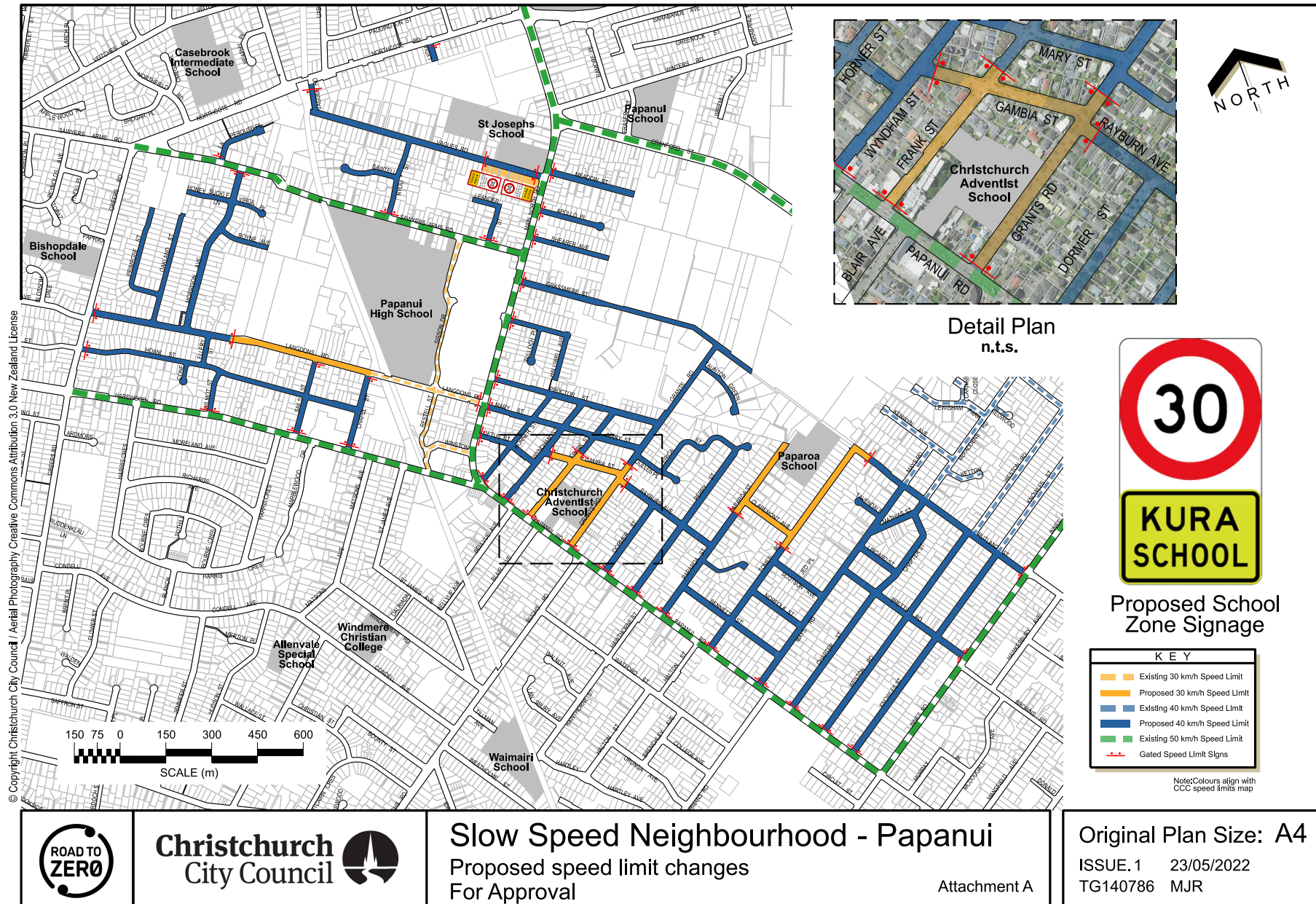
## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

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

## Signatories / Ngā Kaiwaitohu

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



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



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

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

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

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	I am pleading for a speed restriction of 30kms to discourage speeding dangerous drivers and to make driving on the Avenue much safer for all.			
45598	<p>Langdons Rd</p> <p>The proposed change to the Langdons Road speed limit is an excellent idea. Most drivers coming from Northlands shopping centre seem unaware of the continuation of the 30 km/hr section along Langdons Rd from the Restell Street/Sisson Dr roundabout. Extending this 30 km/hr zone to Northlink would make this speed limit more obvious. Traffic has increased in the area since the development of the Northlink shopping centre and the Mitre 10 Mega store.</p> <p>It is becoming increasingly difficult to turn right into Langdons Rd from Chapel St, and this is exacerbated by nearby railway crossing. Therefore, in addition to changing the speed limit, I would suggest traffic flow would be improved by adding a roundabout at this intersection. This would also serve as a calming influence on traffic.</p> <p>St James Ave</p> <p>I have lived in [REDACTED] since 1986 and over the years I have seen this street increasingly used as an alternative route to Papanui Road. The opening of the Mitre 10 Mega store has also increased traffic in the area. The increased traffic is not a problem in itself, but a small proportion of road user's travel faster than the conditions allow. This is a residential street with children and pets. (Indeed, one of our dogs was killed a few years ago on the street.) There are regular sports events held at St James Park most weekends throughout the year involving both school-age children and retired folk, and these events increase car and pedestrian traffic near both park entrances on St James Ave. The street is an avenue that is slightly narrowed by its oak trees, and although many people understand this additional hazard and drive appropriately below the current speed limit of 50 km/hr, a few drivers lack awareness of this.</p> <p>The corner halfway along St James Ave deserves a special mention. This right angle bend is a hazard in its own right, with most cars heading northwest towards Harewood Rd crossing the mid-line, even with oncoming traffic! Many drivers overestimate the safe speed at which to turn this corner, and I know of at least two accidents that have occurred here as a result.</p> <p>Although CCC in St James Ave has obtained speed measurements, these have been obtained at the start of the avenue before speeding drivers have a chance to speed, thus underestimating the problem.</p> <p>Ours is a beautiful avenue with its oaks that change with the seasons. It is popular with dog-walkers. Its lovely park is well used by a wide range of people. A small reduction of the speed limit to 40 km/hr would be an appropriate step towards making the street safer and more people-friendly, making road users passing through more responsive to the local community without an unduly large penalty on their travel time.</p> <p>Dr Mike Hurrell</p>	Michael Hurrell		
45599	<p>I vehemently oppose these changes for a number of reasons.</p> <ol style="list-style-type: none"> <li>1. Year upon year upon year it has been proven that speed is not the main cause of road deaths. Impaired drivers and driver inattention causes more deaths than speed by long way. You are looking to spend a heap of public money on something that is not the cause of deaths.</li> <li>2. The people speeding and causing issues don't care about speed limits. Honestly, think this will change that? You're dreaming.</li> <li>3. On the whole, in other areas where this has happened, there is more police presence, but they sting locals for going 5kmh or more over the limit. Lines the public coffers of course, but doesn't solve the problem.</li> <li>4. Just because you decide to clamp down in this area, doesn't stop the idiots from going somewhere else. What... make the whole city 40kmh?</li> </ol> <p>Feel free to please send me any info/ stat's that show that a 30/40kmh limit actually works and doesn't just frustrate the local public who don't cause the issues. Another case of legislating for the minority.</p>	Simon Teague		
45608	Don't do it ,I know that it's probably pointless as this form will go into the bin as it's just a box ticking exercise, but hey at least I tried	Kerry Beveridge		



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

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

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

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



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

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

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

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



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

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







Submission #46091

## Papanui Slow Speed Neighbourhood

I Fully Support:

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

Please also:

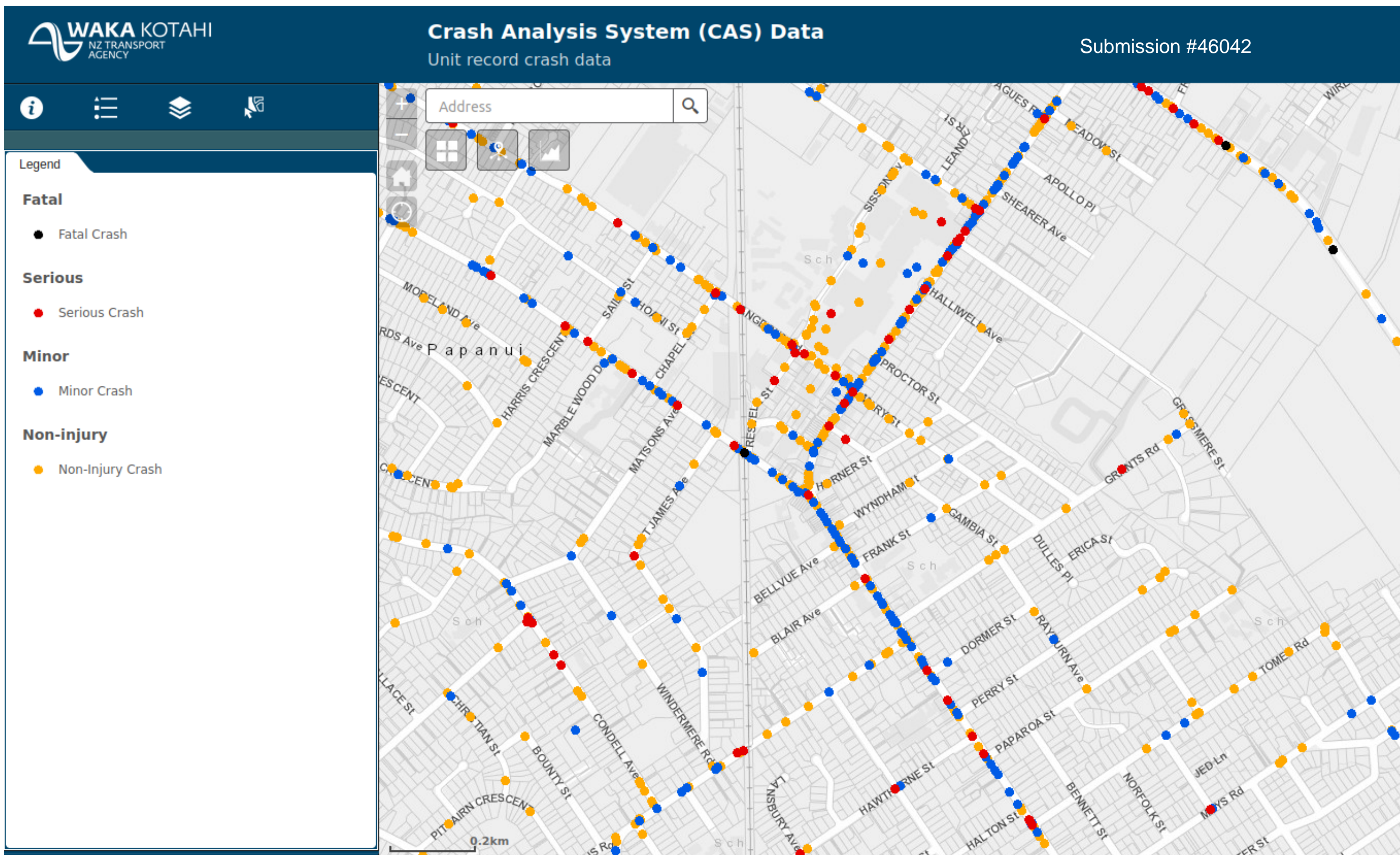
- Reduce the speed limit on Papanui Road from the Blighs Road intersection to the Harewood intersection to 40 km/h, which is the current speed most drive at when not stuck in a traffic jam, and is much safer for the high-pedestrian area around the shops and businesses
- Reduce the speed limit on Main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



Submission #46042







Submission #46063

# Canterbury

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## District Health Board

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Te Poari Hauora ō Waitaha

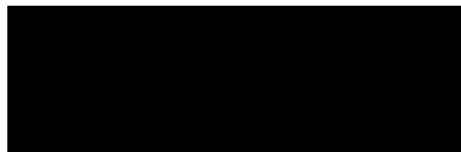
Item 13

Attachment B

### Submission on Slow Speeds Neighbourhood - Papanui

**To:** Christchurch City Council

**Submitter:** Canterbury District Health Board



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

Submission #46063

## SUBMISSION ON SLOW SPEEDS NEIGHBOURHOOD - PAPANUI

### Details of submitter

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

### Details of submission

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

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



Submission #46063

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

#### Comments

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

#### Conclusion

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

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

<sup>3</sup> Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf>

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

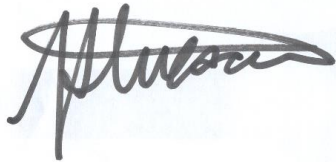
<sup>5</sup> British Academy. 2014. "If you could do one thing..." Nine local actions to reduce health inequalities. Retrieved from: <https://www.thebritishacademy.ac.uk/documents/290/local-actions-to-reduce-health-inequalities.pdf>

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

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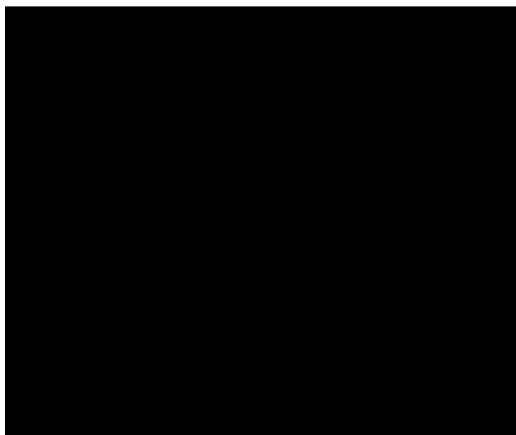
15. Thank you for the opportunity to submit on the proposal on the Papanui slow speeds neighbourhood.

**Person making the submission**



Dr Anna Stevenson  
Public Health Physician  
Medical Officer of Health

Date: 2/05/2022



Submission #46070



2 May 2022

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

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

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

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

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

Submission #46070

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

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

Yours sincerely,



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



## Slow speeds neighbourhood - Papanui

### Analysis of submissions



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

#### Submitter profile

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

#### Feedback

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

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

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

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

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

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

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



**Report from Banks Peninsula Community Board – 16 May 2022**

## 14. Banks Peninsula Speed Limit Review- State Highway 75 Side Roads

Reference Te Tohutoro:	22/673638
Report of Te Pou Matua:	Andrew Hensley, Traffic Engineer andrew.hensley@ccc.govt.nz
General Manager Pouwhakarae:	Jane Davis, General Manager Infrastructure, Planning & Regulatory Services, jane.davis@ccc.govt.nz

### 1. Banks Peninsula Community Board Consideration Te Whaiwhakaarotanga

Council staff member Andrew Hensley was joined by James Caygill from Waka Kotahi New Zealand Transport Agency to present the report on the proposed speed limit changes for Council roads which link onto the highway.

The Board took the opportunity to ask questions about the speed review carried out by Waka Kotahi on State Highway 75 (Christchurch to Akaroa Road) and State Highway 74 (Norwich Quay).

### 2. Banks Peninsula Community Board Recommendation to Council

(Original officer recommendation accepted without change)

#### Part A

That the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw and the Land Transport Rule: Setting of Speed Limits 2017, that the speeds on the following roads be revoked and set as listed below in clauses 1- 11 and indicated in the **File Link**:  
<https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=fa1db742b1d94e37b3d8e1ee768e2f47>
2. Motukarara
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a north westerly direction to its boundary with Selwyn District Council.
  - b. Approve that the permanent speed on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a north westerly direction to its boundary with Selwyn District Council be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to its intersection with Christchurch Akaroa Road (SH75).
  - d. Approve that the permanent speed limit on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to

its intersection with Christchurch Akaroa Road (SH75) be set at 80 kilometres per hour.

- e. Revoke the existing permanent speed limit of 100 kilometres per hour on Gebbies Pass Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a northerly direction to its intersection with Park Hill Road.
- f. Approve that the permanent speed limit on Gebbies Pass Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a northerly direction to its intersection with Park Hill Road be set at 80 kilometres per hour.
- g. Revoke the existing permanent speed limit of 100 kilometres per hour on Seabridge Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in westerly direction to its boundary with Selwyn District Council.
- h. Approve that the permanent speed limit on Seabridge Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in westerly direction to its boundary with Selwyn District Council be set at 80 kilometres per hour.
- i. Revoke the existing permanent speed limit of 100 kilometres per hour on Graylees Road (entire length).
- j. Approve that the permanent speed limit on Graylees Road (entire length) be set at 80 kilometres per hour.

3. Kaituna

- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Kaituna Valley Road (entire length).
- b. Approve that the permanent speed limit on Kaituna Valley Road (entire length) be set at 60 kilometres per hour.
- c. Revoke the existing permanent speed limit of 100 kilometres per hour on Parkinsons Road (entire length).
- d. Approve that the permanent speed limit on Parkinsons Road (entire length) be set at 60 kilometres per hour.
- e. Revoke the existing permanent speed limit of 100 kilometres per hour on Okana Road (entire length).
- f. Approve that the permanent speed limit on Okana Road (entire length) be set at 60 kilometres per hour.
- g. Revoke the existing permanent speed limit of 100 kilometres per hour on Turrells Road (entire length).
- h. Approve that the permanent speed limit on Turrells Road (entire length) be set at 80 kilometres per hour.
- i. Revoke the existing permanent speed limit of 100 kilometres per hour on Prices Valley Road (entire length).
- j. Approve that the permanent speed limit on Prices Valley Road (entire length) be set at 60 kilometres per hour.
- k. Revoke the existing permanent speed limit of 100 kilometres per hour on Birdlings Road (entire length).



- I. Approve that the permanent speed limit on Birdlings Road (entire length) be set at 80 kilometres per hour.
4. Little River
  - a. Revoke the existing permanent speed limit of 60 kilometres per hour on Morrisons Road (entire length).
  - b. Approve that the permanent speed on Morrisons Road (entire length) be set at 50 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 60 kilometres per hour on Barclays Road (entire length).
  - d. Approve that the permanent speed limit on Barclays Road (entire length) be set at 50 kilometres per hour.
5. Cooptown
  - a. Revoke the existing permanent speed limit of 70 kilometres per hour on Ribble Street (entire length).
  - b. Approve the permanent speed limit on Ribble Street (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 70 kilometres per hour on Mersey Street (entire length).
  - d. Approve that the permanent speed limit on Mersey Street be set at 60 kilometres per hour.
6. Barrys Bay / Duvauchelle
  - a. Revoke the existing permanent speed limit of 100 per hour on French Peak Road (entire length).
  - b. Approve that the permanent speed limit on French Peak Road (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Barrys Bay Valley Road (entire length).
  - d. Approve that the permanent speed limit on Barrys Bay Valley Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Duvauchelle Stock Route (entire length).
  - f. Approve that the permanent speed limit on Duvauchelle Stock Route (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Pigeon Bay Road commencing at its intersection with Duvauchelle Stock Route and extending in a northerly direction to its intersection with Summit Road.
  - h. Approve that the permanent speed limit on Pigeon Bay Road commencing at its intersection with Duvauchelle Stock Route and extending in a northerly direction to its intersection with Summit Road be set at 60 kilometres per hour.

- i. Revoke the existing permanent speed limit of 70 kilometres per hour on Duvauchelle School Lane (entire length)
  - j. Approve that the permanent speed limit on Duvauchelle School Lane (entire length) be set at 60 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 70 kilometres per hour on Pawsons Valley Road commencing at its intersection with Christchurch- Akaroa Road (SH75) and extending in a northerly direction for a distance of 770 metres.
  - l. Revoke the existing permanent speed limit of 100 kilometres per hour on Pawsons Valley Road commencing at a point 770 metres north of its intersection with Christchurch- Akaroa Road (SH75) and extending in a northerly direction to its end.
  - m. Approve that the permanent speed limit on Pawsons Valley Road be set at 60 kilometres per hour (entire length).
  - n. Revoke the existing permanent speed limit of 100 kilometres per hour on Pipers Valley Road (entire length).
  - o. Approve that the permanent speed limit on Pipers Valley Road be set 60 kilometres per hour (entire length).
  - p. Revoke the existing permanent speed limit of 50 kilometres per hour on Seafield Road (entire length).
  - q. Approve that the permanent speed limit on Seafield Road (entire length) be set at 40 kilometres per hour.
  - r. Revoke the existing permanent speed limit of 50 kilometres per hour on Haywards Lane (entire length).
  - s. Approve that the permanent speed on Haywards Lane (entire length) be set at 40 kilometres per hour.
  - t. Revoke the existing permanent speed limit of 50 kilometres per hour on Bayview Crescent (entire length).
  - u. Approve that the permanent speed limit on Bayview Crescent (entire length) be set at 40 kilometres per hour.
7. Ngaio Point / Robinsons Bay
- a. Revoke the existing permanent speed limit of 50 kilometres per hour on Monarch Drive (entire length).
  - b. Approve that the permanent speed limit on Monarch Drive (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Kanuka Place (entire length).
  - d. Approve that the permanent speed limit on Kanuka Place (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Totara Drive (entire length).
  - f. Approve that the permanent speed limit on Totara Drive (entire length) be set at 40 kilometres per hour.

- g. Revoke the existing permanent speed limit of 100 kilometres per hour on Okains Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north easterly direction to its intersection with Summit Road.
  - h. Approve that the permanent speed limit on Okains Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north easterly direction to its intersection with Summit Road be set at 60 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 50 kilometres per hour on Ngaio Grove (entire length).
  - j. Approve that the permanent speed limit on Ngaio Grove (entire length) be set at 40 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 100 kilometres per hour on Robinsons Bay Valley Road (entire length).
  - l. Approve that the permanent speed limit on Robinsons Bay Valley Road (entire length) be set at 40 kilometres per hour.
  - m. Revoke the existing permanent speed limit of 100 kilometres per hour on School Road (Robinsons Bay) (entire length).
  - n. Approve that the permanent speed limit on School Road (Robinsons Bay) (entire length) be set at 60 kilometres per hour.
  - o. Revoke the existing permanent speed limit of 100 kilometres per hour on Sawmill Road (entire length).
  - p. Approve that the permanent speed limit on Sawmill Road (entire length) be set at 60 kilometres per hour.
  - q. Revoke the existing permanent speed limit of 100 kilometres per hour on Tizzards Road (entire length).
  - r. Approve that the permanent speed limit on Tizzards Road (entire length) be set at 60 kilometres per hour.
  - s. Revoke the existing permanent speed limit of 100 kilometres per hour on Kingstons Hill Road (entire length).
  - t. Approve that the permanent speed limit on Kingstons Hill Road (entire length) be set at 60 kilometres per hour.
  - u. Revoke the existing permanent speed limit of 100 kilometres per hour on Robinsons Bay Wharf Road (entire length).
  - v. Approve that the permanent speed limit on Robinsons Bay Wharf Road (entire length) be set at 60 kilometres per hour.
8. Takamatua Bay
- a. Revoke the existing permanent speed limit of 50 kilometres per hour speed limit on Takamatua Bay Road (entire length).
  - b. Approve the permanent speed limit on Takamatua Bay Road (entire length) be set a 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Takamatua Beach Road (entire length).



- d. Approve that the permanent speed limit on Takamatua Beach Road (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Old French Road commencing at intersection with Takamatua Bay Road and extending in a southerly direction for a distance of 260 metres.
  - f. Revoke the existing permanent speed limit of 100 kilometres per hour on Old French Road commencing at a point 260 metres south of its intersection with Takamatua Bay Road and extending in a southerly direction to its intersection with Christchurch Akaroa Road (SH75).
  - g. Approve that the permanent speed limit on Old French Road (entire length) be set at 40 kilometres per hour.
  - h. Revoke the existing permanent speed limit of 50 kilometres per hour on Quail Crescent (entire length).
  - i. Approve that the permanent speed limit on Quail Crescent (entire length) be set at 40 kilometres per hour.
  - j. Revoke the existing permanent speed limit of 50 kilometres per hour on McRaes Road (entire length).
  - k. Approve that the permanent speed limit on McRaes Road (entire length) be set at 40 kilometres per hour.
  - l. Revoke the existing permanent speed limit of 50 kilometres per hour on Kingfisher Road (entire length).
  - m. Approve that the permanent speed limit on Kingfisher Road (entire length) be set at 40 kilometres per hour.
  - n. Revoke the existing permanent speed limit of 50 kilometres per hour on Kotare Lane (entire length).
  - o. Approve that the permanent speed limit on Kotare Lane (entire length) be set at 40 kilometres per hour.
  - p. Revoke the existing permanent speed limit of 50 kilometres per hour on Lushingtons Bay Road (entire length).
  - q. Approve that the permanent speed limit on Lushingtons Bay Road (entire length) be set at 40 kilometres per hour.
9. Takamatua Valley
- a. Revoke the existing permanent speed limit of 70 kilometres per hour on Takamatua Valley Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in an easterly direction to a point 299 metres east of its intersection with Kotlowski Road.
  - b. Revoke the existing permanent speed limit of 100 kilometres per hour on Takamatua Valley Road commencing at a point 299 metres east of its intersection with Kotlowski Road and extending to its end.
  - c. Approve the permanent speed limit on Takamatua Valley Road (entire length) be set at 40 kilometres per hour.
  - d. Revoke the existing permanent speed limit of 70 kilometres per hour on Bells Road (entire length).



- e. Approve that the permanent speed limit on Bells Road (entire length) be set at 40 kilometres per hour.
  - f. Revoke the existing permanent speed limit of 70 kilometres per hour on Kotlowski Road (entire length).
  - g. Approve that the permanent speed limit on Kotlowski Road (entire length) be set at 40 kilometres per hour.
  - h. Revoke the existing permanent speed limit of 100 kilometres per hour on Old Le Bons Track (entire length).
  - i. Approve that the permanent speed limit on Old Le Bons Track (entire length) be set at 40 kilometres per hour.
10. Approve that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
11. Authorise staff to make and 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).

### Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	Banks Peninsula Speed Limit Review- State Highway 75 Side Roads	402

No.	Title	Page
A  	Consultation analysis	413

## Banks Peninsula Speed Limit Review- State Highway 75 Side Roads

Reference Te Tohutoro: 21/1705734

Andrew Hensley, Traffic Engineer, andrew.hensley@ccc.govt.nz

Report of Te Pou Matua: Samantha Sharland, Engagement Advisor,  
samantha.sharland@ccc.govt.nz

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

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

- 1.1 The purpose of this report is for the Banks Peninsula Community Board to consider the staff advice and community consultation feedback on the Banks Peninsula Speed Limit Review- State Highway 75 Side Roads Project, and make a recommendation to Council.
- 1.2 The speed limit review is being undertaken to support the objectives of the Waka Kotahi New Zealand Transport Agency (NZTA) Speed Management Guide, and the overall vision of the Ministry of Transport New Zealand Road Safety Strategy – Road to Zero 2020-2030.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment

### 2. Officer Recommendations Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board recommend to the Council that it:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw and the Land Transport Rule: Setting of Speed Limits 2017, that the speeds on the following roads be revoked and set as listed below in clauses 1- 11 and indicated in the **File Link**:  
<https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=fa1db742b1d94e37b3d8e1ee768e2f47>
2. Motukarara
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a north westerly direction to its boundary with Selwyn District Council.
  - b. Approve that the permanent speed on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a north westerly direction to its boundary with Selwyn District Council be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to its intersection with Christchurch Akaroa Road (SH75).
  - d. Approve that the permanent speed limit on Park Hill Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to its intersection with Christchurch Akaroa Road (SH75) be set at 80 kilometres per hour.

- e. Revoke the existing permanent speed limit of 100 kilometres per hour on Gebbies Pass Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a northerly direction to its intersection with Park Hill Road.
  - f. Approve that the permanent speed limit on Gebbies Pass Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a northerly direction to its intersection with Park Hill Road be set at 80 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Seabridge Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in westerly direction to its boundary with Selwyn District Council.
  - h. Approve that the permanent speed limit on Seabridge Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in westerly direction to its boundary with Selwyn District Council be set at 80 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 100 kilometres per hour on Graylees Road (entire length).
  - j. Approve that the permanent speed limit on Graylees Road (entire length) be set at 80 kilometres per hour.
3. Kaituna
- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Kaituna Valley Road (entire length).
  - b. Approve that the permanent speed limit on Kaituna Valley Road (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Parkinsons Road (entire length).
  - d. Approve that the permanent speed limit on Parkinsons Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Okana Road (entire length).
  - f. Approve that the permanent speed limit on Okana Road (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Turrells Road (entire length).
  - h. Approve that the permanent speed limit on Turrells Road (entire length) be set at 80 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 100 kilometres per hour on Prices Valley Road (entire length).
  - j. Approve that the permanent speed limit on Prices Valley Road (entire length) be set at 60 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 100 kilometres per hour on Birdlings Road (entire length).
  - l. Approve that the permanent speed limit on Birdlings Road (entire length) be set at 80 kilometres per hour.

4. Little River
  - a. Revoke the existing permanent speed limit of 60 kilometres per hour on Morrisons Road (entire length).
  - b. Approve that the permanent speed on Morrisons Road (entire length) be set at 50 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 60 kilometres per hour on Barclays Road (entire length).
  - d. Approve that the permanent speed limit on Barclays Road (entire length) be set at 50 kilometres per hour.
5. Cooptown
  - a. Revoke the existing permanent speed limit of 70 kilometres per hour on Ribble Street (entire length).
  - b. Approve the permanent speed limit on Ribble Street (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 70 kilometres per hour on Mersey Street (entire length).
  - d. Approve that the permanent speed limit on Mersey Street be set at 60 kilometres per hour.
6. Barrys Bay / Duvauchelle
  - a. Revoke the existing permanent speed limit of 100 per hour on French Peak Road (entire length).
  - b. Approve that the permanent speed limit on French Peak Road (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Barrys Bay Valley Road (entire length).
  - d. Approve that the permanent speed limit on Barrys Bay Valley Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Duvauchelle Stock Route (entire length).
  - f. Approve that the permanent speed limit on Duvauchelle Stock Route (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Pigeon Bay Road commencing at its intersection with Duvauchelle Stock Route and extending in a northerly direction to its intersection with Summit Road.
  - h. Approve that the permanent speed limit on Pigeon Bay Road commencing at its intersection with Duvauchelle Stock Route and extending in a northerly direction to its intersection with Summit Road be set at 60 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 70 kilometres per hour on Duvauchelle School Lane (entire length)
  - j. Approve that the permanent speed limit on Duvauchelle School Lane (entire length) be set at 60 kilometres per hour.



- k. Revoke the existing permanent speed limit of 70 kilometres per hour on Pawsons Valley Road commencing at its intersection with Christchurch- Akaroa Road (SH75) and extending in a northerly direction for a distance of 770 metres.
- l. Revoke the existing permanent speed limit of 100 kilometres per hour on Pawsons Valley Road commencing at a point 770 metres north of its intersection with Christchurch- Akaroa Road (SH75) and extending in a northerly direction to its end.
- m. Approve that the permanent speed limit on Pawsons Valley Road be set at 60 kilometres per hour (entire length).
- n. Revoke the existing permanent speed limit of 100 kilometres per hour on Pipers Valley Road (entire length).
- o. Approve that the permanent speed limit on Pipers Valley Road be set 60 kilometres per hour (entire length).
- p. Revoke the existing permanent speed limit of 50 kilometres per hour on Seafield Road (entire length).
- q. Approve that the permanent speed limit on Seafield Road (entire length) be set at 40 kilometres per hour.
- r. Revoke the existing permanent speed limit of 50 kilometres per hour on Haywards Lane (entire length).
- s. Approve that the permanent speed on Haywards Lane (entire length) be set at 40 kilometres per hour.
- t. Revoke the existing permanent speed limit of 50 kilometres per hour on Bayview Crescent (entire length).
- u. Approve that the permanent speed limit on Bayview Crescent (entire length) be set at 40 kilometres per hour.
- 7. Ngaio Point / Robinsons Bay
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Monarch Drive (entire length).
  - b. Approve that the permanent speed limit on Monarch Drive (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Kanuka Place (entire length).
  - d. Approve that the permanent speed limit on Kanuka Place (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Totara Drive (entire length).
  - f. Approve that the permanent speed limit on Totara Drive (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Okains Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north easterly direction to its intersection with Summit Road.
  - h. Approve that the permanent speed limit on Okains Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north easterly direction to its intersection with Summit Road be set at 60 kilometres per hour.

- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Ngaio Grove (entire length).
  - j. Approve that the permanent speed limit on Ngaio Grove (entire length) be set at 40 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 100 kilometres per hour on Robinsons Bay Valley Road (entire length).
  - l. Approve that the permanent speed limit on Robinsons Bay Valley Road (entire length) be set at 40 kilometres per hour.
  - m. Revoke the existing permanent speed limit of 100 kilometres per hour on School Road (Robinsons Bay) (entire length).
  - n. Approve that the permanent speed limit on School Road (Robinsons Bay) (entire length) be set at 60 kilometres per hour.
  - o. Revoke the existing permanent speed limit of 100 kilometres per hour on Sawmill Road (entire length).
  - p. Approve that the permanent speed limit on Sawmill Road (entire length) be set at 60 kilometres per hour.
  - q. Revoke the existing permanent speed limit of 100 kilometres per hour on Tizzards Road (entire length).
  - r. Approve that the permanent speed limit on Tizzards Road (entire length) be set at 60 kilometres per hour.
  - s. Revoke the existing permanent speed limit of 100 kilometres per hour on Kingstons Hill Road (entire length).
  - t. Approve that the permanent speed limit on Kingstons Hill Road (entire length) be set at 60 kilometres per hour.
  - u. Revoke the existing permanent speed limit of 100 kilometres per hour on Robinsons Bay Wharf Road (entire length).
  - v. Approve that the permanent speed limit on Robinsons Bay Wharf Road (entire length) be set at 60 kilometres per hour.
8. Takamatua Bay
- a. Revoke the existing permanent speed limit of 50 kilometres per hour speed limit on Takamatua Bay Road (entire length).
  - b. Approve the permanent speed limit on Takamatua Bay Road (entire length) be set a 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Takamatua Beach Road (entire length).
  - d. Approve that the permanent speed limit on Takamatua Beach Road (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Old French Road commencing at intersection with Takamatua Bay Road and extending in a southerly direction for a distance of 260 metres.
  - f. Revoke the existing permanent speed limit of 100 kilometres per hour on Old French Road commencing at a point 260 metres south of its intersection with Takamatua Bay

- Road and extending in a southerly direction to its intersection with Christchurch Akaroa Road (SH75).
- g. Approve that the permanent speed limit on Old French Road (entire length) be set at 40 kilometres per hour.
  - h. Revoke the existing permanent speed limit of 50 kilometres per hour on Quail Crescent (entire length).
  - i. Approve that the permanent speed limit on Quail Crescent (entire length) be set at 40 kilometres per hour.
  - j. Revoke the existing permanent speed limit of 50 kilometres per hour on McRaes Road (entire length).
  - k. Approve that the permanent speed limit on McRaes Road (entire length) be set at 40 kilometres per hour.
  - l. Revoke the existing permanent speed limit of 50 kilometres per hour on Kingfisher Road (entire length).
  - m. Approve that the permanent speed limit on Kingfisher Road (entire length) be set at 40 kilometres per hour.
  - n. Revoke the existing permanent speed limit of 50 kilometres per hour on Kotare Lane (entire length).
  - o. Approve that the permanent speed limit on Kotare Lane (entire length) be set at 40 kilometres per hour.
  - p. Revoke the existing permanent speed limit of 50 kilometres per hour on Lushingtons Bay Road (entire length).
  - q. Approve that the permanent speed limit on Lushingtons Bay Road (entire length) be set at 40 kilometres per hour.
9. Takamatua Valley
- a. Revoke the existing permanent speed limit of 70 kilometres per hour on Takamatua Valley Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in an easterly direction to a point 299 metres east of its intersection with Kotlowski Road.
  - b. Revoke the existing permanent speed limit of 100 kilometres per hour on Takamatua Valley Road commencing at a point 299 metres east of its intersection with Kotlowski Road and extending to its end.
  - c. Approve the permanent speed limit on Takamatua Valley Road (entire length) be set at 40 kilometres per hour.
  - d. Revoke the existing permanent speed limit of 70 kilometres per hour on Bells Road (entire length).
  - e. Approve that the permanent speed limit on Bells Road (entire length) be set at 40 kilometres per hour.
  - f. Revoke the existing permanent speed limit of 70 kilometres per hour on Kotlowski Road (entire length).
  - g. Approve that the permanent speed limit on Kotlowski Road (entire length) be set at 40 kilometres per hour.

- h. Revoke the existing permanent speed limit of 100 kilometres per hour on Old Le Bons Track (entire length).
  - i. Approve that the permanent speed limit on Old Le Bons Track (entire length) be set at 40 kilometres per hour.
- 10. Approve that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- 11. Authorise staff to make and 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 on Council roads as outlined in the staff recommendations in this report for the following reasons:
  - 3.1.1 Reduces the risk and severity of crashes.
  - 3.1.2 Aligns with the objectives of the NZTA Speed Management Guide 2016.
  - 3.1.3 Aligns with the overall vision of Ministry of Transport New Zealand Road Safety Strategy- Road to Zero 2020-2030.
  - 3.1.4 Better aligns the posted speed limit with the actual operating speeds, the safe and appropriate speeds, and helps improve the credibility and consistency of speed limits across the network.
  - 3.1.5 Reduces the need for additional speed limit signage to be installed, as many of the speed limits on Council controlled side roads will align with the speed limit of SH75.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 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, consistency of speed limits, or signage provision from retaining the existing speed limits on Council roads.
- 4.3 The disadvantages of the option include:
  - 4.3.1 Does not align with the objectives of the NZTA Speed Management Guide 2016.
  - 4.3.2 Does not align with the overall vision of Ministry of Transport New Zealand Road Safety Strategy- Road to Zero.
  - 4.3.3 Does not align with the posted speed limits with the actual operating speeds, the safe and appropriate speeds, or the speed limits on SH75.
  - 4.3.4 Requires additional signage to be installed as the speed limit on many of the Council side roads will not align with the speed limit of SH75.

### 5. Detail Te Whakamahuki

- 5.1 In response to Waka Kotahi's latest Speed Management Guide and Mega Maps, and Waka Kotahi's intention to review the speed limits on SH75, Council decided to undertake a joint



- speed limit review project with Waka Kotahi. This was done to enable a consistent and efficient speed limit review process to be undertaken within the same geographic area.
- 5.2 Speed limit reviews comprise a key part of the Traffic Operations Team reactive and proactive work programme, and contribute to delivering Council's responsibilities as a road controlling authority.
  - 5.3 Building on the progress of previous speed limit reviews in the area, this review compiled a list of roads adjoining SH75 which would either benefit from a review should the speed limit change on SH75, or roads in adjoining small settlements identified as being suited to lower speed limits.
  - 5.4 A range of geographic areas and traffic environments were involved in the Council part of the project. These included the small settlements of Little River, Cooptown, Duvauchelle, Ngaio Point, Robinsons Bay, Takamatua Bay and Takamatua Valley, and various low volume rural roads- both sealed and unsealed.
  - 5.5 Banks Peninsula is a challenging traffic environment to review due to the wide range of road users, topography and physical conditions, and the presence of relatively small and isolated communities. As a result, it benefits from a practical investigative approach to implementing Waka Kotahi's guidance.
  - 5.6 Speed management is a key part of a broader package of works (as outlined in the Ministry of Transport New Zealand Road Safety Strategy- Road to Zero) which identifies a range of complementary treatments and approaches to support and improve road safety. As a result, speed limit changes typically cannot be simply substituted for other improvements such as road surfacing, traffic engineering, driver education, enforcement etc.
  - 5.7 The aim of the review is to improve road safety outcomes, accessibility and the amenity for the areas involved. A do nothing approach is unlikely to achieve this, in particular as traffic volumes and the numbers of active road user's increase.
  - 5.8 These changes are intended to improve road safety through the alignment with safe and appropriate operating speeds, utilising Waka Kotahi best practice policy guidance.
  - 5.9 Lower operating speeds can result in improvements to accessibility for both motorists and active road users, and also changes in perceptions as roads become easier to interact with.
  - 5.10 There have been a total of 15 recorded crashes from 9/2/12- 9/3/22 on the Council roads within this speed limit review. These resulted in a total of 5 minor injuries within these crashes. 11 crashes were recorded as being non-injury crashes. Many minor and non-injury crashes are believed to go unreported in this area. Crash rates are one factor considered in determining the safe and appropriate speed limit for a road, with the risk profile and context being other important factors.
  - 5.11 The Ministry of Transport estimates the social cost of crashes. This is made up of loss of life and life quality, including reduced economic productivity, medical and other resource costs. The updated (June 2020) average social cost is \$4,464,400 per fatality, \$467,700 per serious injury, and \$25,300 per minor injury. Often, a crash can involve multiple fatal, serious, and minor injuries. In per-crash terms, the average social cost is then estimated at \$5,301,800 per fatal crash, \$537,000 per serious injury crash, and \$30,600 per minor injury crash.
  - 5.12 The cost of the Council component of this project is estimated to be recouped by reducing the occurrence of one minor injury crash in total on the Council roads within this speed limit review. This is in addition to the safety benefits of slower operating speeds at intersections of these local roads with the State Highway.

- 5.13 In the majority of locations where a speed limit would change, there is no physical signage required. The remaining locations would require either new stickers to be applied to existing signage, the relocation of existing signage, or the provision of new signage.
- 5.14 Approval is required by the Council.
- 5.15 If approved, the recommendations will be implemented in conjunction with Waka Kotahi's implementation of speed limit changes on SH75.
- 5.16 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

### **Community Views and Preferences**

- 5.17 We worked with Waka Kotahi on this speed review. We used our joint resources to advise people on the consultation.
- 5.18 Consultation was open from 3 November to 3 December 2021.
- 5.19 We sent an email to 101 stakeholders and 221 submitters who had commented on our previous Banks Peninsula speed review.
- 5.20 We sent a copy of the consultation document to: Diamond Harbour Library, Akaroa Library, Little River Service Centre, Lyttelton Service Centre and Te Hapua Halswell Service Centre.
- 5.21 We put the consultation on our Have Your Say page with a link to the Waka Kotahi consultation page. Submitters were able to make comments on our Have Your Say page or use the interactive map on the Waka Kotahi webpage.
- 5.22 We used social media to advertise the consultation. We posted on local pages; Lyttelton, Little River and Akaroa.
- 5.23 There was a Newsline story and press releases about the consultation.
- 5.24 We emailed 36 key stakeholders, including emergency services, local schools and resident groups. We also emailed 102 submitters of the previous speed reviews in the Peninsula.
- 5.25 The majority of the feedback came through Social PinPoint which was hosted on the Waka Kotahi webpage (395). They also received emails and hardcopy forms.
- 5.26 Between us and Waka Kotahi there was a total of 670 comments and suggestions.
- 5.27 A mention of local roads made up a very small percentage of total responses. Despite the information provided there was a clear misconception that the speed limit proposals on the State Highways were Council's proposals and not Waka Kotahi.
- 5.28 See attachment [A](#) for the full consultation analysis.
- 5.29 The consideration of consultation feedback resulted in one location, Kaituna Valley Road, being investigated again. The proposed 60 km/h speed limit was reconfirmed due to the width and changes in width of the road, level of delineation, roadside hazards, farming activities, and the presence of active and unfamiliar road users.

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

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

- 6.1 Ministry of Transport New Zealand Road Safety Strategy- Road to Zero, sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.

- 6.2 NZTA's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.
- 6.3 Land Transport Rule: Setting of Speed Limits 2017: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
- 6.4 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
  - 6.4.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes

#### **Policy Consistency Te Whai Kaupapa here**

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

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

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

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

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

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

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

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

#### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement – approximately \$14,000 for the installation of new speed limit signage including threshold signage, relocating existing signage and posts, installing stickers on existing speed limit signage, removing redundant signage and posts, and approximately \$5000 for planning, investigations, and report writing.
- 7.2 Maintenance/Ongoing costs – approximately \$1000 per annum, which is estimated to be similar to the status quo of maintaining the existing speed limit signs over this part of the network.
- 7.3 Funding Source – Traffic Operations Minor Safety budget for the initial installation, and existing Maintenance budgets for the maintenance and ongoing costs.

### **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 to Speed Limits 2017.
- 8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic & Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution.
- 8.3 The Council has not delegated its authority to set speed limits.
- 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.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There are no identified risks associated with changing the speed limits on the identified roads.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Consultation analysis	

Additional background information may be noted in the below table:

Document Name	Location / File Link

### Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Andrew Hensley - Traffic Engineer Samantha Sharland - Engagement Advisor
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



## Banks Peninsula speed review

### Analysis of feedback

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#### Overview

We worked with Waka Kotahi on this speed review. We used our joint resources to advise people on the consultation.

Consultation was open from 3 November to 3 December 2021

We sent an email to 101 stakeholders and 221 submitters who had commented on our previous Banks Peninsula speed review.

We sent a copy of the consultation document to:

- Diamond Harbour Library
- Akaroa Library
- Little River Service Centre
- Lyttelton Service Centre
- Te Hapua Halswell Service Centre

We put the consultation on our Have Your Say page with a link to the Waka Kotahi consultation page. Submitters were able to make comments on our Have Your Say page or use the interactive map on the Waka Kotahi webpage.

We used social media to advertise the consultation. We posted on local pages;

- Lyttelton
- Little River
- Akaroa

There was a Newsline story and press releases about the consultation.

We emailed 36 key stakeholders, including emergency services, local schools and resident groups. We also emailed 102 submitters of the previous speed reviews in the Peninsula.

A mention of local roads made up a very small percentage of total responses. Despite the information provided there was a clear misconception that the speed limit proposals on the State Highways were Council's proposals and not Waka Kotahi.

#### Feedback received

The majority of the feedback came through Social PinPoint which was hosted on the Waka Kotahi webpage (395). They also received emails and hardcopy forms.

Between us and Waka Kotahi there was a total of 670 comments and suggestions.

#### Have your say – Key themes

We received 50 submissions via our Have Your Say page. We heard from two cycling advocacy groups, Spokes and CAN (Cycling Action Network).

Main comments made by submitters were:

- The majority of the feedback commented on the state highways (30)

- General comments on all the roads in the area (12)
- Supported the new speeds on the local roads (1)
- Support for lowering the speed in Takamatua which included Takamatua Bay Road (1) and Takamatua Valley Road (2)
- Out of area requests; Summit Road, Pigeon Bay and Evans Pass (3)

### Social PinPoint

A total of 395 comments and suggestions were received via Social PinPoint.

A small number commented on the local roads (24). The majority of these submitters supported the speed reduction (19).

#### Key themes for local roads

- Lower the speeds further (3)
- Poor condition of the roads need to be addressed first (1)

A significant proportion contained opinion and views on changing speed limits, comments around road improvements, driver behaviour, driver education and enforcement.

### Other feedback

Feedback received relating to proposed highway speed limits on SH73/75 and SH74 included:

- 214 Email submissions
- 11 hardcopy submission forms

#### Organisations

- SPOKES - "would like the lower speeds extended to Summit Rd and all roads that connect to it"
- AA - "we would also support a maximum 80 kph on all Banks Peninsula routes. We agree that most Banks Peninsula roads are not up to a 100mph (sic) standard and probably will not be upgraded in the foreseeable future.
- Brake (road safety charity with global interests, and branches in the UK and New Zealand.) - "Brake broadly supports the proposed speed limit changes, lowering speed limit to reduce road deaths and injuries on these routes".

#### Key themes

There were comments on the local roads (4)

- Support of the new speeds (2)
  - "I agree with the proposed speed limits as set out in the Christchurch- Akaroa and surrounds table and wish it was extended to include the entire peninsula are (sic) roads accessing it such as Evans Pass, etc.
  - "I am 100% supportive of lowering speed limits in this area."
- Submitters thought the new speeds they were too slow and drivers would get confused with all the higher speeds on the adjoining roads (2)

- “The roads that come off SH75 between Christchurch and Little River (Prices Valley, Kaituna Valley etc. do not appear to be subject to the same reduction. This will lead to confusion in perceived hierarchy and possibly poor judgement decisions where the lower grade of local road will have a higher speed limit than the adjoining state highway”. – Staff response: The side roads are proposed to be the same as the State Highway or lower.
- “I am against the proposed speed limit changes to decreasing the speed limit to 80 km on SH75/73 and Kaituna Valley Rd. How many fatal accidents were on the Kaituna Valley Road in the last 10 years? 60 km/h on Kaituna Valley Road is like being in a nanny state”.





**Report from Banks Peninsula Community Board – 13 June 2022**

## 15. The Red House, Takapūneke Reserve - Residential Lease

Reference Te Tohutoro:	22/789569
Report of Te Pou Matua:	Katie Matheis, Governance Advisor Katie.Matheis@ccc.govt.nz
General Manager	Mary Richardson, GM Citizens & Community,
Pouwhakarae:	Mary.Richardson@ccc.govt.nz

### 1. Banks Peninsula Community Board Consideration Te Whaiwhakaarotanga

Board members asked several questions regarding the proposed lease, including the contractual obligations, the legal enforceability of the lease, the condition of the building for leasing on a residential basis and the skills of the tenant. There were also questions about the amount of the rental and the number of hours required for maintenance of the garden.

Concern was expressed regarding the legal implications of the process being used for the residential lease and the associated garden maintenance arrangements.

Generally the Board supported the building being rented out, rather than sitting vacant, especially over the winter period. Members understood the unusual situation and appreciated that staff had been proactive in finding a solution.

The Board acknowledged that a residential tenancy was not contemplated in the Reserve Management Plan, but recognised that there were good reasons to lease the property to the proposed tenant. Accordingly, the Board recommended that Council deal unilaterally with the proposed tenant as the first step in the leasing process.

### 2. Banks Peninsula Community Board Decisions Under Delegation Ngā Mana kua Tukuna

**(Original Officer Recommendation Accepted without Change)**

#### Part C

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Acknowledge that the inclusion of a residential tenancy was not contemplated in the Takapūneke Reserve Management Plan and that it supports that the interim use of the Red House should include putting a residential tenant in place to ensure that the property is not left vacant and continues to be well maintained including upkeep of the gardens.
3. Conditional on Resolution BKCB/2022/00040 being approved by Council:
  - a. Authorise staff to carry out public consultation in accordance with Section 119-120 of the Reserves Act 1977 for the granting of the lease.
  - b. Request that in the event that any objections are received on the proposed lease that cannot be satisfied, that staff follow the procedure under the Reserves Act

1977 to convene a Reserves Act Hearings Panel to consider any such objections and make a recommendation to the Board for a decision.

4. Resolve in the event that there are no objections received on the proposed lease that cannot be satisfied, that the Community Board:
  - a. Request the Chief Executive exercise her delegation from the Minister of Conservation to give consent to the granting of the lease in accordance with the provisions of the Reserves Act 1977.
  - b. Approve the granting of a lease to the proposed tenant, for a period of two years for the purpose of a residential tenancy at the Red House, Lot 2 Deposited Plan 73274 at 281 Beach Road, Akaroa held for the purpose of an Historic Reserve subject to section 58(A) of the Reserves Act 1977 at an annual rent of \$15,600 per annum including GST.
  - c. Request the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

### 3. Banks Peninsula Community Board Recommendation to Council

(Original Officer Recommendation Accepted without Change)



#### Part A

That the Council:

1. Agrees to depart from policy and deal unilaterally with the proposed tenant, Steven Searle, in relation to a residential lease of the Red House property.

### Attachments Ngā Tāpirihanga

No.	Report Title	Page
1	The Red House, Takapūneke Reserve - Residential Lease	419

No.	Title	Page
A 	Section 5.16 The Red House Takapuneke Reserve Management Plan	427
B 	The Red House - Factors to Consider When Dealing Unilaterally	428

## The Red House, Takapūneke Reserve - Residential Lease

Reference Te Tohutoro: 22/204067

Report of Te Pou Matua: Russel Wedge, Team Leader Parks Policy & Advisory,  
russel.wedge@ccc.govt.nz

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

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

- 1.1 The purpose of this report is to seek the approval of Te Pātaka o Rākaihautū Banks Peninsula Community Board to enter into a lease agreement with a proposed tenant, Steven Searle, to reside in the Red House property at 281 Beach Road for a term of two years.
- 1.2 This report is staff generated to support the Takapūneke Reserve Management Plan policy 5.16(3), (4), (6) (refer **Attachment A**) and the Takapūneke Conservation Report section 12 The Red House.
- 1.3 The Red House land has been classified a Historic Reserve under the Reserves Act 1977. The residential lease of the reserve under section 58A Reserves Act 1977 was not anticipated in the Takapūneke Reserve Management Plan and the Council is therefore required to publicly notify its intention to enter into a lease agreement.
- 1.4 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by taking into consideration the number of people affected, which is low as the property is not open to the public, and that the property has recently become available to the Council.
- 1.5 Ōnuku Rūnanga as mana whenua are supportive of the decision to enter into a lease agreement with the proposed tenant, who has specialist skills and experience to maintain the buildings and gardens at the reserve.
- 1.6 The term of the lease is for a period of two years, which will provide time for the Rūnanga, Council and community to discuss the future use of the property and seek funding for the maintenance of the buildings and gardens.

### 2. Officer Recommendations Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Acknowledge that the inclusion of a residential tenancy was not contemplated in the Takapūneke Reserve Management Plan and that it supports that the interim use of the Red House should include putting a residential tenant in place to ensure that the property is not left vacant and continues to be well maintained including upkeep of the gardens.
2. Recommends that the Council agrees to depart from policy and deal unilaterally with the proposed tenant, Steven Searle.
3. Conditional on recommendation 2 above:
  - a. Authorise staff to carry out public consultation in accordance with Section 119-120 of the Reserves Act 1977 for the granting of the lease.
  - b. Request that in the event that any objections are received on the proposed lease that cannot be satisfied, that staff follow the procedure under the Reserves Act 1977 to

convene a Reserves Act Hearings Panel to consider any such objections and make a recommendation to the Board for a decision.

4. Resolve in the event that there are no objections received on the proposed lease that cannot be satisfied, that the Community Board:
  - a. Request the Chief Executive exercise her delegation from the Minister of Conservation to give consent to the granting of the lease in accordance with the provisions of the Reserves Act 1977.
  - b. Approve the granting of a lease to the proposed tenant, for a period of two years for the purpose of a residential tenancy at the Red House, Lot 2 Deposited Plan 73274 at 281 Beach Road, Akaroa held for the purpose of an Historic Reserve subject to section 58(A) of the Reserves Act 1977 at an annual rent of \$15,600 per annum including GST.
  - c. Request the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

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

- 3.1 The Red House is now vacant as the previous owners have moved out and the future use of the house has not been discussed by either the Council or Ōnuku Rūnanga.
- 3.2 The Red House land is classified as a Historic Reserve and included in the Takapūneke Reserve Management Plan. The house and out-buildings are included in the Takapūneke Conservation Report which covers the historic values of the buildings on the reserve. The gardens around the house are also of significant interest and referenced in the Takapūneke Reserve Management Plan to be retained as an amenity garden representative of the era of the house.
- 3.3 The Council does not have the resources (funding and available staff) to take over the maintenance of the historic buildings or amenity gardens within its current budget.
- 3.4 The Council has received an unsolicited proposal from a suitably experienced and skilled person to maintain the historic buildings and the amenity garden to the standards required for a period of two years. This approach must be treated as an unsolicited proposal; refer to **Attachment B**.
- 3.5 The proposal is to enter into a lease with Steven Searle, a skilled person who is working with historic sites, mana whenua on the peninsula and has experience in maintaining an amenity garden. The rental of the property is a temporary holding measure while the future use is discussed and funding is sourced to maintain the property.
- 3.6 The proposed tenant will need to have a knowledge and awareness of cultural values and the ability to work with mana whenua, since the Red House forms part of the overall Takapūneke Reserve and the site is associated with the atrocities that occurred in the 1830s. The proposed tenant through their employment is working with the Rūnanga across Banks Peninsula and has an awareness and knowledge of the cultural significance of Takapūneke Reserve.
- 3.7 The tenancy is an interim holding method for a period of two years that will enable the house and gardens to be maintained without requiring funding from the Parks Unit's operational budget. The tenant will be paying a weekly rent to reside in the property. The lease of the property will generate an income of \$15,600 per annum to the Council.
- 3.8 Staff were concerned if the property was advertised to the public as a rental property there was a high risk either the amenity gardens or historic buildings would be damaged through the tenant's limited knowledge or skills as to how to maintain these items.



## 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The Parks Unit's Banks Peninsula operational staff maintain the heritage buildings and amenity gardens – Not Recommended
  - 4.1.1 Advantage: - The house and gardens are maintained to the standard required in compliance with the Takapūneke Reserve Management Plan and the Takapūneke Conservation Report.
  - 4.1.2 Disadvantage: - The Parks Unit's operational staff do not have the resources (staff, budget or time) to take on the additional work to maintain the house and garden.  
Disadvantage: - The maintenance of the other parks and reserves on the peninsula would fall below the required levels of service if the parks operational staff were required to maintain the amenity garden and heritage buildings on the site.
- 4.2 Publicly tender to lease of the property for a tenant – Not Recommended.
  - 4.2.1 Advantages – There may be more suitable applicant(s) willing to lease the Red House and carry out the required maintenance to preserve the dwelling and property.
  - 4.2.2 Disadvantage – It may be difficult to find an applicant that has the skills and experience to maintain historic structures and buildings, and has the knowledge and experience to maintain the ornamental amenity garden. The applicant will need to have a cultural awareness of mana whenua's association with the site including the surrounding wāhi tapu reserve.  
Disadvantage – the Red House was purchased because of its significance to mana whenua and the events that occurred on the reserve in the 1800s. It could be difficult to find an applicant that understands the significance of the location and association with mana whenua.  
Disadvantage – It could take another two or three months to find a suitable tenant after going through the process. There is no guarantee once the process is completed that there would be a more suitable candidate.  
Disadvantage - The property will be vacant for another two to three months and susceptible to vandalism and deterioration. There will be additional unplanned maintenance costs to the Parks operational budgets.
- 4.3 Leave the Red House vacant – Not Recommended
  - 4.3.1 Advantages – There are no advantages.
  - 4.3.2 Disadvantage – Additional funding that has not been included in the Parks Units operational budget would be required to cover the maintenance of the gardens and buildings.  
Disadvantage – The property and garden would be susceptible to vandalism and damage as the property is isolated from any of its neighbours.  
Disadvantage – The Council would not receive \$15,600.00 per annum income from the lease.

## 5. Detail Te Whakamahuki

### The Red House - background

- 5.1 The Red House is on a separate title surrounded by Takapūneke Reserve. The property was once part of the surrounding Lots which now make up Takapūneke Reserve. The property was

purchased by the Council in 2021 so that it could once again be part of the larger Takapūneke Reserve.

- 5.2 The property has special significance to mana whenua and in particular Ōnuku Rūnanga whose ancestors are associated with the historic and cultural values of the site.
- 5.3 The Red House is included in the Takapūneke Conservation Report, where it is listed as being of high significance. The Red House and gardens are also included in the Takapūneke Reserve Management Plan that was adopted by the Council in 2018, and are required to be maintained in their current condition, representative of the original era of the property.
- 5.4 The Takapūneke Reserve Management Plan Policy 5.16(3), (4), and (6) requires the gardens and buildings to be maintained in their present form which are representative of the era of the property; refer to **Attachment A**.

#### **Tenant Responsibilities - Red House**

- 5.5 The tenant will be required to maintain the gardens to the standard and specifications as advised by the Parks Units operation team. The Parks Unit will also be able to discuss with the tenant the care and maintenance of the historic buildings on the site.
- 5.6 The Parks team will inspect the garden once every three months and will be able to advise the tenant on the care and maintenance of the plants.
- 5.7 The tenant will advise the Council immediately of any vandalism and maintenance to the gardens or historic buildings.
- 5.8 The tenant will also be responsible to ensure the property remains secure and advise the Council if the property will be unoccupied for any length of time, for example the tenant may be out of the area for work or away on holiday.

#### **Terms of Lease**

- 5.9 The lease is for a fixed term of two years.
- 5.10 The market rental assessment is in the range of \$381-\$600 per week. This is a unique property with extraordinary gardening and property upkeep costs to be met by the tenant.
- 5.11 Staff recommend a weekly rental of \$300 taking into account the special characteristics of the property that need to be protected including ensuring the structures are well maintained and the gardens are kept in conformance with the Management Plan. If maintenance and care of the garden and historic buildings were not a key factor in the rental tenancy of this property, then the weekly rental would be closer to the higher range of the rental assessment.
- 5.12 Although the proposed weekly rental is at the lower end of the market assessment the Council is not required to find additional operational budget to fund the on-going maintenance of the garden and buildings.
- 5.13 The proposed tenant has the skills and knowledge set to maintain the property to the Council's standards and has an awareness of the cultural and heritage values associated with the site.
- 5.14 The tenant will be responsible for the outgoing charges associated with the property such as gas, electricity, phones and other utility services.

#### **Community views and preferences**

- 5.15 The community was consulted on the Takapūneke Reserve Management Plan that includes the policies to maintain the Red House gardens and buildings.

- 5.16 The placement of a tenant in the Red House is not contemplated in the Takapūneke Reserve Management Plan and therefore notification in accordance with the requirements of section 58(A) of the Reserves Act 1977 (to lease a Historic Reserve) must be undertaken.
- 5.17 The Council must consider any submission(s) received to the notification and a Reserves Hearings Panel may be established to hear the submission(s).
- 5.18 Ōnuku Rūnanga and the Takapūneke Reserve Co-Governance Group are supportive of a tenant for the Red House for a set term while discussions on the future use of the Red House are undertaken.
- 5.19 The decision affects the following Community Board areas:
  - 5.19.1 Te Pātaka o Rākaihautū Banks Peninsula Community Board

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

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Resilient Communities – Active participation in civic life:
  - 6.1.1 The Council establishes, maintains and improves opportunities for Māori to participate in decision-making.
  - 6.1.2 Māori are involved in decision-making from the beginning, in areas of mutual interest, especially in significant decisions relating to the environment, social and economic recovery.
- 6.2 Resilient Communities – Celebration of our identity through arts, culture, heritage, sport and recreation:
  - 6.2.1 Our heritage is a taonga and should be collectively valued and protected, celebrated and shared.
  - 6.2.2 Sites and places of cultural significance are respected and preserved.
- 6.3 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
  - 6.3.1 Activity: Parks and Foreshore
    - Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Formal approval process initiated within ten working days of receiving complete application – 95%

### Policy Consistency Te Whai Kaupapa here

- 6.4 The decision is consistent with the Council's Plans and Policies and in particular the Takapūneke Reserve Management Plan adopted by the Council 2018, Policy 5.16 (3), (4) and (6).

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

- 6.5 The decision does involve a significant decision in relation to ancestral land and other elements of intrinsic value, therefore this decision does specifically impact mana whenua, their culture and traditions.
- 6.6 The Red House was originally part of the land occupied by Tē Maiharanui's trading post with the Europeans in the early 1800s and holds significant cultural and historic values for Ōnuku Rūnanga.
- 6.7 Ōnuku Rūnanga has been consulted on the proposal to lease the Red House to the proposed tenant for two years and is supportive of the proposal.

- 6.8 The Takapūneke Reserve Co-Governance Group which is comprised of equal representatives from Ōnuku Rūnanga and the Christchurch City Council support the proposal to enter into a lease with the proposed tenant.

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

- 6.9 There is no impact on climate change.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.10 There are no accessibility considerations.

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

#### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement – The lease agreement is covered by the Parks Operational budget.
- 7.2 Maintenance/Ongoing costs – Reactive maintenance costs will be the responsibility of the Council as landlord; any costs will be sourced from Parks Operational budgets.
- 7.3 Funding Source – Funding is not required.

### **8. Legal Implications Ngā Hīraunga ā-Ture**

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

- 8.1 The Reserves Act 1977, section 58(A) - the administering body may, with the prior consent of the Minister of Conservation and now delegated to the Council's Chief Executive, grant leases to any person for domestic residential purposes or for the carrying on of any activity, trade, business or occupation in any building within the reserve area for any such purpose.
- 8.2 In exercising the Minister's delegation, the administering body (i.e. the Council) must give consideration to those matters previously applied by the Minister, for example ensuring that:
- The land has been correctly identified;
  - The necessary statutory processes have been followed;
  - The functions and purposes of the Reserves Act have been taken into account in respect to the classification and purpose of the reserve as required under section 40 of the Act;
  - The administering body has considered submissions and objections from affected parties and that, on the basis of the evidence, the decision is a reasonable one;
  - Pursuant to the requirements of section 4 of the Conservation Act 1987, the administering body has consulted with and considered the views of tāngata whenua or has in some other way been able to make an informed decision.

Council officers are satisfied that the proposed lease will comply with the Minister's requirements.

- 8.3 Delegations – Community Boards have the delegation to grant leases of historic reserves in accordance with section 58(A) of the Reserves Act.

#### **8.4 Lease Policy - Dealing Unilaterally**

8.4.1 The Council has received an unsolicited proposal to lease the Red House.

8.4.2 The matter of dealing unilaterally and accepting an unsolicited proposal is reviewed in **Attachment B**.



8.4.3 Officers are supportive of the proposal.

### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

8.5 The legal considerations are:

8.5.1 Correct application of the provisions pursuant to section 8.1 and 8.5 above;

8.6 This report has been reviewed and approved by the Legal Services Unit. The matter of the preparation of the lease is a routine matter on which the legal situation is well known and settled.



8.7 The lease documentation will be prepared by the Council's Legal Services team.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 There is minimal if any risks associated with this decision, which is in alignment with the policies in the Takapūneke Reserve Management Plan and within the delegated authority of the Community Board.

9.2 There are no substantive or significant changes associated with the decision to approve the lease agreement to the proposed tenant for two years.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Section 5.16 The Red House Takapuneke Reserve Management Plan	
B 	The Red House - Factors to Consider When Dealing Unilaterally	

Additional background information may be noted in the below table:

Document Name	Location / File Link

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Russel Wedge - Team Leader Parks Policy & Advisory Kathy Jarden - Team Leader Leasing Consultancy
<b>Approved By</b>	Angus Smith - Manager Property Consultancy Kelly Hansen - Manager Parks Planning & Asset Management Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Christchurch City Council in partnership with Ōnuku Rūnanga

**Takapūneke Reserve Management Plan 2018.**

**5.16 THE RED HOUSE (CURRENTLY IN PRIVATE OWNERSHIP)**

**Explanation:** The Reserve Management Plan has taken a slightly unusual step of including Objectives and Policies for a property that is in private ownership. This property is enclosed by Council owned Historic Reserve land that comprises Takapūneke Reserve. The site of the Red House would have been originally part of the Takapūneke trading site and Māori settlement before the massacre in 1830.

If the private property should become available to purchase it would be advantageous to the Council and Ōnuku Rūnanga if the site could be included within the area covered by the Takapūneke Reserve Management Plan. Should that possibility eventuate the following Objectives and Policies have been included to provide direction for the management of the area.

**Objective:** To include the area of the Red House within the Takapūneke Reserve Management Plan and retain the historic character of the house and garden representative of the original era of the property.

**Policies:**

1. To obtain if possible, the Red House should it become available to the City Council and/or Ōnuku Rūnanga as part of the area covered by the Takapūneke Reserve Management Plan as a venue for education, information, meetings and community based activities, including public toilets.
2. To request the Red House site is rezoned from Residential Banks Peninsula to Open Space Community Parks under the Christchurch District Plan should the property be obtained by the Christchurch City Council.
3. To maintain and retain the structural exterior of the Red House including the distinctive red colour.
4. To maintain and retain the external buildings within the boundary property of the Red House as part of the historic fabric of the site.
5. To vest the Red House as Historic Reserve under the Reserves Act 1977, in recognition of its cultural and historic significance to Takapūneke, should the City Council obtain the property.
6. To maintain the garden around the Red House and in particular the exotic plant species, with succession planting of exotic plant species in the garden should the property be obtained by the Council or Ōnuku Rūnanga.

## Attachment C

### RED HOUSE - Residential Lease

#### FACTORS TO CONSIDER WHEN DEALING UNILATERALLY

- 1.1 The Council must consider and meet the requirements of section 14 of the Local Government Act 2002 (LGA) in particular:
  - (1)(a) Conduct its business in an open, transparent, and democratically accountable manner,
  - (1)(f) Undertake any commercial transactions in accordance with sound business practices.
  - (1)(g) Ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including planning effectively for the future management of its assets.
- 1.2 The relevant Council policies as recorded in the Council's Policy Register are:
  - 1.2.1 Property – Leasing Council Property – “where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee.” This includes facilities linked to contracts including but not limited to buildings on parks and reserves and not for profit organisations.
  - 1.2.2 Property - Disposal Of Council Property – to publicly tender properties for sale unless there is a clear reason for doing otherwise.
- 1.3 In addition it is useful and supportive to consider the Ministry of Business, Innovation and Employment 'Unsolicited Unique Proposals - How to deal with uninvited bids'; guidance for government entities dated May 2013 that recommends when evaluating an unsolicited proposal it needs to be ensured that there is a sound business case to support the decision to accept the unique unsolicited proposal.
- 1.4 The purpose of the MBIE Guidance on Unsolicited Proposals is to provide a methodology for considering unsolicited proposals in a way that:
  - is transparent and fair to everyone;
  - encourages the supplier community to put forward good ideas;
  - promotes objectivity; and
  - supports decisions based on sound fact and evidence.
- 1.5 Having given consideration to the above factors, it is felt that this is an unsolicited proposal however there is a sound business case as identified in the Report to the Community Board which supports the decision to accept the unique unsolicited proposal. The proposal will ensure that the Red House is well maintained until such time as Ōnuku Rūnanga and the Takapūneke Reserve Co-Governance Group are in a position to determine the future use of the property. It supports effective and efficient use of resources and the prudent management of the Council's assets.

#### Considerations – Accepting the Proposal and Granting a Lease for Two Years

There are a number of relevant legal considerations when making a decision about the proposal received and the future use of the property:

- 1.6 Decision Making sections 76 – 82 LGA



- Section 76 provides that “Every decision made by a local authority must be made in accordance with such of the provisions of sections 77, 78, 80, 81 and 82 as are applicable”. In summary those sections provide:
- Section 77 a local authority must, in the course of the decision-making process, seek to identify all reasonably practicable options for the achievement of the objective of a decision and in doing so assess the options in terms of their advantages and disadvantages.
- Section 78 the views and preferences of persons likely to be affected by, or to have an interest in, the matter must be considered.
- Section 79 provides that in considering how to achieve compliance with sections 77 and 78 they must consider the significance of the matter in accordance with its Significance and Engagement Policy.
- Section 80 sets out the matters that need to be clearly identified when making a decision that is inconsistent i.e. the inconsistency, reason for it and any intention of the local authority to amend the policy or plan to accommodate the decision.
- Section 81 provides contributions to decision making by Maori.
- Section 82 sets out the principles of consultation.

Section 78 does not require the Council to undertake a consultation process of itself but the Council must have some way of identifying the views and preferences of interested and affected persons.

- 1.7 There are further considerations under Section 97 LGA relating to situations where the Council is proposing to transfer the control of a “strategic asset” to or from the Council.
- 1.8 The Significance and Engagement Policy sets out the list of “strategic assets”. In particular, the Policy lists as “strategic assets”, community facilities as follows:

*Community Facilities*

- (i) Christchurch Town Hall;*
- (j) Christchurch Art Gallery and its permanent collection;*
- (k) all land and buildings comprising the Council's social housing portfolio;*
- (l) all public library facilities;*
- (m) all parks and reserves owned by or administered by the Council;*
- (n) all public swimming pools;*
- (o) all waterfront land and facilities owned or operated by the Council, including wharves, jetties, slipways, breakwaters and seawalls;*
- (p) cemeteries and listed heritage buildings and structures.*

*“All” or “its” means the asset as a whole.*

- 1.9 In this context there is no intention to transfer control of the property and thus Section 97 does not apply.
- 1.10 The Council’s “Leasing Council Property” policy was developed to ensure that the Council was “consistent with the principles of legislation and the behaviours expected to prudently manage public property”.



## 16. Audit and Risk Management Committee Minutes - 15 June 2022

Reference / Te Tohutoro: 22/856484

Report of / Te Pou Matua: Megan Pearce, Manager Hearings and Council Support,  
megan.pearce@ccc.govt.nz

General Manager / Pouwhakarae: Leah Scales, General Manager Resources/CFO,  
leah.scales@ccc.govt.nz


### 1. Purpose of Report Te Pūtake Pūrongo

The Audit and Risk Management Committee held a meeting on 15 June 2022 and is circulating the Minutes recorded to the Council for its information.

### 2. Recommendation to Council

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 15 June 2022.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Minutes Audit and Risk Management Committee - 15 June 2022	432

### Signatories / Ngā Kaiwaitohu

Author	Megan Pearce - Manager Hearings and Council Support
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## Audit and Risk Management Committee OPEN MINUTES

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**Date:** Wednesday 15 June 2022  
**Time:** 2.02pm  
**Venue:** Council Chambers, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Ms Kim Wallace
Deputy Chairperson	Councillor Sam MacDonald
Members	Mayor Lianne Dalziel
	Ms Jacqueline Robertson Cheyne
	Councillor Pauline Cotter
	Deputy Mayor Andrew Turner

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**Principal Advisor**

Leah Scales  
General Manager - Resources / CFO  
Tel: 941 8999

Megan Pearce  
Manager Hearings and Council Support  
941 8140  
megan.pearce@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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**Audit and Risk Management Committee  
15 June 2022**



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

The agenda was dealt with in the following order.

**1. Apologies Ngā Whakapāha**

**Part C  
Committee 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  
Committee Resolved ARCM/2022/00003**

That the minutes of the Audit and Risk Management Committee meeting held on Friday, 14 February 2022 be confirmed.

Ms Wallace/Councillor MacDonald

**Carried**

**4. Public Forum Te Huinga Whānui**

**Part B**  
There were no public forum presentations.

**5. Deputations by Appointment Ngā Huinga Whakaritenga**

**Part B**  
There were no deputations by appointment.

**6. Presentation of Petitions Ngā Pākikitanga**

**Part B**  
There was no presentation of petitions.

**Audit and Risk Management Committee  
15 June 2022**



**7. Consideration of the Council's Annual Plan 2022/23**

**Committee Comment**

1. The Committee noted minor completion errors in Attachment A of the report – sign off by management.
2. The Committee's advice to the Council in clause 2 below is captured in the Annual Plan report and will be verbally provided by the Chair or Deputy at the Annual Plan adoption Council meeting.

**Committee Resolved ARCM/2022/00004**

**Part C**

That the Audit and Risk Management Committee:

1. Notes it has reviewed the general checklist and sign-off by management, including significant forecasting assumptions, in respect of the information that provides the basis for the Annual Plan 2022/23.
2. Advises the Council that in the Committee's opinion an appropriate process has been followed in the preparation of this information.
3. Notes that the Annual Plan 2022/23 documents will be released when published in the Council Agenda for its meeting commencing 21 June 2022.

Ms Robertson Cheyne/Ms Wallace

**Carried**

**8. External Reporting and Audit Programme for 2022 Update**

**Committee Comment**

1. The Officer Recommendation was accepted without change.

**Committee Resolved ARCM/2022/00005**

**Part C**

That the Audit and Risk Management Committee:

1. Receive the information in the External Reporting and Audit Programme for 2022 Update Report.
2. Request Council staff to update the committee on critical judgements, assumptions and decisions made that affect the financial statements of Council at the next ARMC meeting in September.

Ms Wallace/Deputy Mayor

**Carried**

**Audit and Risk Management Committee**  
**15 June 2022**



**9. External Reporting and Audit Programme for 2021/22 Update (Carried Forward from 1 April 2022)**

**Committee Comment**

1. This report was carried over from the scheduled meeting of 1 April 2022 that did not go ahead. The previous report (item 8) superseded this report. The report was taken as read and received only.

**Officer Recommendations Ngā Tūtohu**

That the Audit and Risk Management Committee:

1. Receive the information in the External Reporting and Audit Programme for 2021/22 Update Report.
2. Receive the audit plan for 2021/22 from Audit NZ.
3. Request Council staff to update the committee on critical judgements, assumptions and decision made that affect the financial statements of Council at the next ARMC meeting in June.

**Committee Resolved ARCM/2022/00006**

**Part C**

That the Audit and Risk Management Committee:

1. Receive the information in the External Reporting and Audit Programme for 2021/22 Update Report.

Councillor MacDonald/Ms Robertson Cheyne

**Carried**

**10. Health, Safety and Wellbeing Dashboard January - March 2022**

**Committee Comment**

1. The Committee discussed the issue of abuse of staff and the circumstances around the highest instances of recorded abuse noting that libraries and recreational sport facilities have the highest number of cases. The Committee questioned whether senior/high profile staff are recording instances of abuse. The Committee added clause 3 to the Officer Recommendation.

**Officer Recommendations Ngā Tūtohu**

That the Audit and Risk Management Committee:

1. Notes the Christchurch City Council Health, Safety and Wellbeing Dashboard January – March 2022 as received and considered by the Health, Safety and Wellbeing Committee (HSWC).
2. Notes that the Council has tasked the HSWC with assisting it to discharge its due diligence responsibilities as a Person Conducting a Business or Undertaking (PCBU), and

**Audit and Risk Management Committee**  
**15 June 2022**



the Audit and Risk Management Committee does not replicate HSWC's task, but notes that there are risk management and assurance processes in place.

**Committee Resolved ARCM/2022/00007**

**Part C**

That the Audit and Risk Management Committee:

1. Notes the Christchurch City Council Health, Safety and Wellbeing Dashboard January – March 2022 as received and considered by the Health, Safety and Wellbeing Committee (HSWC).
2. Notes that the Council has tasked the HSWC with assisting it to discharge its due diligence responsibilities as a Person Conducting a Business or Undertaking (PCBU), and the Audit and Risk Management Committee does not replicate HSWC's task, but notes that there are risk management and assurance processes in place.
3. Requests that the Health, Safety and Wellbeing Committee consider how to mitigate and manage the public facing risk for vulnerable/high profile staff and that the incoming Council be provided with recommendations. An update to be provided to the next ARMC meeting in September 2022.

Mayor/Councillor Cotter

**Carried**

**11. Health, Safety and Wellbeing Dashboard (Carried Forward from 1 April 2022)**

**Committee Comment**

1. This report was carried over from the scheduled meeting of 1 April 2022 that did not go ahead. The previous report (item 10) superseded this report. The report was taken as read and received only.

**Officer Recommendations Ngā Tūtohu**

That the Audit and Risk Management Committee:

1. Notes the Christchurch City Council Health, Safety and Wellbeing Dashboard as received and considered by the Health, Safety and Wellbeing Committee (HSWC).
2. Notes that the Council has tasked the HSWC with assisting it to discharge its due diligence responsibilities as a Person Conducting a Business or Undertaking (PCBU), and the Audit and Risk Management Committee does not replicate HSWC's task, but notes that there are risk management and assurance processes in place.

**Committee Resolved ARCM/2022/00008**

**Part C**

That the Audit and Risk Management Committee:



**Audit and Risk Management Committee  
15 June 2022**



1. Notes the Christchurch City Council Health, Safety and Wellbeing Dashboard as received and considered by the Health, Safety and Wellbeing Committee (HSWC).

Councillor Cotter/Deputy Mayor

**Carried**

**12. Resolution to Exclude the Public  
Committee Resolved ARCM/2022/00009**

**Part C**

That Karina Page and Chantelle Gertnetzy of Audit New Zealand, and Andrew Simpson of KPMG, remain after the public have been excluded for Items 13 through 19 of the public excluded agenda as they have knowledge that is relevant to those items and will assist the Committee.

**AND**

That at 3.18pm the resolution to exclude the public set out on pages 128 to 134 of the agenda be adopted.

Ms Wallace/Deputy Mayor

**Carried**

**The public were re-admitted to the meeting at 5.14pm.**

**Meeting concluded at 5.14pm.**

**CONFIRMED THIS 2 DAY OF SEPTEMBER 2022**

**KIM WALLACE  
CHAIRPERSON**



## 17. Hearings Panel Report on Lincoln Road Peak Hour Bus Lane Proposal

Reference / Te Tohutoro: 22/330641

Report of / Te Pou  
Matua:

Councillor Sara Templeton, Chairperson of the Hearings Panel

General Manager /  
Pouwhakarae:

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

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to Council the Hearings Panel recommendations following the consultation and hearings process on Lincoln Road Passenger Transport Improvements (between Curletts Road & Whiteleigh Avenue) and specifically the Lincoln Road Peak Hour Bus Lanes Proposal.

#### *Decision-making matters*

- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to Council. The Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that “*the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.*”
- 1.3 Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report that includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the written submissions is also available should you want to review them.
- [Agenda](#)
  - [Minutes](#)
  - [Minutes Attachments](#)
- 1.4 The Hearing Panel is recommending that the Council approve the revised scheme design of the Lincoln Road Bus Priority Proposal, as detailed in Attachment A (and summarised below). The Hearings Panel also provided further recommendations and noting provisions to address and acknowledge some of the issues expressed by submitters.

#### **Section 1 between Curletts Road to Annex Road**

- 1.4.1 Request that staff provide additional green cycle markings for turning at Curletts Road and Lincoln Road intersection.
- 1.4.2 Request that staff provide a pedestrian refuge across Annex Road.
- 1.4.3 Request that staff update the pedestrian crossing on the south-west corner at the Curletts Road and Lincoln Road intersection in line with current specifications.

#### **Section 2 between Domain Terrace and Torrens Road**

- 1.4.4 Request that staff provide a pedestrian refuge across the private lane opposite Domain Terrace.

1.4.5 Request that staff provide a raised pedestrian platform and refuge at Sylvan Street.

**Section 3 between Wrights Road and Nairn Street**

1.4.6 Request that staff provide additional cycle lane green marking for cycle lane on the north side of Lincoln Road and the west side of Lyttelton Street at the Lyttelton Road and Lincoln Road intersection.

1.4.7 Request that staff provide a raised platform and pedestrian crossing at the left-turn slip lane at the Wrights Road and Lincoln Road intersection.

**Section 4 between Lindores Street and Parade Court**

1.4.8 Request that staff provide a pedestrian refuge across Twigger Street.

1.4.9 Increase volume of green road marking for the bus lane near Parade Court.

1.4.10 Extend the existing kerb build-outs on the south side of Lincoln Road adjacent to pedestrian refuges in the median strip.

1.4.11 Increase volume of green road marking for the bus lane near Parade Court.

**Other**

1.4.12 The Hearings Panel has recommended and noted a number of changes/requests that will be implemented or investigated by Council Officers.

## 2. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Taute

That Council:

1. Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.
2. Approves the revised scheme design of the Lincoln Road PT Improvements (Between Curletts & Whiteleigh), as detailed in **Attachment A**; including changes to the Lincoln Road/ Domain Terrace and Lincoln Road/ Torrens Road intersections, and including the following amendments:

**Section 1 Curletts Road to Annex Road**

- a. Request that staff use their best endeavours to relocate or transplant the trees outside 7 Halswell Road and other trees if possible.
- b. Request that staff investigate installing a pedestrian crossing west of Coppell Place that goes across Lincoln Road.
- c. Note that the footpath on the north side of Lincoln Road between Curletts Road and Annex Road is to be marked as a shared path and request staff continue to work with Ministry of Education to procure land to widen it to best practice guidelines.
- d. Note that the footpath on the south side of Lincoln Road between Coppell Place and Annex Road is to be marked as a shared path with additional markings encouraging good shared space behaviour on both sides of Lincoln Road.
- e. Install wayfinding signage for Nor'West Arc cycleway at Annex Road intersection for road users coming from Halswell.

**Section 2 between Domain Terrace and Torrens Road**



- f. Request that staff assess parking requirements along Domain Terrace, and present a decision report to the Waihoru-Spreydon-Cashmere Community Board.
- g. Notes staff will continue to work with owners of the Dairy (35 Lincoln Road) the Black Horse Hotel (33 Lincoln Road) on safe parking options and vehicle delivery access.

#### **Section 3 between Wrights Road and Nairn Street**

- h. Request that staff to investigate an option for enabling cyclists to use the shared space on the north-east corner of Wrights Road and Lincoln Road intersection.

#### **Section 4 between Lindores Street and Parade Court**

- i. Request that staff install a pedestrian refuge across Twigger Street.

#### **Other Recommendations**

- j. Request that staff investigate each intersection that has a give way sign, especially Annex Road, to ensure there is sufficient clear line of sight along Lincoln Road for road users.
  - k. Request that staff investigate maximising parking and cycle lane width between Wrights Road & Whiteleigh Avenue.
  - l. Recommend that the bus lane peak periods on Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue be amended to 3pm-6pm during weekdays and note that weekend peak hour times should be revisited once bus frequency increases. This is a change from the previously consulted and approved bus lane peak periods from 4pm-6pm.
  - m. Notes that emergency services have been consulted on the project and have no concerns about the proposal.
  - n. Notes the planned expansion of Hillmorton Hospital and request that staff work with Canterbury District Health Board on transport planning, particularly around the Hillmorton Street / Wrights Road intersection.
  - o. Notes staff advice that an open-day will be arranged well before construction is scheduled to start where staff will take businesses and residents through the proposed tree relocations and planting, changes, traffic management plans, and construction implications.
  - p. Notes staff are working with Waka Kotahi to increase educational awareness for all road users on this traffic corridor and its new layout.
  - q. Approves the time restricted parking, as detailed in **Attachment A**; and
  - r. Approves the tree removal, as detailed in **Attachment A**.
3. That the detailed traffic resolutions required for the implementation of the project are brought back to Council for approval at the end of the detailed design phase, prior to the beginning of construction.

### **3. Background / Context Te Horopaki**

- 3.1 Lincoln Road (Curletts Road - Whiteleigh Avenue) provides a key bus priority connection between the approved Lincoln Road stage 1 (Whiteleigh Avenue to Moorhouse Avenue) and the proposed Waka Kotahi NZ Transport Agency section along Halswell Road, between Dunbars and Curletts Roads. These projects provide improved public transport services linking southwest of Christchurch with the central city.
- 3.2 The section between Curletts Road to Wrights Road is currently a single lane on either side of the road. As part of public transport priority, Lincoln Road (Curletts Road to Wrights Road) will

- be upgraded to a multilane major arterial, where access management will be implemented to improve the traffic safety and efficiency. The proposed design for Lincoln Road peak hour bus lanes project proposes a central raised median which will remove right turn movement into all the existing private and commercial driveways.
- 3.3 High-level cost estimates, including contingency, have been completed for the proposed plan and included in the 2021-2031 Long Term Plan.
- 3.4 The estimate for the proposed plan is approximately \$12 million.
- 3.5 The estimates have not yet been revised for the current construction price increases, this will be updated following the completion of detailed design.
- 3.6 The current project budget is \$12 million, with construction funding in financial years 2024 - 2027.
- 3.7 A Waka Kotahi subsidy of 51% on the approved scheme will be applied for.
- 3.8 Throughout the process the route was discussed and split into four main sections, as described below:
- 3.8.1 Section A to between Curletts Road and Annex Road
- 3.8.2 Section B between Domain Terrace and Torrens Road
- 3.8.3 Section C between Wrights Road and Nairn Place
- 3.8.4 Section D between Lindores Street and Parade Court
- 3.9 Peak hour bus lanes that are soon to be installed in Addington (Whiteleigh Avenue to Moorhouse Avenue) as part of stage one of this project will connect with stage two of the project to install peak hour bus lanes between Whiteleigh Avenue and Curletts Road, on:
- 3.9.1 Weekdays – 7am to 9am towards the city.
- 3.9.2 Weekdays – 3pm to 6pm towards Halswell.
- 3.9.3 Saturdays – The consultation proposed 10am to 2pm on both sides of the road. However, based on submissions the Officer recommendation was to not implement Saturday peak hour bus lanes.
- 3.10 This is part of the Programme Business Case CCC transport system for Lincoln Rd/Whiteleigh Ave under Cluster 6 objectives. It is designed to improve/enhance the transport network in line with the Christchurch Transport Strategic Plan (identified as a core public transport route).
- 3.11 The primary objectives for the project have been identified as follows:
- 3.11.1 Improved journey time reliability for public transport services in relation to private vehicles.
- 3.11.2 Improved connectivity, convenience and safety for all active travel modes. This incorporates cyclists, pedestrians, public transport users and micro-mobility users (scooters, electric longboards, etc.) and includes access to improved public transport infrastructure.
- 3.11.3 Improved amenity consistent with the One Network Framework (ONF), movement and place function.
- 3.11.4 A central median providing safety for all users. It improves safety and efficiency on Lincoln Road by reducing right turning movements and creates amenity space.

#### **Timeline of decision-making**

- 3.12 Council approved the project to be declared Metropolitan Significance on 13 August 2020, item 22:  
[https://christchurch.infocouncil.biz/Open/2020/08/CNCL\\_20200813\\_MIN\\_4048\\_AT\\_WEB.htm](https://christchurch.infocouncil.biz/Open/2020/08/CNCL_20200813_MIN_4048_AT_WEB.htm)
- 3.13 Council requested the scheme design be revisited in August 2020. This was to consider rationalising potential property purchase and consider design changes, particularly in relation to pedestrian connectivity.
- 3.14 Waihoru-Spreydon-Cashmere Community Board were updated on the scheme design progress in July 2021.
- 3.15 Non-resident (businesses and community groups) stakeholder engagement took place between October – November 2021.
- 3.16 Waihoru-Spreydon-Cashmere Community Board was briefed on the scheme design for consultation in November 2021.
- 3.17 Public consultation was carried out from 16 November up to 12 December 2021 including four community drop-in sessions. A business focussed community drop-in session was held on 9 November 2021 with resident drop-in sessions held on 23 November, 2 and 8 December 2021.

#### 4. Consultation Process and Submissions Te Tukanga Kōrerorero / Ngā Tāpaetanga

##### Public Consultation Te Tukanga Kōrerorero

- 4.1 Consultation on the Lincoln Road Peak Hour Bus Lanes proposal was open from 16 November to 12 December 2021.
- 4.2 Consultation information was made available on the Council's [Have Your Say webpage](#). Staff delivered a fold out consultation document to 585 properties and businesses along the route. A flyer was delivered to 2,022 properties and businesses in the wider area which provided a link to the Have Your Say webpage.
- 4.3 Four drop in sessions were held during November and December 2021. One was pre-consultation with local businesses, and the final three were held during the consultation period.

##### Summary of Submissions Ngā Tāpaetanga

- 4.4 162 submissions were received, of which, 13 submitters indicated they would like to be heard.
- 4.5 This included feedback from 14 organisations and businesses as well as 148 residents.

##### Peak Hour Bus Lanes

- 4.6 108 submitters commented on the peak hour bus lanes proposal. 46 submitters (43%) did not support the proposal. 62 submitters (57%) of submitters supported the proposal.

##### Saturday peak hour bus lanes

- 4.7 Of those who commented on the Saturday peak hour bus lanes between 10am and 2pm on both sides of Lincoln Road: 73 submitters (45%) were in support, 79 submitters (49%) were opposed, and 9 submitters (6%) did not indicate a preference.

##### Addington outbound bus lane changes

- 4.8 Of those who commented on the Addington outbound bus lane change to be operational between 3pm and 6pm: 47 submitters (29%) were in support, 44 submitters (27%) were

opposed, 61 submitters (38%) did not indicate a preference, and 10 submitters (6%) requested alternative times.

- 4.9 Attachment E in the [Council Officers' Report to the Hearings Panel](#) contains a comprehensive analysis of the submissions including detailed responses to the key themes, however, a summary of the feedback can be found below:

Support the proposal	Do not support the proposal
<ul style="list-style-type: none"> <li>• Supports the Council's climate change strategy by promoting public and active transport modes</li> <li>• Lights at each intersection should have bus/cycle only phasing</li> <li>• A U-turn bay at Sylvan Street should be explored</li> <li>• Support for turning restrictions at Domain Terrace and Torrens Road</li> <li>• A joined up plan between stages 1, 2, and Waka Kotahi's project on Halswell Road (between Curletts Road and Dunbars Road)</li> </ul>	<ul style="list-style-type: none"> <li>• The bus lane should be a T2 lane</li> <li>• Congestion will increase if corridor reduced to one lane for private vehicles</li> <li>• Bus lanes will negatively impact businesses along Lincoln Road</li> <li>• Bus patronage is low and money will be better spent on maintaining local road</li> <li>• Cars will need to cross over bus lane to outer turning lanes</li> </ul>

#### Changes as a result of feedback

- 4.10 There were 5 design changes made because of feedback received during consultation. The key design changes made were:
- An additional U-turn bay near 49 Lincoln Road added to revised scheme design
  - Realignment and new pedestrian crossings added

## 5. The Hearing Te Hui

- 5.1 The Hearings Panel consisted of Councillor Coker, Councillor Galloway, and Councillor Templeton (Chairperson). The Hearings Panel convened on 28 February, 7 March, and 11 March 2022 to consider and deliberate on all submissions and information received on the proposal.
- 5.2 The Hearings Panel undertook a site visit along the proposed route on Monday 7 March 2022, 8am-10am. The Hearings Panel stopped at various locations that are included in **Attachment B**.
- 5.3 During the site visit the Hearings Panel:
- 5.3.1 Looked at the potential shared path on the north side of Lincoln Road between Curletts Road and Annex Road;
- 5.3.2 Noted some trees marked for removal in the arborists report (see **Attachment C**) are more commonly identified as shrubs (see **Attachments D to I**) and asked for an updated tree survey. The updated tree survey can be found in **Attachment J**;
- 5.3.3 Observed the egresses available for traffic to exit McDonalds, the Halswell Shops, Medical Centre, and other business sites along the proposed route;



- 5.3.4 Noted the space available for parking between Wrights Road and Lindores Street to ensure there is adequate space for cyclists.
- 5.4 Prior to hearing verbal submissions Council officers talked through a [video fly-through](#) of the project and presented a brief overview of the proposed route and submissions analysis. A PowerPoint presentation was made available (refer to the Hearings Panel [Minutes Attachments](#)).
- 5.5 Throughout the process, Hearings Panel Members raised questions in relation to the Council Officers' report and presentation and verbal submissions. The responses provided by Council Officers to assist the Hearings Panel with its considerations and deliberations can be found in Item 7 of the [Minutes Attachment](#).

## 6. Verbal Submissions

- 6.1 The Hearings Panel heard 8 verbal submissions (refer to the [Hearings Panel Minutes](#) for a list of presenters). Five submitters who initially expressed a wish to give a verbal submission later advised that they were unable, or no longer wished to.
- 6.2 The views expressed by the submitters who presented in person are best captured in their own words in their original submissions and/or subsequent documents that were tabled at the hearings (refer to the [Hearings Panel Minutes Attachments](#)). Most key issues raised in the oral submissions are similar in content to those presented in the original written submissions and the Council Officers' responses to those written submissions are detailed in the Council Officers' Report to the Hearings Panel. Below are some of the key points that were raised during verbal submissions:
  - 6.2.1 Ensure there is a joined up approach between stage 1, stage 2, and the portion of road Waka Kotahi is responsible for (along Halswell Road between Curletts Road to Dunbars Road).
  - 6.2.2 Businesses expressed concern about the loss of car parking outside their respective place of business.
  - 6.2.3 Additional U-turn bay required to reduce pressure of right turn movements at Lyttelton Street.
  - 6.2.4 Submitters advocated for installation of traffic lights at Sylvan Street and Lincoln Road intersection.
  - 6.2.5 A number of submitters expressed a wish for cycleway to be separated from bus lanes.
  - 6.2.6 Concern about impact on traffic reintegrating with Lincoln Road.

## 7. Consideration and Deliberation of Submissions Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 7.1 On Monday 28 February and Monday 7 March the Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. This included the responses to the Panel's written questions, which are included at Item 7 of the [Minutes Attachment](#).
- 7.2 This local transport corridor has a citywide significance and benefit. It will improve the journey-time reliability for public transport services and improve connectivity, convenience, and safety for active travel modes. Notwithstanding this:
  - 7.2.1 The Hearings Panel is aware this project affects businesses along the proposed route and have used their best efforts to mitigate the impacts on businesses;

- 7.2.2 Some submitters expressed dissatisfaction with cycling infrastructure along the route. The Hearings Panel notes this is a bus-priority project and has made some recommendations that look to increase cycle-safety, however, other than the shared path on the north and south side of Lincoln Road, there is no additional cycling infrastructure proposed.
- 7.2.3 The Hearings Panel acknowledges concerns expressed about the consultation process and notes there was a pre-consultation engagement, as well as opportunities for face-to-face engagement during drop in sessions throughout the consultation period. The submitter who expressed concerns was offered an opportunity to make a supplementary submission but chose not to. A safety audit was started in 2021 but, as it was a working document, not publicly released until its completion in February 2022. Regrettably, the safety audit had a date in 2021 that appeared to suggest it was completed before the scheme design. The Hearings Panel accepts that the safety audit was completed in parallel to the scheme design. The safety audit was included in reports to the Hearings Panel who have made recommendations based on that audit and of the submissions.
- 7.2.4 A number of submitters queried the number of trees that are to be removed because of this project. There is a desire to increase the tree canopy across Christchurch City and if a tree is removed it will be replaced with at least one additional tree in accordance with Council's Tree Policy. The Hearings Panel has confidence in Council Officers' comments that care will be taken over any tree removal.
- 7.2.5 The Hearing Panel notes there is a difference between the arborist classification of trees and what is defined as a tree in the Christchurch City Council Tree Policy. Council Officers confirmed in the updated tree survey that 36 trees are proposed to be removed of which 11 trees are in poor condition (see **Attachment J**). 72 trees will be replanted within the same project boundary during this project at a ratio consistent with Council's Tree Policy.
- 7.3 Some of the key issues that were addressed by the Hearings Panel are as follows:

**Consistent cycleway treatment**

- 7.3.1 Submitters understood that stage 2 will link up with stage 1 (Whiteleigh Avenue to Moorhouse Avenue) and the yet-to-be-completed section by Waka Kotahi along Halswell Road between Dunbars and Curletts Roads. Submitters suggested a shared path on the north side of Lincoln Road that would connect the Nor'West Arc major cycleway route to the Waka Kotahi planned works and Curletts Road cyclepath to close a gap in the cycling infrastructure. The Hearings Panel agreed with this suggestion.
- 7.3.2 Council Officers advised that due to available road width a separated cycleway is not possible along this route. A shared path on the north side (between Curletts Road and Annex Road) and south side (between Hoon Hay Road and Lyttelton Street) of Lincoln Road will be investigated to provide a safer cycling environment.
- 7.3.3 The Hearings Panel acknowledged there are parts of a proposed shared path on the North side of Lincoln Road between Wrights Road and Annex Road that are narrower than is desirable until discussions with the Ministry of Education to acquire some land can be occur.

**Sylvan Street**

- 7.3.4 Submitters advocated for the installation of lights at the Sylvan Street intersection in favour of the proposed left and right-hand turn road markings.
- 7.3.5 Council Officers investigated this option and found that it would increase delays to traffic and pedestrian movements (for a fuller response see question 1, Item 7, Attachment A of [Minutes Attachment](#)).
- 7.3.6 The Hearings Panel heard concerned submitters and recommended that a raised pedestrian platform with a pedestrian refuge be installed at Sylvan Street to increase pedestrian safety.

#### **New World Site – Corner of Lincoln Road and Lyttelton Street**

- 7.3.7 New World suggested the proposed changes, particularly the installation of the median strip precluding a right hand turn from the site onto Lincoln Road, will have a significant detrimental impact on the operation of its proposed site at Lincoln Road.
- 7.3.8 Council Officers confirmed that resource consent documentation issued to Foodstuffs clearly identified that right turning traffic onto Lincoln Road would be limited in the future. The Hearings Panel hopes the site will be developed and has received assurances from Council Officers that they will continue to work with Foodstuffs as both projects progress.

#### **Business Accessibility**

- 7.3.9 Some businesses expressed concern about bus lanes diminishing accessibility to their premises. Outside of bus lanes operating times there will be an increase of 27 parking bays along the route.
- 7.3.10 Submitters suggested the median strip be narrower to increase the width of the road. This, it was submitted, would provide sufficient space for parking bays to operate even while the bus lanes are operational.
- 7.3.11 The Hearings Panel received advice from Council Officers that the proposal in paragraph 7.3.10 would not be possible. The Hearings Panel was encouraged that business owners were supportive of the change to time restricted parking outside their premises.

#### **General**

- 7.3.12 The Hearings Panel requested staff look at visibility from side streets in relation to give-way line of sight along Lincoln Road to ensure that turning traffic can see other road users.

## **8. Reference Documents**

Document	Location
Hearings Panel Agenda	<a href="https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_AGN_7833_AT.PDF">https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_AGN_7833_AT.PDF</a>
Hearings Panel Minutes	<a href="https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_MIN_7833_AT.PDF">https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_MIN_7833_AT.PDF</a>
Hearings Panel	<a href="https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_MAT_7833.PDF">https://christchurch.infocouncil.biz/Open/2022/02/BLHP_20220228_MAT_7833.PDF</a>





















Minutes Attachments	
Have Your Say Webpage	<a href="https://ccc.govt.nz/the-council/haveyoursay/show/461">https://ccc.govt.nz/the-council/haveyoursay/show/461</a>

## Signatories Ngā Kaiwaitohu

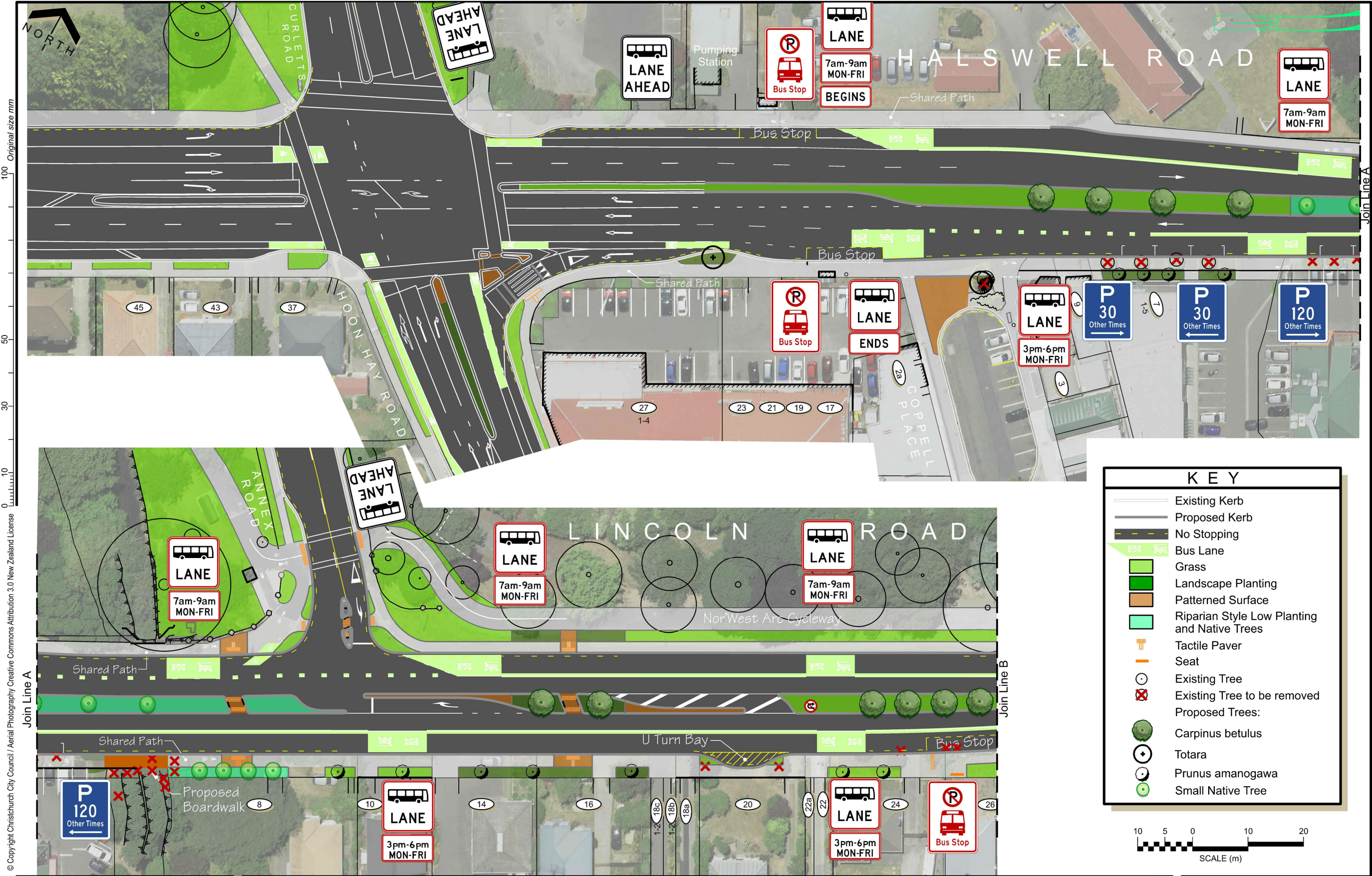
Author Nathaniel Heslop - Hearings Advisor

Approved By Councillor Sara Templeton - Chair of Hearings Panel

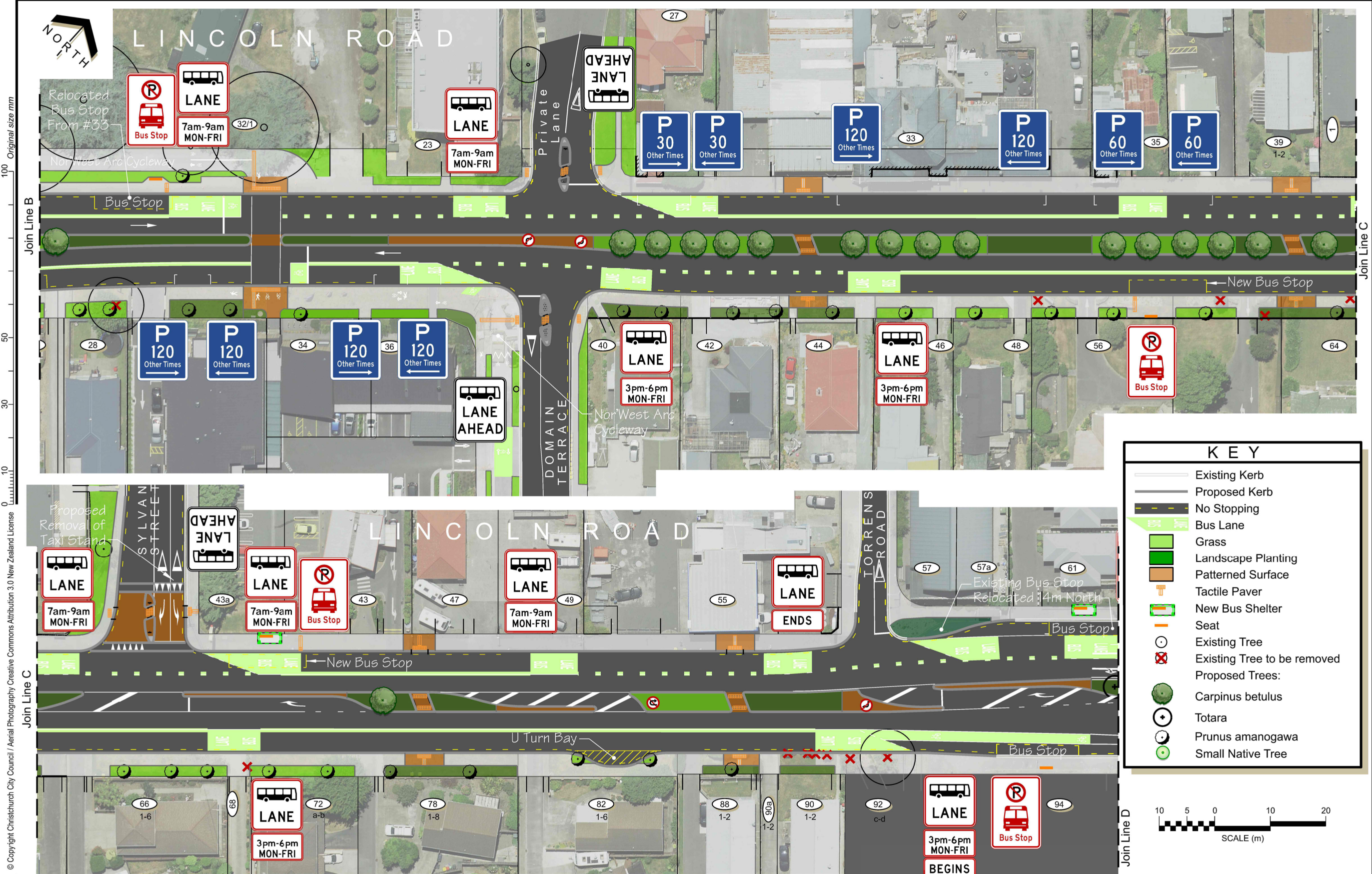
## Attachments Ngā Tāpirihanga

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C  	Arborist Report	454
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F  	Tree 6 Lincoln Road	484
G  	Tree 19 Lincoln Road	485
H  	Tree 28 Lincoln Road	486
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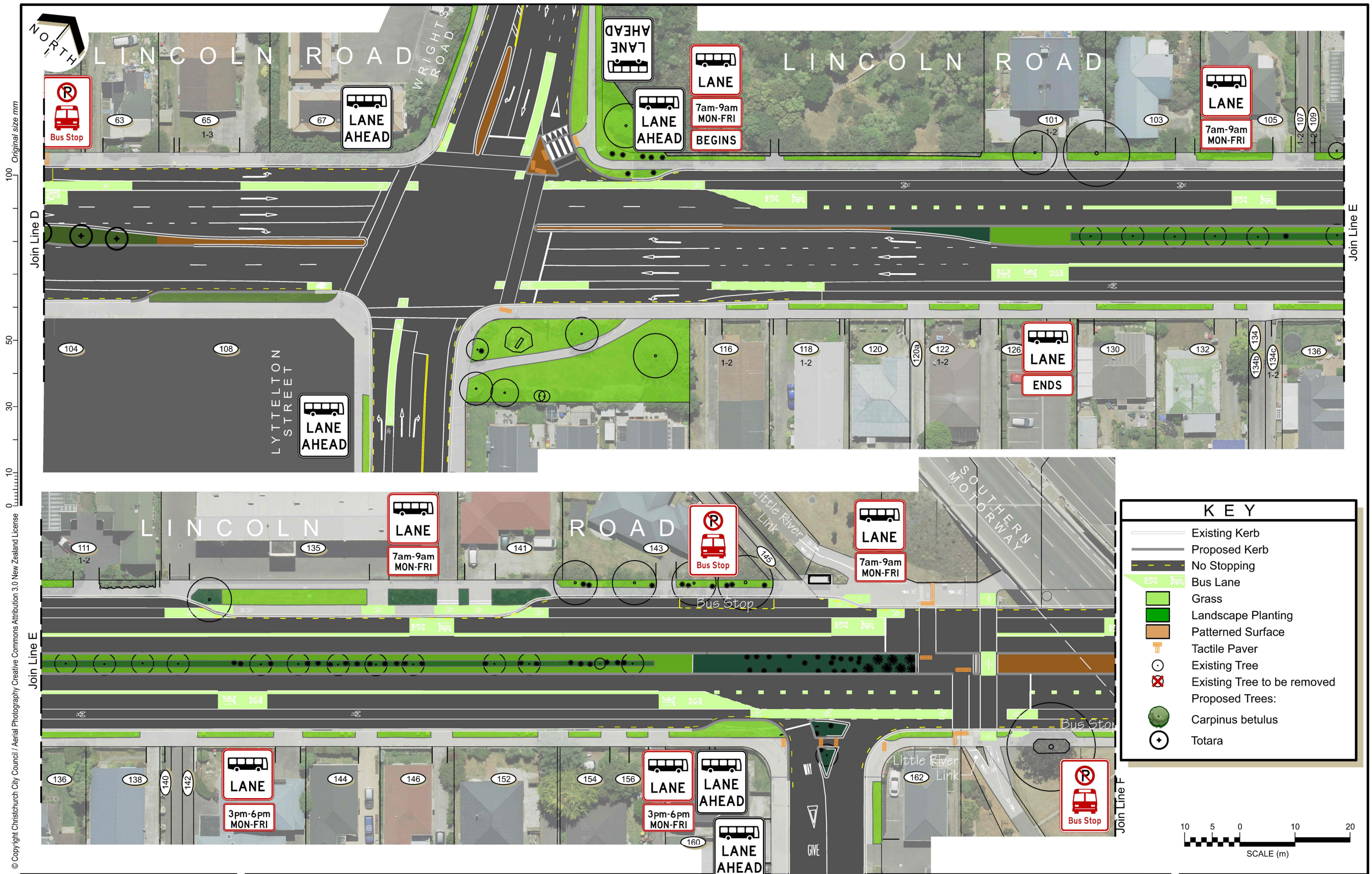




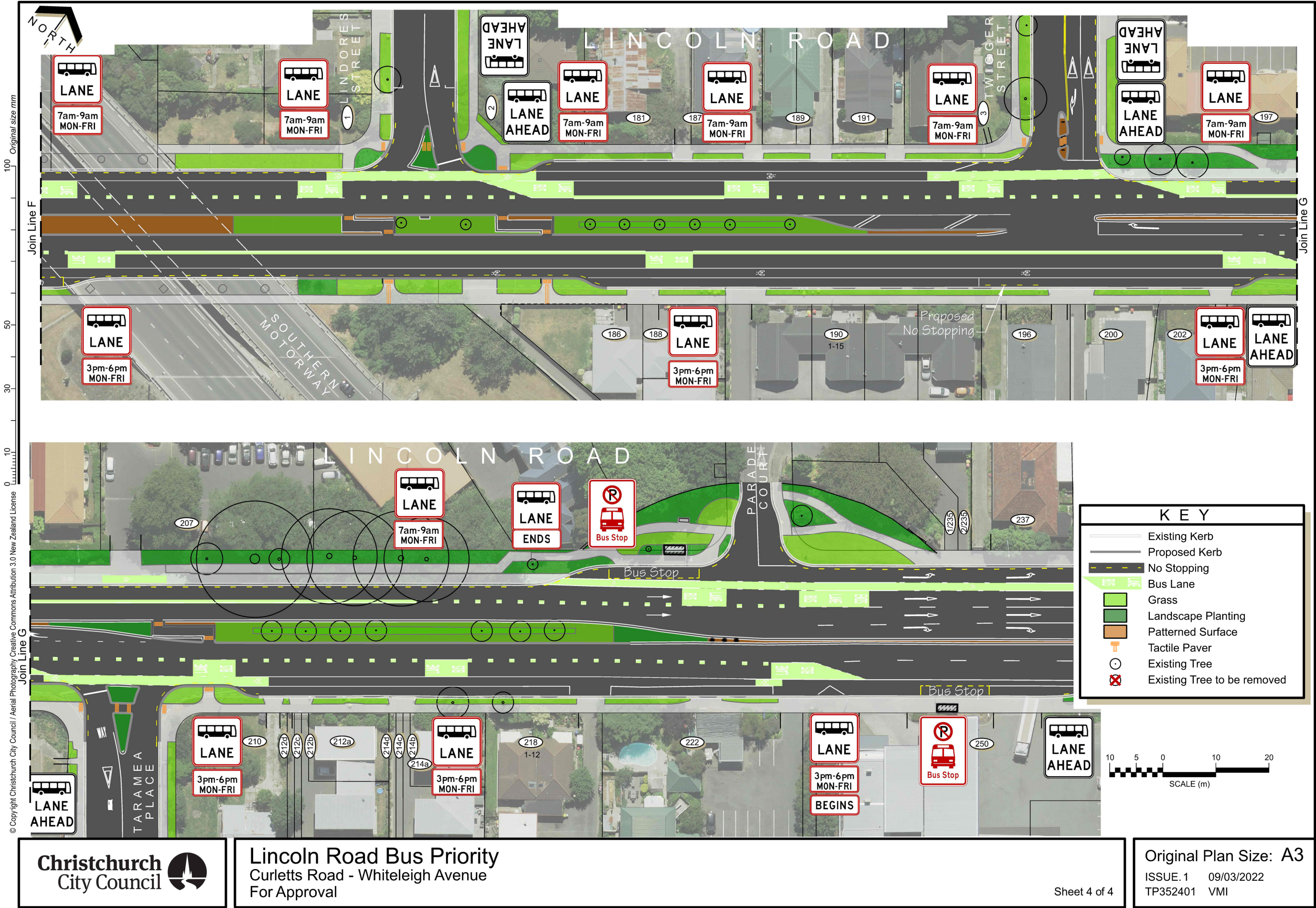




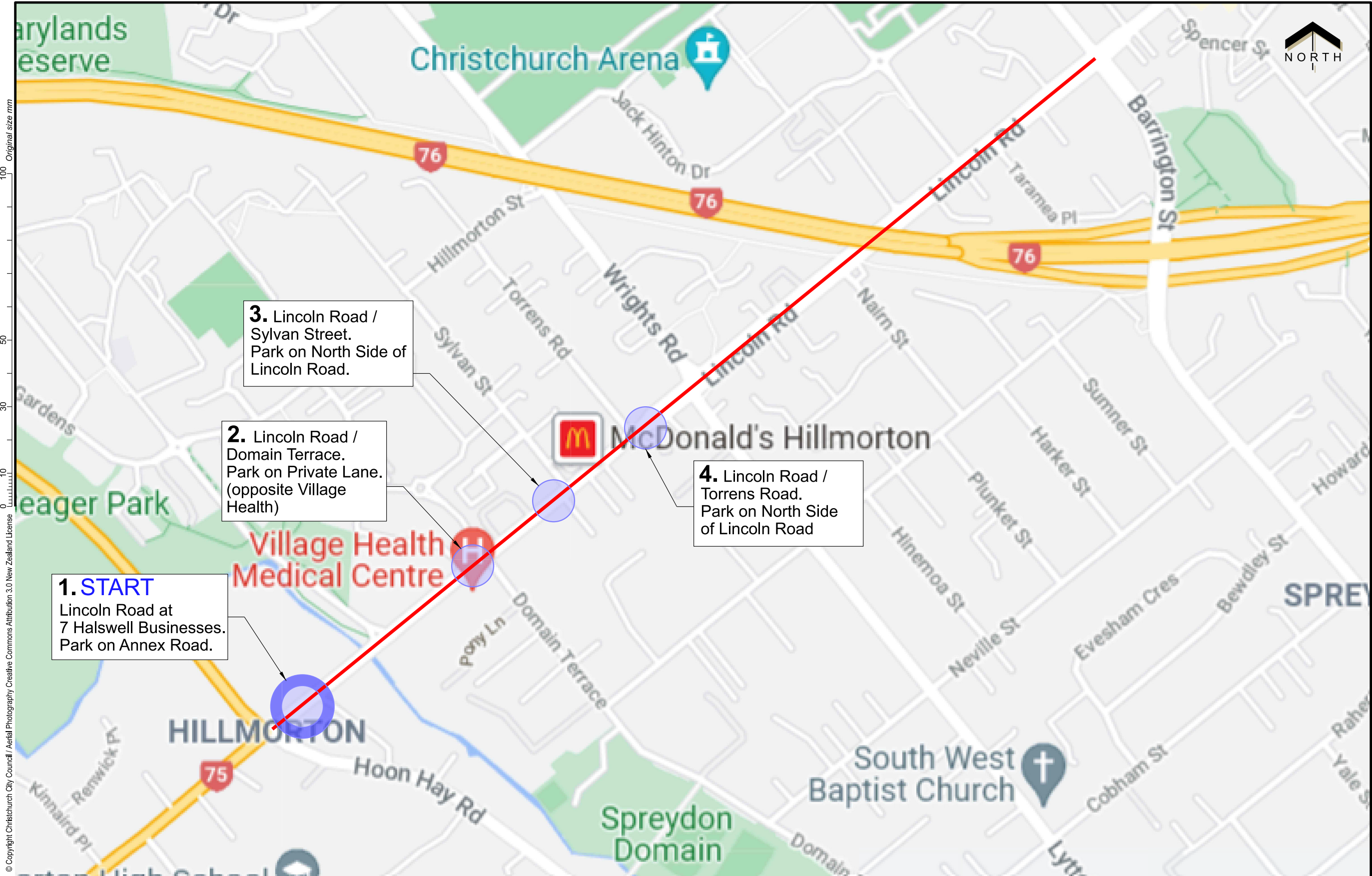












## Arboricultural Report

16 February 2022

**Lincoln Road  
Passenger Transport Improvements  
Whiteleigh Avenue to Curletts Road  
Christchurch**

**Christchurch**  
City Council 

TECHNICAL SERVICES & DESIGN

Item 17  
Attachment C

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## LINCOLN ROAD (WHITELEIGH AVENUE TO CURLETT'S ROAD)

### 1.0 Executive Summary

The section of Lincoln Road between Whiteleigh Avenue and Curlett's Road is to be upgraded. The project has been declared as having Metropolitan Significance by Council. This tree report is based on the scheme design and provides information for the development of detailed design, contract specifications, and tree removal approvals. A tree survey was carried out by Pure Arb Ltd in October 2021, which included the trees on existing Council land and trees/vegetation on property frontages that will be affected by the works. Where applicable the existing tree asset data was used, and measurements are approximate.

The scheme design includes the following works:

- The northern side of the road is to be widened between Curlett's Road and Annex Road; by up to 1m (0.93m) near the trees around the river/Annex Road intersection. The rest of the road on the northern side is to be reconstructed on the same alignment.
- On the northern side the power lines may be undergrounded and light poles/cables located on boundaries (depending upon existing service locations/constraints).
- The project will result in property frontages on the southern side being purchased by Council, and the boundary line is to move 5.5m into properties from the existing boundary.
- The Heathcote River bridge section on the southern side is yet to be designed, but is expected to require a relatively large area for construction (trees were surveyed to around 15m back from the existing footpath). Some additional trees may also be removed to improve and site use and amenity on the southern side. This will require further arboricultural assessment.
- The footpath is to be constructed on the new boundary line for most, and trees/large shrubs on properties that are located near the new boundary may be affected.
- Installation of new light poles and cables will also occur near the new boundary line on the southern side. This is not covered by this report and will require an arboricultural assessment.
- Undergrounding power will result in connections to buildings/dwellings, and additional trees on properties may be affected (on both sides of the road). This is not covered by this report and will require an arboricultural assessment.
- East of Wrights Road the works will involve narrowing the central medians only (no works on either side of the road).
- The central medians will have berms narrowed to approx. 3.2m, except the section between Taramea Place and Parade Court may be widened slightly (southern side only).

Based upon the scheme design 44 trees will be removed (plus shrubs and other vegetation). Tree removals will include 28 trees on existing CCC land and 16 trees on land proposed to be purchased by CCC. Additional trees may also require removal on land that will not be owned by CCC, which will require confirmation during detailed design.

Existing CCC land includes road corridor and reserve land.

- Road corridor includes mostly resident planted trees on land previously purchased by Council.
- Reserve land includes a parcel of land at 26R Lincoln Road and within Spreydon Riverbank Reserve (1R Halswell Road) where the bridge will be widened.

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

The replacement trees will provide at least two (2) trees for every tree removed and adequate mitigation for the proposed tree removals. The scheme design includes 88 new trees being planted as part of the project.



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Figure 1: Site location.

## LINCOLN ROAD (WHITELEIGH AVENUE TO CURLETT'S ROAD)

### 2.0 Trees to be Removed

Based upon the scheme design there are 44 trees to be removed.

- 28 trees on CCC land (within existing road corridor and reserve land).
- 16 trees within proposed new road corridor (currently non-CCC land).

The following table lists the species quantities and locations of all trees to be removed.

- Trees non-CCC owned land are identified as being within New Road Corridor.
- Refer to the attached tree survey maps (Appendix 1) and tree survey results (Appendix 2) for more details.

**Table 1: Trees to be removed**

Species	Qty	Location
Norway Maple ( <i>Acer platanoides</i> )	3	Road Corridor
Sycamore ( <i>Acer pseudoplatanus</i> )	1	Road Corridor
Strawberry Tree ( <i>Arbutus unedo</i> )	1	Road Corridor
Cabbage Tree ( <i>Cordyline australis</i> )	8	Road Corridor (3), Reserve Land (3), New Road Corridor (2)
Cypress ( <i>Cupressocyparis sp.</i> )	1	Road Corridor
Lacebark ( <i>Hoheria sp.</i> )	1	Road Corridor
Holly ( <i>Ilex sp.</i> )	1	Road Corridor
Evergreen Magnolia ( <i>Magnolia grandiflora</i> )	8	New Road Corridor
Magnolia ( <i>Magnolia sp.</i> )	1	Road Corridor
Apple ( <i>Malus sp.</i> )	1	New Road Corridor
Paper Bark ( <i>Melaleuca sp.</i> )	1	Road Corridor
Ngaio ( <i>Myoporum sp.</i> )	1	Road Corridor
Red Beech ( <i>Fuscospora fusca</i> )	1	New Road Corridor
Phebalium ( <i>Nematolepis squameum</i> )	1	Road Corridor
Lemonwood ( <i>Pittosporum eugenioides</i> )	1	Road Corridor
Cherry Plum ( <i>Prunus cerasifera</i> )	1	Reserve Land
Black Cherry Plum ( <i>Prunus cerasifera</i> Nigra)	2	Road Corridor (1), New Road Corridor (1)
Peach ( <i>Prunus persica</i> )	1	Road Corridor
Flowering Cherry ( <i>Prunus sp.</i> )	1	New Road Corridor
Large-leaved Kowhai ( <i>Sophora tetraptera</i> )	1	Road Corridor (Street Garden)
Yew ( <i>Taxus baccata</i> )	2	Road Corridor
Irish Yew ( <i>Taxus baccata</i> Fastigiata)	2	Road Corridor (1), New Road Corridor (1)
Oriental Thuja ( <i>Platyclusus orientalis</i> )	1	New Road Corridor
Elm ( <i>Ulmus sp.</i> )	1	Reserve Land
English Elm ( <i>Ulmus procera</i> )	1	Road Corridor

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LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

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## 2.1 Trees on Existing CCC Land to be Removed

The condition of the 28 trees on existing CCC land to be removed includes the following:

- 7 trees in good condition (5 road corridor trees, 2 reserve trees)
- 10 trees in fair condition (9 road corridor trees, 1 reserve tree)
- 9 trees in poor condition (8 road corridor trees, 1 reserve tree)
- 2 trees in very poor condition (1 road corridor tree, 1 reserve tree)

The size of the trees on existing CCC land to be removed includes:

- 18 small size trees (<6.0m)
- 9 medium size trees (6.0m-10.0m)
- 1 large size tree (>10.0m)

## 2.2 Trees on Proposed CCC Land to be Removed

The condition of the 16 trees on proposed CCC land to be removed includes the following:

- 4 trees in good condition
- 11 trees in fair condition
- 1 tree in poor condition

The size of the trees on proposed CCC land to be removed includes:

- 13 small size trees (<6.0m)
- 3 medium size trees (6.0m-10.0m)

## 2.3 Additional Non-CCC Trees (potential removals)

Construction around the bridge and improvements to the amenity of the river may result in the removal of an additional three (3) trees located at 1 Halswell Road (depending upon land owner approval and final design); listed in Table 2.

**Table 2: Potential trees to be removed**

Species	Qty	Location
Norway Maple ( <i>Acer platanoides</i> )	1	Non-CCC land (1 Halswell Road)
Sycamore ( <i>Acer pseudoplatanus</i> )	1	Non-CCC land (1 Halswell Road)
English Elm ( <i>Ulmus procera</i> )	1	Non-CCC land (1 Halswell Road)



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

### 3.0 CCC Tree Removal Approvals

#### 3.1 Tree Policy (Part 4)

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

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

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

#### 3.2 Delegations

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

##### Trees within Road Corridors

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

##### Trees on Parks and Reserves

- The removal of healthy and structurally sound a park, reserve or open space trees (in very good, good and fair condition) is approved under Community Board delegations, as specified in the Delegations Register, Part D – Sub-Part 1 (Section 42 of the Reserves Act).
- The removal of unhealthy and structurally unsound park, reserve or open space trees (in poor and very poor condition) and trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the trees is approved by the Head of Parks under staff delegations, as outlined in Part B – Sub-Part 3, Section 19 of the Delegations Register.

The quantities of trees to be approved under the various Council delegations are listed in Table 3:

**Table 3: Delegations Summary**

Delegate	Existing CCC Land	Proposed CCC Land	Totals
Community Board	17 trees (in good/fair condition)	15 trees (in good/fair condition)	32
Head of Transport	9 trees (in poor/very poor condition)	1 tree (in poor condition)	10
Head of Parks	2 trees (in poor/very poor condition)		2



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LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

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### 3.3 District Plan Rules (tree removals)

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

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

#### Global Consent

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

10. This consent does not include the removal of any significant tree listed in Appendix 9.4.7.1, in Appendix 2 to this consent, or the removal of any indigenous vegetation located within Sites of Ecological Significance (Schedule A of Appendix 9.1.6.1 or Appendix 9.1.6.6) or within water body setbacks (as specified in Chapter 6.6).
11. The removal of significant trees listed in Appendix 9.4.7.2 or trees located within road corridors, parks, or public open spaces may only occur where:
  - a) A report setting out the tree condition, reasons for removal, and any replacement planting has been prepared. This report is to be endorsed by a Christchurch City Council arborist;
  - b) A report assessing the landscape and amenity effects of the proposed removal with reference to District Plan matters of discretion under 9.4.6 (f, g, h, and n) has been prepared. This report is to be endorsed by a Christchurch City Council Landscape Architect.
  - c) The removal of the tree(s) has been approved under the relevant Council Delegations requirements.
  - d) Trees removed for Human Health reasons comply with section 4.20 of the Tree Policy and have been approved by the relevant Community Board.
12. Where a tree has been removed, replacement planting must occur and comply with section 1.9 of the Tree Policy and replacement trees established to the standards set out in the Council Construction Standard Specifications document. The replacement tree shall be located in an appropriate nearby location and be of the same or a complementary species.

**Note:** The global consent does not include the removal of indigenous species trees within a waterbody setback, and a separate resource consent will be required for this. Based upon the scheme design this will include the removal of five (5) trees (1 Hoheria and 4 Cordyline australis).

- Further investigations to quantify the total number of indigenous species trees and vegetation to be removed will be required for the consent application.

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

#### 4.0 Protection of Retained Trees

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

#### 4.1 District Plan Rules (works within the vicinity of trees)

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

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

#### Global Consent

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

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

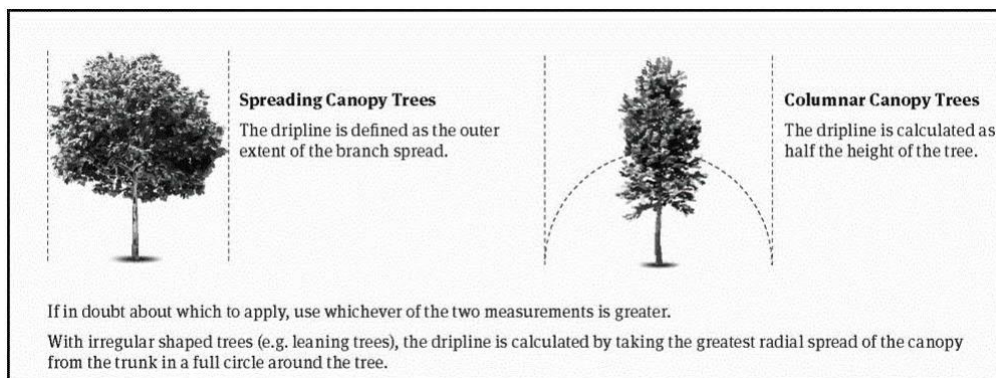


Figure 2: Dripline diagram.

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LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

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## 4.2 Tree Policy (Part 3)

**Part 3.0 Working Around Trees** includes the following:

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

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

## 4.3 Construction Standard Specifications (CSS)

**CSS Part 1 General** includes the following:

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

For the protection of trees, the CSS specifies the Tree Protection Zone as the canopy spread (dripline) or half the height of the tree (whichever is greater), as shown in Figure 2 above. The CSS applies to public realm trees/vegetation and trees/vegetation on non-Council owned properties that are adjacent to the works.

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

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

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

## LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

### 5.0 Trees to be Retained

#### 5.1 Central Median Trees

There are 39 Fastigiated Hornbeam (*Carpinus betulus* Fastigiata) street trees located within the sections of central median between Whiteleigh Avenue and Wrights Road. Asset data indicates that the trees were planted in 2000.

The sections of central median between Whiteleigh Avenue and Twigger Street will have berms narrowed by approximately 0.3m on both sides (reduced from approximately 3.8 metres to 3.2 metres wide). The section between Taramea Place and Parade Court may be widened slightly (on the southern side only).

Due to the size and location of the tree, it is possible that there are tree roots within the area to be excavated for the new kerb alignments. The expected tree protection zone effects have been assessed as minor (if carried out with care).



Figure 3: Central median trees.

Tree protection measures will be required during the works to minimise damage to the trees. Depending upon the extent of tree roots, methodologies may involve hydro excavating a slot trench along the new kerb alignment and cutting roots cleanly at the excavation face.

#### 5.2 Heathcote River

The bridge section on the southern side is yet to be designed, but may require a relatively large area for construction. Trees were surveyed to around 15 metres back from the existing footpath to allow for this.

There are trees outside of the area proposed to be purchased at 8 Lincoln Road that may be within the vicinity of the works (if retained).

Site specific tree protection measures will need to be developed during detailed design and construction.



Figure 4: Bridge area (8 Lincoln Road).

#### 5.3 Other Non-CCC Trees

Site specific tree protection measures will also be required at several other locations; for example:

- **8 Lincoln Road:** there is a very large Camperdown Elm (*Ulmus glabra* Camperdownii) with a canopy that extends beyond the existing boundary. Protection of the root system and careful treatment of the canopy will be required, and it is recommended that no new trees are planted beneath the canopy of the tree.
- **16 Lincoln Road:** there is a mature Akeake (*Dodonaea viscosa* Purpurea) immediately behind the boundary fence that may be affected by footpath construction.
- **72 Lincoln Road:** there is a mature Pin Oak (*Quercus palustris*) and Cabbage Tree (*Cordyline australis*) near the boundary wall/fence that may be affected by footpath construction.
- **82 Lincoln Road:** there are two (2) mature Lemonwood (*Pittosporum eugenioides*) immediately behind the boundary fence that may be affected by footpath construction (if the roots are beyond the wall foundations).



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LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

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**Note:** This report is based upon the scheme design only, and further arboricultural assessments and recommendations will be required during detailed design and all phases of construction where trees may be affected.

## 6.0 Replacement Tree Planting

Regarding replacement tree planting, the CCC Tree Policy specifies that for every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years (additional planting may be required).

- In this case 44 trees are to be removed and the draft landscape plans include the planting of 88 new trees, and it is expected that the canopy cover will be increased within 20 years.

The replacement tree planting is to be carried out as specified in the CSS, Part 7 Landscapes, with at least 24 months establishment.

## 7.0 Recommendations

- 7.1 Where it is not possible to accommodate the retention of existing trees on Council land, delegated authority approval is to be requested from the Community Board, Head of Transport and Head of Parks.
- 7.2 The removal of any additional trees at 8 Lincoln Road for the bridge construction should be confirmed with the land owner.
- 7.3 A resource consent application should be lodged for the removal of any indigenous species trees/vegetation within the Heathcote River waterbody setback.
- 7.4 Further arboricultural investigations and recommendations are to be implemented during detailed design and all phases of construction where trees may be affected.
- 7.5 Where required the design and construction methods should be modified in order to mitigate damage to trees that are to be retained.
- 7.6 The District Plan rules, CCC Tree Policy and tree protection requirements outlined in the CSS (Part 1, 22.0) are to be adhered to for all trees within the public realm and trees on non-Council land.
- 7.7 The existing global consent (RMA/2021/2059) should be used for the tree removals and works with the vicinity of trees where applicable, and if used the conditions of consent must be adhered to.
- 7.8 Any tree removals and pruning work is to be undertaken by, or under the supervision of, a suitably qualified arborist.
- 7.9 The CCC Tree Policy replacement planting requirements are to be adhered to, and all tree planting is to be carried out as specified in the IDS, Part 10 Reserves, Streetscape and Open Spaces and the CSS, Part 7 Landscapes.

**Laurie Gordon**  
**Arborist**

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Appendix 1 – Tree Survey Results

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Map 3 of 7

Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Appendix 1 – Tree Survey Maps

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



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Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



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Appendix 1 – Tree Survey Maps

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Map 7 of 7

Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name		age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
218 Lincoln Road	29505	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
214A Road	29504	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
214A Road	29503	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
214A Road	29471	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
212 Lincoln Road	29472	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
210 Lincoln Road	29473	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
210 Lincoln Road	29474	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
210 Lincoln Road	29475	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Eight (8) trees located to the road median.
190 Lincoln Road	29480	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
190 Lincoln Road	29481	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	Anatomical defect/imperfection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
188 Lincoln Road	29482	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
188 Lincoln Road	29483	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
186 Lincoln Road	29484	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
186 Lincoln Road	29485	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Six (6) trees located to the road median.
184 Lincoln Road	29486	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Two (2) trees located to the road median.
186 Lincoln Road	29488	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	Anatomical defect/imperfection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Two (2) trees located to the road median.
162 Lincoln Road	29494	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Three (3) trees located to the road median.
160 Lincoln Road	29495	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Three (3) trees located to the road median.
160 Lincoln Road	29498	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Three (3) trees located to the road median.
154 Lincoln Road	29501	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name		age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
154 Lincoln Road	29499	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
154 Lincoln Road	29500	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
152 Lincoln Road	29502	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
152 Lincoln Road	29369	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	Physiological dysfunction/ degradation	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
146 Lincoln Road	29370	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
144 Lincoln Road	29371	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
144 Lincoln Road	29372	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
144 Lincoln Road	29373	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
142 Lincoln Road	29374	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
138 Lincoln Road	29375	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
138 Lincoln Road	29376	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
138 Lincoln Road	29377	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
136 Lincoln Road	29378	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	Anatomical defect/imperfection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
136 Lincoln Road	29379	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
132 Lincoln Road	29380	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
132 Lincoln Road	29381	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Fair (3)	Good (2)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
132 Lincoln Road	29382	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
130 Lincoln Road	29383	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor 9.2% 4m2	Retain and protect	Five (5) trees located to the road median.
130 Lincoln Road	29384	Central Median	Carpinus Fastigiata	betulus	Semi-Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.7 metres	Minor <10%	Retain and protect	Five (5) trees located to the road median.
92 Lincoln Road	1	Road Corridor Resident Planted	Cordyline australis		Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	6 metres	Major >10%	Tree to be removed	Tree base 1m to the footpath (boundary marker/peg).

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
92 Lincoln Road	2	Road Corridor Resident Planted	Cupressocyparis	Mature	6-10m	Poor (4)	Fair (3)	Poor (4)	Physiological dysfunction/ degradation	5.5 metres	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).
90A Lincoln Road	3	Road Corridor Resident Planted	Myoporum	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
90A Lincoln Road	4	Road Corridor Resident Planted	Nematolepis squameum	Semi-Mature	0-6m	Very Poor (5)	Poor (4)	Very Poor (5)	Physiological dysfunction/ degradation	2 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
90A Lincoln Road	5	Road Corridor Resident Planted	Ilex	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Tree base 0.5 to the footpath (boundary marker/peg).
90A Lincoln Road	6	Road Corridor Resident Planted	Melaleuca	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
90A Lincoln Road	7	Road Corridor Resident Planted	Photinia glabra Red Robin	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Vegetation to be removed	Shrub base 5m to the footpath (boundary marker/peg).
88 Lincoln Road	8	Road Corridor Resident Planted	Hedge	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Vegetation to be removed	Hedge base 0.5m to the footpath (boundary marker/peg).
88 Lincoln Road	9	Road Corridor Resident Planted	Hedge	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Vegetation to be removed	Hedge base 1m to the footpath (boundary marker/peg).
82 Lincoln Road	10	Non-CCC Non-CCC	Pittosporum eugenioides	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.5 metres	Major >10%	Retain and protect	Tree base 6m to the footpath (boundary marker/peg).
82 Lincoln Road	11	Non-CCC Non-CCC	Pittosporum eugenioides	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3.5 metres	Major >10%	Retain and protect	Tree base 6m to the footpath (boundary marker/peg).
82 Lincoln Road	12	Non-CCC Non-CCC	Citrus x Limon	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Retain and protect	Tree base 6m to the footpath (boundary marker/peg).
82 Lincoln Road	13	Non-CCC Non-CCC	Citrus x Limon	Juvenile	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Tree base 6.5m to the footpath (boundary marker/peg).
76 Lincoln Road	14	Non-CCC Non-CCC	Phormium (flax)	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	N/A	Retain and protect	Tree base 7.5m to the footpath (boundary marker/peg).
76 Lincoln Road	15	Non-CCC Non-CCC	Phormium (flax)	Juvenile	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Tree base 7.5m to the footpath (boundary marker/peg).
72 Lincoln Road	16	Non-CCC Non-CCC	Quercus palustris	Semi-Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	7 metres	Major >10%	Retain and protect	Tree base 7m to the footpath (boundary marker/peg).
72 Lincoln Road	17	Non-CCCNon-CCC	Pittosporum eugenioides	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Minor <10%	Retain and protect	Tree base 7m to the footpath (boundary marker/peg).
72 Lincoln Road	18	Non-CCC Non-CCC	Cordyline australis	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Retain and protect	Tree base 7m to the footpath (boundary marker/peg).
68 Lincoln Road	19	Road Corridor Resident Planted	Acer platanoides	Juvenile	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	1 metre	N/A	Tree to be removed	Tree base 4m to the footpath (boundary marker/peg).

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
66 Lincoln Road	20	Non-CCC Non-CCC	Pseudopanax crassifolium	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	Physiological dysfunction/ degradation	2 metres	Minor <10%	Retain and protect	Tree base 8m to the footpath (boundary marker/peg).
66 Lincoln Road	21	Non-CCC Non-CCC	Cordyline australis	Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Minor <10%	Retain and protect	Tree base 9m to the footpath (boundary marker/peg).
64 Lincoln Road	22	Non-CCC New Corridor	Thuja orientalis	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.2 metres	Major >10%	Tree to be removed	Tree base 1m to the footpath (boundary marker/peg).
64 Lincoln Road	23	Non-CCC New Corridor	Agapanthus	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metres	Major >10%	Vegetation to be removed	Shrub 0.5 to the footpath (boundary marker/peg).
50 Lincoln Road	24	Non-CCC New Corridor	Hedge	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Vegetation to be removed	Hedge 1m to the footpath (boundary marker/peg).
56 Lincoln Road	25	Non-CCC New Corridor	Nothofagus fusca	Mature	6-10m	Poor (4)	Fair (3)	Poor (4)	Physiological dysfunction/ degradation	5 metres	Major >10%	Tree to be removed	Tree base 5.5m to the footpath (boundary marker/peg).
56 Lincoln Road	26	Non-CCC New Corridor	Taxus baccata Fastigata	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.5 metres	Major >10%	Tree to be removed	Tree base 1.5m to the footpath (boundary marker/peg).
56 Lincoln Road	26A	Non-CCC Non-CCC	Ilex aquifolium	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	Minor dieback in upper canopy	3 metres	Major >10%	Retain and protect	Tree base 6.5m to the footpath.
56 Lincoln Road	27	Non-CCC New Corridor	Shrub	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Shrub 1.5m to the footpath (boundary marker/peg).
56 Lincoln Road	28	Road Corridor Resident Planted	Magnolia	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Tree to be removed	Tree base 7m to the footpath (boundary marker/peg).
48 Lincoln Road	29	Non-CCC Non-CCC	Rhododendron	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Retain and protect	Tree base 9m to the footpath (boundary marker/peg).
44 Lincoln Road	30	Non-CCC New Corridor	Shrub	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	0.5 metres	Major >10%	Vegetation to be removed	Row of shrubs 0.3m to the footpath (boundary marker/peg).
42 Lincoln Road	31	Non-CCC New Corridor	Agapanthus	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	0.5 metres	Major >10%	Vegetation to be removed	Row of three Agapanthus 0.5m to the footpath (boundary marker/peg).
40 Lincoln Road	32	Non-CCC New Corridor	Camellia	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Shrub base 1m to the footpath (boundary marker/peg).
40 Lincoln Road	33	Non-CCC New Corridor	Hydrangea	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Shrubs intermittently planted to the fence line 0.3m to the footpath (boundary marker/peg).
28 Lincoln Road	34	Road Corridor Resident Planted	Acer platanoides	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	5.5 metres	Major >10%	Tree to be removed	Tree base 5m to the footpath (boundary marker/peg).
26R Lincoln Road	35	Reserve Land Resident Planted	Hedge	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Vegetation to be removed	Hedge base 0.5m to the footpath (boundary marker/peg).



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
26R Lincoln Road	36	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).
26R Lincoln Road	37	Reserve Land Resident Planted	Ulmus sp.	Mature	0-6m	Fair (3)	Very Poor (5)	Very Poor (5)	Anatomical defect/imperfection	1 metre	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).
26R Lincoln Road	38	Reserve Land Resident Planted	Photinia	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Shrub base 5m to the footpath (boundary marker/peg).
24 Lincoln Road	39	Road Corridor Resident Planted	Arbutus	Semi-Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	1.5 metres	Major >10%	Tree to be removed	Tree base 2m the footpath (boundary marker/peg).
24 Lincoln Road	40	Road Corridor Resident Planted	Shrub	Mature	0-6m	Poor (4)	Poor (4)	Poor (4)	Physiological and anatomical damage/degradation	1 metre	Major >10%	Vegetation to be removed	Base 2m to the footpath (boundary marker/peg).
24 Lincoln Road	41	Non-CCC Non-CCC	Photinia	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	0.5 metre	Minor <10%	Retain and protect	Shrub 3.5m to the footpath (boundary marker/peg).
20 Lincoln Road	42	Non-CCC New Road Corridor	Malus	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 4m to the footpath (boundary marker/peg).
20 Lincoln Road	43	Non-CCC New Road Corridor	Hedge	Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.5 metres	Major >10%	Vegetation to be removed	Hedge base 1m to the footpath (boundary marker/peg).
20 Lincoln Road	44	Non-CCC New Road Corridor	Prunus cerasifera Nigra	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Tree to be removed	Tree base 4.2m to the footpath (boundary marker/peg).
20 Lincoln Road	45	Non-CCC Non-CCC	Shrub	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.2 metres	Minor <10%	Retain and protect	Tree base 5.7m to the footpath (boundary marker/peg).
16 Lincoln Road	46	Non-CCC Non-CCC	Dodonaea viscosa Purpurea	Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	5 metres	Major >10%	Retain and protect	Tree base located immediately behind the boundary fence.
16 Lincoln Road	47	Non-CCC Non-CCC	Pittosporum crassifolium	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Minor <10%	Retain and protect	Tree base 8m to the footpath (boundary marker/peg).
16 Lincoln Road	48	Non-CCC Non-CCC	Pittosporum crassifolium	Semi-Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Minor <10%	Retain and protect	Tree base 8m to the footpath (boundary marker/peg).
16 Lincoln Road	49	Non-CCC Non-CCC	Cordyline australis	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Minor <10%	Retain and protect	Tree base 7m to the footpath (boundary marker/peg).
14 Lincoln Road	50	Non-CCC New Road Corridor	Hedge	Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	0.5 metre	Major >10%	Vegetation to be removed	Hedge in line with boundary marks.
14 Lincoln Road	51	Non-CCC New Road Corridor	Agapanthus	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Planting bed with various plantings 2m to the footpath (boundary marker/peg).

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
10 Lincoln Road	52	Non-CCC New Road Corridor	Phormium (flax)	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Base in line with boundary marks.
10 Lincoln Road	53	Non-CCC New Road Corridor	Agapanthus	Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Several plantings 0.5m to the footpath (boundary marker/peg).
10 Lincoln Road	53A	Non-CCC New Road Corridor	Prunus sp.	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Tree to be removed	Located on boundary with 8 Lincoln Road
8 Lincoln Road	53B	Road Corridor Resident Planted	Taxus baccata	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Tree to be removed	Located on boundary with 10 Lincoln Road
8 Lincoln Road	54	Road Corridor Resident Planted	Taxus baccata Fastigata	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Tree to be removed	Tree base 1.5m to the footpath (boundary marker/peg).
8 Lincoln Road	54A	Road Corridor Resident Planted	Pittosporum eugenioides	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
8 Lincoln Road	54B	Road Corridor Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
8 Lincoln Road	54C	Road Corridor Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
8 Lincoln Road	55	Non-CCC Non-CCC	Camellia	Mature	6-10m	Good (2)	Good (2)	Poor (4)	No notable physiological or anatomical observations at the time of inspection	3.5 metres	Minor <10%	Retain and protect	Tree base 8.5m to the footpath (boundary marker/peg).
8 Lincoln Road	56	Road Corridor Resident Planted	Hedge	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Major >10%	Vegetation to be removed	Various species including an ivy covered fence.
8 Lincoln Road	57	Road Corridor Resident Planted	Prunus cerasifera Nigra	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	4 metres	Major >10%	Tree to be removed	Tree base 2.5m to the footpath (boundary marker/peg).
8 Lincoln Road	58	Non-CCCNon-CCC	Ulmus glabra Camperdownii	Mature	10-19m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	10 metres	Major >10%	Retain and protect	Tree base approximately 12m to the footpath (boundary marker/peg). Canopy extends beyond existing boundary by > 1m.
8 Lincoln Road	59	Road Corridor Resident Planted	Prunus persica	Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	2.5 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
8 Lincoln Road	59A	Road Corridor Resident Planted	Ulmus procera	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.5 metres	Major >10%	Tree to be removed	Elm suckers. Tree base 0.5m to the footpath (boundary marker/peg).

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
8 Lincoln Road	59B	Road Corridor Resident Planted	Acer pseudoplatanus	Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).
8 Lincoln Road	60	Road Corridor Resident Planted	Taxus baccata	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	5.5 metres	Major >10%	Tree to be removed	Tree base in line/touching the bridge edge.
8 Lincoln Road	61	Road Corridor Resident Planted	Acer platanoides	Mature	10-19m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	4.5 metres	Major >10%	Tree to be removed	Tree base approximately 4.5m to the footpath (boundary marker/peg).
8 Lincoln Road	62	Non-CCC Non-CCC	Ulmus procera	Mature	10-19m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	6 metres	Major >10%	Potential tree removal	Tree base 6m to the footpath (boundary marker/peg). Potential tree removal for bridge construction and to improve river amenity (depending upon owner approval).
8 Lincoln Road	63	Non-CCC Non-CCC	Acer platanoides	Semi-Mature	10-19m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Minor <10%	Potential tree removal	Tree base 7m to the footpath (boundary marker/peg). Potential tree removal for bridge construction and to improve river amenity (depending upon owner approval).
8 Lincoln Road	63A	Non-CCC Non-CCC	Acer pseudoplatanus	Mature	10-19m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	5 metres	Minor <10%	Potential tree removal	Potential tree removal to improve river amenity (depending upon owner approval)
1R Halswell Road	64	Road Corridor Park Frontage	Hoheria	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3 metres	Major >10%	Tree to be removed	Tree base 1m to footpath, in close proximity to bridge edge.
1R Halswell Road	65	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).
1R Halswell Road	66	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).
1 Halswell Road	67	Non-CCC New Road Corridor	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).
1 Halswell Road	68	Non-CCC New Road Corridor	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).
1 Halswell Road	68A	Non-CCC New Road Corridor	Hedge	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	0.5m	Major >10%	Vegetation to be removed	Approximately 0.5m to the footpath.
1 Halswell Road	69	Non-CCC Non-CCC	Hebe (shrub)	Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	1 metre	Minor <10%	Retain and protect	Base 8m to the footpath (boundary marker/peg).
1R Halswell Road	70	Reserve Land	Prunus cerasifera	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	4 metres	Minor <10%	Tree to be removed	Tree to be removed to improve river amenity
1 Halswell Road	71	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
1 Halswell Road	72	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).
1 Halswell Road	73	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).
1 Halswell Road	74	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).
1 Halswell Road	75	Non-CCC Non-CCC	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Retain and protect	Tree base approximately 7m to the footpath (boundary marker/peg).
7 Halswell Road	76	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	Physiological dysfunction/ degradation	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.
7 Halswell Road	77	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.
7 Halswell Road	78	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.
7 Halswell Road	79	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.
13 Halswell Road	29202	Road Corridor Street Garden	Sophora tetraptera	Semi-Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	2.5 metres	Minor <10%	Tree to be removed	Tree base 3m to the footpath (boundary marker/peg).
2 Halswell Road	80	Non-CCC Non-CCC	Tilia cordata	Mature	10-19m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	5.5 metres	N/A	Retain and protect	Tree base 5m to the footpath (boundary marker/peg).
2 Halswell Road	81	Non-CCC Non-CCC	Prunus x yedoensis	Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Physiological and anatomical damage/degradation	3 metres	N/A	Retain and protect	Tree base 3m to the footpath (boundary marker/peg).
2 Halswell Road	82	Non-CCC Non-CCC	Acer negundo	Semi-Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	4 metres	N/A	Retain and protect	Tree base 5.5m to the footpath (boundary marker/peg).
2 Halswell Road	83	Non-CCC Non-CCC	Aesculus hippocastanum	Semi-Mature	6-10m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	N/A	Retain and protect	Tree base 6m to the footpath (boundary marker/peg).
2 Halswell Road	103439	Reserve	Salix fragilis	Over Mature	10-19m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	11 metres	N/A	Retain and protect	Tree base 12m to the footpath (boundary marker/peg).
23 Lincoln Road	84	Non-CCC Non-CCC	Betula pendula	Mature	10-19m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	4.5 metres	Minor <10%	Retain and protect	Tree base 4m to the footpath (boundary marker/peg).
23 Lincoln Road	85	Non-CCC Non-CCC	Griselinia lucida	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Retain and protect	Tree base 2m to the footpath (boundary marker/peg).



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information
27 Lincoln Road	86	Non-CCC Non-CCC	Pittosporum crassifolium	Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Minor <10%	Retain and protect	Tree base in line with the boundary marks.
37 Lincoln Road	87	Non-CCC Non-CCC	Malus	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.5 metres	Minor <10%	Retain and protect	Tree base 1.5m to the footpath (boundary marker/peg).
37 Lincoln Road	88	Non-CCC Non-CCC	Hedge	Juvenile	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Pittosporum hedge 0.2m to the footpath (boundary marker/peg).
39 Lincoln Road	89	Non-CCC Non-CCC	Prunus cerasifera	Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	2 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by wall's concrete foundations.
39 Lincoln Road	90	Non-CCC Non-CCC	Shrub	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Base 1m to footpath. Root ingress to the footpath likely impeded by the wall's foundations.
41 Lincoln Road	91	Non-CCC Non-CCC	Magnolia grandiflora	Juvenile	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Tree base 0.2m to the footpath (boundary marker/peg).
43 Lincoln Road	92	Non-CCC Non-CCC	Magnolia grandiflora	Mature	0-6m	Good (2)	Fair (3)	Fair (3)	Anatomical defect/imperfection	2.5 metres	Minor <10%	Retain and protect	Tree base 3.5m to the footpath (boundary marker/peg).
45 Lincoln Road	93	Non-CCC Non-CCC	Hedge	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Hebe hedge 0.5m to footpath.
55 Lincoln Road	94	Road Corridor Resident Planted	Shrub	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	Physiological dysfunction/ degradation	1 metre	Minor <10%	Retain and protect	Hebe and Agapanthus in line with the boundary marks.
55 Lincoln Road	95	Non-CCC Non-CCC	Shrub	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1 metre	Minor <10%	Retain and protect	Shrubs in line with the boundary marks.
61 Lincoln Road	96	Non-CCC Non-CCC	Pseudopanax arboreus	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.5 metres	Minor <10%	Retain and protect	Tree base 0.6m to the footpath (boundary marker/peg).
61 Lincoln Road	97	Non-CCCNon-CCC	Pittosporum eugenioides	Mature	0-6m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	2 metres	Minor <10%	Retain and protect	Tree base 0.2m to the footpath (boundary marker/peg).
63 Lincoln Road	98	Non-CCC Non-CCC	Pittosporum crassifolium	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.5 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by the wall's foundations.
63 Lincoln Road	99	Non-CCC Non-CCC	Pittosporum	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by the wall's foundations.
67 Lincoln Road	100	Non-CCC Non-CCC	Acer	Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3.5 metres	Minor <10%	Retain and protect	Tree base 3m to footpath. Root ingress to the footpath likely impeded by concrete plinth.
67 Lincoln Road	101	Non-CCC Non-CCC	Acer	Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	4 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by concrete plinth.
69 Lincoln Road	102	Non-CCC Non-CCC	Acer	Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	4 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by concrete plinth.
69 Lincoln Road	103	Non-CCC Non-CCC	Acer	Semi-Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3 metres	Minor <10%	Retain and protect	Tree base 1m to footpath. Root ingress to the footpath likely impeded by concrete plinth.





















Lincoln Road - Curletts Road to Wightleigh Ave - Tree Survey

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information	Comment
92 Lincoln Road	1	Road Corridor Resident Planted	Cordyline australis	Mature	6-10m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	6 metres	Major >10%	Tree to be removed	Tree base 1m to the footpath (boundary marker/peg).	
92 Lincoln Road	2	Road Corridor Resident Planted	Cupressocypariss	Mature	6-10m	Poor (4)	Fair (3)	Poor (4)	Physiological dysfunction/ degradation	5.5 metres	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).	
90A Lincoln Road	3	Road Corridor Resident Planted	Myoporum	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).	Arborist to confirm
90A Lincoln Road	4	Road Corridor Resident Planted	Nematolepis squameum	Semi-Mature	0-6m	Very Poor (5)	Poor (4)	Very Poor (5)	Physiological dysfunction/ degradation	2 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).	Arborist to confirm
90A Lincoln Road	5	Road Corridor Resident Planted	Ilex	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Tree base 0.5 to the footpath (boundary marker/peg).	Arborist to confirm
90A Lincoln Road	6	Road Corridor Resident Planted	Melaleuca	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Tree to be removed	Tree base 0.5m to the footpath (boundary marker/peg).	Arborist to confirm
88 Lincoln Road	19	Road Corridor Resident Planted	Acer platanoides	Juvenile	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	1 metre	N/A	Tree to be removed	Tree base 4m to the footpath (boundary marker/peg).	Arborist to confirm
64 Lincoln Road	22	Non-CCC New Road Corridor	Thuja orientalis	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	1.2 metres	Major >10%	Tree to be removed	Tree base 1m to the footpath (boundary marker/peg).	
56 Lincoln Road	25	Non-CCC New Road Corridor	Nothofagus fusca	Mature	6-10m	Poor (4)	Fair (3)	Poor (4)	Physiological dysfunction/ degradation	5 metres	Major >10%	Tree to be removed	Tree base 5.5m to the footpath (boundary marker/peg).	
56 Lincoln Road	26	Non-CCC New Road Corridor	Taxus baccata Fastigata	Semi-Mature	6-10m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	3.5 metres	Major >10%	Tree to be removed	Tree base 1.5m to the footpath (boundary marker/peg).	
56 Lincoln Road	28	Road Corridor Resident Planted	Magnolia	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Minor <10%	Tree to be removed	Tree base 7m to the footpath (boundary marker/peg).	
28 Lincoln Road	34	Road Corridor Resident Planted	Acer platanoides	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	5.5 metres	Major >10%	Tree to be removed	Tree base 5m to the footpath (boundary marker/peg).	
26R Lincoln Road	36	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).	
26R Lincoln Road	37	Reserve Land Resident Planted	Ulmus sp.	Mature	0-6m	Fair (3)	Very Poor (5)	Very Poor (5)	Anatomical defect/imperfection	1 metre	Major >10%	Tree to be removed	Tree base 2m to the footpath (boundary marker/peg).	
24 Lincoln Road	39	Road Corridor Resident Planted	Arbutus	Semi-Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	1.5 metres	Major >10%	Tree to be removed	Tree base 2m the footpath (boundary marker/peg).	Arborist to confirm
20 Lincoln Road	42	Non-CCC New Road Corridor	Malus	Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Tree base 4m to the footpath (boundary marker/peg).	
20 Lincoln Road	44	Non-CCC New Road Corridor	Prunus cerasifera Nigra	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Major >10%	Tree to be removed	Tree base 4.2m to the footpath (boundary marker/peg).	
8 Lincoln Road	60	Road Corridor Resident Planted	Taxus baccata	Mature	6-10m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	5.5 metres	Major >10%	Tree to be removed	Tree base in line/touching the bridge edge.	
8 Lincoln Road	61	Road Corridor Resident Planted	Acer platanoides	Mature	10-19m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	4.5 metres	Major >10%	Tree to be removed	Tree base approximately 4.5m to the footpath (boundary marker/peg).	
8 Lincoln Road	62	Non-CCC Non-CCC	Ulmus procera	Mature	10-19m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	6 metres	Major >10%	Potential tree removal	Tree base 6m to the footpath (boundary marker/peg). Potential tree removal for bridge construction and to improve river amenity (depending upon owner approval).	
8 Lincoln Road	63	Non-CCC Non-CCC	Acer platanoides	Semi-Mature	10-19m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	3 metres	Minor <10%	Potential tree removal	Tree base 7m to the footpath (boundary marker/peg). Potential tree removal for bridge construction and to improve river amenity (depending upon owner approval).	
1R Halswell Road	64	Road Corridor Park Frontage	Hoheria	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	3 metres	Major >10%	Tree to be removed	Tree base 1m to footpath, in close proximity to bridge edge.	
1R Halswell Road	65	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).	
1R Halswell Road	66	Reserve Land Resident Planted	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).	
1 Halswell Road	67	Non-CCC New Road Corridor	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).	
1 Halswell Road	68	Non-CCC New Road Corridor	Cordyline australis	Semi-Mature	0-6m	Good (2)	Good (2)	Good (2)	No notable physiological or anatomical observations at the time of inspection	2.5 metres	Major >10%	Tree to be removed	Four cabbage trees approximately 5m to the footpath (boundary marker/peg).	
1R Halswell Road	70	Reserve Land	Prunus cerasifera	Mature	6-10m	Good (2)	Poor (4)	Poor (4)	Anatomical defect/imperfection	4 metres	Minor <10%	Tree to be removed	Tree to be removed to improve river amenity	



Lincoln Road - Curletts Road to Wightleigh Ave - Tree Survey

nearest address	tree id	location	botanical name	age class	height class	health rating	structure rating	overall condition rating	tree health & structure summary	tree protection zone	tree protection zone encroachment	status	additional information	Comment
1 Halswell Road	71	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).	
1 Halswell Road	72	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).	
1 Halswell Road	73	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).	
1 Halswell Road	74	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 0.5m to the footpath (boundary marker/peg).	
7 Halswell Road	76	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Fair (3)	Fair (3)	Fair (3)	Physiological dysfunction/ degradation	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.	
7 Halswell Road	77	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.	
7 Halswell Road	78	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.	
7 Halswell Road	79	Non-CCC New Road Corridor	Magnolia grandiflora	Semi-Mature	0-6m	Good (2)	Fair (3)	Fair (3)	No notable physiological or anatomical observations at the time of inspection	2 metres	Major >10%	Tree to be removed	Four (4) trees to the berm, approximately 2m to the footpath. The trees are proposed for retention.	
13 Halswell Road	29202	Road Corridor Street Garden	Sophora tetraptera	Semi-Mature	0-6m	Fair (3)	Poor (4)	Poor (4)	Anatomical defect/imperfection	2.5 metres	Minor <10%	Tree to be removed	Tree base 3m to the footpath (boundary marker/peg).	

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Map 5 of 7

Appendix 1 – Tree Survey Maps

LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Appendix 1 – Tree Survey Maps



LINCOLN ROAD (WITELEIGH AVENUE TO CURLETT'S ROAD)



Map 7 of 7

Appendix 1 – Tree Survey Maps



## 18. Central City Cycle Facilities Connection and Safety Improvements Project - Armagh Street

Reference / Te Tohutoro: 22/579610

Report of / Te Pou  
Matua: Clarrie Pearce, Senior Transport Project Manager,  
Clarrie.pearce@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, on one of the Central City Accessibility and Parking projects: Armagh Street (sub project number 13); is to advise Council on the outcome of the engagement process and to inform it of the preferred options.
- 1.2 The Council is being asked to approve the scheme designs, as per **Attachment A** Armagh Street safety improvements.
- 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 level of community interest in these safety projects and availability of government funding, balanced with the impact on the city as a whole.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information attached to this report, and considers the written submissions made as part of the public engagement process.

#### Armagh Street (Park Terrace to Oxford Terrace)

2. Approves the scheme design for Armagh Street between Park Terrace and Oxford Terrace as shown on the drawing TG133431\_ Issue 1, dated 24/01/2022, including all road markings, signage and road surface treatments and attached to this report as **Attachment A**.
3. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of eastbound cycles, be established on the north side of Armagh Street, commencing at its intersection with Park Terrace and extending in an easterly direction to its intersection with Cranmer Square (west side), as detailed by a continuous white line on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
4. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of eastbound cycles, be established on the north side of Armagh Street, commencing at its intersection with Cranmer Square (west side) and extending in an easterly direction to its intersection with Cranmer Square (east side), as detailed by a continuous white line on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
5. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of eastbound cycles, be established on the north side of Armagh Street, except for the tram tracks crossing point just west of Durham Street North. This special vehicle lane is to commence at its intersection with Durham Street

- North and extend in a westerly direction to its intersection with Cranmer Square (east side), as detailed on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
6. Approves that a shared pedestrian/cycle path where cycles can travel eastbound only, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the north side of Armagh Street commencing at its intersection with Park Terrace and extending in an easterly direction for a distance of 53 metres, as detailed on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  7. Approves that a Tram Stop be installed on the north side of Armagh Street, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, located at a point 33 metres east of its intersection with Park Terrace, as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Armagh Street, commencing at its intersection with Park Terrace and extending in an easterly direction to the intersection with Cranmer Square (west side), as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Armagh Street, commencing at its intersection with Cranmer Square (west side) and extending in an easterly direction to the intersection with Cranmer Square (east side), as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Armagh Street, commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 76 metres, as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  11. Approves that a Loading Zone be installed on the north side of Armagh Street, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and restricted to a maximum period of 5 minutes, commencing at a point 76 metres west of its intersection with Durham Street North, and extending in a westerly direction for a distance of seven metres, as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
  12. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and be controlled by parking meters, (including Pay by Plate machines or any approved means of payment) on the north side of Armagh Street, commencing at a point 83 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 54 metres, as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**. This restriction is to apply Monday to Sunday, 9:00am to 6:00pm.
  13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Armagh Street, commencing at a point 137 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Cranmer Square (east side) as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.



14. Approves that a shared pedestrian/cycle path where cycles can travel eastbound only, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the north side of Armagh Street commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 58 metres, as detailed on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
15. Approves that a Give Way control be placed against the eastbound cycles on the shared pedestrian/ cycle path, to give way to eastbound traffic on Armagh Street, on the north side of Armagh Street located at point 58 metres east of its intersection with Durham Street North, as detailed on drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Armagh Street, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 124 metres as detailed in the drawing TG133431\_ Issue 1, dated 24/01/2022, and attached to this report as **Attachment A**.
17. Revokes any previous resolutions pertaining to traffic controls and parking & stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in *recommendations* 2 to 16 above.
18. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 **Background:** Council has previously approved a series of 20 projects to improve cycle facilities, accessibility and safety within the CBD. The project concerned in this report is one of those improvement projects. This project has a low level of impact on the CBD road network with minor intersection changes.
- 3.2 The project runs along **Armagh Street between Rolleston Avenue and the Armagh Street Bridge by the Promenade** as detailed in Attachment A. This involves the realignment of two intersections with revised signage and guidance through intersections. Starting at Rolleston Avenue guiding cyclists away from tram lines it provides and promotes an off road section. There is lane realignment on the west and east approaches to Durham Street to improve and promote an off road section. A P120 time restriction and a loading zone restriction will remain on the north side of Armagh Street west of Durham Street to retain parking turnover for businesses in the area.
  - 3.2.1 Advantages :
    - Will significantly reduce the conflict between cyclists and the tram tracks.
    - Reduces the interaction between motor vehicles and cyclists.
    - Provides safer cycle connectivity / access from the University Major Cycle Route into the CBD.
  - 3.2.2 Disadvantages :
    - The loss of 12 on street carparks.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa

### 4.1 Armagh Street between Rolleston Avenue and the Armagh Street Bridge by the Promenade

#### 4.1.1 Do nothing :

- This was not pursued as it did not give consideration to the current safety issues for cyclists travelling to and from the CBD. Specifically it would not address the safety issues with the tram tracks.

#### 4.1.2 On road cycle lanes :

- While this potential treatment would provide a defined space for cyclists, it was not pursued as it would not remove the safety conflict with the tram tracks.

#### 4.1.3 Separated cycle facility :

- While this potential treatment would provide a separated space for cyclists, it was not pursued as it would require removing most, if not all, parking. It was also not pursued as it would not remove the safety conflict with the tram tracks.

## 5. Detail Te Whakamahuki

### Community Views and Preferences Ngā mariu ā-Hāpori

#### 5.1 Public Consultation Te Tukanga Kōrerorero

#### 5.2 Armagh Street between Rolleston Avenue and the Armagh Street Bridge by the Promenade consultation Overview:

5.2.1 An information leaflet detailing the changes, including parking changes, was emailed to 28 key stakeholders, including Christ's College, Christchurch Attractions, cycling groups, emergency services and resident groups.

5.2.2 The information leaflet with a copy of the plan was delivered to properties on Armagh Street (north side) between Rolleston Avenue and Durham Street North. Staff also delivered one to 69 Armagh Street where one carpark was being removed.

#### 5.3 Feedback Received

5.3.1 Staff received six emails from residents and Christ's College (Attachment B).

5.3.2 The main theme in the comments received was the impact on the residents by removing the on-street parking. Some of residents do not have off street parking, and others have space for parking but it is only minimal and their visitor parking is on the street.

- Response: The parking removal proposals are consistent with the Council's 2021 Central City parking policy. On-street space is prioritised for different functions and road users. The reduction in parking is required to improve safety for cyclists, which is consistently the top priority.

5.3.3 Two submitters said they cycle down Armagh Street and have no issues with the tram tracks, and have never seen others having trouble.

- Response: This is a natural desire line for cyclists from UniCycle into the City, however it has sections with poor design for safe cycling (tram lines) and features as the worst safety record in the tram line cycle interaction survey. The survey project focused on a time span of 2015 to end of Feb 2018 – picking up the post EQ tram operational period and as the inner city travel demand picked up. Data from the Crash Analysis System (CAS) and Accident Compensation Corporation (ACC)

records, along with results of a commissioned public survey were interrogated to better understand the nature of accidents and near-accidents that have occurred since 2015 (i.e. the time from which a full tram loop in the Christchurch CBD was operational after the Canterbury Earthquakes).

5.3.4 One submitter supported the proposal and another supported cycle lanes but not on Armagh Street.

5.3.5 Another submitter suggested alternative safety measures including;

- Raised platform.
- Slow zone.
- Painted cycle lane.
- Response: These possibilities were considered during the design phase but shifting cyclists away from the tram lines was considered a safer option.

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

5.4.1 Some aspects of this project are within the Waikura Linwood-Central-Heathcote Community Board and these were delegated as follows:

5.4.2 Council Resolved on 11<sup>th</sup> November 2021, CNCL/2021/00178

- That the Council:

Resolve that these three Central City cycling accessibility and parking projects are identified as metropolitan projects to assist with the decision making and delivery process:

- a. Rapanui MCR Connectivity from Fitzgerald Avenue to the Central City.
- b. Review shared path by Antigua Boat Sheds.
- c. Mitigate the safety risks associated with the tram tracks on Armagh Street from Rolleston Avenue to Colombo Street.

Delegate all decision making on these projects to the Urban Development and Transport Committee, consistent with the central city metropolitan area.

## 6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

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

6.1.1 Activity: Transport

- Level of Service: 10.5.39 Increase the numbers of people cycling into the central city - ≥1,800 cyclists

### Policy Consistency Te Whai Kaupapa here

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

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

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

6.4 These decisions only vary in a relatively minor way from the status quo.

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

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change, although the improvement to cycle and pedestrian linkages should encourage further active travel.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.6 The effects of this proposal upon accessibility are expected to be low. The provision of crossing facilities will enable those with limited mobility opportunities to travel further on the pedestrian and cycle network.

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

### **Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement - The cost estimate to implement this project is \$120,000.
- 7.2 Maintenance/Ongoing costs - No change anticipated.
- 7.3 Funding Source - This project is part of a package identified in the [Council's Long Term Plan \(2021 - 2031\)](#)- Cycle Facilities & Connection Improvements ID# 52228 with a budget in FY22 of \$720,437. Waka Kotahi/NZTA subsidy has been approved.

## **8. Legal Implications Ngā Hīraunga ā-Ture**

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

- 8.1 The decision-making authority for decisions in relation to the scheme design in connection with Transport Metropolitan Significance projects sits with the Urban Development and Transport Committee. As the Urban Development and Transport Committee are not meeting in April and May, the decision on this scheme was referred to Council and has been delayed until July.

### **Other Legal Implications / Ētahi atu Hīraunga-ā-Ture**



- 8.2 There is no legal context, issue or implication relevant to these decisions beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

## **9. Risk Management Implications Ngā Hīraunga Tūraru**

- 9.1 The inherent risks associated with these projects are considered to be low.



## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Armagh Street safety improvements	502
B 	Armagh Street - Submissions received	503

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

Document Name	Location / File Link
Not applicable	

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

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

(a) This report contains:

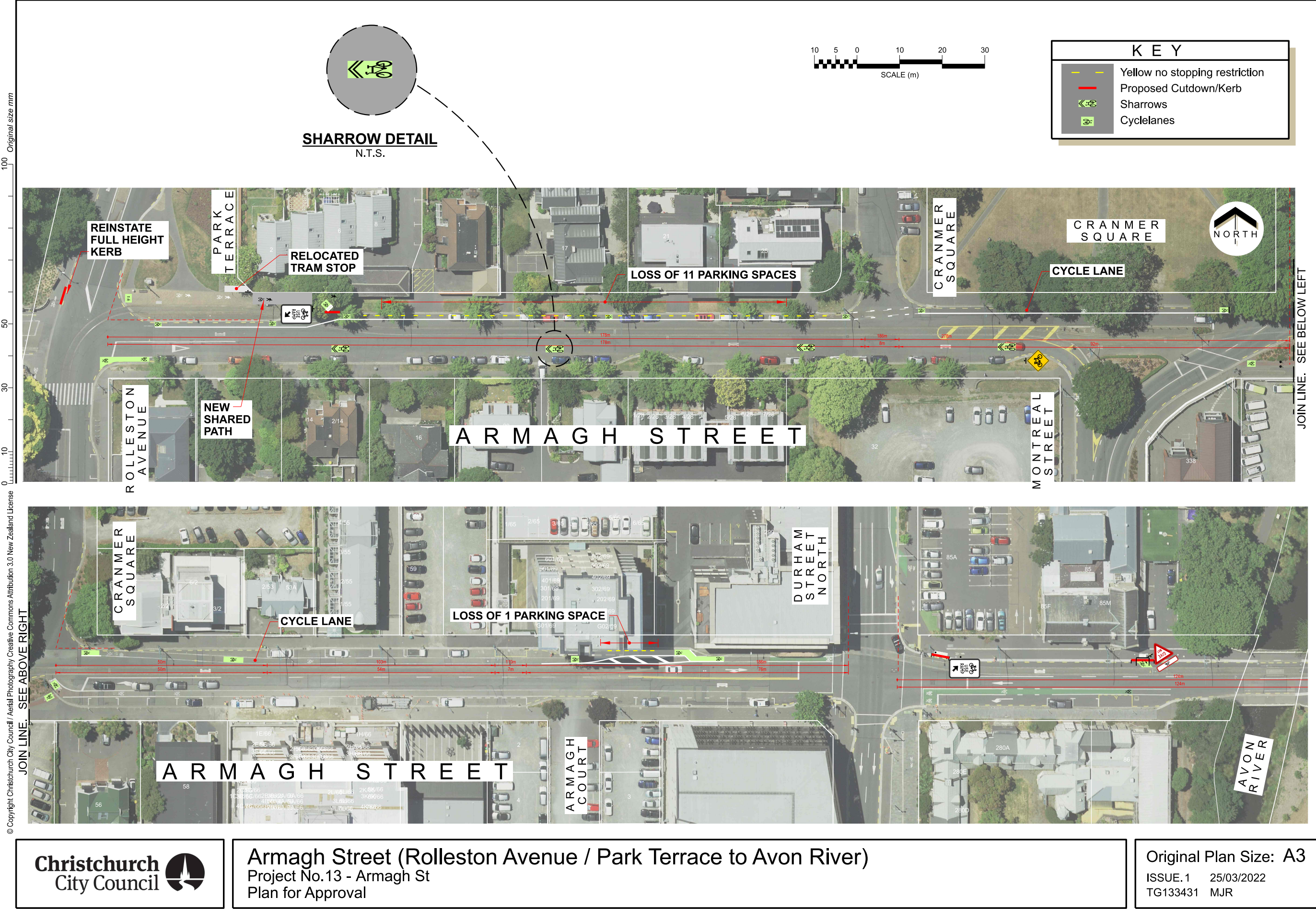
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Clarrie Pearce - Senior Project Manager Alexandra Bei - Project Manager
<b>Approved By</b>	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Peter Langbein - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services







Armagh Street

Name	Feedback
Gillian Officer	<p>Kia Ora Samantha</p> <p>I respond to your letterbox drop of this weekend referencing: Armagh Street – new painted cycle lane</p> <p>I am an owner of a townhouse at ■ Armagh street, and this decision will directly impact on the quality of living in this area.</p> <p>While I am a cyclist myself (and probably use this street more often than most on a bike), I have never had any issues using this road, negotiating tram tracks, or encountering any safety issues while doing so. Nor do I see many cyclists using this road as access into the inner city, so I cannot see the benefit in removing valuable inner city parking spots in favour of more cycle ways..</p> <p>Street parking in this area is already at a premium being so close to the City, and with users of north Hagley Park. Visitors to my house and to my neighbours along this stretch of Armagh street sometime struggle to find spaces; and residents who do not have off street parking also compete with other users. With our current protesters taking up residence in Cramner Square – finding a place to park on the street is currently almost impossible.</p> <p>Taking 11 parks out of the equation will only increase parking issues and cause additional frustration for residents. I vehemently oppose your plan to do so, and can really see no justification for this decision.</p> <p>Please keep me informed of any official meetings or forums where I can further submit my feedback, and what options that there might be to discuss any alternative plans put forward.</p> <p>Thank you for reaching out and asking for feedback</p>

Name	Feedback
Mike Tovey	<p>I'm Mike Tovey, the Maintenance Manager at Christ's College and my primary work site is in the College office at 4 Armagh St.</p> <p>You may hear separately from Our Health and Safety officer for Christ's College from a more formal approach for the College at 33 Rolleston Ave separately.</p> <p>While I see cyclist accidents that happen from time to time at the tram lines at the corner of Rolleston Ave and Armagh St and readily acknowledge that it is an issue, parking is also an issue in this area and I wonder if there is a middle road to this problem.</p> <p>My scribble on your proposal doesn't take bikes any further away from the tram line, but would slow traffic down and show cycleway strips.</p> <p>I am a cyclist myself and like the separation between car and bike but think we may have gone a little overboard on some roads with the amount of cycleway width taken, the wide concrete berms/barrier edges and the amount of paint/glass strips across the cycle lanes.</p> <p>So,</p> <p>My thoughts.</p> <ol style="list-style-type: none"><li>1) Create a slow traffic zone.</li><li>2) Cobbled or raised road sections to slow down traffic at each end of this section of road.</li><li>3) Continuous white painted lines on each side of the road for cycling( one bike width) beside the carparking spaces.</li><li>4) Retain the car parking spaces.</li></ol> <p>The reasoning being, that car parking in this area seems to be at a premium most times with having Cathedral grammar School and Christ's College around the corner, as well as attractions like the Museum and Botanic Gardens.</p> <p>Thank you for your consideration.</p>
Mark Small	<p>Hi Samantha</p> <p>I have look through this and think tis would be a good fix through the area for the trams.</p> <p>Cheers</p>
Robbie McKeon	<p>Hi Samantha,</p> <p>As a resident of Armagh st I think this preposed cycle lane would be a bad idea as parking for residents and their visitors are at a premium currently.</p> <p>I would like to see permits of some description as well as the cycle lane.</p>
Mike Dunn	<p>hi Sam</p> <p>Regarding new cycle lane in Armagh St. I live at [REDACTED] Park Terrace (our driveway enters the property at [REDACTED] Armagh St).</p> <p>I think the cycle lane is a wonderful development. I have witnessed two cyclists badly hurt outside our entrance - involving bicycle wheels and tram tracks. One accident involved an ambulance.</p> <p>I am a very keen cyclist myself and I can see that the cycle lane will greatly improve safety in this area</p>



Name	Feedback
Rob Donaldson & Shelley Louw	<p>We are strongly in favour of bike lanes, especially those which make cycling safer. However, we opposed to the Armagh Street lane for the following reasons:</p> <ol style="list-style-type: none"><li>1. There is a relatively high density of exiting vehicles in Armagh Street because of the town house complex adjacent to us, plus other residences in the area. Gloucester Street therefore would be a better choice for a bike lane = wider and less density.</li><li>2. Hospital workers use Armagh Street for parking, along with Christ's College students</li><li>3. The presence of tram tracks, plus normal vehicle traffic, make this street less suitable for bikes on the whole, regardless of the creation of a cycle lane</li><li>4. Cathedral Grammar parents use the street as well for dropping off their children.</li></ol> <p>All in all, this is a bad idea - it would be better to relocate this lane to a wider and less congested Gloucester Street.</p>



## 19. Private Plan Change 10 - Meadowlands Exemplar

Reference / Te Tohutoro: 22/735379

Report of / Te Pou  
Matua:

Glenda Dixon, Senior Policy Planner, [glenda.dixon@ccc.govt.nz](mailto:glenda.dixon@ccc.govt.nz)

General Manager /  
Pouwhakarae:

Jane Davis, General Manager Infrastructure, Planning and  
Regulatory Services

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

- 1.1 The purpose of this report is to present the Commissioner's recommendations on Private Plan Change 10 (Partial Removal of Meadowlands Exemplar Overlay, North Halswell) and to make a staff recommendation that the Council adopts the recommendations as its decision on Plan Change 10. The Commissioner's recommendations are attached as Attachment A.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of affected parties and low costs or risks to the Council, ratepayers and wider community of carrying out the decision.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the report and recommendations of Commissioner Lindsay Daysh on Private Plan Change 10, Meadowlands Exemplar;
2. Accepts in part or rejects the submission on PC10 as recommended by Commissioner Lindsay Daysh in Appendix A to this report for the reasons set out in the Commissioner's report;
3. Adopts, as the decision of Council, the recommendations of Commissioner Lindsay Daysh on Private Plan Change 10, Meadowlands Exemplar, for the reasons set out in the Commissioner's report under Clause 10 of Schedule 1 of the Resource Management Act 1991.

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

- 3.1 The purpose of Private Plan Change 10 is to remove the south-eastern section of the Meadowlands Exemplar Overlay, south of Manarola Road, Halswell and west of Hendersons Road, from the Planning Maps and from the North Halswell Outline Development Plan in the Christchurch District Plan. The land will continue to be subject to the District Plan provisions for the Residential New Neighbourhood (RNN) zone.
- 3.2 Further detail on why the plan change has been requested is provided in section 5.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The Council can adopt the Commissioner's recommendation as its decision, but the adoption must be of the recommendation in its entirety. The Council cannot reject a recommendation outright or substitute its own decision as it has not considered the submissions and evidence presented at the hearing. Legal advice is that natural justice principles would be infringed if the Council were to make a decision on the plan change that differs from the recommendation given by the Commissioner unless the Council gave the applicant for the plan change and the

submitter the right to be heard when the Council reconsiders the proposed plan change. The exceptions to this are outlined below.

- 4.2 The options available to the Council, if it does not wish to adopt the Commissioner's recommendation as its decision, are to:
- Ask the Commissioner for clarification of any aspect of his recommendations;
  - Refer the plan change back to the Commissioner with a direction that he reconsider the amendments, and then adopt the subsequent recommendation - which may be unchanged from the current recommendation; or
  - Appoint another commissioner or for Council to consider the plan change and supporting reports itself.
- 4.3 If the Council wishes to refer the matter back to the Commissioner, appoint another commissioner or consider the plan change and supporting reports itself, it must be satisfied that there are sufficient grounds for doing so, for example, if an issue the plan change is seeking to address has been overlooked. Staff consider the plan change and the Commissioner's recommendation on the plan change address the issues which have been raised by the applicant for the private plan change.

## 5. Detail Te Whakamahuki

- 5.1 The Exemplar Overlay was introduced in the Land Use Recovery Plan (LURP) in December 2013. As part of the LURP several exemplar medium-density housing developments were identified, with the aim of providing best practice examples. Ultimately exemplars were to demonstrate that medium density housing can offer viable, diverse and attractive housing choices and living environments. The Meadowlands Exemplar is the only exemplar medium density housing project that was progressed.
- 5.2 The Exemplar Overlay provisions inserted into the District Plan through Decision 4 of the Independent Hearings Panel in 2015, require a comprehensive design approach including the approval of a Neighbourhood Plan setting out detailed residential building design parameters at the same time as the subdivision consent. This resulted in complexity in consenting, numerous variations to consents being required and a considerably slower uptake of sites for development than for RNN sites outside the Exemplar. However the northwest portion of the Exemplar has now been completely subdivided and is largely developed with houses.
- 5.3 The private plan change applicant, Spreydon Lodge Ltd, wishes to facilitate the development of the balance of the land that is currently subject to the Overlay, by having the Overlay removed, leaving a Residential New Neighbourhood zone. This would enable subdivision and land use consents to be "decoupled" and to simplify the "prescriptive" design parameters which apply to Exemplar development under the Neighbourhood Plan. Spreydon Lodge Ltd also considers that this will give prospective purchasers greater autonomy to design houses that are more in line with their personal circumstances and preferences.

### Notification and Submissions Received

- 5.4 The plan change was publicly notified on 3 November 2021, with submissions and further submissions closing on 1 December 2021 and 26 January 2022 respectively. Only one submission was received. It was from the Waipuna Halswell-Hornby-Riccarton Community Board, which opposed the plan change. No further submissions were received.
- 5.5 A hearing was held on 11 May 2022.



### Commissioner Recommendation

- 5.6 The Commissioner agreed that the implementation of the Exemplar Overlay provisions in Stage 1 of the Exemplar area has led to excessive complexity and the slowing of the development of new housing in the area. His recommendation is that the Plan change be adopted as notified, subject to the inclusion of area specific rules for the PC10 area, in relation to two of the design features implemented in Stage 1 of the Exemplar. These are:
- i. a provision for vehicular access from the rear only for residential lots fronting onto the green corridor through the development, and
  - ii. a provision for gable roofs to be of a minimum pitch of 28 degrees if they are used, and if gable roofs are used for residential units on lots directly adjoining the green corridor, that they should have an open gable end facing that corridor.

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

### Strategic Alignment Te Rautaki Tīaroaro

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

6.1.1 Activity: Strategic Planning, Future Development and Regeneration

- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan, including monitoring outcomes to inform changes, and giving effect to national and regional policy statements.

### Policy Consistency Te Whai Kaupapa here

- 6.2 The decision is consistent with Schedule 1 of the Resource Management Act and consistent with Council's Plans and Policies to enable public participation and engagement.

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

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

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

- 6.4 This decision does not have a significant impact on climate change.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 This decision does not have a significant impact on accessibility.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 The costs of staff time and an urban design consultant engaged by Council on Plan Change 10 are cost recoverable as this is a private plan change request.
- 7.2 The only ongoing costs could be in relation to any appeals received on this decision. Appeals are not considered likely, as Council staff and the applicant for the private plan change agreed after the hearing on the set of provisions included in the applicant's right of reply and now recommended by the Commissioner for inclusion in the District Plan.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 The Resource Management Act 1991 s73(2) enables any person to request a territorial authority to change its district plan, and the plan may be changed in the manner set out in Part 2 of Schedule 1 to the Act.
- 8.2 Council may adopt the recommendations of a Commissioner on a Plan change, as its decision.


### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 There are significant changes currently occurring in the planning environment as a result of the application of the National Planning Statement on Urban Development 2020 and the Medium Density Residential Standards introduced through the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.
- 8.4 Officers consider that the provisions recommended by the Commissioner will not be inconsistent with the Medium Density Residential Standards, and will therefore continue to have effect beyond the forthcoming notification of the Council's Intensification Planning Instrument, Plan Change 14, in August 2022.
- 8.5 This report has been reviewed and approved by the Legal Services Unit.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Council is statutorily required to have an operative District Plan at all times. Issues have been identified with the District Plan which are resolved through this Plan change. The risk of not acting is that those issues of excessive complexity and slowing of the development of new housing in this area will continue. Therefore, the risk of not acting is considered greater than the risk of acting.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Plan Change 10 Commissioner's Recommendation Report 17.06.22	512

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

Document Name	Location / File Link
Not applicable	

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

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

(a) This report contains:

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

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

### Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Glenda Dixon - Senior Policy Planner Brent Pizzey - Senior Legal Counsel
<b>Approved By</b>	Mark Stevenson - Manager Planning Brent Pizzey - Senior Legal Counsel John Higgins - Head of Planning & Consents Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

**BEFORE THE CHRISTCHURCH CITY COUNCIL**

**UNDER**

The Resource Management Act 1991

**AND**

**IN THE MATTER OF**

Proposed Plan Change 10 to the Christchurch  
District Plan: Partial removal of Meadowlands  
Exemplar Overlay, North Halswell

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**REPORT AND RECOMMENDATIONS OF INDEPENDENT HEARING COMMISSIONER**

**Lindsay Daysh**

**17 June 2022**

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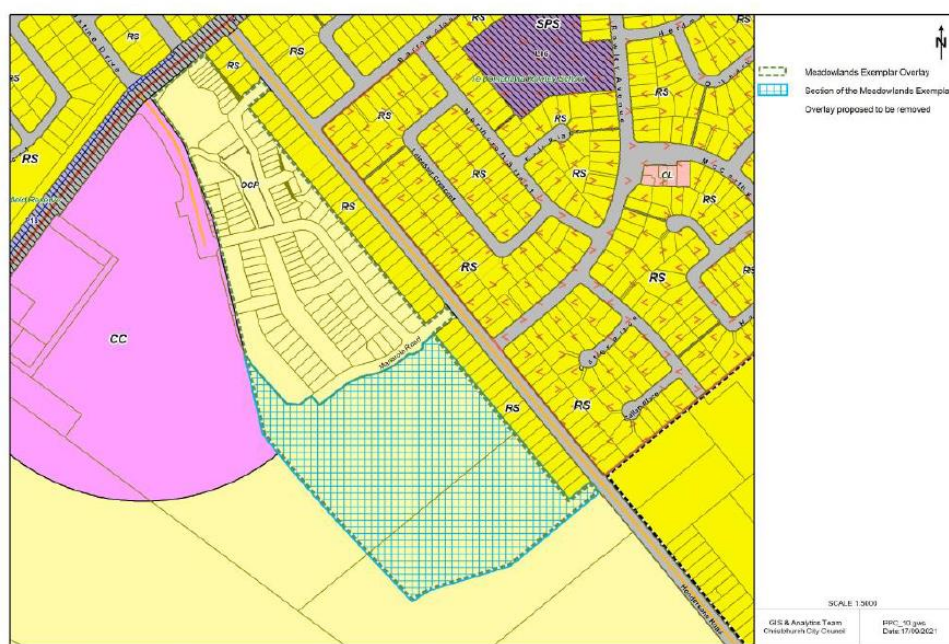
## PRELIMINARY

### Introduction

1. This report contains the recommendations of Lindsay Daysh, the Independent Hearing Commissioner appointed to consider Private Plan Change 10 (PC10) to the Christchurch City District Plan (the District Plan) and the decisions sought from the one submission received. PC10 relates to the removal of the south-eastern section of the Meadowlands Exemplar Overlay, south of Manarola Road, Halswell. A hearing into this matter was held on 11 May 2022.

### The Plan Change

2. The land that applies to PC10 is the south-eastern section of the Meadowlands Exemplar Overlay, south of Manarola Road, Halswell. It is located within Lot 116 DP 548934 and Lot 120 DP 514570 and is shown on Planning Map 45A and the North Halswell Outline Development Plan in the District Plan. This area is shown cross hatched blue on the Plan Change Map below. Land within the north western section of the Exemplar overlay has recently been developed for housing and does not form part of PC10.



Proposed Private Plan Change 10 - Change to Planning Map 45A - Removal of section of the Meadowlands Exemplar Overlay

3. As part of the Land Use Recovery Plan a number of exemplar medium-density housing projects were identified. These projects were intended to provide models for a new standard of housing. The aim of exemplar projects was to provide best practice examples, promote interest and stimulate demand thereby encouraging additional supply of medium density housing. The exemplars were intended to showcase different approaches to urban development, with regard to planning, financing, construction processes and governance models. Ultimately exemplars

were to demonstrate that medium density housing can offer viable, diverse and attractive housing choices and living environments<sup>1</sup>. It is my understanding that the Meadowlands Exemplar is the only exemplar medium-density housing project that has been progressed.

4. As outlined in the description of the Plan Change the Exemplar Overlay that currently applies within the District Plan requires a comprehensive design approach including the approval of a Neighbourhood Plan setting out detailed residential building design parameters at the same time as the subdivision consent. This has resulted in complexity in consenting, numerous subsequent variations to consents being required, and a very slow uptake of development opportunities.
5. By seeking to remove the south-eastern section of the Meadowlands Exemplar Overlay area, the plan change proponent, (Spreydon Lodge Limited), wishes to facilitate development of the balance of the land that is subject to the Overlay. The land will continue to be subject to the underlying Residential New Neighbourhood (RNN) provisions of the District Plan.
6. As further justification, the plan change description states that the removal of the Exemplar provision will give prospective purchasers greater autonomy to design houses that are more in line with their personal circumstances and preferences.

#### Notification and Submissions

7. Proposed PC10 was publicly notified on 3 November 2021 with submissions closing on 1 December 2021. One submission from the Waipuna Halswell Hornby Riccarton Community Board was received. No further submissions were received.
8. The main issues raised by the submitter as summarised in the s42A report<sup>2</sup> were:
  - a. Process concerns: Alternative processes under the RMA (by implication resource consents) could achieve the same outcome e.g., flexibility for purchasers.
  - b. Outcome concerns: The submitter considers that the Exemplar would provide a more certain outcome and higher standard of neighbourhood design, whereas departure from the Exemplar would lead to a less certain outcome and probably a lower standard of neighbourhood design.

#### Information Considered

9. In making this recommendation there has been consideration of:
  - Proposed PC10 and the accompanying s32 Report;
  - Two requests for further information and the applicants' responses on various matters and justification for the plan change including urban design matters;
  - The written submission from the Waipuna-Halswell-Hornby-Riccarton Community Board;
  - The s42A Report and its appendices on the plan change including the specialist evaluations on Urban Design, Provision of Reserves and Street trees, Transportation, Stormwater and

<sup>1</sup> PC10 s32 evaluation para 2.1.3

<sup>2</sup> s42A report para 1.1.8

Water/ Wastewater; and

- The evidence on behalf of the Plan Change Proponent Spreydon Lodge Ltd.
10. The day before the hearing I also received legal submissions from Christchurch City Council, which I discuss later in the recommendation. Updated comments on the s42A report were also prepared and legal submissions from Spreydon Lodge Ltd were presented at the commencement of the hearing.
11. I visited the site and the wider Halswell environment including the northern part of the Exemplar Overlay prior to the hearing.

### The Hearing

12. The hearing was held on 11 May 2022 at the City Council offices. Parties appearing were:

***Spreydon Lodge Ltd.***

- Gerard Cleary - Legal Counsel
- Ian Thompson - General Manager Danne Mora Residential, owner of Spreydon Lodge Ltd.
- Mark Brown - Planner and Director of Davie Lovell Smith
- Patricia Harte - Consultant Planner Davie Lovell Smith Ltd.

***Council***

- Mark Pizzey - CCC legal counsel
  - Glenda Dixon - CCC Senior Planner and s42A report author
  - Jane Rennie - Urban Design adviser Boffa Miskell
  - Russel Wedge - Team Leader, Parks Policy and Advisory, Parks Unit CCC
13. Ms Debbie Mora from the Waipuna Halswell-Hornby-Riccarton Community Board attended in an observer capacity as the Community Board had decided not to formally appear at the hearing. Darren Botha, Policy Planner at CCC, was also in attendance.
14. After the presentation of evidence, the applicant and the City Council agreed to have further discussions on the precise District Plan provisions relating to the PC10 land area over and above the RNN requirements. These revised and agreed provisions were provided on 25 May 2022 and I was subsequently able to formally close the hearing.

### Background to PC10

15. Prior to a discussion of the relevant issues raised at the hearing, it is worthwhile noting some of the long and extensive background to the Meadowlands Exemplar within the District Plan. This is best summarised in the s42A report of Ms Dixon<sup>3</sup> and dates from the South West Area Plan produced by the Council in 2009 followed by the Land Use Recovery Plan after the Canterbury Earthquakes. This identified an area including Halswell Commons and adjoining areas as a

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<sup>3</sup> Pages 12 to 15.



Greenfields Priority area.

16. The terms of reference for the Hearings Panel for the Christchurch Replacement District Plan included rezoning for exemplar housing areas as a matter of priority and the decision in 2015 introduced the provisions currently in the District Plan for the Meadowlands Exemplar by consent between the parties.
17. As Ms Dixon has outlined<sup>4</sup>, this has resulted in Plan Provisions specific to:
  - a. **Chapter 8 Subdivision Objective 8.2.2.b:** A comprehensively planned development in the Meadowlands Exemplar Overlay in the RNN (North Halswell) Zone that is environmentally and socially sustainable over the long term.
  - b. **Policy 8.2.2.12:** Meadowlands Exemplar Overlay Comprehensive Development which is a lengthy policy focussed on design outcomes.
  - c. **Rule 8.5.1.3 RD15** – Comprehensive subdivision and land use activities that implement the Meadowlands Exemplar. The key elements of the rule for present purposes are:
    - i. The subdivision and land use consent shall be processed together;
    - ii. Built form standards are a maximum height of 11m, a maximum of 3 storeys and a minimum of 2 storeys facing the Key Activity Centre;
    - iii. The comprehensive subdivision and land use consent application shall be accompanied by a Neighbourhood Plan covering at least 8 ha;
    - iv. Any application should contain 3 or more of the building typologies of: standalone house, duplex, terrace and apartment, with no single typology making up more than two thirds of the total number of residential units;
    - v. The comprehensive subdivision and land use consent application shall only be in accordance with the Meadowlands Exemplar approved by the Council on 24 April 2014; and
    - vi. There is a requirement to comply with Rule 8.6.8 (e) for wastewater disposal, which includes a requirement for the outfall for wastewater disposal to be to the Pump Station 42 catchment or connected to the South East Halswell pressure sewer network once this is available.
  - d. **Rule 8.5.1.5 NC8** makes any subdivision or land use activities that are not part of a comprehensive subdivision and land use activity, non-complying activities.
  - e. **Rule 8.6.13 Neighbourhood Plan** sets out what the Neighbourhood Plan is to contain. There should be a Context and Site analysis, Detailed Design Statement and Neighbourhood Plan set, and there are detailed specifications for these.
  - f. **Rule 8.8.15 RNN zone Outline Development Plans** – North Halswell (Meadowlands Exemplar Overlay) contains Matters of Discretion for not complying with Subdivision rule

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<sup>4</sup> At para 3.1.4

RD15.

18. Ms Dixon then outlined the somewhat complicated series of global and specific consent applications that have occurred with the northern part of the Exemplar Area, some of which were treated as a non-complying activity. She agreed with the view that the plan complexity certainly contributed to a slow uptake of development and recommended in her report that PC10 should be approved subject to addressing a number of matters.

#### Justification for PC10

19. As outlined previously the notified plan change is relatively simple with the removal of the overlay and the planning regime reverting to being those that apply to RNN Zone which underlies the Exemplar Overlay. The question is whether there are components of the Exemplar Overlay provisions that should remain and be in place over and above RNN provisions.

20. As context the s32 evaluation<sup>5</sup> stated what the exemplar overlay was designed to do.

*As part of the Land Use Recovery Plan a number of exemplar medium-density housing projects were identified. These projects were intended to provide models for a new standard of housing. The aim of exemplar projects was to provide best practice examples and promote interest and stimulate demand thereby encouraging additional supply of medium density housing. The exemplars were intended to showcase different approaches to development, with regard to planning, financing, construction processes and governance models. Ultimately exemplars should demonstrate that medium density housing can offer viable, diverse and attractive housing choices and living environments.*

21. While a sound idea in principle the s32 report<sup>6</sup> then stated the difficulties.

*Unfortunately the comprehensive design-build approach that is inherent to the Exemplar within the District Plan has failed to materialise. The concept of the Neighbourhood Plan and Design Guide has created a level of complexity that deters potential suitors. Several attempts to salvage the Exemplar have been embarked upon, such that achieving Exemplar outcomes are contingent on a series of underlying land use consents and updates by way of variations. Unfortunately these potential solutions have only created a different but nonetheless confusing set of parameters that continue to act as a deterrent to progress.*

22. The s32 report also outlines the complex planning regime applying to the land which is summarised in Ms Dixons s42A report<sup>7</sup> as:

- a. *The approach is based on “comprehensive development” which involves subdivision and building design and consent occurring concurrently. It is noted that this can work well for group housing, i.e. housing that is designed, built and sold by a single entity. However the applicant has found it difficult to attract group buyers or builders as partners, e.g. for large*

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<sup>5</sup> S32 report para 2.1.3

<sup>6</sup> Ibid 2.1.4

<sup>7</sup> S42A report para 3.1.27

*development lots, when these are tied by Neighbourhood Plan and Architectural Design principles.*

- b. Both group and individual purchasers have been put off by the level of complexity of the Neighbourhood Plan and Design Guide.*
- c. Pre-design of all buildings is inflexible and does not allow for autonomy for purchasers to build to their own preferences. Individual houses become non-complying by definition, as they are not part of a “comprehensive” subdivision and land use consent.*
- d. There is no discretion to vary elements of Neighbourhood Plan, leading to a constant need for resource consents or variations to conditions of previous consents.*
- e. Consents involve Council discretion and interpretation about urban design matters.*
- f. Council staff in non-planning units do not always support design elements of the approved Neighbourhood Plan.*

23. The s32<sup>8</sup> also states

*In addition to the above rules there are numerous other references and requirements within the District Plan applying to subdivision or development within the Meadowlands Exemplar Overlay area. These include a requirement that all development must be preceded by acceptance of a Neighbourhood Plan which must address a very wide range of analyses including those relating to context, site, design and development and cultural factors. Following from this any comprehensive development application (subdivision and land use for houses) needs to be considered in relation to the neighbourhood plan and in terms of a very long list of assessment matters relating to matters such as:*

- place making, context and heritage*
- building typology, mix and location*
- relationship to street and public open spaces*
- fences between residential units and road boundary*
- road network access and parking*
- infrastructure compliance with the outline development plan*
- outdoor living space service storage*
- minimum unit size*
- consistency with the exemplar statement of commitment*
- height, minimum and maximum storeys*

24. Mr Brown for Spreydon Lodge has been continuously involved with the development of the land as well as other developments in Halswell and Greater Christchurch. He was unequivocal about how difficult and complex the process has been to date in developing the northern part of the Exemplar Overlay. He outlined<sup>9</sup> the following in respect of the decision to remove the Exemplar

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<sup>8</sup> S32 Report Para 2.4.7

<sup>9</sup> Evidence of Mark Brown para 4.1

Overlay.

*There are two primary factors behind the decision seeking to remove the EO by way of private plan change:*

- a. To decouple the subdivision and land use delivery mechanism and to simplify the conditions under which development can occur within the Spreydon Lodge landholding; and*
- b. To remove the unique and prescriptive design parameters inherent to the Exemplar development.*

25. Mr Brown's<sup>10</sup> evidence also outlined the implementation difficulties with the Exemplar Overlay provisions and was of the view that;

*Due to the very specialised nature of design parameters informing the Exemplar, first through the Neighbourhood Plan and latterly via a 'global' land use consent, securing site (design) specific resource consents has become an increasingly frustrating undertaking*

26. This was further reinforced by Mr Thompson<sup>11</sup> who further explained the barriers to development as:

*My overall experience of working within the Exemplar framework is that its implementation in practice has not matched the underlying theory. It is an overly complex, impractical and commercially uneconomic form of development that is failing to deliver housing to the market at a time of ongoing, significant demand.*

*In comparison, my experience with the development of the RNN land owned by Spreydon Lodge is that it has proven to be a significantly more straightforward and efficient framework for land development. While less design focused, the RNN framework provides a high quality end product, particularly when supplemented by developer documentation including covenants and design/landscape guidelines.*

27. At the hearing there was willingness from Mr Thompson and Mr Brown to consider acceptable provisions relating to roof pitch provision and rear lane access that enabled practical and more certain development outcomes while still maintaining some of the matters contained in the existing Exemplar Overlay.
28. Overall, I agree with the view of the Council and the Plan Change proponent that the existing provisions are complex, time consuming and unwieldy. As stated earlier, the important factor is what, if any, components of the Exemplar Overlay should remain.

#### S42A report Urban Design

29. I have already outlined the background to the plan change and the applicant's justification. In the s42A Ms Dixon also agreed that change was required, and the existing provisions are overly complex and an administrative burden. This has resulted in lengthy and costly consent processes

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<sup>10</sup> Ibid para 4.4

<sup>11</sup> Evidence of Ian Thompson paras 2.2 and 2.3



and development proceeding at a much slower rate than in the RNN Zone outside of the Exemplar area.

30. In terms of key issues Ms Dixon evaluated the following matters.

**Urban Design**

31. Ms Dixon<sup>12</sup> advised that Jane Rennie provided Council with an urban design assessment<sup>13</sup> examining the RNN provisions (policies and rules) which would apply if PPC10 was approved and comparing them with the Exemplar Overlay provisions which currently apply. Ms Rennie also referred to the conditions which were placed on the 2019 global land use consent issued to the first part of the Halswell Commons subdivision. Ms Dixon noted that the global consent conditions are effectively a hybrid of the Exemplar and standard RNN provisions.

32. Ms Dixon summarised Ms Rennie's evidence as follows

*Ms Rennie indicates that a standard RNN zone is likely to result in slightly lower density and potentially larger lot sizes than the existing Halswell Commons area, with a reduced diversity of housing types. Overall Ms Rennie considered that this would not result in sufficient coherence of design in the PPC10 area to achieve a high quality outcome, in terms of the successful delivery of medium density housing.*

*Ms Rennie notes that the Design Guide does not consider the relationship of individual sites to the street and to open space, and there is no consideration of rear lane access and careful garage placement to reduce the visual dominance of cars. There is a risk that there will be larger street blocks and more focus on cars, and a decrease in overall connectivity and permeability.*

*She concludes that PPC10, with its absence of an integrated design-led approach, merits the introduction of additional rules on an area-specific basis that would enable better alignment of the standard RNN zone here with the RNN objective and policies. This would ensure the existing sense of place and identity of the first part of the Halswell Commons development is carried through into the PPC10 area, providing a greater degree of distinctiveness beyond a standard RNN development and ensuring a variety and intensity of housing.*

33. As urban design was the only matter of contention Ms Dixon<sup>14</sup> made the following recommendation.

*I recommend therefore that:*

- a. *Private Plan Change 10 be approved, subject to the consideration of rules for the PPC10 area on urban design which are viable in relation to the MDRS, and that the Commissioner is minded to adopt, once legal advice is received and before a recommendation to Council is made. This recommendation relates to potential rules*

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<sup>12</sup> S42A p7.1.3 to 7.1.14

<sup>13</sup> S42A Appendix 4

<sup>14</sup> S42A report para 10.1.2

*requiring a range of housing typologies, layout requirements for rear lane access and garage placement behind the façade of houses, and a rule on minimum roof pitch; and*

*b. The parts of the submission on the Plan Change be accepted or rejected as set out in Appendix 10 to this report.*

34. My view is that the overall concept of providing for higher density development on the site is still possible through amended and less prescriptive provisions. At the hearing Ms Rennie also recognised the complexities of the provisions but remained concerned that development on the site without design parameters may lead to poor urban design outcomes. I also note from my site visit that the development of the northern section of the Exemplar Overlay is quite different in approach to conventional urban subdivision and as a built form was supported by Ms Rennie.
35. In light of Ms Rennie's concerns and subject to legal advice, Ms Dixon left it open for specific amendments to the Plan Change relating to potential rules to be formulated on four matters being:
- a. requiring a range of housing typologies;
  - b. layout requirements for rear lane access;
  - c. garage placement behind the façade of houses; and
  - d. a rule on minimum roof pitch.

#### S 42A report – Other Matters

36. For completeness Ms Dixon's s42A report also included other specialist evaluations.

##### **Provision of Reserves and Street Trees**

37. Russel Wedge the Team Leader, Parks Policy and Advisory, Parks Unit CCC provided advice<sup>15</sup> and stated that the existing reserves and open space provided in the previous stages of the Meadowlands Exemplar development, and in the nearby subdivisions being developed and proposed in the ODP area, meet the Parks Units requirements. This would mean that further reserves and open space would not be required in the Plan Change 10 area.
38. Mr Wedge also referred to the green corridor running through the Overlay area and identified in the Outline Development Plan while Ms Dixon<sup>16</sup> noted that if there were no green corridor, the second stage of development could look rather different from the first stage, rather than having a very similar look and feel. The overall look and feel will of course also depend on other factors such as densities and building design.
39. In his addendum report and at the hearing Mr Wedge supported the provision of a green corridor through the site and I note that the agreed Outline Development Plan includes the indicative alignment of the green corridor.

<sup>15</sup> S42A report Appendix 5.

<sup>16</sup> S42A report para 7.1.21

#### Transportation

40. Andrew Milne, Senior Transportation Planner, Transport and Waste Management Unit, CCC considered the transportation effects of the Plan Change<sup>17</sup>. He was of the view that from a traffic impact perspective the proposed changes (removal of the Exemplar Overlay) are unlikely to have a noticeable effect in regard to the scale of traffic generation.
41. Mr Milne's advice endorses the applicant's commitment to retain the road network that has been established to date and to maintain key connections such as those to Hendersons Road. He notes that the collector road is a key structural transport element of the ODP and once fully established will form the key traffic route between the site and areas to the south and southeast of the ODP area, providing relief to the existing local link roads to Hendersons Road.

#### Stormwater

42. Brian Norton, Senior Stormwater Planning Engineer, Three Waters Unit, CCC provided stormwater comments<sup>18</sup>. Mr Norton advised that the 'first flush' and detention storage mentioned by the applicant combined with stormwater wetlands already constructed by the Council on the other side of Sparks Road in Hendersons Basin will be sufficient to ensure flooding within the Hendersons Basin, Cashmere Stream and Heathcote River is not exacerbated by the additional impervious surface coverage associated with development.

#### Water and Wastewater

43. Daniela Murugesh, Senior Planning Engineer, Water and Wastewater, Three Waters Unit, CCC provided advice on Water and Wastewater<sup>19</sup>. Ms Murugesh concluded that whether or not the Exemplar provisions remain on the PPC10 area, there would be no difference for water supply servicing requirements, compared to the rest of the North Halswell ODP area.

#### Councils position at the Hearing

44. An updated Council position was provided by Mr Pizzey in his legal submissions to me the day before the hearing. These submissions covered several matters. Mr Cleary also provided appropriate comment on these matters in his opening submissions. I comment on these matters in turn.

##### 1. The Council's current position on key issues

45. The legal submissions state that the proponent and the Council agree that the exemplar overlay is not working with the sole live issue being whether there ought to be any special rules that apply to the PPC10 area in addition to those that apply to the underlying RNN zone. The Council's evidence is that there ought to be because of the special characteristics of the site<sup>20</sup>.

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<sup>17</sup> S42A report Appendix 6

<sup>18</sup> S42A report Appendix 7

<sup>19</sup> S42A report Appendix 8

<sup>20</sup> Legal submissions for CCC paras 5 and 6

46. Mr Pizzey, noting that there was difference between Council's urban designer recommendations and the planner's recommendation particularly around any specific density controls, then further outlined the four bespoke rules recommended in the s42A report concerning.
- requiring a range of housing typologies;
  - layout requirements for rear lane access;
  - garage placement behind the façade of houses; and
  - a rule on minimum roof pitch.
47. Of the four provisions proposed in Ms Dixon's s42A report, the ones that the Council considers are appropriate to seek are for a layout requiring rear lane access, and one that is enabling of a pitched roof if coupled with a maximum height rule that is more lenient than the Medium Density Residential Standard (MDRS) 11m (plus 1m) so as to enable three storeys.
48. The reason for dispensing with two matters are that requiring different housing typologies may be difficult particularly in respect of the forthcoming MDRS Plan Change discussed below, particularly around anticipated densities. Any density provisions were actively opposed by the plan change proponent.
49. There is also significant consideration required of having a density standard that could potentially hinder achieving the density enabled by the forthcoming MDRS provisions due to be notified on or before 20 August 2022, as it may constrain the layout of sites more than the MDRS provisions. I note the advice of Mr Pizzey that these rules may cease to have legal effect following notification of the MDRS.
50. The submissions also state<sup>21</sup> that the garage placement matter is a density standard that could potentially hinder achieving the density enabled by the MDRS provisions, as it may constrain the layout of sites more than the MDRS provisions. These rules may not be in any legal effect following notification of the MDRS.
51. I agree with Council that attention should be given to workable provisions around rear lane access and minimum roof pitch, and I note that amendments to the Plan Change have been agreed with the plan change proponent to make applicable references within the relevant rules. These amendments are included in Attachment 1.

## 2. The legal framework

52. This outlined the provisions of the Resource Management Act 1991 (RMA or the Act) that are relevant to the consideration of district plan changes. I need not comment on these matters further.

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<sup>21</sup> Ibid para 54



### 3. Scope to make changes to PPC10

53. I agree with Mr Pizzey<sup>22</sup> that the amendments proposed to PC10 by the Council and agreed with the applicant fall fairly and reasonably between the proposed plan change, and the current District Plan. Therefore, these changes are within scope of the Plan Change as notified.

### 4. Relevant planning documents

54. The s32 report and the s42A report provide an analysis of the relevant higher order planning documents to consider when evaluating this plan change. I have adopted this analysis and discuss these further in terms of statutory evaluation later in this recommendation.

### 5. The Council's approach to the issues here in the context of the NPS-UD

55. Mr Pizzey<sup>23</sup> discusses the relationship between the NPS-UD and Councils obligations under s32 of the Act.

*The Council's approach to the issues here is framed by the NPS-UD and the RMA provisions for its implementation. This is not due to any concern as to whether the Council's position on PPC10 "gives effect to" the NPS-UD in terms of s75(3) of the RMA. It is instead a result of a s32 consideration of whether the proposed rules are, **having regard to their efficiency and effectiveness**, the most appropriate method for achieving the objectives of the district plan taking into account the benefits and costs of the proposed rules.*

56. This is in the context of significant change through the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the 2021 Amendment Act) where the Explanatory Note for the Bill, states that the Act proposes changes to maximise efficient site usage for intensified housing developments, while contributing to the rapid acceleration of housing supply.
57. Mr Pizzey further outlines<sup>24</sup> that the Council must incorporate the MDRS and give effect to policy 3 of the National Policy Statement on Urban Development 2020 (NPS-UD) in every relevant residential zone, and that it must do that in an intensification plan instrument (IPI), which is a plan change that must be notified in a special process (intensification streamlined planning process (ISPP)) by 20 August 2022.
58. Mr Cleary<sup>25</sup> also commented on the issue of consistency with the MDRS provisions and was opposed to any density standards different to that required by the MDRS.
59. In my view the key matter is whether the amendments proposed to the Plan Change as included in Attachment 1 to this recommendation will be in anyway inconsistent with what Council is required to do to implement the MDRS. I do not consider there to be an inconsistency and note

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<sup>22</sup> Ibid paras 12 to 17

<sup>23</sup> Ibid para 20

<sup>24</sup> Ibid paras 21 and 22

Ibid para

<sup>25</sup> Submissions on behalf of Spreydon Lodge paras 3.1 to 3.10

that the plan change proponent has also accepted some limited constraint on the site over and above that which applies to the RNN Zone.

**6. Most appropriate provisions.**

60. Mr Pizze<sup>26</sup> advised that:

*As a result, Ms Dixon's opinion, and the Council's position, is that of the 4 provisions proposed in Ms Dixon's evidence set out in paragraph 6 above, the ones that the Council considers that it is appropriate to seek are for a layout requiring rear lane access, and one that is enabling of a pitched roof if coupled with a maximum height rule that is more lenient than the MDRS 11m (plus 1m) so as to still enable three storeys. If the Commissioner reaches a different view on any of the other provisions put forward, the Council's position is that those bespoke rules should also be adopted.*

61. During the lunch break the applicant and the Council were able to confer and agreed that the only remaining matters were rear lane access and the minimum roof pitch. On this basis an agreed set of provisions was submitted to me as part of the Plan Change proponent's right of reply.

**Rear Lane Access**

62. The agreed rule adds the following paragraph to the development requirements (8.10.4.D) that apply to the Area of the site known as Area 1 of the Outline Development Plan . It is also worth noting that the Outline Development Plan is being amended to clarify which area is Area 1 by adding purple boundaries on the ODP which was accepted by the proponent.

**8.10.4.D DEVELOPMENT REQUIREMENTS**

- a. The development requirements for the purposes of Rule [8.6.11\(a\)](#) and Rule [14.12.2.16](#) are described below and shown on the accompanying plan.

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**3. OPEN SPACE, RECREATION AND COMMUNITY FACILITIES**

- a. Community (neighbourhood) parks throughout the neighbourhood and recreational routes along enhanced waterways, including the green corridor through and in association with the Meadowlands Exemplar development.

- b. For the land within Area 1, the green corridor identified on the ODP shall be fronted by residential lots on both sides of the corridor, with vehicular access from the rear only.**

63. I consider that this is a key design component that the applicant can commit to, and the green corridor remains as an indicative alignment in the Outline Development Plan. This would continue the same theme as exists in the northern part of the Exemplar Overlay.

<sup>26</sup> Legal Submissions for the Christchurch City Council para 9

### Minimum Roof Pitch

64. The applicant has also agreed to a provision that relates to minimum roof pitch. This states:
- a. **Within Area 1 in Appendix 8.10.4 North Halswell ODP, if gable roofs are used:**
    - i. **The minimum pitch shall be 28°; and**
    - ii. **The maximum permitted height is 13m.**
    - iii. **If gable roofs are used for residential units on lots directly adjoining the green corridor, roofs shall have an open gable end facing the green corridor.**
65. This would continue similar roof controls to those which exist in the northern part of the Exemplar Overlay noting that Ms Dixon<sup>27</sup> referred to the Global Consent granted for the northern area that required roofs with a minimum pitch of 28 degrees, with no hip roofs facing a road. The new rule would make gable roofs optional, but if they are used on residential units that do directly adjoin the green corridor, there has to be an open gable end facing the corridor. As with rear lane access I consider that this is also key design component that the applicant can commit to.

### STATUTORY REQUIREMENTS

#### General Approach

66. I agree with Mr Cleary<sup>28</sup> that the statutory framework against which district plans (private plan changes included) are tested is well settled. I note that Mr Cleary also adopts Mr Pizzey's Appendices setting out a summary of the statutory requirements including the relevant extract from the dominant case law on this matter being *Colonial Vineyards v Marlborough District Council* [2014] NZEnvC 55. I need not summarise these here other than to say that the issues in contention are very confined.

#### Higher Order Planning Documents

67. For completeness I have also must take account of the content of the higher order documents guiding (and in some cases directing) how to proceed. I adopt the conclusions of Ms Harte and Ms Dixon as to the applicability of the NPS-UD and the subsequent 2021 Amendment Act which has been explained above. In respect of the Regional Policy Statement, although relevant it is not in my view highly determinative as to the necessity or detail for PC10.
68. I also take direction from District Plan Chapter 3, Strategic Directions, in order to achieve an integrated and consistent set of Plan provisions.

#### Christchurch District Plan

##### *Chapter 3 Strategic Directions*

69. Ms Dixon and Ms Harte referred me to the introductory wording in Chapter 3 Strategic Directions, as follows:

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<sup>27</sup> S42A Report para 3.1.24 (c) iv

<sup>28</sup> Submissions on behalf of Spreydon Lodge para 2.1

- a. *This Chapter:*
    - i. *Provides the overarching direction for the District Plan, including for developing the other chapters within the Plan, and for its subsequent implementation and interpretation; and*
    - ii. *Has primacy over the objectives and policies in the other chapters of the Plan, which must be consistent with the objectives in this Chapter.*
  - e. *Within this Chapter, Objectives 3.3.1 and 3.3.2 have primacy, meaning that the remaining objectives must be expressed and achieved in a manner consistent with Objectives 3.3.1 and 3.3.2. The other objectives in this Chapter are to be read as a whole and no statutory hierarchy applies*
  - f. *In all other Chapters of the Plan, the objectives and policies must be expressed and achieved in a manner consistent with the objectives in this Chapter.*
70. Objectives 3.3.1 and 3.3.2 read as follows:
- 3.3.1 Objective - Enabling recovery and facilitating the future enhancement of the district**
- a. *The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:*
    - i. *Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and*
    - ii. *Fosters investment certainty; and*
    - iii. *Sustains the important qualities and values of the natural environment.*
- 3.3.2 Objective - Clarity of language and efficiency**
- a. *The District Plan, through its preparation, change, interpretation and implementation:*
    - i. *Minimises:*
      - a. *transaction costs and reliance on resource consent processes; and*
      - b. *the number, extent, and prescriptiveness of development controls and design standards in the rules, in order to encourage innovation and choice; and*
      - c. *the requirements for notification and written approval; and*
    - ii. *Sets objectives and policies that clearly state the outcomes intended; and*
    - iii. *Uses clear, concise language so that the District Plan is easy to understand and use.*
71. I consider that the Plan Change broadly supports enabling recovery and facilitating the future enhancement of the District in Objective 3.3.1 in that it provides for the Christchurch community's immediate and longer term needs for housing.
72. Objective 3.3.2 is particularly applicable in that it has been found that the implementation of the current Exemplar Overlay provisions has led to excessive complexity and the slowing of the realisation of new housing. With the amendments to retain two features of the Exemplar Overlay being rear lane access and minimum roof pitch controls agreed by the plan change proponent this should lead to a more straightforward consenting process.
73. Ms Harte<sup>29</sup> and Ms Dixon<sup>30</sup> also refer to the most relevant District Plan policy provision being Objective 8.2.2 Design and amenity and the Meadowlands Exemplar Overlay in the Subdivision section, which states:

<sup>29</sup> Evidence of Patricia Harte paras 3.12 and 3.13

<sup>30</sup> S42A report paras 6.1.5 to 6.1.9



- a. *An integrated pattern of development and urban form through subdivision and comprehensive development that:*
  - i. *provides allotments for the anticipated or existing land use for the zone*
  - ii. *consolidates development for urban activities*
  - iii. *improves people's connectivity and accessibility to employment, transport, services and community facilities;*
  - iv. *improves energy efficiency and provides for renewable energy and use; and*
  - v. *enables the recovery of the district*
- b. *A comprehensively planned development in the Meadowlands Exemplar Overlay in the Residential New Neighbourhood (North Halswell) zone that is environmentally and socially sustainable over the long term.*

74. Ms Harte considered that removing the Exemplar Overlay over the undeveloped section, while not requiring the area to be "comprehensively planned", will still require that it has an "integrated pattern of development and urban form through subdivision and comprehensive development" that addresses anticipated land uses, improves connectivity and accessibility, and enables energy efficiency. In my opinion this RNN approach is very similar to comprehensive planning but without the requirement that houses be designed at an early stage and that they require specific consent.
75. This contrasts with Objective 14.2.5 for the RNN zone and the policies under it, which would apply to both the land with the Meadowlands Exemplar Overlay and the land without it:
- Co-ordinated, sustainable and efficient use and development is enabled in the Residential New Neighbourhood Zone."*
76. In my view site planning, with some constraints concerning roof pitches and rear access, can result in a co-ordinated, sustainable and efficient land use and is likely to be planned by one developer. In any event forthcoming changes to the plan resulting from the implementation of MDRS within Christchurch City may also necessitate other applicable Objectives and Policies to be changed.

#### Other Relevant Planning Documents

77. There are no other relevant planning documents and no evidence or legal submissions brought any particular aspect of other plans and strategies for my attention. Accordingly, I have not considered them further in the evaluation of PC10.

#### Submissions

78. The submission from the Waipuna Halswell - Hornby - Riccarton Community Board stated that there is an existing resource consenting option available to authorise departure from the Plan

rules. I agree with Ms Dixon's<sup>31</sup> evaluation that

*While this is correct, the situation in the Exemplar Overlay is that any subdivision and land use activities that are not undertaken via a comprehensive land use and subdivision consent, are non-complying activities. Since the abandonment of attempts to develop under comprehensive consents, each development (including global subdivision consents and global land use consents for whole areas) has to be authorised via a non-complying activity consent. I do not believe this is a sustainable planning approach, particularly if applied to individual developments, as it is time consuming and expensive i.e. inefficient.*

79. As with Ms Dixon I therefore recommend that the Waipuna Halswell-Hornby-Riccarton Community Board's submission in relation to using resource consents to authorise departure from the current Exemplar rules be rejected.
80. The second part of the submission deals with Outcome issues where the submitter considers
- The Board considers that the Exemplar is a complex set of rules that are likely to produce a more certain outcome and a higher standard of neighbourhood design. Departure from the exemplar is likely to mean simpler/fewer rules with a less certain outcome and probably a lower standard of neighbourhood design.*
81. I do not agree and there has been considerable discussion between Council and the plan change proponent about what elements of the Exemplar Overlay can remain. To that extent on the basis of the discussion above I recommend that the second part of the Waipuna Halswell- Hornby - Riccarton Community Board submission for a higher standard of neighbourhood design in the PPC10 area be accepted in part, as layout requirements for rear lane access and minimum roof pitch provisions have been recommended.

### Section 32AA

82. In light of the small breadth of the issues raised and the agreement as to amended provisions I have not found it necessary to do a further assessment of the PC10 in accordance with s32AA of the Act.

## OVERALL CONCLUSION

83. The Meadowlands Exemplar Overlay aimed to produce high quality urban environments and be the precursor to best practice built development in Christchurch City. However as has been demonstrated by the plan change proponent and by Council the existing policy and rule framework for development has been found to be overly complex and unworkable.
84. There are in my view a number of good design features that have eventuated through the implementation of Stage 1 of the Meadowlands Exemplar and part of that overall concept has been carried through with additional provisions applying to rear lane access and on minimum

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<sup>31</sup> S42A report paras 8.15 to 8.18

roof pitch.

85. There is also the forthcoming IPI plan change due to be notified in August 2022 to implement the MDRS. With the plan change proponents' agreement it is considered that the amended provisions will not be inconsistent with the direction that Council is directed to follow in the implementation of the MDRS.
86. The recommended text and amended Outline Development Plan for PC10 is set out in Appendix 1 to this report. For the reasons set out in the above, I am satisfied that:
- a. the removal of the Meadowlands Exemplar Overlay from the subject land with amendments to the applicable rules of the District Plan is the most appropriate way to achieve the purpose of the Act and the strategic objectives of Chapter 3;
  - b. the recommended amendments to the rules of the District Plan will be efficient and effective in achieving and implementing the District Plan's policies; and
  - c. as recommended, PC10 will give effect to the relevant higher-order planning direction and achieve the purpose of the Act.

## OVERALL RECOMMENDATION

87. Having considered the evidence, and for the reasons that have been set out above, it is recommended that the Council:
- a. adopt PC10 with the wording as set out in Appendix 1; and
  - b. reject the submission on PC10 as set out in Appendix 2.

Dated this 17<sup>th</sup> day of June 2022



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Lindsay Daysh

Independent Hearings Commissioner

## Appendix 1- Plan Change 10 as Recommended by the Commissioner

### PPC10 - Area specific rules

For the purposes of these amendments, the operative Christchurch District Plan text is shown as normal text, with topic headings also in bold text.

Amendments proposed by this recommendation as a result of the PPC10 hearing are shown as **bold underlined text**.

#### A. RULE ON REAR LANE ACCESS

Appendix 8.10.4 North Halswell Outline Development Plan

....

#### 8.10.4.D DEVELOPMENT REQUIREMENTS

- a. The development requirements for the purposes of Rule [8.6.11\(a\)](#) and Rule [14.12.2.16](#) are described below and shown on the accompanying plan.

.....

#### 3. OPEN SPACE, RECREATION AND COMMUNITY FACILITIES

- a. Community (neighbourhood) parks throughout the neighbourhood and recreational routes along enhanced waterways, including the green corridor through and in association with the Meadowlands Exemplar development.
- b. **For the land within Area 1, the green corridor identified on the ODP shall be fronted by residential lots on both sides of the corridor, with vehicular access from the rear only.**

#### B. ROOF PITCH

Chapter 14 Residential

#### 14.12 - Rules - Residential New Neighbourhood Zone

##### 14.12.2 Built form standards

##### 14.12.2.18 Roof form – Area 1 -Appendix 8.10.4 North Halswell ODP

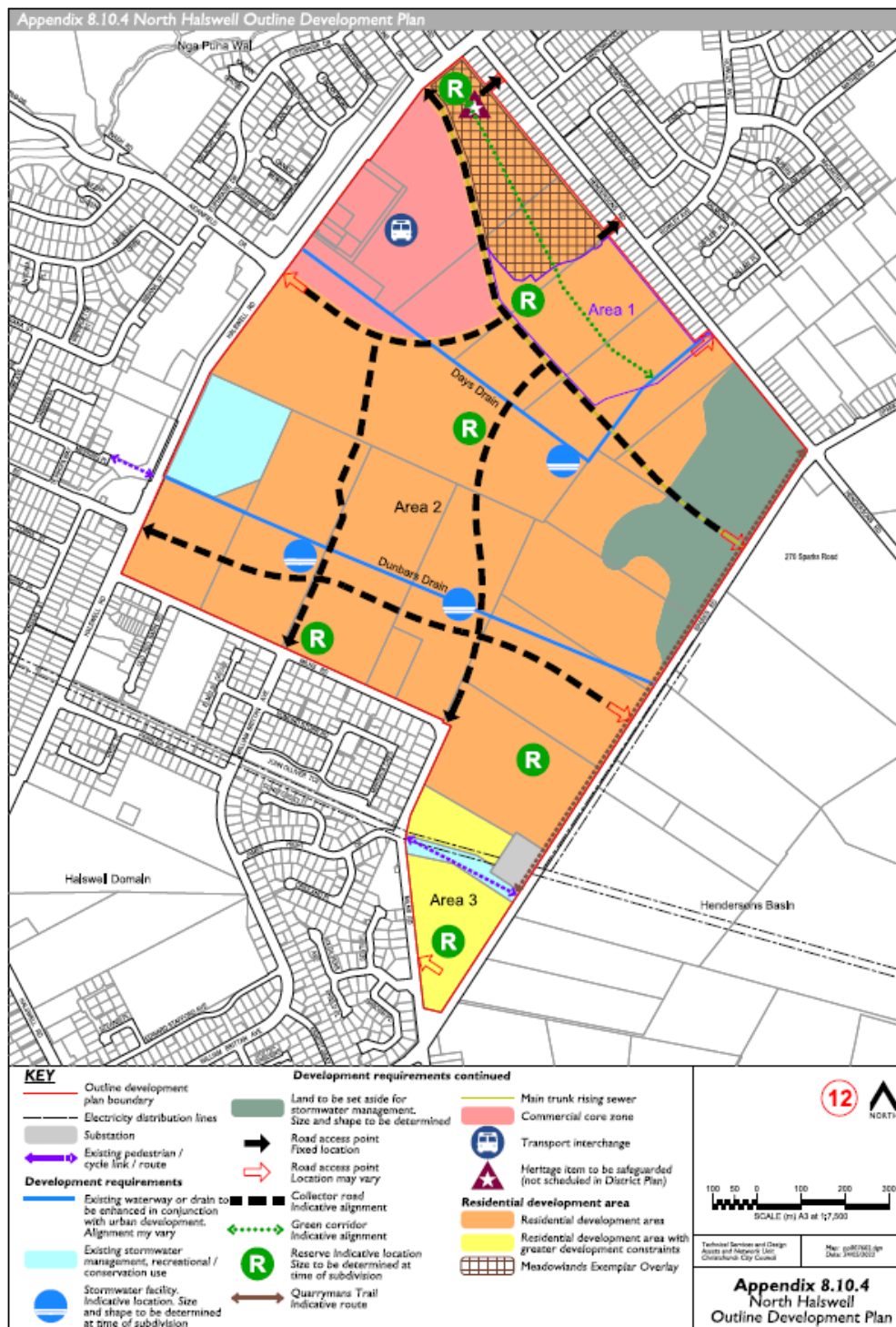
- a. Within Area 1 in Appendix 8.10.4 North Halswell ODP, if gable roofs are used:
- The minimum pitch shall be 28°; and
  - The maximum permitted height is 13m.
  - If gable roofs are used for residential units on lots directly adjoining the green corridor, roofs shall have an open gable end facing the green corridor.



14.12.1.3 Restricted discretionary activities

Activity		The <a href="#">Council's</a> discretion shall be limited to the following matters:
RD28	Buildings that do not meet Rule 14.12.2.18 Roof form - Area 1- Appendix 8.10.4 North Halswell ODP:	<ul style="list-style-type: none"> <li>a. <u>Impact on cohesiveness of built form within the area, and between this area and the Exemplar Overlay area to the northwest, particularly in respect of residential units fronting the green corridor.</u></li> <li>b. <u>Any application arising from this rule shall not be limited or publicly notified.</u></li> </ul>

Amended Appendix 8.10.4 North Halswell Outline Development Plan



## Appendix 2- Summary of Submission with Commissioners' Recommendations

Sub No	Submitter name	Summary of relief sought	Recommendation
S1	Waipuna Halswell Hornby Riccarton Community Board	While the Board understands the developer's desire for more flexibility, it is conscious that there is already an alternative consenting process under the RMA with proposals being separately assessed, to authorise modification of rules.	Reject
S1	Waipuna Halswell Hornby Riccarton Community Board	The Board considers that the Exemplar is a complex set of rules that are likely to produce a more certain outcome and a higher standard of neighbourhood design. Departure from the exemplar is likely to mean simpler/fewer rules with a less certain outcome and probably a lower standard of neighbourhood design.	Accept in part





## 20. Request to the Minister for Environment for an extension of time

Reference / Te Tohutoro: 22/702937

Report of / Te Pou  
Matua:

Abby Stowell, Policy Planner, [abby.stowell@ccc.govt.nz](mailto:abby.stowell@ccc.govt.nz)

General Manager /  
Pouwhakarae:

Jane Davis, General Manager Infrastructure, Planning and  
Regulatory Services, [jane.davis@ccc.govt.nz](mailto:jane.davis@ccc.govt.nz)

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

- 1.1 The Resource Management Act 1991 (RMA) requires councils to make decisions on plan changes within 2 years of notifying the proposed change. The RMA states that if councils cannot meet that timeline they must ask the Minister for the Environment to extend the time.
- 1.2 The Council is not able to meet that deadline for Plan Change 5E (noise sensitive activities near roads and railways). The decision is due to be made by 22 October 2022. This report recommends that the Council resolves to seek an extension of time to 31 March 2023 for the reasons outlined in Section 3 of this report. The draft letter making that request is attached as Attachment A.
- 1.3 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the effect on submitters and the Council if the extension was not sought. Council is still working through the submissions process, considering submissions and preparing evidence for the hearing. The extension of time is necessary to engage thoroughly in this process. Should this process be truncated in order to meet the existing statutory deadline the parties, including the Council, may not have enough time to prepare well thought out evidence for the hearing. This could lead to a suboptimal outcome for all concerned.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Resolves to seek an extension of time to 31 March 2023 from the Minister for the Environment for issuing a decision on Plan Change 5E (Noise Sensitive Activities near roads and rail corridors) in accordance with clause 10A(1) Schedule 1 of the Resource Management Act 1991.

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

- 3.1 Plan Change 5E Noise Sensitive Activities Near Roads and Railways aims to ensure that those living or undertaking noise sensitive activities within the vicinity of the District's railways and busier roads are protected from unhealthy levels of noise. This plan change was adopted by the Council in September 2020 and notified on 22<sup>nd</sup> October of that year. The notification attracted several submissions both from individuals and government agencies, particularly Waka Kotahi and Kāinga Ora who have submitted opposing views. Waka Kotahi, along with KiwiRail, are in support of the measures proposed in the plan change to require acoustic insulation when constructing and renovating buildings used for noise sensitive activities close

to railways and certain roads. Kāinga Ora believes that the proposed rules place an unreasonable burden on the developer. These agencies have raised similar points in response to similar plan changes around the country and the Council's planning team have been awaiting a resolution to the issues at a national level to guide their response.

- 3.2 The expected resolution has not been forthcoming, so to avoid further delay, the planning team have commissioned economic and acoustic advice from consultants and will consider the implications of the changes sought by the submissions further. Because the opposing arguments have been well considered and rehearsed in other district plan changes, it is particularly necessary that Council provide robust evidence at the hearing. An extension of time allows for the preparation of this evidence, and time for the planning team, who are very busy, to consider the results.
- 3.3 The Council's City Planning Team, who deal with plan changes, has been affected by staff shortages due to Covid-19 and a higher than normal staff turnover. This has impacted the team's ability to quickly prepare evidence and progress the plan change process.
- 3.4 Further to paragraph 3.3, priority has been given to the implementation of the new Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Act) and National Policy Statement on Urban Development in order to meet the Act's statutory timeframe. Accordingly, the City Planning Team has been exceptionally busy working on the Housing and Business Choice Plan Change and smaller, supporting plan changes which together implement the Act.
- 3.5 Taking into account the local body elections later this year the team have made a conservative estimate about when the Council will be available to receive and make a decision on the commissioners' recommendation following a hearing. Based on this estimate, and because of the reasons above, the team propose to request an extension of time until 31 March 2023 for the Council to make its decision.

#### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Officers have considered not applying for an extension of time and instead endeavouring to deliver a decision to the statutory timeframe. In order to do this the matter would need to be reported to Council at a meeting in September. Realistically, this would require a hearing in July.
- 4.2 This is likely to be difficult for submitters, and would be problematic for both the technical consultants providing Council evidence and for the Council staff who are committed to working on the implementation of the new Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Act) in order to meet that Act's statutory timeframe. Without sufficient time to prepare the evidence, any outcome may be suboptimal.

#### 5. Detail Te Whakamahuki

- 5.1 Submitters have not been consulted on the extension. We do not have any reason to believe that submitters are concerned but there would be some expectation that Council progresses a change to the operative rule.
- 5.2 The Council decided to progress this plan change because one of the allowable methods in the current operative rule may not actually achieve healthy internal noise levels, and because other options under the existing rule may result in more acoustic insulation than is necessary. In addition, the current rule only includes activities within 80m of state highways and railways, which is, in some instances, insufficient. The proposed new rule increases this area affected by state highways and railways to 100m. The areas affected by Main and Local Distributer

roads will remain at 40m either side, and 20m from Collector roads. In extending the period for the decision, those undertaking building work within the area affected by the rule may be at risk from the inefficiencies of the current rule. However, as the plan change has been publicly notified, those affected are able to see the proposed standards and, since the new standards are more onerous in some aspects, are able to make a choice on which standards they apply.

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

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.1.1 Activity: Strategic Planning, Future Development and Regeneration
- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan, including monitoring outcomes to inform changes, and giving effect to national and regional policy statements
- 6.2 The decision is consistent with Council's Plans and Policies and supports a thorough consideration of the affected rule change.

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

- 6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.4 Mana whenua have not submitted on this plan change and are therefore unlikely to be affected by a delay in making the final decision.

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

- 6.5 Not applicable.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Not applicable.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – This is not applicable, a request for extension only requires a letter to the Minister for the Environment.
- 7.2 Maintenance/Ongoing costs – Not applicable.
- 7.3 Funding Source – Not applicable

### Other / He mea anō

- 7.4 Not applicable.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Councils must issue decisions no later than 2 years after notifying a proposed change to a District Plan (cl.10(4)(a) of the RMA).

- 8.2 If a council is unlikely to be able to meet that deadline it must apply to the Minister for an extension of time to issue the decision (cl.10A(1)).
- 8.3 Before applying for the extension, the Council must take into account (cl.10A(3)):
- (a) the interests of any person who, in its opinion, may be directly affected by an extension; and
  - (b) the interests of the community in achieving adequate assessment of the effects of the proposed policy statement or plan or change to a policy statement or plan; and
  - (c) its duty under section 21 to avoid unreasonable delay.
- 8.4 Council officers have taken those factors into account in preparing the recommendation in this report, and are taken into account in the draft letter to the Minister (Appendix 1).


#### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no other legal context, issue or implication relevant to this decision.

### 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 The proposed time extension may frustrate submitters who are waiting for a resolution. However the risk of this is outweighed by the benefits of the extension enabling a more thorough and robust process.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	PC5E request for extension of time (002)	542

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

Document Name	Location / File Link
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### Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

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



## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Abby Stowell - Policy Planner Mark Stevenson - Manager Planning
<b>Approved By</b>	Brent Pizzey - Senior Legal Counsel John Higgins - Head of Planning & Consents Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

23<sup>rd</sup> May 2022

Hon. David Parker  
Minister for the Environment  
C/O Caterina Joseph

By email: [Caterina.Joseph@mfe.govt.nz](mailto:Caterina.Joseph@mfe.govt.nz)

Tēnā koe

**Request for extension of time: clause 10A(1) Schedule 1 Resource Management Act 1991**

The Christchurch City Council (Council) respectfully requests the Minister to provide an extension of time for making a decision on provisions and matters raised in submissions in Plan Change 5E to the Christchurch District Plan.

**Plan change 5E**

The affected plan change is Plan Change 5E Noise Sensitive Activities Near Roads and Railways which aims to ensure that those living or undertaking noise sensitive activities with the vicinity of the district's railways and busier roads are protected from unhealthy levels of noise. This plan was introduced to Council in September 2020 and notified on 22<sup>nd</sup> October of that year. The notification attracted several submissions both from individuals and government agencies. The team has considered these submissions, along with similar submissions and responses from other districts, and has commissioned expert acoustic and economic advice to help in the response.

**The reasons for the request**

The Council requests an extension of the two year period allowed for a decision for the following reasons:

1. The plan change has attracted opposing submissions from two different government agencies, Waka Kotahi and Kāinga Ora. These agencies have submitted similarly opposing views on several equivalent plan changes in other districts and the Council team has been awaiting a resolution between the two parties to guide our response. However, this resolution has not been achieved to the extent anticipated so the team intend to progress the plan change without further delay.
2. The Council's City Planning Team, who deal with plan changes, has been affected by staff shortages due to covid and a higher than normal staff turnover. Because of this, the team have not had the resources necessary to complete the plan change on time.
3. Further to Point 2, priority has been given to the implementation of the new Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Act) in order to meet the Act's statutory timeframe. Accordingly, the City Planning Team has been exceptionally busy working on the Housing and Business Choice Plan Change and smaller, supporting plan changes which together implement the Act.

**The duration of the extension requested**

Because of the reasons listed above, the Council requests an extension to the date that the decision is due. As this is election year for local government there are no meeting dates available after September, so we have made a conservative estimate about when the Council will be available to hear the commissioners' recommendation. Based on this estimate, and because of the reasons above, the Council requests an extension until 31<sup>st</sup> March 2023.

**The interests of persons who may be directly affected by an extension**

The plan change was proposed because one of the allowable methods in the current rule may not actually achieve healthy internal noise levels, and because other options under the rule may result in more acoustic insulation than is necessary. In addition, the current rule only includes activities within 80m of state highways and railways, which is, in some instances, insufficient. The new rule increases this area affected by state highways and railways to 100m. The areas affected by Main and Local Distributer roads will remain at 40m either side, and 20m from Collector roads. In extending the period for the decision, those undertaking building work within the area affected by the rule may be at risk from the inefficiencies of the current rule. However, as the plan change has been publicly notified, those affected are able to see the alternative standards and, since the new standards are more onerous in some aspects, are able to make a choice in which standards they apply.

**The interests of the community in achieving adequate assessment of effects**

The plan change will provide increased certainty for the community on the level of noise protection required. However, in order to ensure that the plan change is worded correctly and gives the best level of protection it is important that the issues raised in submission be thoroughly considered. The time extension will allow for a full and thorough examination of the issues raised.

**The Council's duty under section 21 to avoid unreasonable delay**

The Christchurch City Council understands their responsibility to avoid unreasonable delay under S21 of the RMA and takes this responsibility very seriously. The delay addressed in this letter is due to the cumulative effect of the exceptional circumstances listed above which could not be avoided. The team is doing everything they can to process the plan change as soon as possible and ensure that the delay is not unreasonable, while still making sure that the submissions received are fully and thoroughly considered. Christchurch City Council therefore request your understanding in granting this extension.

Nāku noa, nā







## 21. Regulatory Services - Building Consenting Unit Report - March, April and May 2022

Reference Te Tohutoro: 22/451349

Report of Te Pou Matua: Robert Wright Head of Building Consenting –  
robert.wright@ccc.govt.nz

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

### 1. Brief Summary

- 1.1 The purpose of this report is to provide an update to the Urban Development and Transport Committee with respect to the delivery of Building Act functions performed within the Infrastructure, Planning & Regulatory Services Group for the period March, April and May 2022
- 1.1 Attachment A provides detailed reporting matrix for the six months ending May 2022.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Regulatory Services Building Consenting Update Report – March, April and May 2022.

### 3. Key Performance Indicators

Measure:		Mar	Apr	May	YTD	
Building Consents Granted:	KPI	37.6%	43.9%	50.0%	<b>38.9%</b>	95% within 19 working days
	STF	40.4%	48.4%	52.6%	<b>41.2%</b>	20 working days
Inspections:	KPI	82.9%	90.1%	93.5%	<b>94.4%</b>	98% booked within 3 working days
Code Compliance Certificates:	KPI	96.0%	92.5%	93.5%	<b>90.7%</b>	95% within 19 working days
	STF	96.4%	94.4%	95.2%	<b>95.1%</b>	20 working days
PIM Only:	KPI	93%	95.0%	97.0%	<b>95.8%</b>	PIM only 90% within 20 working days
PIM/Devt Check:	STF	91%	97.6%	95.8%	<b>94.0%</b>	Within 20 working days
Discretionary Exemptions:	KPI	98%	98%	98.9%	<b>98.8%</b>	10 working days
Customer Satisfaction:	KPI	81.4%	78.4%	81.1%	<b>80.4%</b>	Target is 75%

KPI = Key Performance Indicator

STF = Statutory Time Frame

- 3.1 Consenting activity remains very high with applications for building consents showing only marginal signs of softening, which continues to produce high volumes of consents granted.

In terms of the key performance indicators, considering the very high workloads across all reporting areas performance remains high, with the exception of granting building consents.

This area has been the greatest challenge over the past 12 months, performance is continuing to improve, in terms of both the KPI and Statutory Time Frames showing incremental increases in each of the three months of this report.

Further improvement remains a very strong focus with various measures continuing, including recruitment and external contractor support.

#### 4. Earthquake Prone Buildings

During March, April and May 2022, the Council received confirmation that 16 buildings were removed from the register, with one building being demolished, 11 buildings strengthened and four buildings were reassessed.

#### 5. Significant Building Consents (March, April & May 2022)

Address	Value of Building Work (\$)	Building Consent Details
33 Kilmore Street	\$13,000,000	Construction of a 44 unit apartment building
617 Colombo Street	\$2,725,000	Alterations to cinema and entertainment complex for new tenancy arrangement (EntX)
12 Hereford Street	\$21,500,000	Construction of new multi-purpose commercial building (YMCA Centre)
100 Cathedral Square	\$74,000,000	Additions and alterations to Main Cathedral Building and Tower - Stage 3 of 8



## 6. Eco -Design

The Eco Design Service focused on individual consultations for residential building, they have carried out 301 of the 300 consultations required for the financial year.

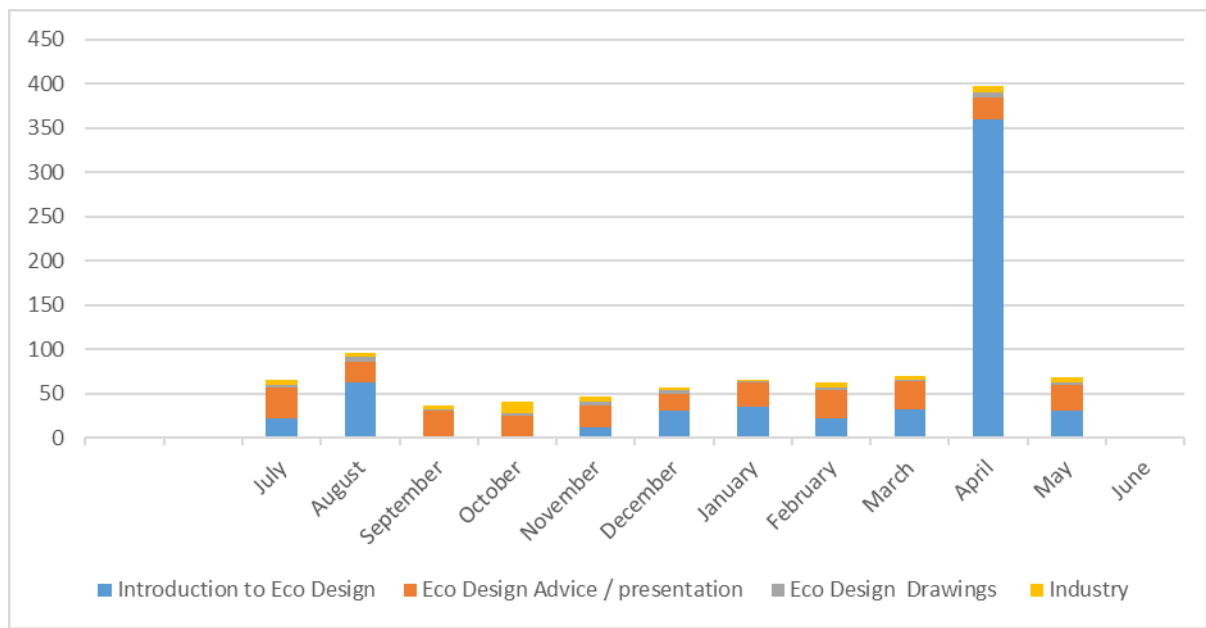


### 6.1 The Eco Design Service has been involved in many other initiatives and projects

<b>March 2022:</b>	<ul style="list-style-type: none"> <li>Lecture to the year 2 engineering and architectural students at <b>Ara the Institute of Canterbury</b>, the focus on sustainability at the design stage</li> <li>Presentation to the Hamilton City Council on H1</li> </ul>
<b>April 2022:</b>	<ul style="list-style-type: none"> <li><b>NZ Timber Society</b> site visit of an innovative construction site</li> <li><b>University of Canterbury</b> Solar Decathlon 2022 <a href="https://www.solardecathlon.gov/event/challenges-design.html">https://www.solardecathlon.gov/event/challenges-design.html</a></li> <li><b>Open Christchurch 2022</b></li> <li><b>Development Contribution Rebate Scheme</b> for super-efficient building</li> </ul>
<b>May 2022:</b>	<ul style="list-style-type: none"> <li>Invited to participate in the online panel discussion at the <b>ADNZ &amp; NZGBC ADNZ</b> Carbon Session 3 : 'Design for a low carbon future'</li> </ul>



## 6.2 Eco Design Advice Outcome Results – July 2021 to May 2022



Item 21

## Attachments Ngā Tāpirihanga

No	Title	Page
A	024 Monthly Report May 22	550

Additional background information may be noted in the below table:

Document Name	Location / File Link

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

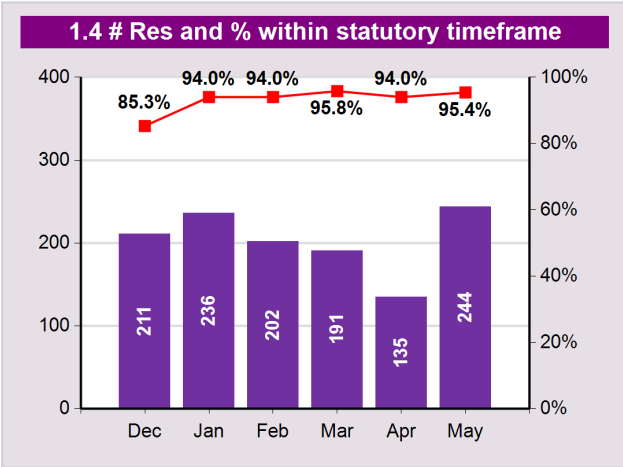
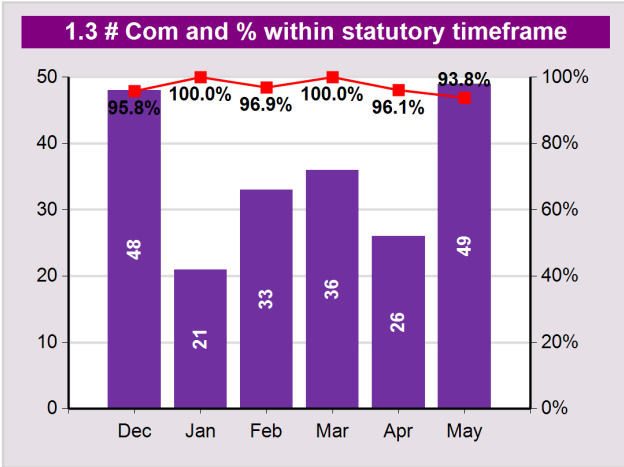
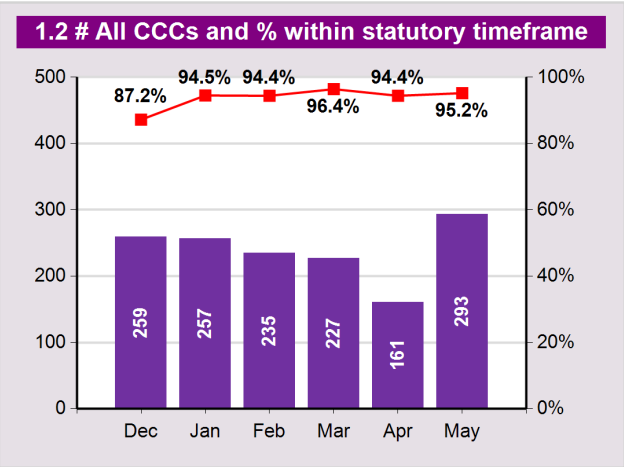
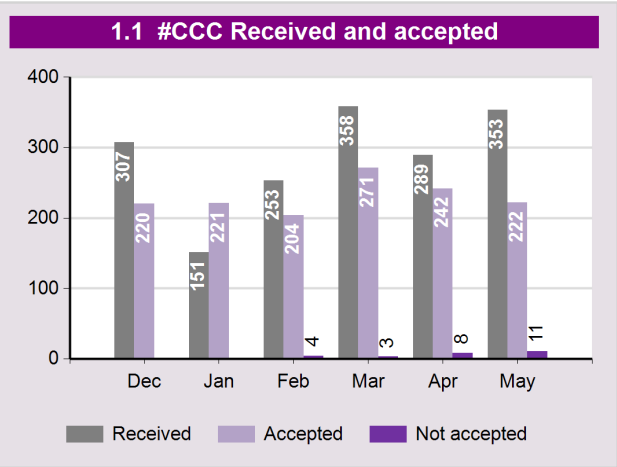


## Signatories Ngā Kaiwaitohu

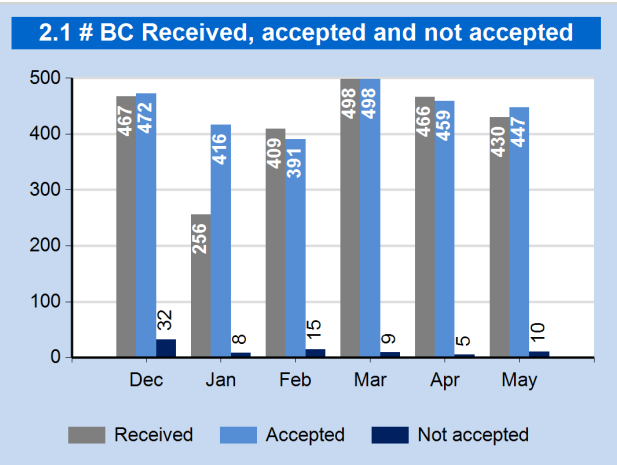
<b>Author</b>	Robert Wright - Head of Building Consenting
<b>Approved By</b>	Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

Item 21

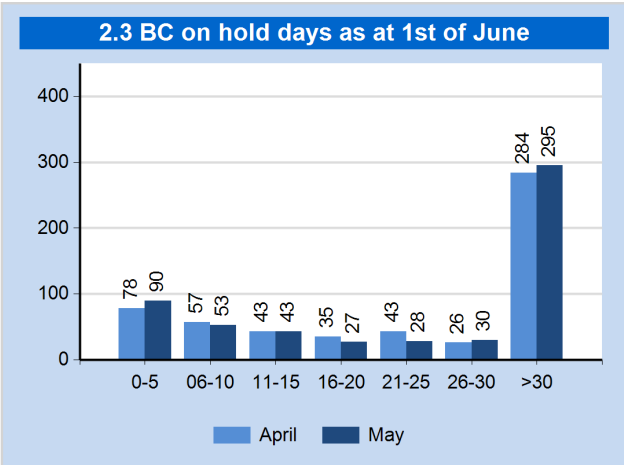
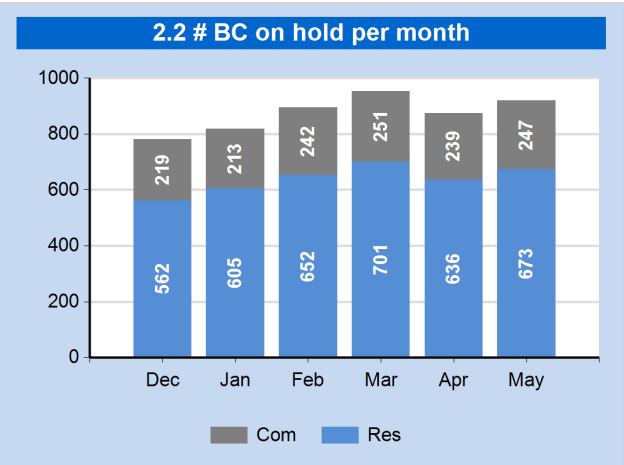
Code Compliance Certificates (CCC) decisions (S95 refusals and CCC issued)



Building Consents (BC) received / accepted



BC on hold



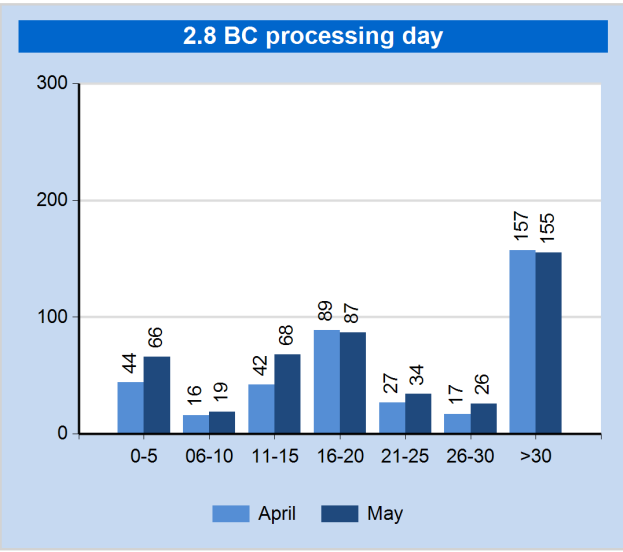
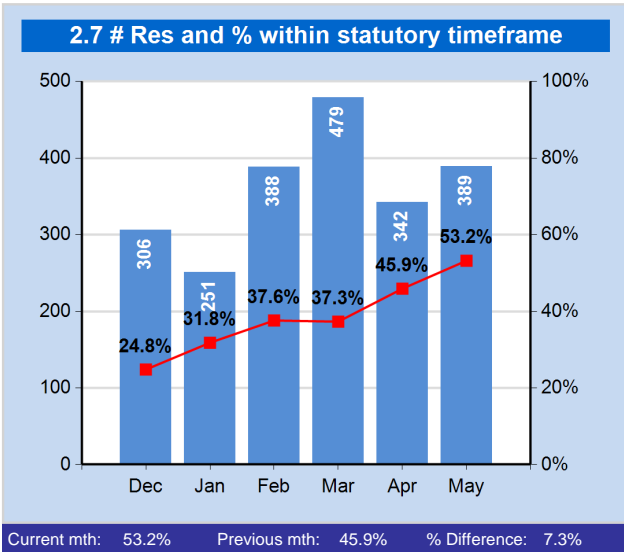
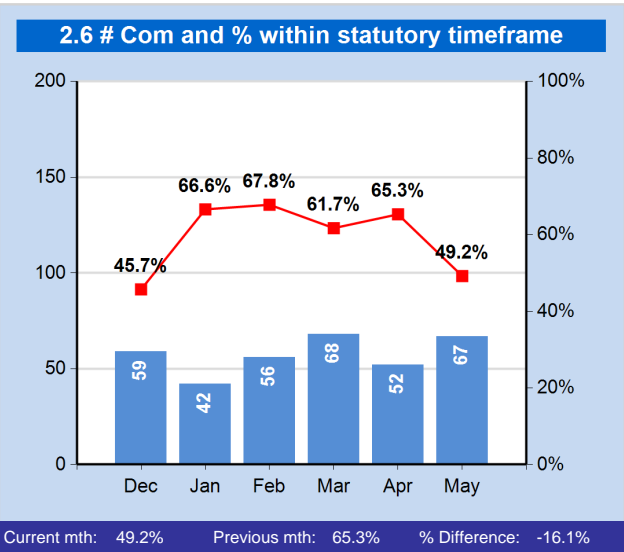
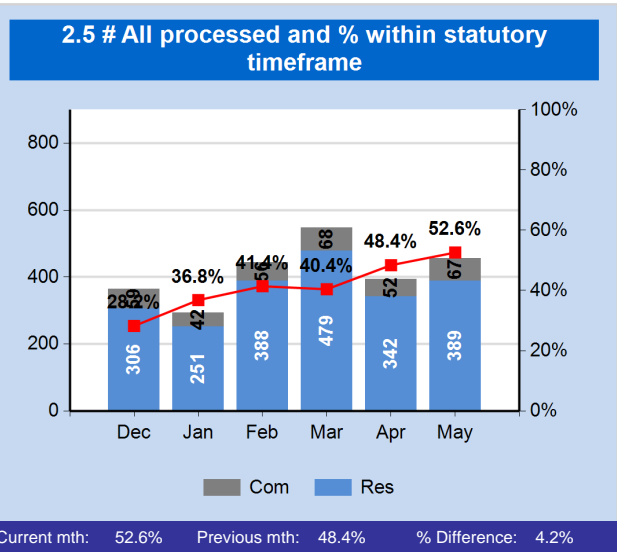
**2.4 BC processing summary**

# Processed			
Current Month	456	% Difference	15.7%
Previous Month	394	Six Month Average	417
Financial YTD	4688	Last Financial YTD	4331

% Within Statutory Timeframe			
Financial YTD	41.2%	Last Financial YTD	92.8%

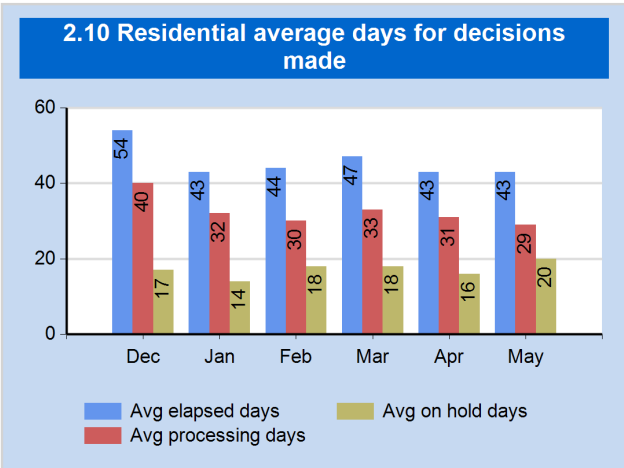
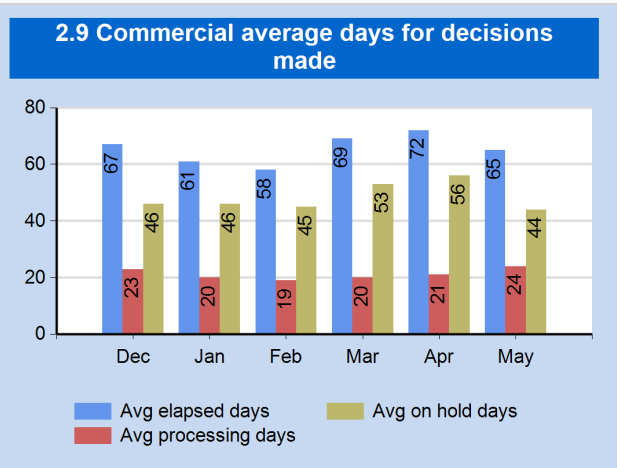
# On Hold			
Current Month	920	Six Month Average	873
Previous Month	875	% Difference	5.1%

BC processing decision

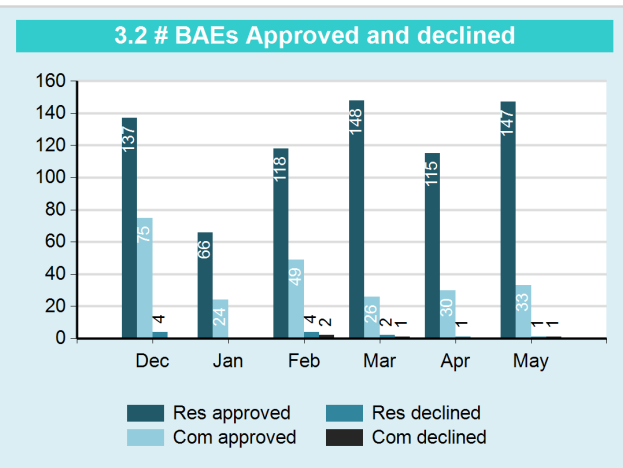
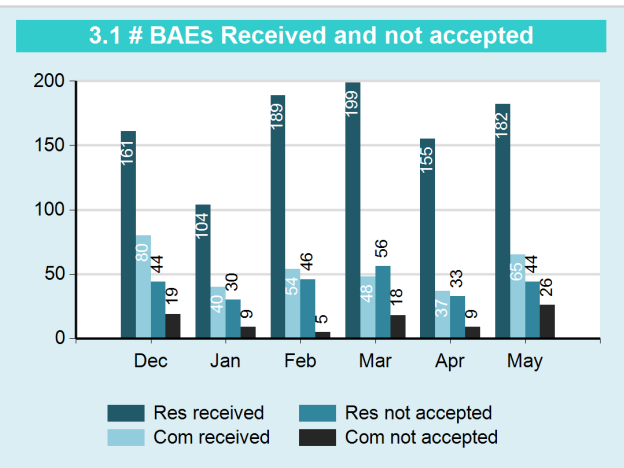


Com - Commercial complexity

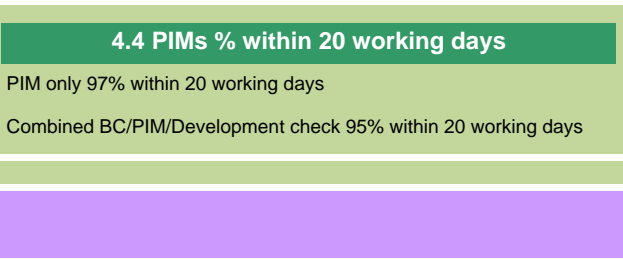
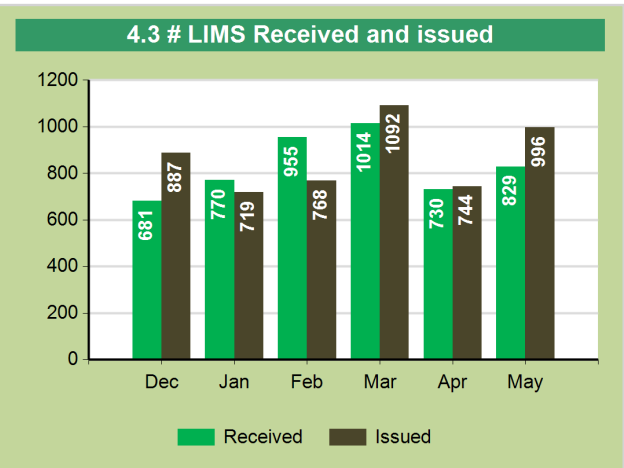
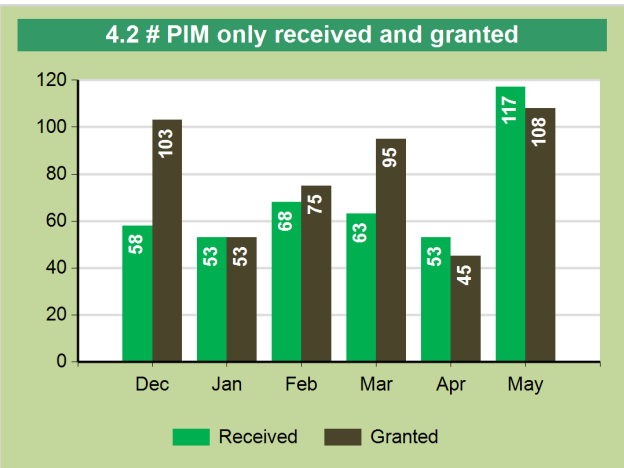
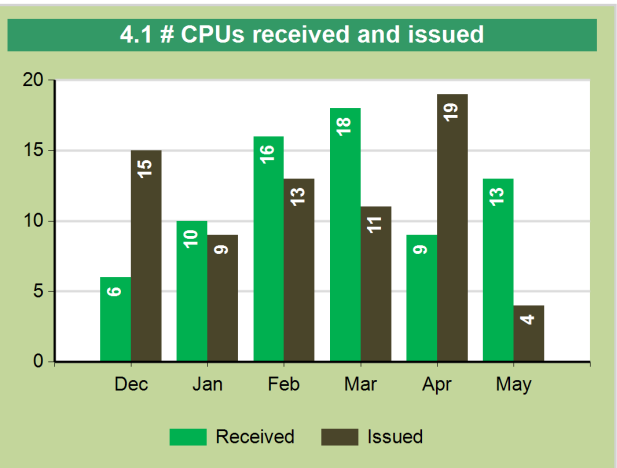
Res - Residential complexity



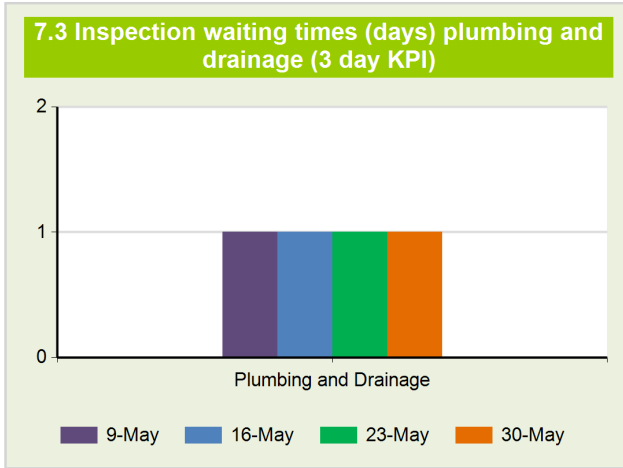
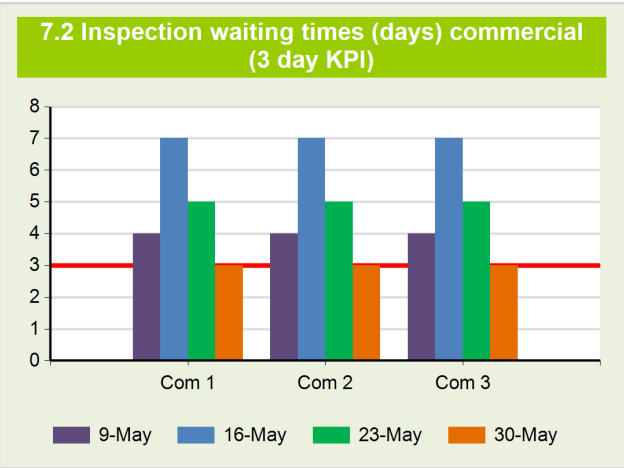
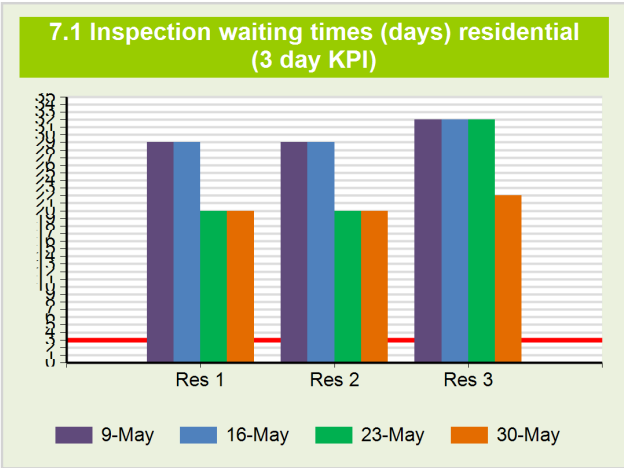
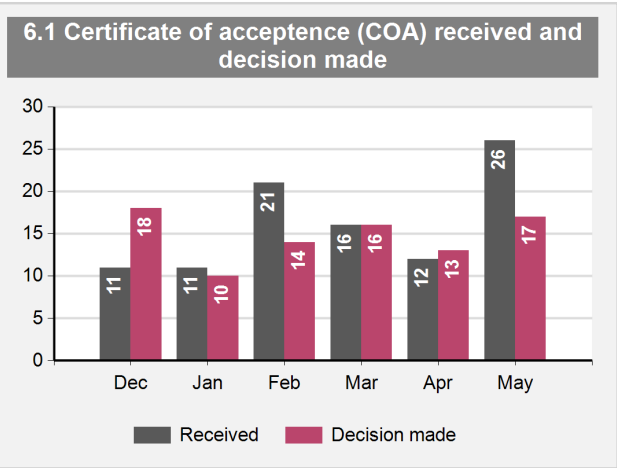
Building Act Exemptions (BAE)



Certificate of Public Use (CPU), PIMs and LIMs



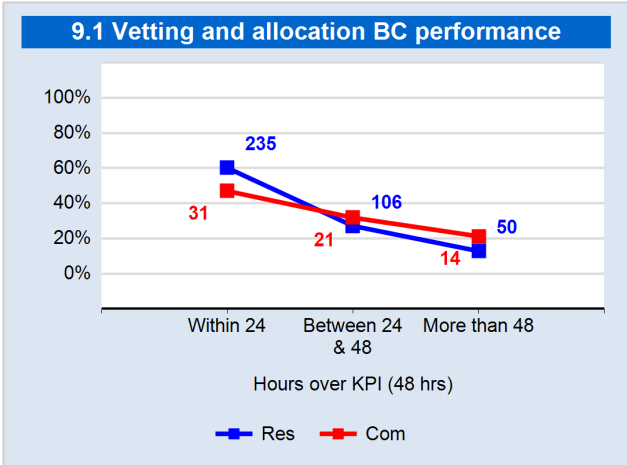
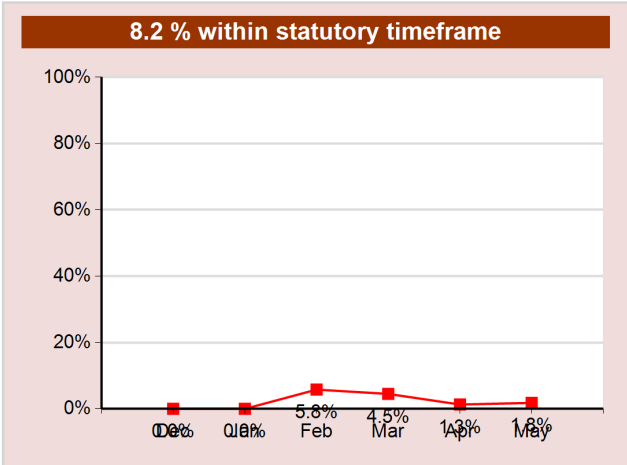
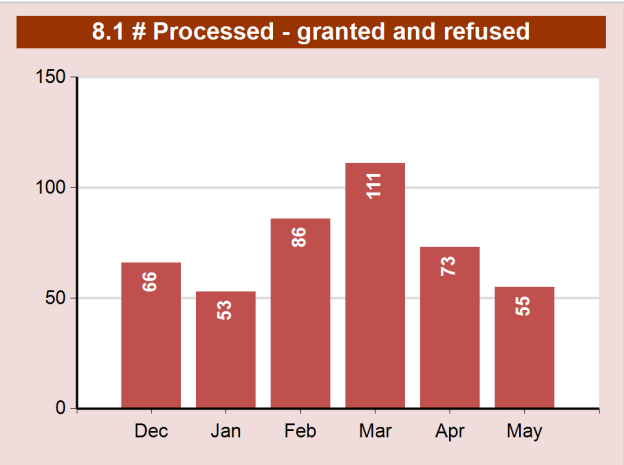
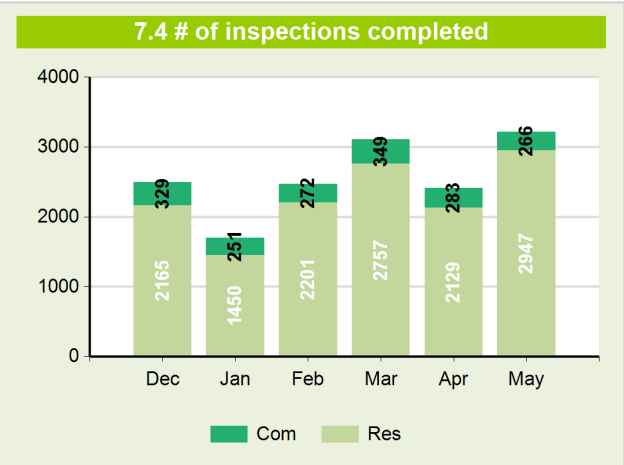
Inspections



Com - Commercial complexity

Res - Residential complexity

External BCA Performance

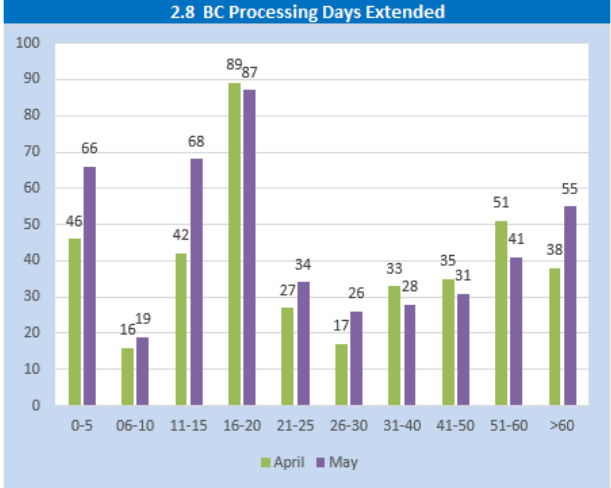
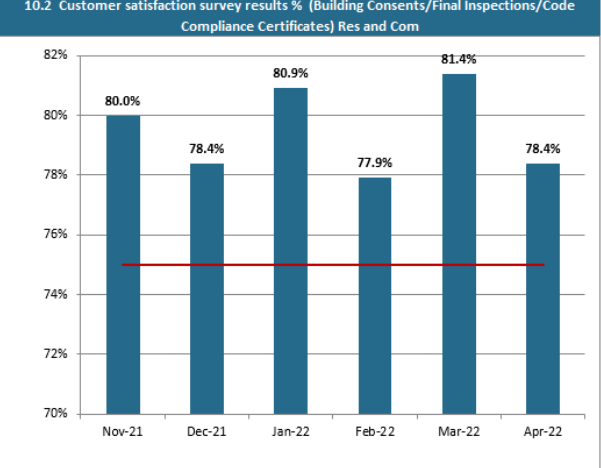


**10.1 Internal KPI**

95% processed within 19 days		
	Current Month	Current Financial YTD
BC Processed	50.0%	38.9%
CC Certificate Decisions	93.5%	90.7%

98% of inspections booked within 3 days of requested date		
	Current Month	Current Financial YTD
Inspections	93.5%	94.4%





## 22. Planning and Consents Report - Resource Consents - March, April and May 2022

Reference Te Tohutoro: 22/553079

Report of Te Pou Matua: John Higgins, Head of Planning and Consents,  
john.higgins@ccc.govt.nz

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

### 1. Brief Summary

- 1.1 The purpose of this report is to provide an update to Council with respect to delivery of the Planning and Consents Unit, Resource Consent functions. This report covers March, April and May 2022.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receive the information in the Planning and Consents, Resource Consents Report – January and February 2022.



### 3. Resource Consents

- 3.1 A total of 384 applications were received in March, 294 applications in April and 312 in May. The decrease in April is consistent with seasonal trending. Attachment A contains further information showing a range of statistics relating to resource consent processing.
- 3.2 There remains a backlog of unallocated consents to be processed resulting from continued high workloads in 2021. Workloads are also being driven by the complexity profile of applications.
- 3.3 As a result of high workloads, processing non-notified applications within the statutory timeframes was 59% in March, 62% in April and 60% in May. YTD is tracking at 76%. The target is 99%.
- 3.4 We are conscious of the impacts delayed processing timeframes has on customers. We have been working hard to improve this situation.
- 3.5 A number of strategies are being employed to address the high workloads, such as recruitment, use of consultants, and streamlining processes. In May 56 applications (18%) were outsourced to consultants, compared to only 19 applications in April. More applications are being outsourced due to their capacity to take more applications is increasing.
- 3.6 We do expect to start to see improvements in processing timeframes in the second half of 2022. The initiatives we have implemented in the first half of 2022 should start to show material improvement in processing timeframes by the end of 2022.
- 3.7 We are also aware that other metropolitan Councils are experiencing high workloads and achieving similar year to date compliance with processing timeframes. Processing timeframes

are a challenge for the high growth Councils as a result of a rapid increase in applications received, increased complexity, staff turnover, and reduced consultant availability.

- 3.8 Included on the decision letter for every resource consent is a link to an electronic survey. This survey provides feedback on the service, which is reviewed regularly and feeds into the continuous improvement programme. 92% of respondents year to date were satisfied with the service.
- 3.9 We also continue to see high interest in some applications. These applications necessitate a lot of staff time meeting with neighbours and responding to queries. A list of key applications for March, April and May is attached for your reference.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Resource Consents - Graphical Information	555
B 	Key applications of interest - March, April & May 2022	567

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not Applicable	Not Applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

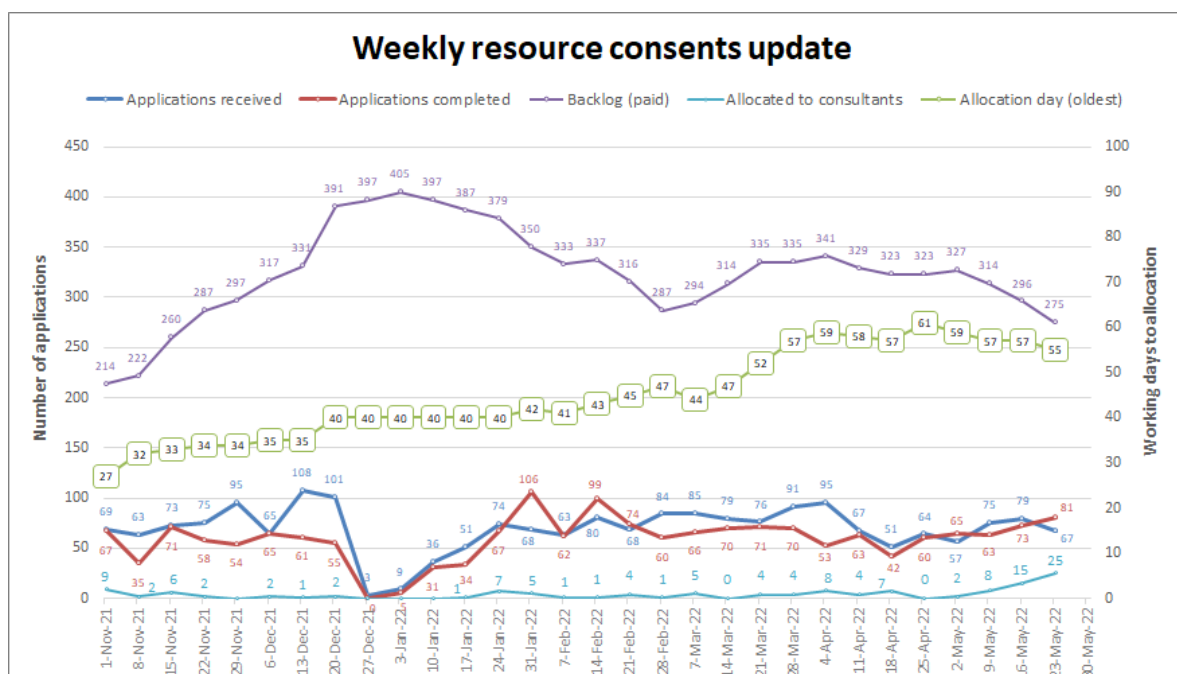
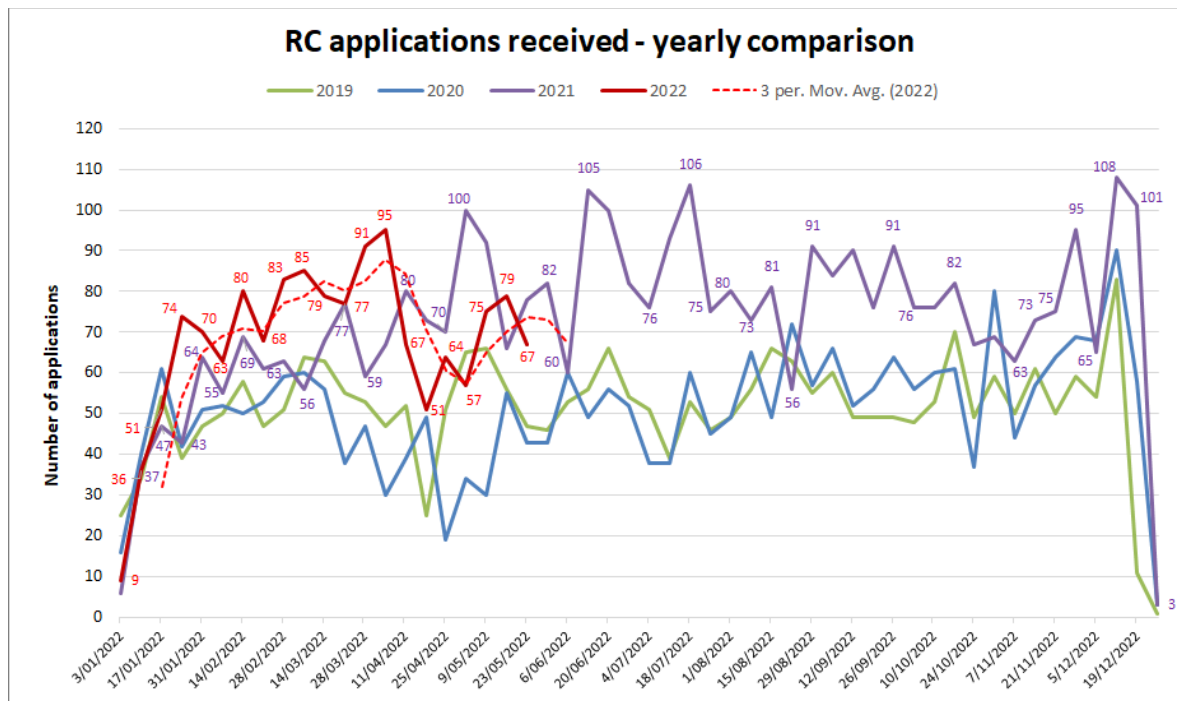
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

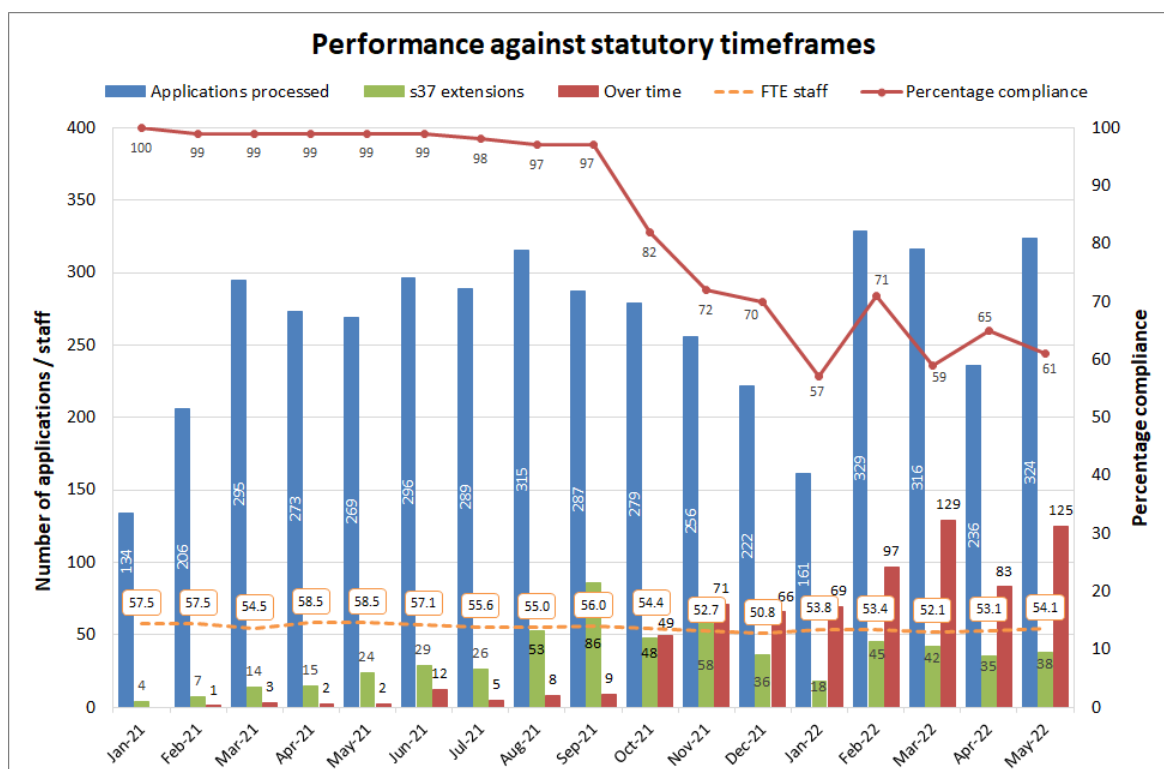
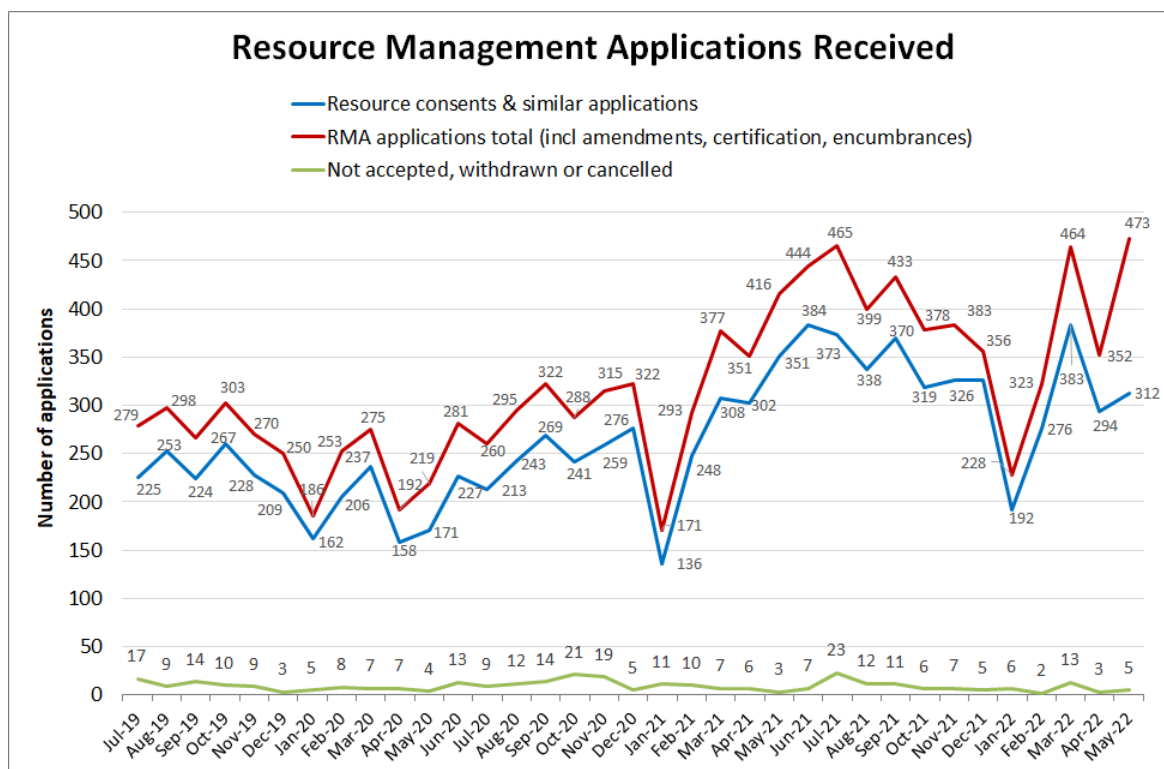
## Signatories Ngā Kaiwaitohu

Author	John Higgins - Head of Planning & Consents
Approved By	Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

## RESOURCE CONSENTS UNIT - STATISTICS and PERFORMANCE

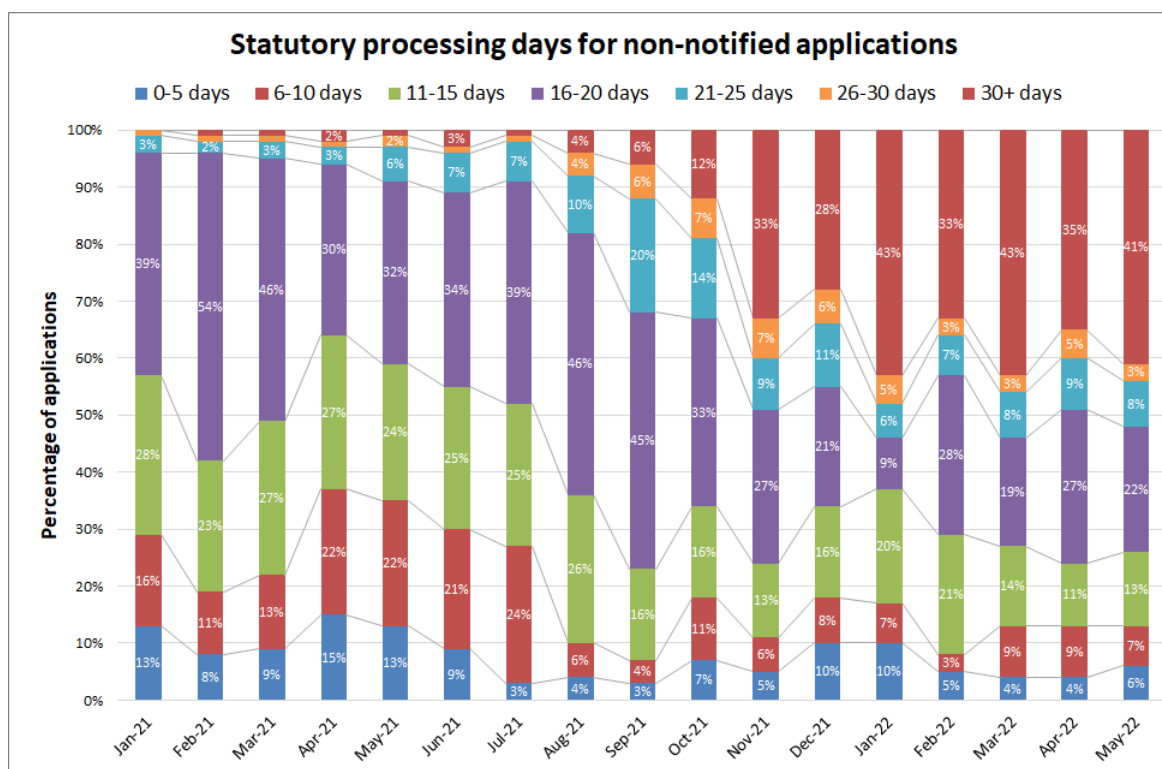
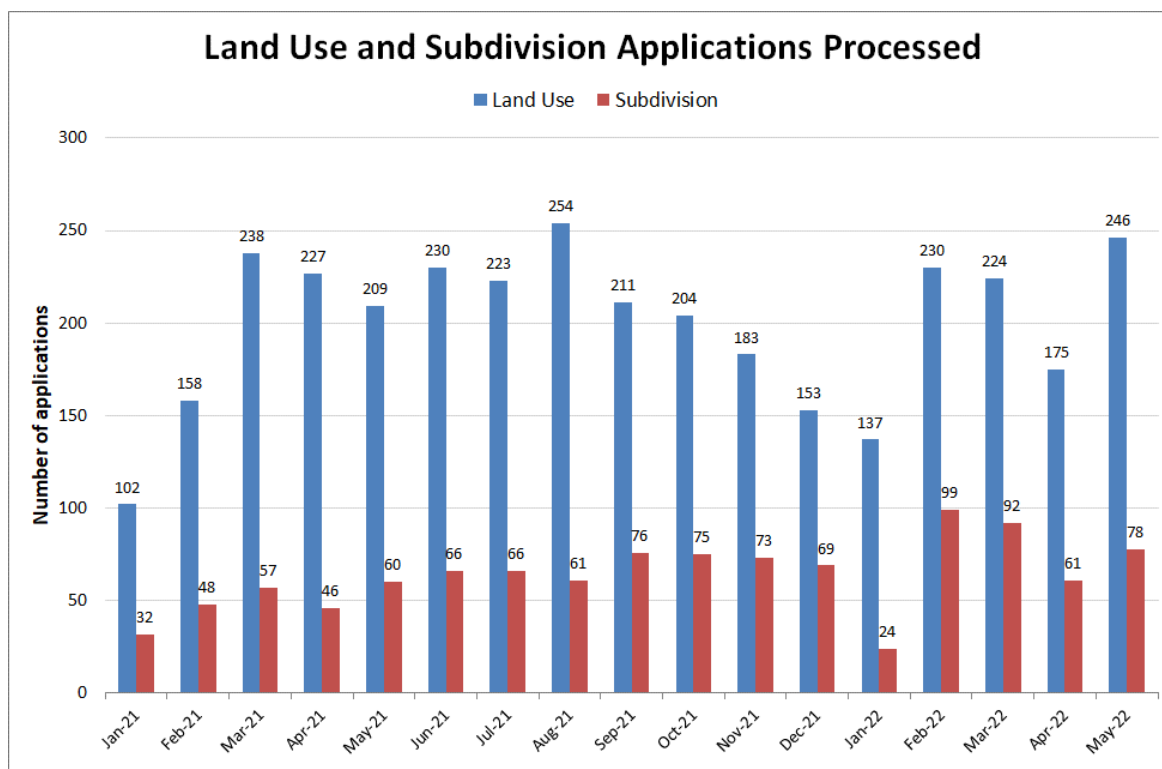


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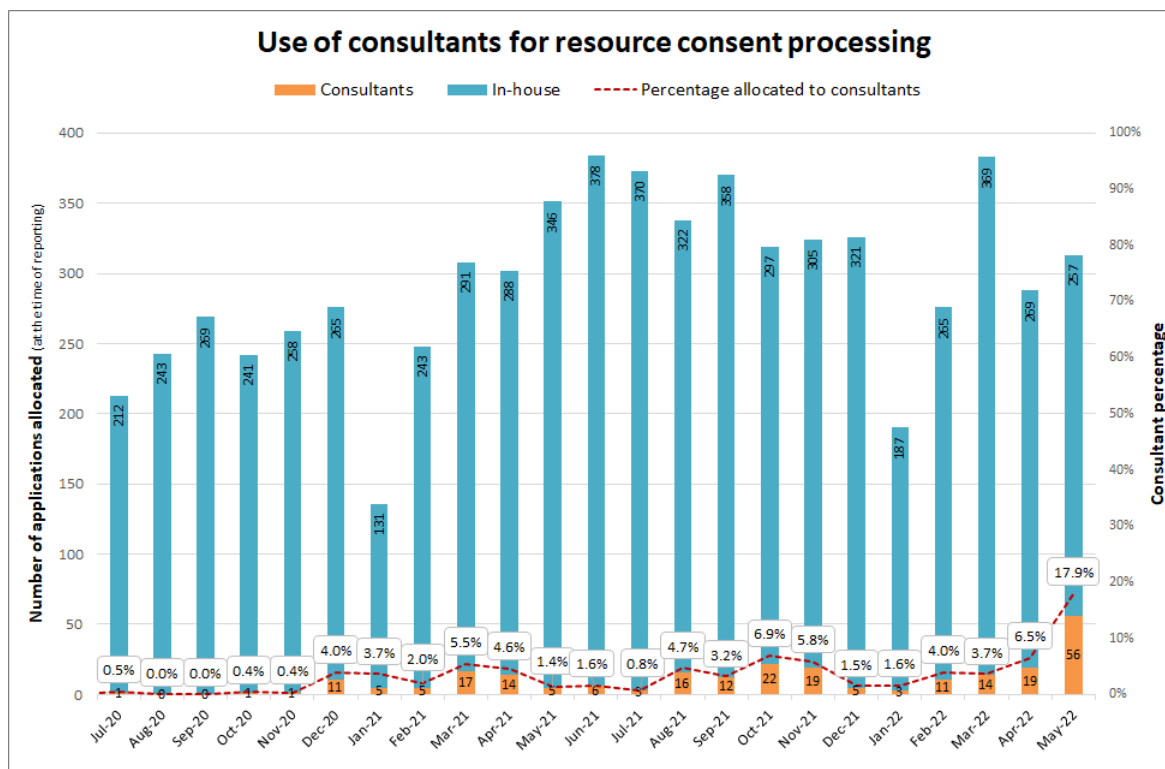
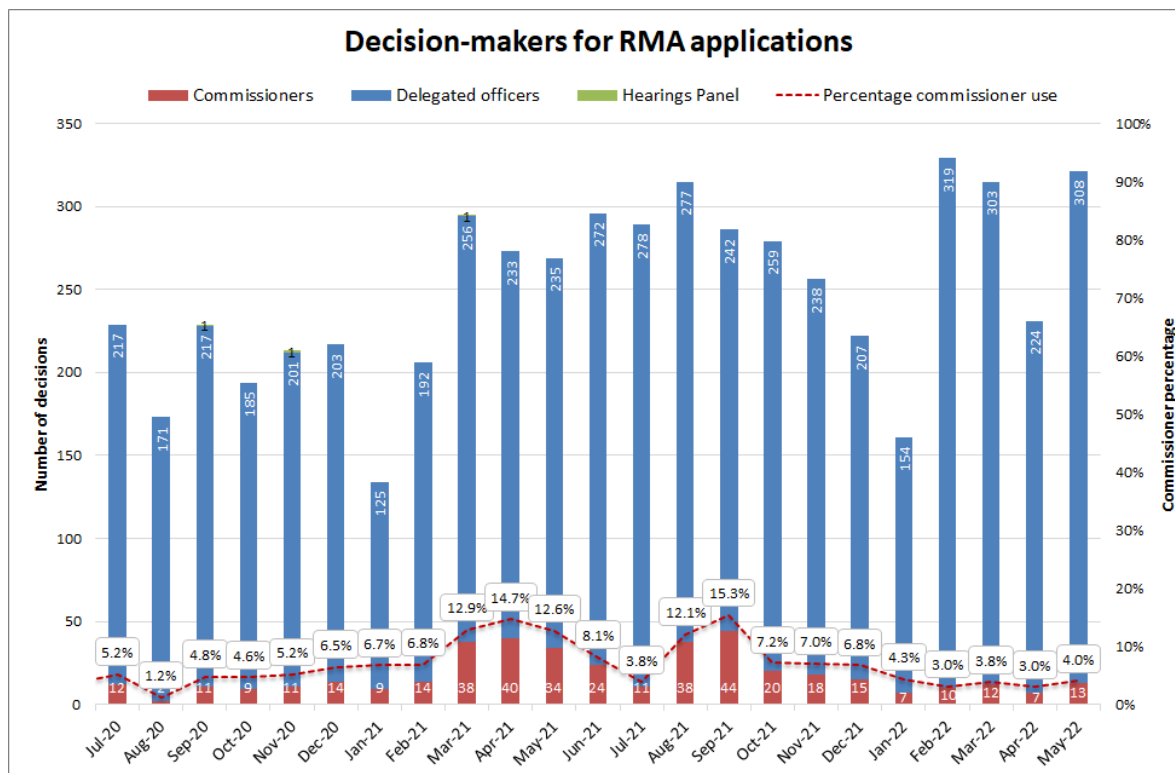


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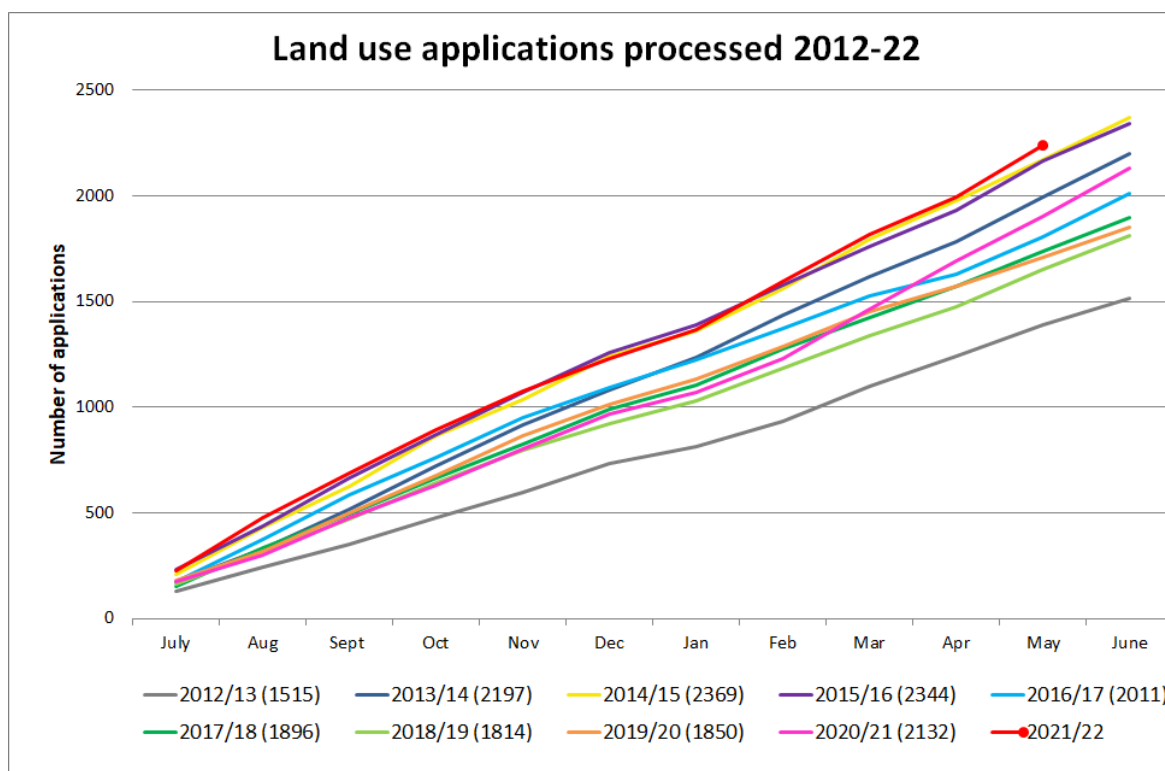
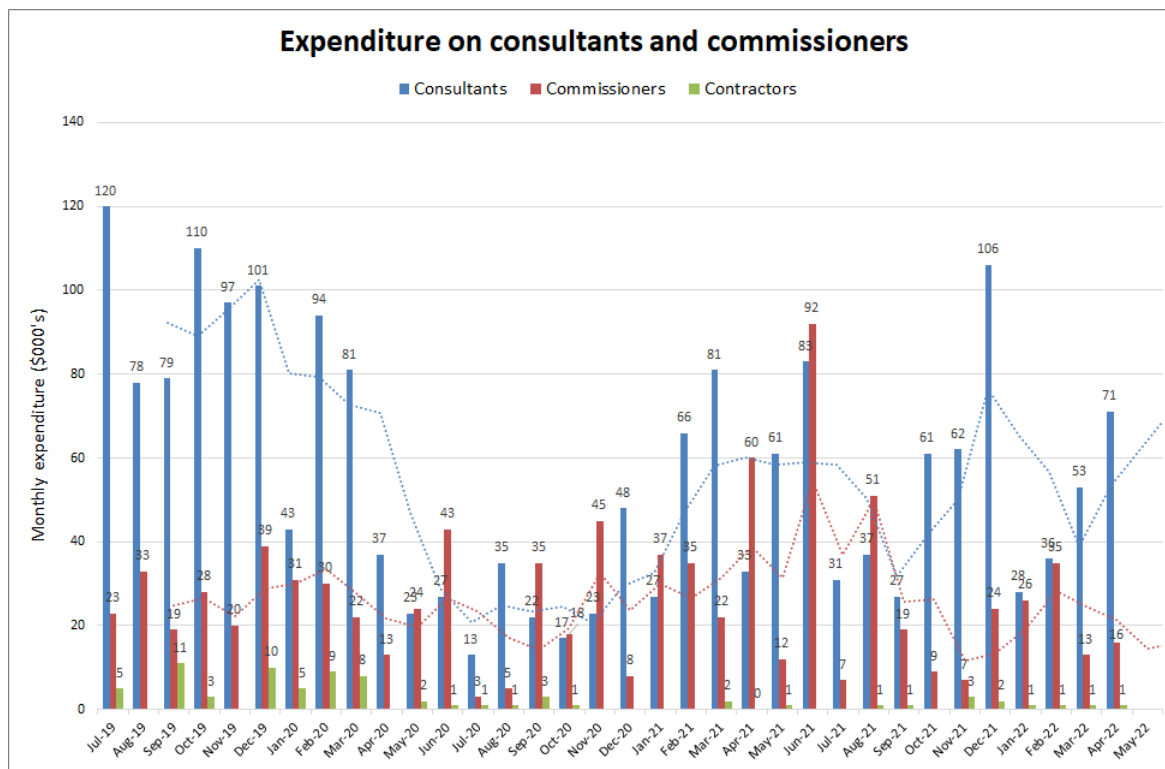




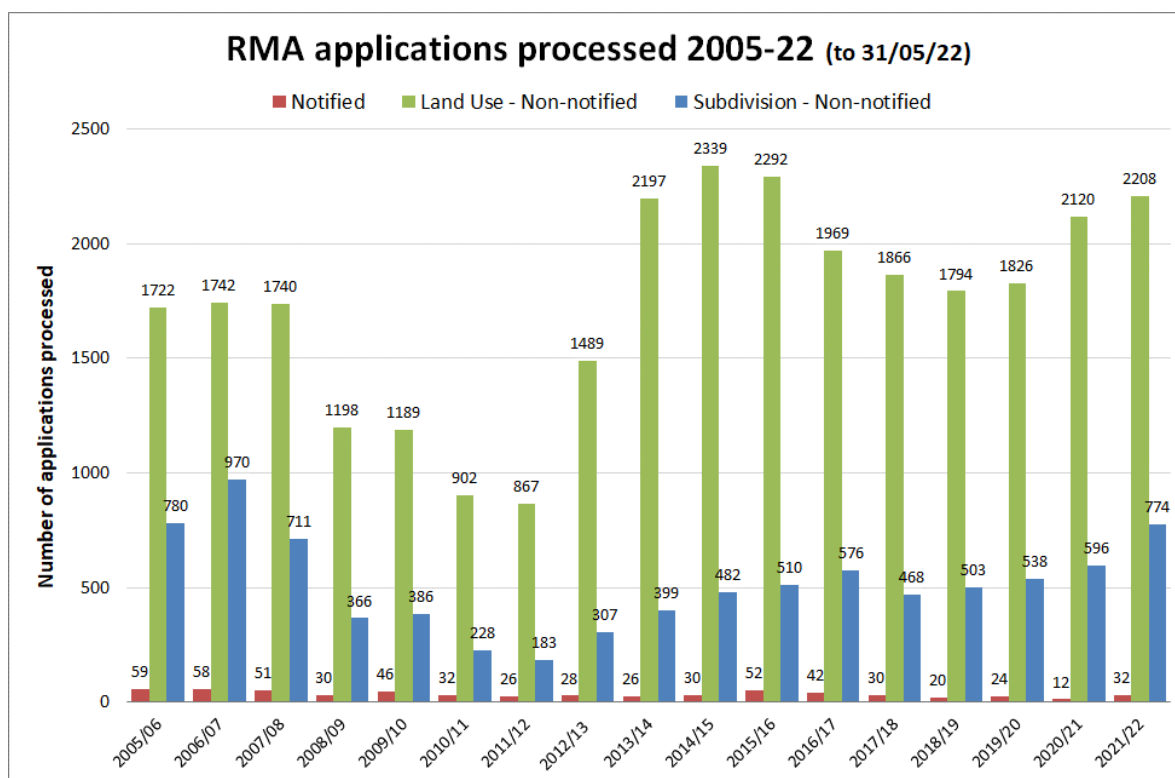
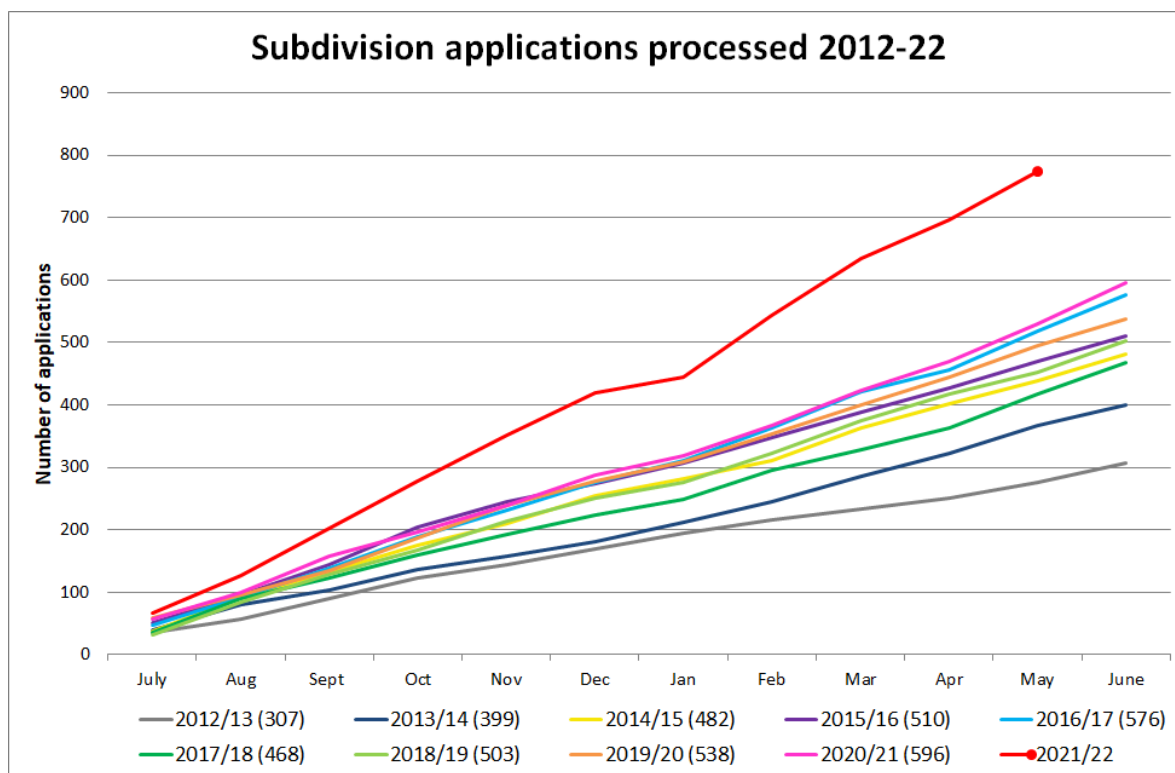
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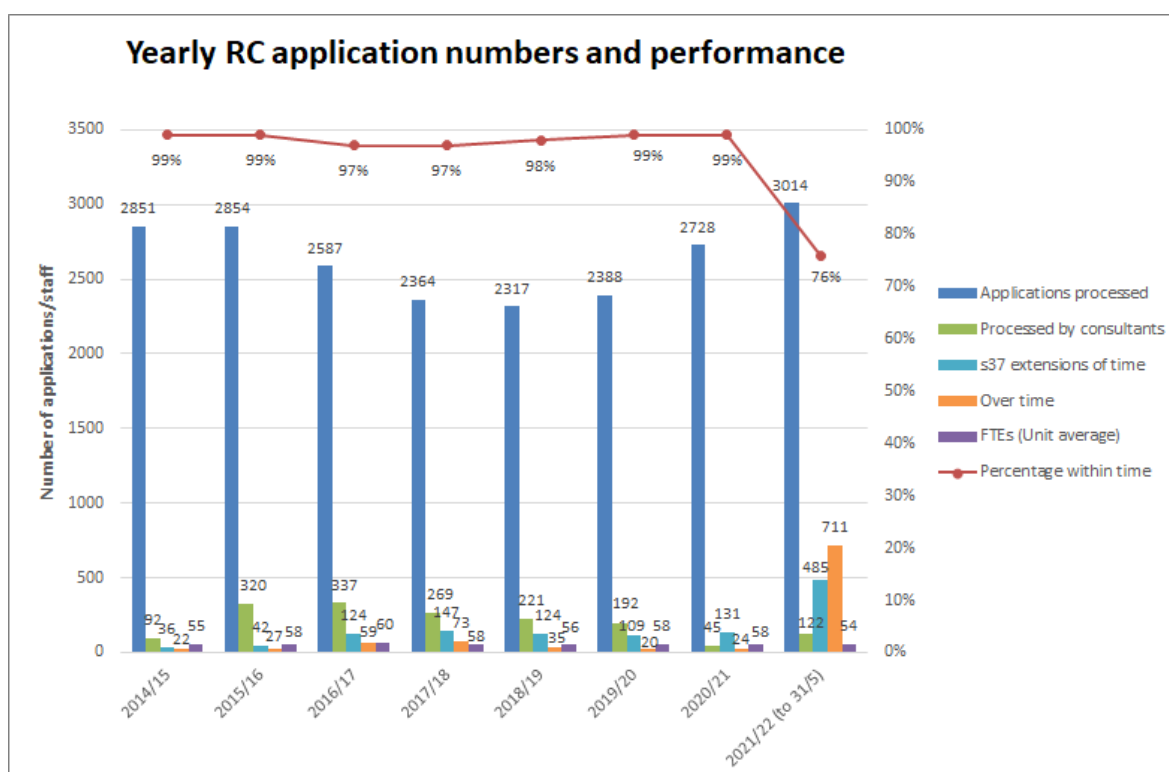
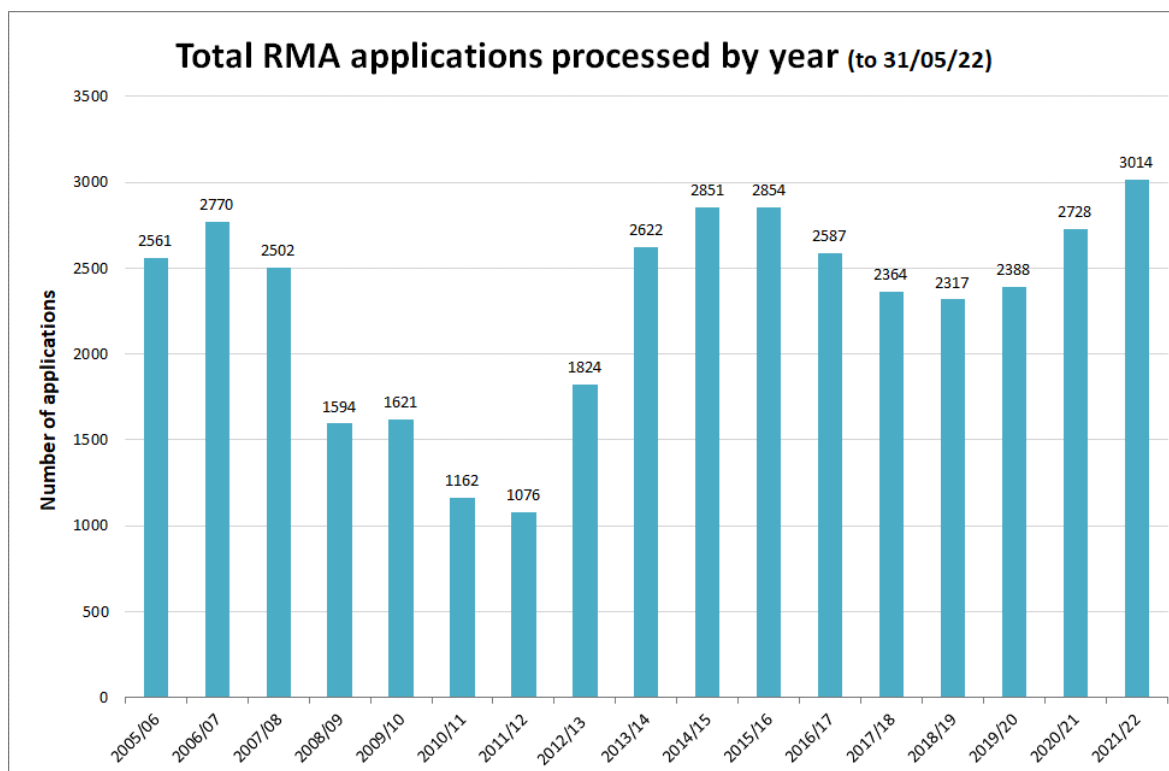


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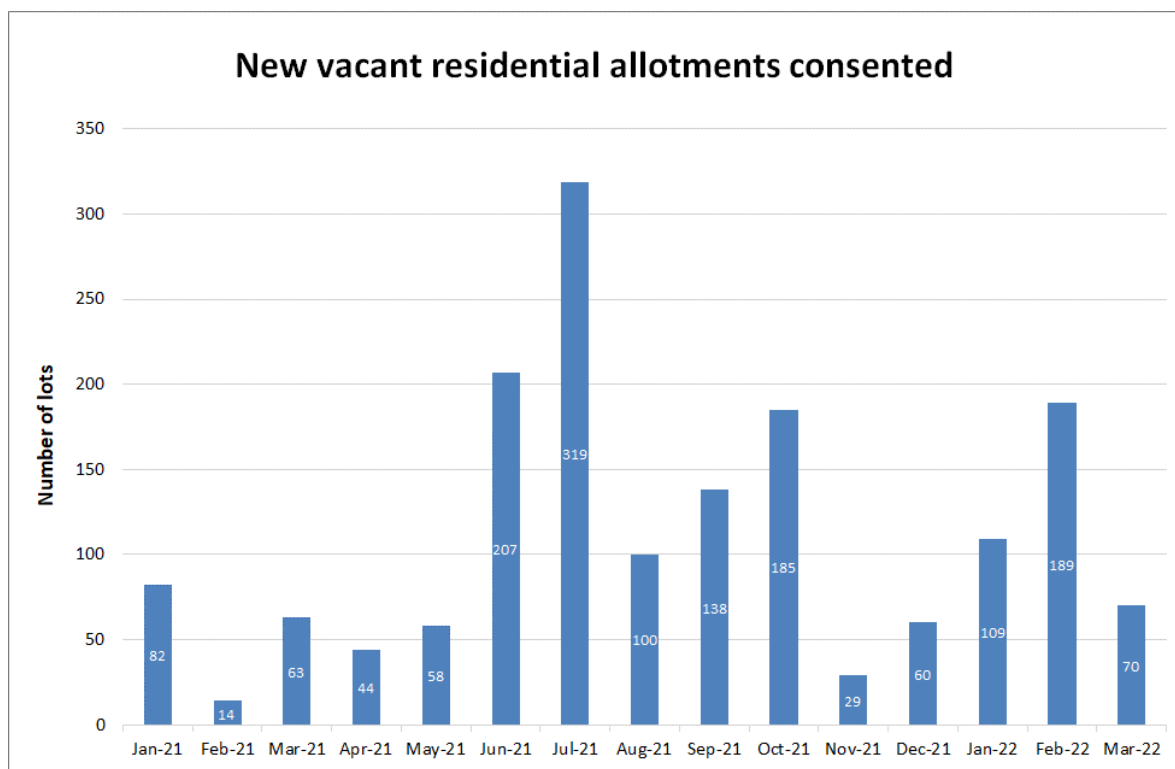
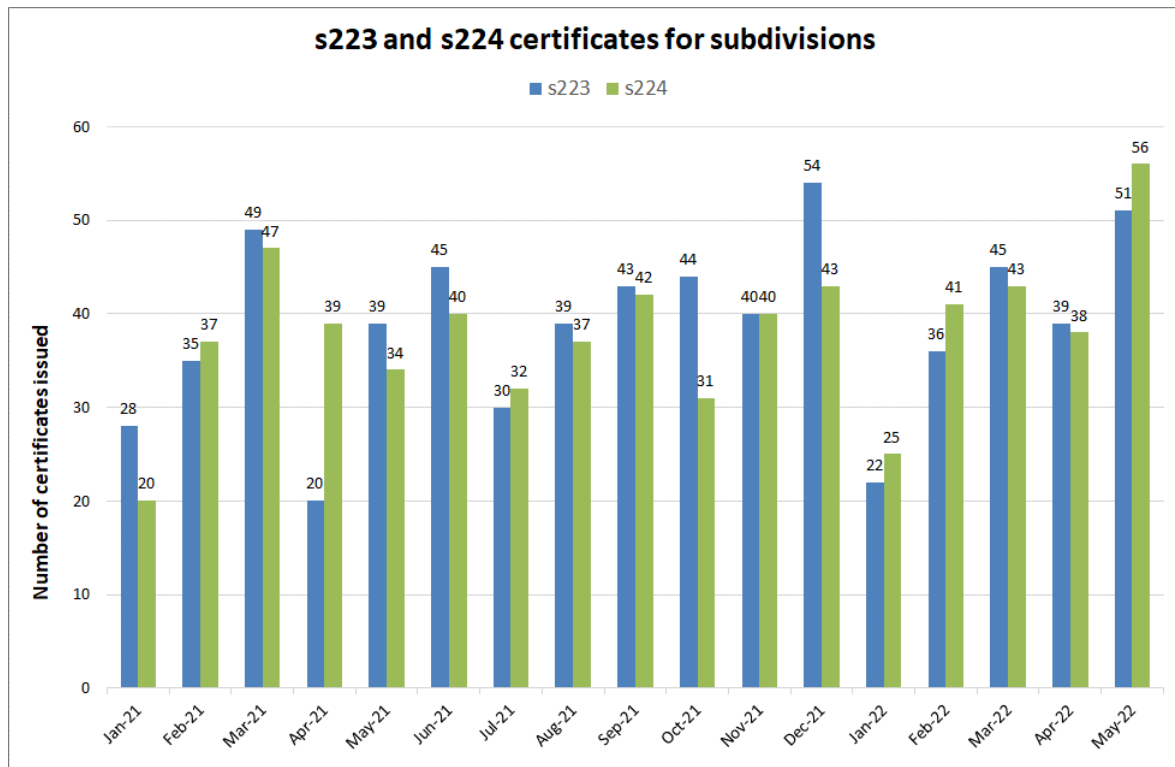


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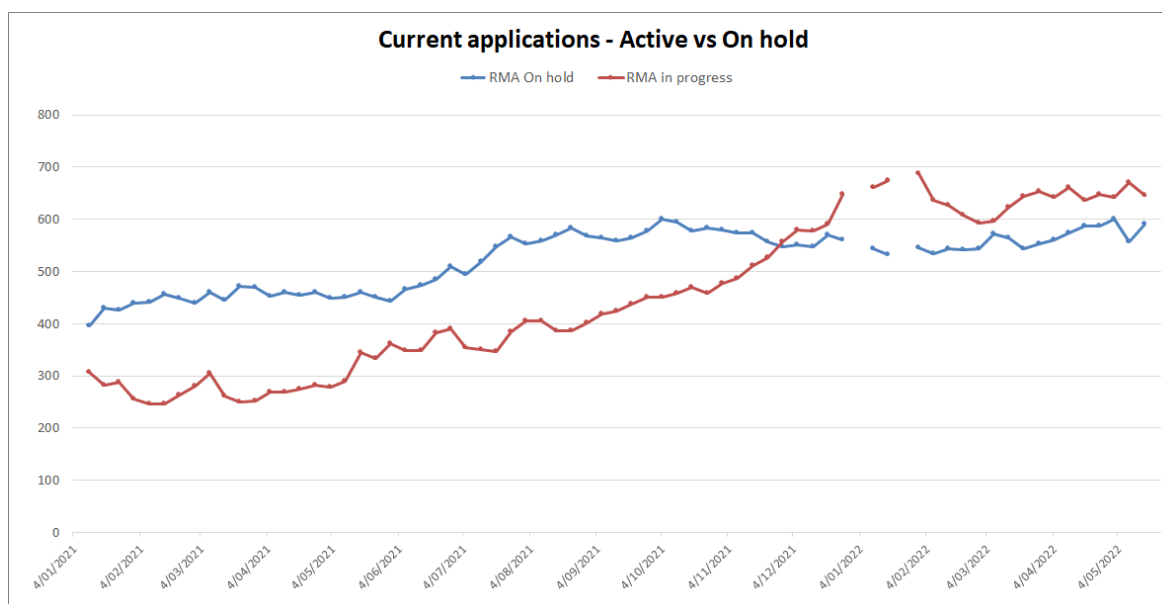
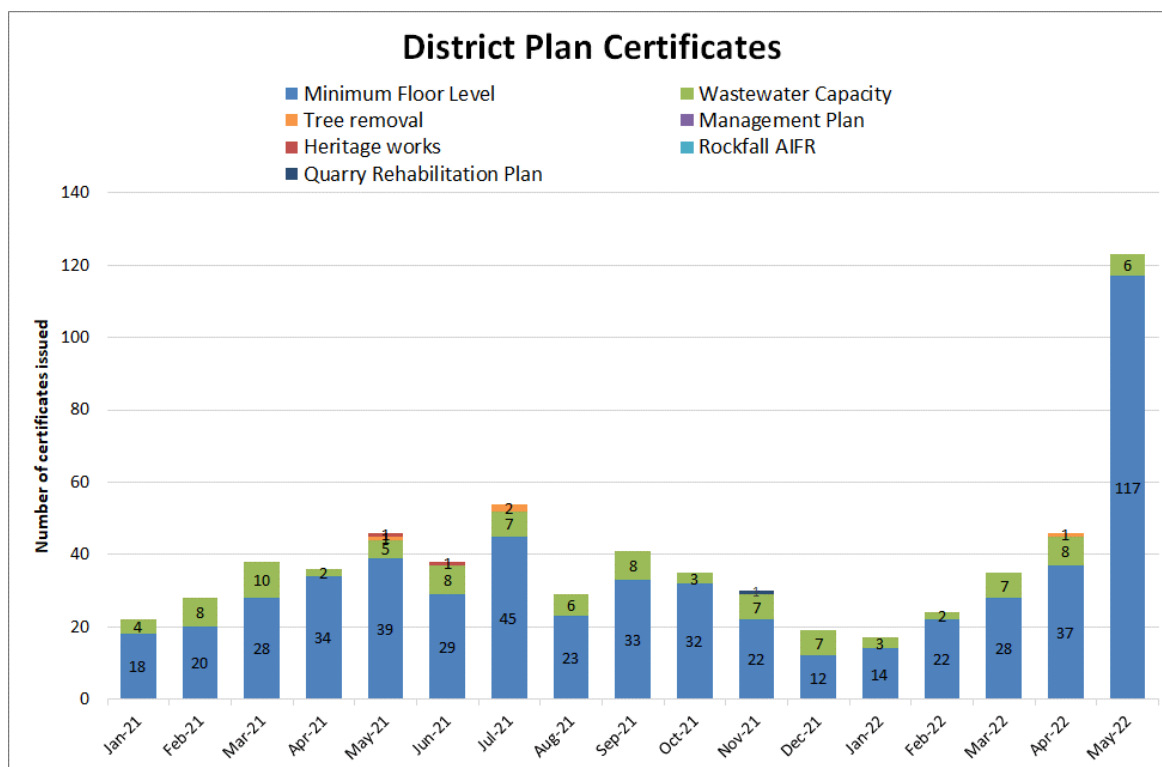




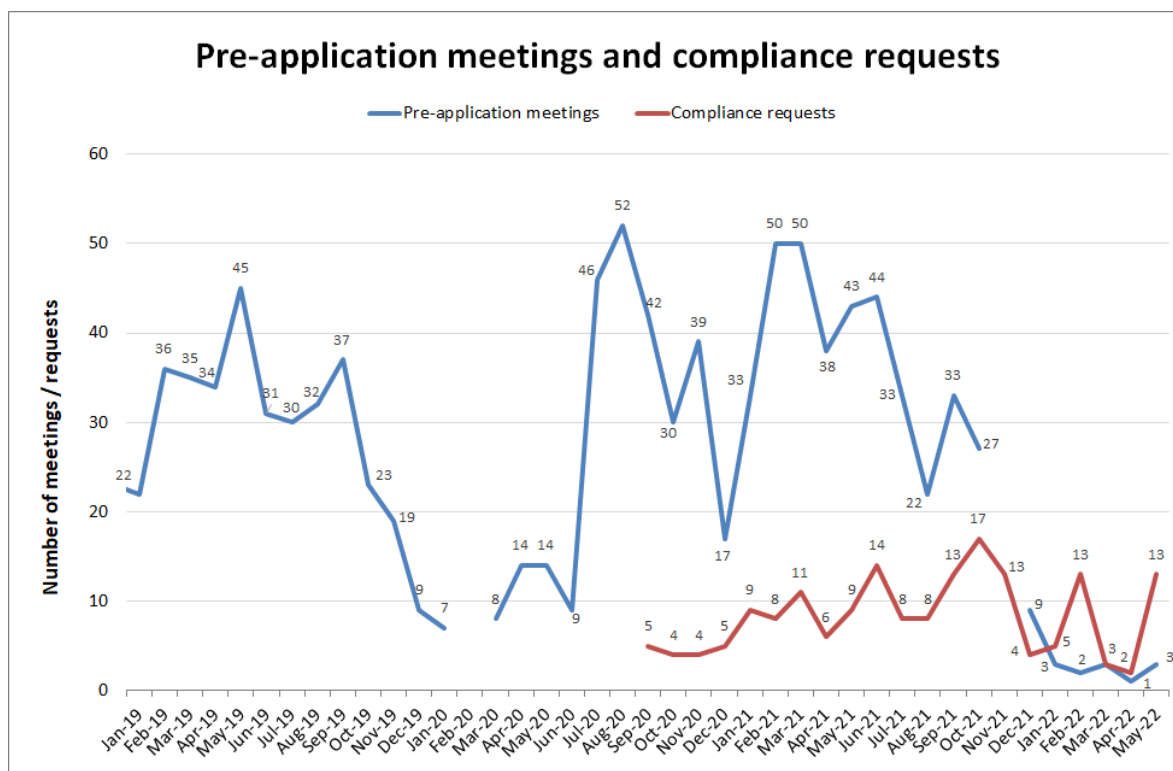
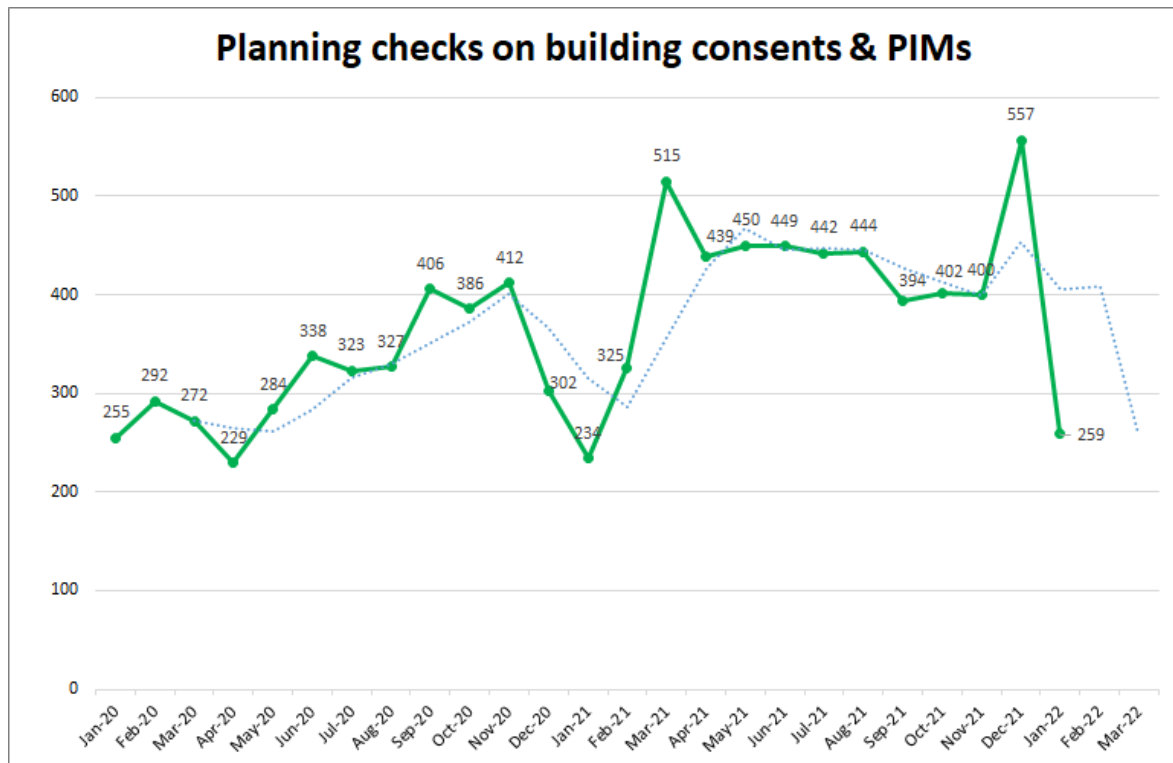
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TRIM 13/1137232



YEARLY SUMMARY – KEY BUSINESS ACTIVITIES

Processed	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Land Use*	2223	2369	2344	2011	1896	1814	1850	2132
Subdivision**	399	482	510	576	468	503	538	596
<b>Total resource consents &amp; NOR</b>	<b>2622</b>	<b>2851</b>	<b>2854</b>	<b>2587</b>	<b>2364</b>	<b>2317</b>	<b>2388</b>	<b>2728</b>
Exceeded statutory timeframe		22	27	59	73	35	20	24
Temporary Accommodation	137	47	49	9	10	8	7	1
s223 and s224 certificates	474	538	652	906	717	795	729	870
PIM/BC planning checks			6237	4981	3852	3681	3697	4574
DC assessments						6015	5933	7455
Pre-application meetings		653	465	523	481	407	210	484

\* Includes COC, OUP, OPW, PBA, MAR, EUC, NOR, 127, 125, 128, 138

\*\* Includes SUB, COM, 221, 348, 226, 241, 243, 127

RMA application information	2018/19	2019/20	2020/21
Land Use applications processed (incl EUC, NOR, COC, OUP, PBA, etc)	1814	1850	2132
Subdivision applications processed (incl 348, 241, 243, 226, 221)	503	538	596
<b>Total resource consents &amp; NOR processed</b>	<b>2317</b>	<b>2388</b>	<b>2728</b>
Applications exceeding statutory timeframe	34	20	24
s37 extensions	124	109	131
Limited notified applications	20	22	10
Publicly notified applications	0	2	2
Permitted boundary activities	84	92	93
Marginal or temporary non-compliance	1	1	1
NOR	4	5	8
128 Review of conditions	-	2	1
Temporary Accommodation	8	7	1
Within scope amendments	150	105	149
s357 objections completed (vs resolved informally and withdrawn)	30 (60 recd)	16 (50 recd)	6 (34 recd)
s223 certificates	391	373	441
s224 certificates	404	372	429
Commissioner decisions (substantive)	245 (10%)	365 (15%)	218 (8%)
Delegated officer decisions (substantive)	2064	2013	2505
Hearings Panel decisions (substantive)	8	10	3
Declined	9	4	6
Hearings	8 notified 6 non-notified	10 notified 3 non-notified	8 notified 2 non-notified
Notified without hearing	12	13	4
Non-notified with written approval	353 (17%)	405 (18%)	422 (15%)*
Non-notified without written approval	1739 (83%)	1883 (82%)	2091 (85%)*
Fast-track (Controlled activity)	6	-	1
Residential vs non-residential or mixed use	77% / 23%	76% / 24%	83% / 17%
Processed by consultants	221 (10%)	192 (8%)	45 (1.6%)

TRIM 13/1137232

Not accepted under s88	146 (5%)	60 (2%)	61 (2%)
Cancelled – unpaid	24	19	9
Appeals lodged	5	2	3
Judicial reviews applied for	-	2	-
District Plan certificates issued	233	267	391
<b>PIMs and pre-application meetings</b>			
PIM / BC planning checks	3681	3697	4574
Pre-application meetings (planning input)	407	210	484
<b>Development contributions</b>			
Assessments	3563 BCN 2452 RMA	3576 BCN 2357 RMA	4464 BCN 2991 RMA
Estimates	27	15	36
Reconsiderations	11	3	5
Objections	0	0	0

*\* Recorded by End admin at the time of reporting*

TRIM 13/1137232

MAY 2022

APPEALS

RMA/2020/1877 Wilson Parking (the applicant) appealed a decision to decline consent for the establishment of a double sided free standing digital billboard at 235 Manchester Street.

RECEIVED

Application Number	Address	Description	Applicant	Received Date	Ward	Status of application
<a href="#">RMA/2022/1779</a>	Ilam Road, Bryndwr to St Winifreds	Establish, operate and maintain Section 3 of the Te Ara O-Rakipaoa Nor'West Arc Major Cycle Route and associated Condell Avenue street renewal works	Aurecon New Zealand Ltd, Christchurch City Council	27/05/2022	Fendalton	Processing
<a href="#">RMA/2022/1661</a>	2 Riccarton Avenue Central City	Tower 3 extension to the Waipapa building	Ministry of Health, Raymond John Edwards	20/05/2022	Central	Awaiting payment
<a href="#">RMA/2022/1741</a>	99 Cathedral Square Central City	The relocation of the toilet block within Whiti-reia Cathedral Square	Christchurch City Council	24/05/2022	Central	Processing
<a href="#">RMA/2022/1780</a>	132 Lichfield Street Central City	Construct mixed use six-level building	Conner Operating Group Limited, Wilkie & Bruce Architects	27/05/2022	Central	Awaiting payment
<a href="#">RMA/2022/1476</a>	232 Stanmore Road Richmond	To establish a boarding house, two residential units and a car wash	Pacific Carwash Systems (2008) Limited	11/05/2022	Central	Processing
<a href="#">RMA/2022/1810</a>	29 Thornton Street St Albans	Social Housing Complex	Baseline Group Limited	31/05/2022	Innes	Received
<a href="#">RMA/2022/1794</a>	55 Dickson Crescent Hornby	To construct three social housing units	Graham Rutherford Taylor, Kainga Ora - Homes and Communities	30/05/2022	Hornby	Processing
<a href="#">RMA/2022/1539</a>	50 Jollie Street Bromley	Proposed social housing development for 16 units	Incite (CH-CH) Limited, Kainga Ora - Homes and Communities	17/05/2022	Linwood	Processing
<a href="#">RMA/2022/1472</a>	33 Jollie Street Linwood	To construct a social housing development consisting of nineteen units	Incite (CH-CH) Limited, Kainga Ora - Homes and Communities	12/05/2022	Linwood	Processing
<a href="#">RMA/2022/1748</a>	23 Carlton Mill Road Merivale	To construct seven two level residential dwellings with attached garages	James Donald Morgan	26/05/2022	Fendalton	Received
<a href="#">RMA/2022/1808</a>	90 Olliviers Road Linwood	Eight unit residential development	Baseline Group Limited	31/05/2022	Linwood	Received
<a href="#">RMA/2022/1797</a>	340 Worcester Street Linwood	Replacement of single dwelling with four unit development.	Matthew Peter Smith	30/05/2022	Central	Received
<a href="#">RMA/2022/1815</a>	128 Palmers Road New Brighton	3 Dwelling Development incl Earthworks	Graham Surveying Limited	31/05/2022	Coastal	Received
<a href="#">RMA/2022/1811</a>	390 Ferry Road Woolston	Eight-unit residential development	Baseline Group Limited	31/05/2022	Linwood	Received
<a href="#">RMA/2022/1805</a>	19 Howe Street New Brighton	To establish four, two-storey residential units	Ibuy Property Limited	30/05/2022	Coastal	Awaiting payment
<a href="#">RMA/2022/1802</a>	8 Mackworth Street Linwood	To establish a multi-unit residential complex - 3 two-storey units	Qunliang Cai	30/05/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/1796</a>	124 North Avon Road Richmond	To construct a multi-unit development consisting of four units	Baseline Group Limited, Christopher Michael Hibberd	30/05/2022	Central	Awaiting payment
<a href="#">RMA/2022/1789</a>	120 Gilberthorpes Road Hei Hei	To change the use of four Older Persons Housing Units into a Multi-unit Residential Complex	Gibson Construction Limited	27/05/2022	Hornby	Processing
<a href="#">RMA/2022/1788</a>	2 Everard Street Spreydon	To construct six residential units	Graham Surveying Limited, Urban Road No. 2 Limited	30/05/2022	Spreydon	Awaiting payment
<a href="#">RMA/2022/1778</a>	27 Radnor Street St Albans	To construct a four single storey units	Christopher John Arthur Brown, Fernie Holdings Limited	27/05/2022	Innes	Processing
<a href="#">RMA/2022/1772</a>	625 Cashel Street Linwood	To construct four residential units	Green Homes Rolleston Limited, Inovo Projects Limited	27/05/2022	Linwood	Processing
<a href="#">RMA/2022/1771</a>	233 Geraldine Street St Albans	Proposed multi-unit development - Five two-storey units	Quickenden & Herrick Limited	26/05/2022	Innes	Awaiting payment
<a href="#">RMA/2022/1764</a>	265 Colombo Street Sydenham	To establish a residential multi-unit complex consisting of eight units	Coco Investment Limited, Planz Consultants Limited	27/05/2022	Heathcote	Processing
<a href="#">RMA/2022/1739</a>	10 Exeter Street Merivale	Construction of four townhouses	Ross Spencer Moir	23/05/2022	Fendalton	Processing
<a href="#">RMA/2022/1735</a>	41 Wellington Street Linwood	To construct six new townhouses with associated parking	Moreover Holdings Limited, Timothy Patrick Hogan	25/05/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/1734</a>	9A Maronan Street Woolston	To construct eight multi-unit complex	Graham Surveying Limited, Urban Road No. 1 Limited	25/05/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/1713</a>	32 Hammersley Avenue Shirley	Construct eight residential units	Damienne Marie Donaldson, Urban Oaks 3 Ltd	24/05/2022	Innes	Processing
<a href="#">RMA/2022/1672</a>	7 Euston Street Riccarton	To construct four, two-storey residential dwellings	John Nichols Construction Limited, Novo Group Limited	19/05/2022	Riccarton	Processing
<a href="#">RMA/2022/1666</a>	29 London Street Richmond	To establish four residential units	Milward Finlay Lobb Limited, SOJ Investments Limited	20/05/2022	Central	Processing
<a href="#">RMA/2022/1665</a>	42 Browns Road St Albans	To construct four detached dwellings with garages	Coll Architecture Limited, Infinity Real Estate Development and Investment Ma	20/05/2022	Fendalton	Processing
<a href="#">RMA/2022/1663</a>	141 Oram Avenue New Brighton	To construct four-unit residential development	B Hitchens Builders Limited, Baseline Group Limited	20/05/2022	Coastal	Awaiting payment
<a href="#">RMA/2022/1594</a>	55 Beresford Street New Brighton	Construct 66 residential units	Home Whenua Development Trust, Urbis TPD Limited	18/05/2022	Coastal	Processing
<a href="#">RMA/2022/1585</a>	8 Tonga Place Riccarton	To construct a new multi-unit residential complex comprising seventeen units	Wolfbrook Property Group Limited	18/05/2022	Riccarton	Processing
<a href="#">RMA/2022/1570</a>	2/46 Shakespeare Road Waltham	To establish six residential units	Christchurch Developments Trust Limited	16/05/2022	Heathcote	Processing
<a href="#">RMA/2022/1569</a>	32 Shakespeare Road Waltham	To construct six residential units	Yateen Lallu	13/05/2022	Heathcote	Processing
<a href="#">RMA/2022/1558</a>	47 Sturrocks Road Redwood	To construct four new residential units	Noho Property Group Limited	16/05/2022	Papanui	Processing
<a href="#">RMA/2022/1548</a>	38 Roosevelt Avenue St Albans	To construct four, two-storey residential units	Sloss Holdings Limited	13/05/2022	Innes	Processing
<a href="#">RMA/2022/1544</a>	63 Wharenui Road Riccarton	To construct four new two storey residential units	JNJ International Investments Limited	13/05/2022	Riccarton	Awaiting payment
<a href="#">RMA/2022/1501</a>	24 Marcroft Street Linwood	To construct four residential units	Brooksfeld No 34 Limited	13/05/2022	Linwood	Processing
<a href="#">RMA/2022/1493</a>	24 Perth Street Richmond	To construct four residential units	323 Developments Limited	13/05/2022	Central	Processing
<a href="#">RMA/2022/1490</a>	10 Surrey Street North Linwood	To construct six residential units	Niche Living Limited	13/05/2022	Central	Processing
<a href="#">RMA/2022/1468</a>	125 Canon Street St Albans	To construct five residential units	McFadden Homes Limited	11/05/2022	Innes	Processing
<a href="#">RMA/2022/1464</a>	196 Geraldine Street St Albans	To construct and establish three, two-storey units	Brooksfeld No 37 Limited, Town Planning Group Limited	10/05/2022	Innes	Processing
<a href="#">RMA/2022/1462</a>	30 Raleigh Street Bishopdale	Construct four residential units	Christchurch Homes Limited	10/05/2022	Harewood	Processing
<a href="#">RMA/2022/1458</a>	189A England Street North Linwood	Construct eight residential units	Bryce Builders Limited	10/05/2022	Central	Processing
<a href="#">RMA/2022/1444</a>	102 Warrington Street St Albans	To construct six (6) attached two-storey residential units	Metro Advances Limited	9/05/2022	Innes	Awaiting payment
<a href="#">RMA/2022/1422</a>	74 Rudds Road Bromley	To construct five single storey residential dwellings	AK Group Limited	6/05/2022	Linwood	Processing

<a href="#">RMA/2022/1404</a>	41 York Street Opawa	To construct four residential units	Brookfield No.14 Limited	5/05/2022	Heathcote	Processing
<a href="#">RMA/2022/1401</a>	24 Devonport Lane St Albans	To construct eighteen residential units	Growcott Freer Property Limited	5/05/2022	Fendalton	Processing
<a href="#">RMA/2022/1390</a>	104 Aldwins Road Linwood	To construct five residential units within a multi-unit residential complex	KR Construction Limited	4/05/2022	Linwood	Processing
<a href="#">RMA/2022/1387</a>	21 Mersey Street St Albans	To establish six residential units with attached garages	Inovo Projects Limited, Kahui Group Limited	5/05/2022	Innes	Processing
<a href="#">RMA/2022/1376</a>	41 Horseshoe Lake Road Shirley	To construct seven residential units as part of a multi-unit residential development	Damienne Marie Donaldson, Urban Oaks 2 Limited	4/05/2022	Burwood	Processing
<a href="#">RMA/2022/1364</a>	282 Wilsons Road Waltham	Proposed development of five, two-storey residential units	BK Developments Limited, Inovo Projects Limited	3/05/2022	Heathcote	Processing
<a href="#">RMA/2022/1479</a>	1 Hebe Lane Belfast	Comprehensive Residential Development 7 Units	Baseline Group Limited, Urban Arch Limited	13/05/2022	Harewood	Awaiting payment

ISSUED

Application number	Address	Description	Applicant	Received date	Issued date	Outcome	Ward
<a href="#">RMA/2022/538</a>	1684 Bayleys Road Birdlings Flat	Consent is sought for aerospace research activities, associated earthworks, vehicle access and structures	Kaitorete Land Holding Limited, Tawhaki Joint Venture	25/02/2022	27/05/2022	Granted	Banks Peninsula
<a href="#">RMA/2022/77</a>	101 Brighton Mall New Brighton	To construct a mixed-use development comprising two retail units and 15 residential units	Paradigm Group Limited	18/01/2022	30/05/2022	Granted	Coastal
<a href="#">RMA/2021/1203</a>	170 Tuam Street Central City	Continue to operate an existing temporary 32 bay car park	Wilson Parking New Zealand Limited	3/05/2021	3/05/2022	Granted	Central
<a href="#">RMA/2021/1197</a>	63 Worcester Street Central City	Operate existing temporary 36 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	23/05/2022	Granted	Central
<a href="#">RMA/2021/1391</a>	155 Kilmore Street Central City	Operate existing temporary 26 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	17/05/2022	Granted	Central
<a href="#">RMA/2021/1388</a>	148 Tuam Street Central City	Operate existing temporary 39 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	12/05/2022	Granted	Central
<a href="#">RMA/2021/1395</a>	10 Armagh Court Central City	Operate existing temporary 54 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	24/05/2022	Granted	Central
<a href="#">RMA/2021/1389</a>	230A Antigua Street Central City	Operate existing temporary 22 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	3/05/2022	Granted	Central
<a href="#">RMA/2021/1387</a>	335 Durham Street North Central City	Operate existing temporary 52 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	16/05/2022	Granted	Central
<a href="#">RMA/2021/1398</a>	178 High Street Central City	Operate existing temporary 20 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	3/05/2022	Granted	Central
<a href="#">RMA/2021/1736</a>	71 Kilmore Street Central City	Establish temporary car parking facility - 92 bays	Wilson Parking New Zealand Limited	11/06/2021	3/05/2022	Granted	Central
<a href="#">RMA/2021/2042</a>	45 Fitzgerald Avenue Central City	To operate a 45 parking bay facility, including 10 leased bays for a mixture of short and long stay parking	Wilson Parking New Zealand Limited	30/06/2021	5/05/2022	Granted	Central
<a href="#">RMA/2021/2649</a>	110 Lichfield Street Central City	To establish and operate a temporary 26 bay car parking facility	Wilson Parking New Zealand Limited	13/08/2021	27/05/2022	Granted	Central
<a href="#">RMA/2022/8</a>	192 Gloucester Street Central City	Temporary resource consent to operate and maintain the Good Spot carpark until September 2022 (137 parking bays)	Gap Filler Trust	23/12/2021	12/05/2022	Granted	Central
<a href="#">RMA/2022/299</a>	50 St Asaph Street Central City	To continue to operate a temporary car park for a period of 12 months - 420 parking bays	Andrew Peter Willis, Canterbury District Health Board	8/02/2022	30/05/2022	Granted	Central
<a href="#">RMA/2022/178</a>	6/126 Brighton Mall New Brighton	To establish a licenced premises - The Wave Bar	The Last Wave Limited, Urbis TPD Limited	27/01/2022	4/05/2022	Granted	Coastal
<a href="#">RMA/2022/1177</a>	233 Papanui Road Merivale	Two digital billboards	Entropy MMX Limited, Melanie Karen Foote	14/04/2022	17/05/2022	Granted	Fendalton
<a href="#">RMA/2022/946</a>	240 Halswell Road Oaklands	Continue operating a spiritual facility	South West Ministries Trust, Teresa Ann O'Neil	30/03/2022	16/05/2022	Granted	Halswell
<a href="#">RMA/2022/324</a>	92 Aldershot Street Wainoni	To establish transitional housing on each site	Kainga Ora - Homes and Communities	9/02/2022	10/05/2022	Certificate issued	Burwood
<a href="#">RMA/2022/421</a>	15 Boyne Avenue Papanui	To establish four social housing units	Planz Consultants Limited	17/02/2022	19/05/2022	Granted	Papanui
<a href="#">RMA/2022/537</a>	240 Knowles Street St Albans	To construct four social housing units	Incite (CH-CH) Limited, Kainga Ora - Homes and Communities	28/02/2022	31/05/2022	Granted	Innes
<a href="#">RMA/2022/357</a>	21 Sylvia Street Queenspark	To construct and establish six social housing residential dwellings	3TE Group Limited	11/02/2022	23/05/2022	Granted	Coastal
<a href="#">RMA/2022/1196</a>	11 Alpers Place Hoon Hay	Construct three social housing units	Kainga Ora - Homes and Communities	14/04/2022	3/05/2022	Granted	Spreydon
<a href="#">RMA/2022/1091</a>	10 Signal Hill Road Mt Pleasant	To establish three residential units, with associated retaining walls and earthworks	Novo Group Limited, Residential Castles Limited	6/04/2022	18/05/2022	Granted	Heathcote
<a href="#">RMA/2021/3960</a>	167 Geraldine Street St Albans	Construct five residential units with attached garages for three units	Baseline Group Limited, Boutique Living Limited	26/11/2021	18/05/2022	Granted	Innes
<a href="#">RMA/2022/232</a>	304 Waterloo Road Hei Hei	To establish thirteen residential units on the site, with associated earthworks, car parking and landscaping	MPD & ERD Investment Partnership	31/01/2022	17/05/2022	Granted	Hornby
<a href="#">RMA/2021/3387</a>	1/463 Madras Street St Albans	Erection of four townhouses	Steven James Uden, Stewart William Fletcher	8/10/2021	17/05/2022	Granted	Central
<a href="#">RMA/2021/3805</a>	39 Trent Street Linwood	Construct nine residential units	Planz Consultants Limited, Rapanui Developments Limited	15/11/2021	18/05/2022	Granted	Central
<a href="#">RMA/2021/4009</a>	23 Shearer Avenue Papanui	To construct and establish five attached two-storey residential dwellings	Faye Homes New Zealand Limited, Novo Group Limited	29/11/2021	31/05/2022	Granted	Papanui
<a href="#">RMA/2021/4024</a>	44 Burlington Street Sydenham	To establish three townhouses with attached garages	Daniel Craig Robert Tredinnick, Nichola Selway, Pavell Milkin	1/12/2021	12/05/2022	Granted	Heathcote
<a href="#">RMA/2021/4112</a>	82 Edinburgh Street Spreydon	Proposed multi unit development - Six units	Graham Surveying Limited, Omega Enterprises Limited	8/12/2021	16/05/2022	Granted	Spreydon
<a href="#">RMA/2021/4136</a>	100 Aldwins Road Linwood	To construct six multi-unit residential dwellings	Amandeep Sharma, Damienne Marie Donaldson, Neha Chandrasekaran	10/12/2021	27/05/2022	Granted	Linwood
<a href="#">RMA/2021/4173</a>	16 Church Square Addington	Proposed multi-unit development - 13 units	Figure and Ground Limited, Growcott Freer Property Limited	14/12/2021	4/05/2022	Granted	Spreydon
<a href="#">RMA/2021/4287</a>	29 Wrights Road Addington	Proposed multi-unit residential complex - 10 units	Figure and Ground Limited, My New Start Ltd	21/12/2021	27/05/2022	Granted	Spreydon
<a href="#">RMA/2021/4288</a>	77 Deans Avenue Riccarton	Construct nine residential units	Ki Sung Park	20/12/2021	4/05/2022	Granted	Riccarton
<a href="#">RMA/2021/4332</a>	72 Aikmans Road Merivale	Multi-unit residential complex with four units	MAJ Partnership, Timothy James Joll	10/01/2022	30/05/2022	Granted	Fendalton
<a href="#">RMA/2022/46</a>	47 Amyes Road Hornby	Proposed multi unit development - 7 units	Amyes Rd Projects Limited, Andrew Duncan Cain, Survus Consultants	13/01/2022	27/05/2022	Granted	Hornby
<a href="#">RMA/2022/92</a>	69 Wychbury Street Spreydon	New multi-unit residential complex - 5 units	Baseline Group Limited, Boutique Living Limited	19/01/2022	31/05/2022	Granted	Spreydon
<a href="#">RMA/2022/97</a>	17 Dunluce Place Islington	To establish four new residential units	Tailored Homes NZ Limited	20/01/2022	30/05/2022	Granted	Hornby
<a href="#">RMA/2022/126</a>	50 Whiteleigh Avenue Addington	To construct 4 x residential units with attached garage	Figure and Ground Limited	24/01/2022	19/05/2022	Granted	Spreydon
<a href="#">RMA/2022/141</a>	55 Gibbon Street Sydenham	Construction of four units in two blocks – with two attached	ARBB General Limited, Stufkens & Chambers Architecture	25/01/2022	16/05/2022	Granted	Heathcote
<a href="#">RMA/2022/146</a>	12 Tabart Street Woolston	Eight unit multi-unit residential complex	Aroha Gerdina Irihapeti Kahukuranui, Baseline Group Limited, Paul Andrew Belcher, Urban Arch Limited	26/01/2022	31/05/2022	Granted	Linwood



<a href="#">RMA/2022/253</a>	16 Champion Street St Albans	Construct four residential units with one attached garage	JM Champion Development Limited	1/02/2022	13/05/2022	Granted	Central
<a href="#">RMA/2022/276</a>	137 Geraldine Street St Albans	To Construct four Residential Units	Closebrook Properties Limited	3/02/2022	18/05/2022	Granted	Innes
<a href="#">RMA/2022/272</a>	21 Proctor Street Papanui	To construct four residential units	Andrew Donald Evans, Moreover Holdings Limited	4/02/2022	6/05/2022	Granted	Papanui
<a href="#">RMA/2022/280</a>	135 Simeon Street Spreydon	To construct four units residential development with attached garages	Bradley John Saunders, Petrie Architects Limited	4/02/2022	6/05/2022	Granted	Spreydon
<a href="#">RMA/2022/309</a>	407 Pages Road Wainoni	To construct five residential dwellings	AK Group Limited	8/02/2022	26/05/2022	Granted	Burwood
<a href="#">RMA/2022/316</a>	46 Sherborne Street St Albans	To construct four residential units	Figure and Ground Limited	9/02/2022	11/05/2022	Granted	Central
<a href="#">RMA/2022/382</a>	36 Bletsoe Avenue Spreydon	Multi-unit development - Four two- storey residential dwellings	Brooksfield Living Limited, Brooksfield No 23 Limited	14/02/2022	13/05/2022	Granted	Spreydon
<a href="#">RMA/2022/440</a>	25 Beanland Avenue Spreydon	To construct four multi-unit residential complex	Envivo Limited	18/02/2022	17/05/2022	Granted	Spreydon
<a href="#">RMA/2022/494</a>	10 Chatham Street Addington	To construct four attached two storey residential dwellings	Future Building & Investment Group Limited	24/02/2022	20/05/2022	Granted	Spreydon
<a href="#">RMA/2022/492</a>	29 Sugden Street Spreydon	To construct eight two storey residential dwellings	Freedom Built Limited	23/02/2022	25/05/2022	Granted	Spreydon
<a href="#">RMA/2022/519</a>	112 Milton Street Spreydon	To construct four residential units	Cunningham Builders Limited	24/02/2022	12/05/2022	Granted	Cashmere
<a href="#">RMA/2022/624</a>	63 Harrow Street Linwood	Construct four residential units with attached garages	Goldstone Construction Limited, Timothy James Joll	7/03/2022	31/05/2022	Granted	Linwood
<a href="#">RMA/2022/805</a>	180 Marine Parade New Brighton	To construct thirty seven residential units	Williams Corporation Limited	18/03/2022	25/05/2022	Granted	Coastal
<a href="#">RMA/2021/2777</a>	98 Milton Street Spreydon	Construct three residential units with attached garages	Baseline Group Limited, Urban Arch Limited	25/08/2021	4/05/2022	Granted	Cashmere
<a href="#">RMA/2021/4176</a>	78 Wildberry Street Woolston	Construct six new townhouses with associated parking	Timothy Patrick Hogan, Wildberry Developments Ltd	14/12/2021	18/05/2022	Granted	Linwood
<a href="#">RMA/2022/342</a>	124 Canon Street St Albans	To establish eleven residential units and earthworks	Balance Developments Limited	10/02/2022	2/05/2022	Granted	Central

APRIL 2022

APPEALS  
No appeals lodged

RECEIVED

Application Number	Address	Description	Applicant	Received Date	Ward	Status of application
<a href="#">RMA/2022/1170</a>	129 Gloucester Street Central City	Establish a new building for education, entertainment and other listed permitted activities	Christchurch School Of Music, Jeremy Goodson Phillips	14/04/2022	Central	Awaiting payment
<a href="#">RMA/2022/1226</a>	394 West Coast Road Yaldhurst	Concrete Batching Plant	Road Metals Company Limited	20/04/2022	Hornby	Processing
<a href="#">RMA/2022/1235</a>	488 Papanui Road Papanui	Proposed new commercial mixed-use development	Flaxstone Limited, Novo Group Limited	14/04/2022	Papanui	Processing
<a href="#">RMA/2022/1318</a>	50 Roberts Road Islington	Continued operation of a gravel quarry, cleanfilling and site rehabilitation	Fulton Hogan Limited	27/04/2022	Hornby	Awaiting payment
<a href="#">RMA/2022/1035</a>	93 Cashel Street Central City	New commercial development - Mixed use building with retail, hospitality and an attached	Novo Group Limited, Peebles Group Limited	1/04/2022	Central	Awaiting payment
<a href="#">RMA/2022/1094</a>	170 Cashel Street Central City	Construction of a mixed use development including commercial and retail activities and car	Jeremy Goodson Phillips, Nectar Ltd	8/04/2022	Central	Processing
<a href="#">RMA/2022/1225</a>	315 Main North Road Northcote	Retrospective consent to provide for the LPG filling facilities and outdoor storage	Killarney Holdings Limited, Novo Group Limited	13/04/2022	Papanui	Awaiting payment
<a href="#">RMA/2022/1277</a>	19 Hillary Crescent Upper Riccarton	To establish two social housing units and associated (NESCS) earthworks	Graham Rutherford Taylor, Kainga Ora - Homes and Communities	27/04/2022	Riccarton	Processing
<a href="#">RMA/2022/1182</a>	42 Riselaw Street Shirley	Proposed social housing development - 12 units	Incite (CH-CH) Limited, Kainga Ora - Homes and Communities	14/04/2022	Innes	Processing
<a href="#">RMA/2022/1285</a>	30 Hillary Crescent Upper Riccarton	Four social housing units	Graham Rutherford Taylor, Kainga Ora - Homes and Communities	27/04/2022	Riccarton	Processing
<a href="#">RMA/2022/1186</a>	21 Willard Street Spreydon	Redevelopment of an existing social housing site to provide 35 new social housing units - Otautahi Community Housing Trust	Otautahi Community Housing Trust, Timothy James Joll	14/04/2022	Spreydon	Awaiting payment
<a href="#">RMA/2022/1196</a>	11 Alpers Place Hoon Hay	Construct three social housing units	Kainga Ora - Homes and Communities	14/04/2022	Spreydon	Processing
<a href="#">RMA/2022/1087</a>	2 Vicki Street Upper Riccarton	Construct social housing complex consisting of 13 residential units	Kainga Ora - Homes and Communities, Planz Consultants Limited	8/04/2022	Riccarton	Processing
<a href="#">RMA/2022/1055</a>	24 Gilberthorpes Road Hei Hei	To establish a new social housing complex consisting of 6 new units, shared access and landscaped areas	Kainga Ora - Homes and Communities, Planz Consultants Limited	6/04/2022	Hornby	Processing
<a href="#">RMA/2022/1058</a>	4 Amyes Road Hornby	Social Housing Complex - 10 Residential Units	Kainga Ora - Homes and Communities, Planz Consultants Limited	6/04/2022	Hornby	Processing
<a href="#">RMA/2022/1015</a>	591 Ferry Road Woolston	Construct three social housing units	Kainga Ora - Homes and Communities, Planz Consultants Limited	4/04/2022	Linwood	Processing
<a href="#">RMA/2022/1009</a>	36 Gilberthorpes Road Hei Hei	To establish a social housing complex consisting of five new residential units	Kainga Ora - Homes and Families, Timothy James Joll	4/04/2022	Hornby	Processing
<a href="#">RMA/2022/996</a>	7 Highbury Place Avonside	Construct 11 social housing units	Kainga Ora - Homes and Communities, Planz Consultants Limited	4/04/2022	Central	Processing
<a href="#">RMA/2022/1184</a>	24 Sumner Street Spreydon	Construct six townhouses with attached garages	Figure and Ground Limited, M & A Young Limited	14/04/2022	Spreydon	Processing
<a href="#">RMA/2022/1185</a>	673 Gloucester Street North Linwood	Construct three townhouses with associated parking.	SJP Equities Limited, Timothy Patrick Hogan	14/04/2022	Central	Processing
<a href="#">RMA/2022/1330</a>	24 Shakespeare Road Waltham	RC construction four two-storey townhouses with attached garages	Seong Tae James Jeong	29/04/2022	Heathcote	Received
<a href="#">RMA/2022/1286</a>	41 New Brighton Road Shirley	To establish a residential multi unit development providing seventeen new units with onsite parking and associated landscaping	Citrus Living Limited, Planz Consultants Limited	27/04/2022	Burwood	Awaiting payment
<a href="#">RMA/2022/1297</a>	55 Shirley Road Shirley	Proposed multi-unit residential complex - Five units	Aton Construction Limited, Urbis TPD Limited	27/04/2022	Innes	Processing
<a href="#">RMA/2022/1264</a>	42 Olliviers Road Linwood	Construct three two story residential units	JDM Properties Limited, Matthew Paul McLachlan	26/04/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/1310</a>	3 Shearer Avenue Papanui	To construct eighteen residential units with associated car parking and landscaping	Williams Corporation Limited	26/04/2022	Papanui	Awaiting payment
<a href="#">RMA/2022/1232</a>	76 Caledonian Road St Albans	To construct three new residential dwellings with attached garages	Figure and Ground Limited, Joshua James Lee	21/04/2022	Central	Processing
<a href="#">RMA/2022/1240</a>	34 Wyon Street North Linwood	To construct six new townhouses with associated parking	Nigel Kenneth Lundy, Timothy Patrick Hogan	21/04/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/1207</a>	10 Suffolk Street Linwood	To construct six two story residential dwellings	AJBean Consultancy Limited, Matthew Paul McLachlan	20/04/2022	Central	Processing

<a href="#">RMA/2022/1187</a>	12 Rotherham Street Riccarton	To construct five 2-bedroom townhouse units	Gareth Rhys Carter, PRA Developments Limited	19/04/2022	Riccarton	Processing
<a href="#">RMA/2022/1192</a>	79 Sherborne Street St Albans	To construct four multi residential units	Inovo Projects Limited, Jar Builders Limited	19/04/2022	Central	Processing
<a href="#">RMA/2022/1199</a>	49 King Street Sydenham	To construct three new townhouses with associated parking	SJP Equities Limited, Timothy Patrick Hogan	19/04/2022	Heathcote	Processing
<a href="#">RMA/2022/1242</a>	141 Neville Street Spreydon	Construct four residential units with attached garages	Freedom Built Limited	19/04/2022	Spreydon	Awaiting payment
<a href="#">RMA/2022/1248</a>	196 Worcester Street Central City	Proposed residential development - 18 units	Williams Corporation Limited	19/04/2022	Central	Processing
<a href="#">RMA/2022/1174</a>	2 Chaucer Street Sydenham	To construct eight new townhouses with associated parking	Ferigo Properties Limited, Timothy Patrick Hogan	14/04/2022	Heathcote	Processing
<a href="#">RMA/2022/1233</a>	51 Amyes Road Hornby	To construct and establish six attached two-storey residential units	Capital Land Group Holdings Limited, Novo Group Limited	14/04/2022	Hornby	Awaiting payment
<a href="#">RMA/2022/1236</a>	60 Derby Street St Albans	To construct fifteen residential units	Vale Property Group Limited	14/04/2022	Central	Awaiting payment
<a href="#">RMA/2022/1139</a>	133 Simeon Street Spreydon	Construct six residential dwellings	D Squared Property Limited	13/04/2022	Spreydon	Processing
<a href="#">RMA/2022/1142</a>	118 Oram Avenue New Brighton	Four new two level townhouses with associated parking	Oram Ave Equities Limited, Timothy Patrick Hogan	13/04/2022	Coastal	Processing
<a href="#">RMA/2022/1115</a>	22 Crohane Place Addington	To construct a multi-unit residential complex consisting of four units	Baseline Group Limited, BHS Project Limited	12/04/2022	Central	Processing
<a href="#">RMA/2022/1198</a>	83 Rutherford Street Woolston	Construct five residential units	Habitus Homes Limited	12/04/2022	Linwood	Processing
<a href="#">RMA/2022/1108</a>	144 Straven Road Fendalton	Construct four residential units with attached garages	Billion Straven Limited	7/04/2022	Fendalton	Processing
<a href="#">RMA/2022/1133</a>	3 Brookside Terrace Bryndwr	To change the use of three consented Older Persons Housing units into a multi-unit residential complex	Built Chch Limited, Faye Catherine Saunders, Novo Group Limited	7/04/2022	Fendalton	Processing
<a href="#">RMA/2022/1044</a>	34 Brittan Street Linwood	To establish a multi-unit residential complex - Five units	Baseline Group Limited, OV Homes Limited	6/04/2022	Central	Awaiting payment
<a href="#">RMA/2022/1064</a>	90 Innes Road St Albans	To construct six residential units	Andrew Donald Evans, Darts Investments Limited	6/04/2022	Fendalton	Awaiting payment
<a href="#">RMA/2022/1085</a>	57B Ruskin Street Addington	Multi-unit residential complex - 5 units	ELRICK & CO LIMITED, Pran Private Limited	5/04/2022	Central	Awaiting payment
<a href="#">RMA/2022/1066</a>	35 Waimairi Road Upper Riccarton	To construct four two-storey residential units, and associated access, parking and landscaping	Julian Harold Hutton	4/04/2022	Riccarton	Processing
<a href="#">RMA/2022/979</a>	123 Halswell Junction Road Halswell	Convert three OPH units to residential units	Envivo Limited, Noho Property Group Limited	1/04/2022	Halswell	Awaiting payment
<a href="#">RMA/2022/991</a>	35 Bampton Street Dallington	Multi-unit residential development 27 Units	Wolfbrook Property Group Limited	1/04/2022	Burwood	Processing
<a href="#">RMA/2022/995</a>	18 Forbes Street Sydenham	Construct four residential units with three attached garages	Planz Consultants Limited, Structure Wise 2020 Limited	1/04/2022	Heathcote	Processing
<a href="#">RMA/2022/1030</a>	98 Geraldine Street St Albans	To construct four attached two- storey residential units	David Howard Fulton, ELRICK & CO LIMITED	1/04/2022	Central	Processing
<a href="#">RMA/2022/1046</a>	102 Aldwins Road Linwood	Construct five residential units	KR Construction Limited	1/04/2022	Linwood	Processing
<a href="#">RMA/2022/1177</a>	233 Papanui Road Merivale	Two digital billboards	Entropy MMX Limited, Melanie Karen Foote	14/04/2022	Fendalton	Processing
<a href="#">RMA/2022/987</a>	90 Ilam Road Ilam	Erect single-sided digital display billboard	Melanie Karen Foote, Small Town Media Limited	1/04/2022	Riccarton	Processing

ISSUED

Application number	Address	Description	Applicant	Received date	Issued date	Outcome	Ward
<a href="#">RMA/2022/300</a>	Wigram Road, Hayton to Musgrove	Earthworks associated with intersection improvement	Christchurch City Council	8/02/2022	12/04/2022	Granted	Halswell
<a href="#">RMA/2020/1877</a>	235 Manchester Street Central City	Free standing digital billboard comprising a digital screen area of 18sqm, framed by a 4mx9m support structure	Wilson Parking New Zealand Limited	28/08/2020	13/04/2022	Publicly notified and declined	Central
<a href="#">RMA/2021/1396</a>	189 Tuam Street Central City	Operate existing temporary 31 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	20/04/2022	Granted	Central
<a href="#">RMA/2021/1399</a>	192 Madras Street Central City	Operate existing temporary 56 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	26/04/2022	Granted	Central
<a href="#">RMA/2021/1394</a>	110 Manchester Street Central City	Operate existing temporary 14 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	20/04/2022	Granted	Central
<a href="#">RMA/2021/1409</a>	181 Madras Street Central City	Operate existing temporary 20 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	20/04/2022	Granted	Central
<a href="#">RMA/2021/3839</a>	22 Riccarton Road Riccarton	Rebuild restaurant, bar and conference building	Athanati Limited, Kalina Lisa Rouch	17/11/2021	12/04/2022	Granted	Riccarton
<a href="#">RMA/2021/4199</a>	26 Portsmouth Street Wainoni	Establishment of Three Social Housing Units	Kainga Ora - Homes and Communities, Resource Management Group Limited	15/12/2021	11/04/2022	Granted	Burwood
<a href="#">RMA/2021/3231</a>	14 Moule Street Addington	Multi-unit development - Four residential units	476 Armagh Street Limited, Laurelwood Sophia Limited	28/09/2021	12/04/2022	Granted	Spreydon
<a href="#">RMA/2021/3669</a>	386 Gloucester Street Linwood	Proposed multi-unit development - 10 two-storey townhouses	Gloucester Investments Limited, Krush Architecture	1/11/2021	5/04/2022	Granted	Central
<a href="#">RMA/2021/3723</a>	14 Rutherford Street Woolston	To establish a residential multi-unit complex consisting of 14 units with associated onsite parking and landscaping	Planz Consultants Limited, Tao Holdings Limited	5/11/2021	8/04/2022	Granted	Linwood
<a href="#">RMA/2021/3734</a>	96 Innes Road St Albans	To construct and establish five new two-storey residential units	Future Building & Investment Group Limited, Novo Group Limited	5/11/2021	5/04/2022	Granted	Fendalton
<a href="#">RMA/2021/3773</a>	198 Linwood Avenue Linwood	Construct seven residential units	Ethan Real Estate Limited, Planz Consultants Limited	10/11/2021	7/04/2022	Granted	Linwood
<a href="#">RMA/2021/3814</a>	29 Berry Street St Albans	Establish 3 residential units with attached garage	Ben Lomond Development Management Limited, Bernald Chee Lee Wong	15/11/2021	7/04/2022	Granted	Central
<a href="#">RMA/2021/3928</a>	40 Grafton Street Waltham	To establish six residential units	Christopher James Young	24/11/2021	5/04/2022	Granted	Linwood
<a href="#">RMA/2021/3992</a>	126 Edinburgh Street Spreydon	To establish a new, 18-unit residential development with associated vehicle and pedestrian accesses, onsite parking and manoeuvring areas and landscaping	Citrus Living Limited, Planz Consultants Limited	29/11/2021	11/04/2022	Granted	Spreydon
<a href="#">RMA/2021/4052</a>	173 Geraldine Street St Albans	Construct five residential units with attached garages	Consortium Group Limited	1/12/2021	6/04/2022	Granted	Innes
<a href="#">RMA/2021/4045</a>	29 Bampton Street Dallington	Multi unit development consisting of 8 residential units	Mike Greer Homes Canterbury Limited	2/12/2021	20/04/2022	Granted	Burwood
<a href="#">RMA/2021/4056</a>	620 Gloucester Street North Linwood	Demolish existing house & construct four two-storey townhouses	Anmol Kumar Sharma, Dennis Garry Winter	3/12/2021	1/04/2022	Granted	Central
<a href="#">RMA/2021/4084</a>	120 Edward Avenue St Albans	Proposed multi unit complex - Five units	Baseline Group Limited, Duo Group Four Limited	6/12/2021	13/04/2022	Granted	Innes
<a href="#">RMA/2021/4102</a>	17 Roxburgh Street Sydenham	Proposed multi-unit development - Four units and earthworks	Breaker Beach Limited, Simon James Blencowe	7/12/2021	27/04/2022	Granted	Heathcote
<a href="#">RMA/2021/4106</a>	14 Poulson Street Addington	To establish three, two-storey residential units	Nest Residential Limited	7/12/2021	5/04/2022	Granted	Spreydon
<a href="#">RMA/2021/4155</a>	540 Armagh Street Linwood	To establish and construct six, two- storey residential units	NZPM International Limited, Stewart William Fletcher	13/12/2021	12/04/2022	Granted	Central

<a href="#">RMA/2021/4152</a>	24 Hoani Street Papanui	Multi-unit development - Construct five residential units with attached garages	A2 Development Limited, Andrew Duncan Cain	13/12/2021	26/04/2022	Granted	Papanui	
<a href="#">RMA/2021/4169</a>	42 Sails Street Papanui	Five Residential Multi Units	A2 Design And Build Limited, Andrew Duncan Cain	14/12/2021	11/04/2022	Granted	Papanui	
<a href="#">RMA/2021/4202</a>	1/240 Worcester Street Central City	Multi-unit residential complex - Seven units with attached garages	240 Limited, Baseline Group Limited	15/12/2021	14/04/2022	Granted	Central	
<a href="#">RMA/2021/4211</a>	10 Newcastle Street Linwood	Construct three residential units	Envivo Limited, Holloway Builders Limited	16/12/2021	7/04/2022	Granted	Linwood	
<a href="#">RMA/2021/4210</a>	31 Allard Street St Albans	To construct three two-storied residential units with attached garages and a fourth single-storied residential unit with a single carpark	GJJ Holdings Limited, STUDIO WELL LIMITED	16/12/2021	22/04/2022	Granted	Innes	
<a href="#">RMA/2021/4216</a>	25 Matai Street West Riccarton	To construct thirteen residential units	Andrew Donald Evans, Moreover Holdings Limited	16/12/2021	26/04/2022	Granted	Riccarton	
<a href="#">RMA/2021/4280</a>	12 Edward Avenue St Albans	Multi-unit residential complex - nine units.	Andrew Garrett Fitzgerald, Titus Group Limited	20/12/2021	12/04/2022	Granted	Innes	
<a href="#">RMA/2021/4292</a>	74 Caledonian Road St Albans	Construct three residential units with attached garages	Figure and Ground Limited, Narinder Singh Warraich	21/12/2021	14/04/2022	Granted	Central	
<a href="#">RMA/2022/235</a>	89 Highsted Road Bishopdale	To change the status of the four older person housing units to residential units	Damienne Marie Donaldson, High Virtue Limited, Unknown Davis Ogilvie & Partners Limited	1/02/2022	28/04/2022	Granted	Harewood	
<a href="#">RMA/2021/3827</a>	32 Ryan Street Linwood	Construction of six attached and one detached dwellings	A K Residential Limited, Coll Architecture Limited	16/11/2021	1/04/2022	Granted	Linwood	

MARCH 2022

APPEALS  
No appeals lodged

RECEIVED

Application Number	Address	Description	Applicant	Received Date	Ward	Status of application
<a href="#">RMA/2022/762</a>	772 Colombo Street Central City	Establish Stage 1 of 'Catholic Cathedral Precinct'	Carter Group Limited, Catholic Diocese of Christchurch, Jason Sumner Limited, Jeremy Goodson Phillips	15/03/2022	Central	On hold - processing suspended by applicant
<a href="#">RMA/2022/687</a>	596 Ferry Road Woolston	Mixed use development	The Unwin Property Partnership, Urbis TPD Limited	10/03/2022	Linwood	Processing
<a href="#">RMA/2022/591</a>	147 Hereford Street Central City	Operate temporary 30 bay car parking area	BKNZ International Limited	2/03/2022	Central	Processing
<a href="#">RMA/2022/807</a>	284 Tuam Street Central City	Redevelop existing buildings into a church and construct parking building	Grace Vineyard Christian Fellowship, Raymond John Edwards	18/03/2022	Central	Processing
<a href="#">RMA/2022/890</a>	349 Harewood Road Bishopdale	Charity hospital expansion	The Canterbury Charity Hospital Trust, Urbis TPD Limited	25/03/2022	Harewood	Awaiting payment
<a href="#">RMA/2022/946</a>	240 Halswell Road Oaklands	Continue operating a spiritual facility	South West Ministries Trust, Teresa Ann O'Neil	30/03/2022	Halswell	Awaiting payment
<a href="#">RMA/2022/927</a>	31 Hawkins Road Marshland	107 Lot residential subdivision - Stages 3, 4 and 5 - Oakbridge Residential	Damienne Marie Donaldson	29/03/2022	Innes	Received
<a href="#">RMA/2022/639</a>	50 Glovers Road Halswell	Subdivision - Fee simple - 80 lots, 2 roads, 3 local purpose reserves and 1 balance allotment and land use	Julie Anne Comfort, Oakvale Farm Limited	8/03/2022	Halswell	Processing
<a href="#">RMA/2022/801</a>	24 London Street Lyttelton	Construction of a mixed-use building for commercial and residential activities	Planz Consultants Limited, Wanbudi Investment Limited	18/03/2022	Banks Peninsula	Processing
<a href="#">RMA/2022/735</a>	291 Wairakei Road Bryndwr	Construct 20 residential units and four commercial tenancies	285 Wairakei Road Limited	11/03/2022	Waimairi	Processing
<a href="#">RMA/2022/723</a>	4 Virgil Place Papanui	Construct six social housing units	Kainga Ora - Homes and Communities, Planz Consultants Limited	14/03/2022	Papanui	Processing
<a href="#">RMA/2022/717</a>	11 Dickson Crescent Hornby	To construct a social housing complex of six residential units	Kainga Ora - Homes and Communities, Planz Consultants Limited	11/03/2022	Hornby	Processing
<a href="#">RMA/2022/974</a>	5 Donald Place St Albans	Multi-unit residential development	DCM Urban Design Limited	31/03/2022	Fendalton	Received
<a href="#">RMA/2022/978</a>	516 Gloucester Street Linwood	To establish a multi-unit residential complex	Baseline Group Limited	31/03/2022	Central	Received
<a href="#">RMA/2022/979</a>	123 Halswell Junction Road Halswell	Land use consent to convert OPH units to residential dwellings units.	Envivo Limited	31/03/2022	Halswell	Received
<a href="#">RMA/2022/921</a>	64A Amyes Road Hornby	Construct nine townhouses	Belfiore Bologna, Galaxy Developments Limited	29/03/2022	Hornby	Processing
<a href="#">RMA/2022/922</a>	37 Grafton Street Waltham	To construct six townhouses	NZPM International Limited, Stewart William Fletcher	29/03/2022	Linwood	Processing
<a href="#">RMA/2022/939</a>	56 Mackworth Street Linwood	To establish a multi-unit residential complex consisting of six units	Baseline Group Limited, Urban Arch Limited	29/03/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/962</a>	17 Highsted Road Bishopdale	To construct seven residential units	Growcott Freer Property Limited	29/03/2022	Harewood	Awaiting payment
<a href="#">RMA/2022/917</a>	31 Alexandra Street Richmond	To construct six residential dwellings	Figure and Ground Limited, Harrison Residential Developments Limited	28/03/2022	Central	Processing
<a href="#">RMA/2022/934</a>	3 Maple Street Bishopdale	To construct and establish four, two storey residential dwellings	Brooksfield 5000 Limited, Brooksfield Living Limited	28/03/2022	Harewood	Processing
<a href="#">RMA/2022/894</a>	140 Linwood Avenue Linwood	To construct a multi-unit residential development consisting of four units	Baseline Group Limited, EWI Consulting Limited	25/03/2022	Central	Processing
<a href="#">RMA/2022/897</a>	445 Worcester Street Linwood	Construct five residential units with attached dwellings	Graham Colin McDermid, Limestone Holdings Limited	25/03/2022	Central	Processing
<a href="#">RMA/2022/874</a>	46 Leitch Street Somerfield	To construct four residential units	Inovo Projects Limited, Vaughan Elliott Tither	24/03/2022	Cashmere	Processing
<a href="#">RMA/2022/883</a>	31 Cleveland Street St Albans	To construct three residential dwelling with attached garages	Baseline Group Limited, Urban Arch Limited	24/03/2022	Innes	Awaiting payment
<a href="#">RMA/2022/896</a>	31 Harker Street Spreydon	To construct five residential units	Brooksfield Living Limited, Brooksfield No 34 Limited	24/03/2022	Spreydon	Processing
<a href="#">RMA/2022/840</a>	506 Armagh Street Linwood	To construct fifteen new two level townhouses with associated parking	Shelfco Armagh Limited, Timothy Patrick Hogan	23/03/2022	Central	Processing
<a href="#">RMA/2022/845</a>	74 Aldwins Road Linwood	To construct a multi unit development consisting of ten residential units	Graham Surveying Limited, North Ridge Living No. 10 Limited	23/03/2022	Linwood	Processing
<a href="#">RMA/2022/873</a>	130 Neville Street Spreydon	Multi-unit residential development Four units	130 Neville Street Limited	23/03/2022	Spreydon	Processing
<a href="#">RMA/2022/881</a>	566 Hereford Street Linwood	To construct nine residential units	Swan Developments (NZ) Ltd	23/03/2022	Central	Awaiting payment
<a href="#">RMA/2022/826</a>	40 Hastings Street West Sydenham	To construct five new townhouses with associated parking	Jumpsuit Properties Limited, Timothy Patrick Hogan	22/03/2022	Heathcote	Processing
<a href="#">RMA/2022/819</a>	464 Cashel Street Linwood	To construct four two storey dwellings	Brooksfield No 33 Ltd	21/03/2022	Central	Processing
<a href="#">RMA/2022/821</a>	9 Marcroft Street Linwood	Multi-unit residential development 12 Units	Graham Surveying Limited, Omega Enterprises Limited	21/03/2022	Linwood	Processing
<a href="#">RMA/2022/839</a>	10 Kipax Place Riccarton	To construct and establish 5 new two-storey residential units	MW Developments Limited	21/03/2022	Riccarton	Processing
<a href="#">RMA/2022/805</a>	180 Marine Parade New Brighton	To construct thirty seven residential units	Williams Corporation Limited	18/03/2022	Coastal	Processing

<a href="#">RMA/2022/777</a>	1/24 Rhodes Street Merivale	Construct five residential units with attached garages	Bespoke Architecture Limited, Ross William Gilray	17/03/2022	Fendalton	Processing
<a href="#">RMA/2022/790</a>	161 Simeon Street Spreydon	To construct five two-storey residential dwellings	Matthew Paul McLachlan, South Projects Limited	17/03/2022	Spreydon	Processing
<a href="#">RMA/2022/768</a>	68 Bletsoe Avenue Spreydon	To construct a multi-unit residential complex consisting of four units.	Baseline Group Limited, Keenan Construction Limited	16/03/2022	Spreydon	Processing
<a href="#">RMA/2022/783</a>	26 Bletsoe Avenue Spreydon	To construct eight new residential units	MW Developments Limited	16/03/2022	Spreydon	Processing
<a href="#">RMA/2022/750</a>	11 Chatham Street Addington	To construct three townhouses with attached garages	Dashwood Developments Limited, Figure and Ground Limited	15/03/2022	Spreydon	Processing
<a href="#">RMA/2022/756</a>	91 Olliviers Road Phillipstown	To construct five unit residential complex	Foley Group Architecture Limited	15/03/2022	Linwood	Processing
<a href="#">RMA/2022/734</a>	711 Worcester Street North Linwood	Construct four residential units	Baseline Group Limited, OV Homes Limited	14/03/2022	Central	Awaiting payment
<a href="#">RMA/2022/737</a>	445 Worcester Street Linwood	Proposed multi-unit development - Five units	Graham Colin McDermid, Limestone Holdings Limited	14/03/2022	Central	Not accepted for processing
<a href="#">RMA/2022/738</a>	408A Barrington Street Spreydon	Construct nine residential units	Inovo Projects Limited, MAT Developments Limited	14/03/2022	Spreydon	Processing
<a href="#">RMA/2022/741</a>	44 Newmark Street Bishopdale	To construct four residential units	Brooksfield Living Limited, Brooksfield No 28 Limited	14/03/2022	Harewood	Processing
<a href="#">RMA/2022/733</a>	46 Waltham Road Waltham	To construct four residential units	Brooksfield Living Limited, Brooksfield No 26 Limited	11/03/2022	Heathcote	Processing
<a href="#">RMA/2022/692</a>	677 Worcester Street North Linwood	To construct a multi unit complex consisting of five units	Baseline Group Limited, Urban Arch Limited	10/03/2022	Central	Awaiting payment
<a href="#">RMA/2022/698</a>	105A Bordesley Street Linwood	Multi-unit development - 12 units	Linwood Development Limited	10/03/2022	Linwood	Processing
<a href="#">RMA/2022/702</a>	10 Stackhouse Avenue Bishopdale	To establish a new residential development - 11 units	Wolfbrook Property Group Limited	10/03/2022	Harewood	Processing
<a href="#">RMA/2022/705</a>	1 Montreal Street Addington	To construct eight residential units	Timothy Harvey Field	10/03/2022	Central	Processing
<a href="#">RMA/2022/725</a>	151 Neville Street Spreydon	To construct and establish four, two storey residential dwellings	Brooksfield Living Limited, Brooksfield No 29 Limited	10/03/2022	Spreydon	Processing
<a href="#">RMA/2022/672</a>	55 Osborne Street Waltham	To establish a multi-unit residential complex consisting of eight units	Baseline Group Limited	9/03/2022	Linwood	Processing
<a href="#">RMA/2022/691</a>	33 Olliviers Road Phillipstown	Multi-unit development - 6 units	Linwood Development Limited	9/03/2022	Linwood	Processing
<a href="#">RMA/2022/624</a>	63 Harrow Street Linwood	Construct four residential units with attached garages	Goldstone Construction Limited, Timothy James Joll	7/03/2022	Linwood	Processing
<a href="#">RMA/2022/633</a>	61 Smith Street Linwood	To establish a multi-unit residential complex consisting of four detached units	AJ Developments (2016) Limited, Baseline Group Limited	7/03/2022	Linwood	Processing
<a href="#">RMA/2022/646</a>	318 Madras Street Central City	Construct 33 residential units	Moreover Holdings Limited	7/03/2022	Central	Processing
<a href="#">RMA/2022/651</a>	9 Bunyan Street Waltham	Proposed multi-unit development - 11 Units	Brooksfield Living Limited, Brooksfield No.16 Limited, Town Planning Group Limited	7/03/2022	Heathcote	Processing
<a href="#">RMA/2022/654</a>	163 Marine Parade New Brighton	Proposed multi-unit development - 6 units	Chalfont Construction Limited, Novo Group Limited	7/03/2022	Coastal	Processing
<a href="#">RMA/2022/621</a>	116 Aldwins Road Linwood	To construct twenty new townhouse developments	Cordial Group Limited, Threefold Architecture Limited	4/03/2022	Linwood	Awaiting payment
<a href="#">RMA/2022/628</a>	29 Sumner Street Spreydon	To construct five residential units	Brooksfield Living Limited, Brooksfield No 31 Limited	4/03/2022	Spreydon	Processing
<a href="#">RMA/2022/631</a>	59 Thackeray Place Waltham	To construct and establish five, two storey residential dwellings	North Ridge Living No. 14 Limited, Novo Group Limited	4/03/2022	Heathcote	Processing
<a href="#">RMA/2022/588</a>	13 Rosewarne Street Spreydon	To construct five residential units	Andrew Donald Evans, Jumpsuit Properties Limited	3/03/2022	Spreydon	Processing
<a href="#">RMA/2022/590</a>	17 Bernard Street Addington	Construct 12 new residential units additional to 60 unit development consented under RMA/2021/2545	Wolfbrook Property Group Limited	3/03/2022	Spreydon	Processing
<a href="#">RMA/2022/608</a>	65 Rutherford Street Woolston	Construct three residential units with attached garages	Ritu Singh	3/03/2022	Linwood	Processing
<a href="#">RMA/2022/566</a>	37 Repton Street Merivale	To construct a multi-unit residential complex consisting of four units	Timothy James Joll	2/03/2022	Fendalton	Awaiting payment
<a href="#">RMA/2022/567</a>	35 Clarence Street South Addington	To construct five townhouses	Pavell Milkin	2/03/2022	Spreydon	Processing
<a href="#">RMA/2022/578</a>	40 New Brighton Road Dallington	To construct and establish five new residential units	Brooksfield Living Limited, Brooksfield No.30 Limited	2/03/2022	Burwood	Processing
<a href="#">RMA/2022/587</a>	155 Strickland Street Spreydon	To construct four two storey residential units	Moreover Holdings Limited	2/03/2022	Spreydon	Processing
<a href="#">RMA/2022/595</a>	80 Simeon Street Spreydon	Construct four residential dwellings with attached garages	GC Residential Limited	2/03/2022	Spreydon	Processing
<a href="#">RMA/2022/572</a>	227 Selwyn Street Spreydon	To construct three residential units	Samuel James Connell	1/03/2022	Spreydon	Processing
<a href="#">RMA/2022/797</a>	131 Milton Street Spreydon	To construct a multi unit residential complex	Jason Jiaxun Bi, Wenxi Lin	18/03/2022	Spreydon	Processing
<a href="#">RMA/2022/675</a>	183 Main South Road Sockburn	To establish a 32m² free-standing digital billboard	Centro Properties Limited, Urbis TPD Limited	10/03/2022	Halswell	Awaiting payment
<a href="#">RMA/2022/676</a>	471 Colombo Street Sydenham	To establish and construct a 32m² freestanding digital billboard	Urbis TPD Limited, Win Sor 45 Limited	10/03/2022	Central	Awaiting payment
<a href="#">RMA/2022/679</a>	225 Papanui Road Merivale	Construction of a digital billboard with a maximum display area of 18m²	Tuscany Limited, Urbis TPD Limited	10/03/2022	Fendalton	Processing
<a href="#">RMA/2022/892</a>	15 Bishopdale Court Bishopdale	Upgrade of telecommunications facility - installation of 3 new and 3 replacement antennas, and installation of two replacement equipment cabinets	Two Degrees Networks Limited	25/03/2022	Harewood	Processing
<a href="#">RMA/2022/870</a>	894 Okains Bay Road Okains Bay	Install, operate and maintain a telecommunications facility	The Rural Connectivity Group	23/03/2022	Banks Peninsula	Processing
<a href="#">RMA/2022/861</a>	290 Wairakei Road Bryndwr	Upgrade of an existing telecommunication facility	Two Degrees Networks Limited	22/03/2022	Harewood	Processing
<a href="#">RMA/2022/625</a>	Gloucester Street, Montreal to Durham	Upgrade two roadside telecommunications facilities	Vodafone New Zealand Limited	4/03/2022	Central	Processing
<a href="#">RMA/2022/609</a>	Skyhawk Road, Limbrick to The Runway	Upgrade existing telecommunication facility	Two Degrees Networks Limited	3/03/2022	Halswell	Processing complete

ISSUED

Application number	Address	Description	Applicant	Received date	Issued date	Outcome	Ward
<a href="#">RMA/2021/4195</a>	109 Prestons Road Redwood	To construct a noise bund	Waka Kotahi New Zealand Transport Agency	14/12/2021	10/03/2022	Granted	Papanui
<a href="#">RMA/2022/218</a>	131 Bridle Path Road Heathcote	Continue to operate an existing ancillary food and beverage outlet associated with an existing equestrian facility	Kahukura Charitable Trust	28/01/2022	31/03/2022	Granted	Heathcote
<a href="#">RMA/2021/2700</a>	90 Clarence Street Addington	Establish large format retail development including a freestanding digital billboard	Peebles Group Limited	17/08/2021	24/03/2022	Granted	Riccarton
<a href="#">RMA/2021/1545</a>	70 Waitikiri Drive Burwood	Continue stockpiling/disposal of contaminated soils for three years	Christchurch City Council	27/05/2021	21/03/2022	Granted	Coastal





<a href="#">RMA/2021/1206</a>	183A Montreal Street Central City	To establish and operate a 30 bay temporary parking facility.	Wilson Parking New Zealand Limited	4/05/2021	9/03/2022	Granted	Central
<a href="#">RMA/2021/1380</a>	120 Manchester Street Central City	Operate existing temporary 26 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	7/03/2022	Granted	Central
<a href="#">RMA/2021/1386</a>	81 Manchester Street Central City	Operate existing temporary 18 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	14/03/2022	Granted	Central
<a href="#">RMA/2021/1411</a>	597 Colombo Street Central City	Operate existing temporary 20 bay car parking facility	Wilson Parking New Zealand Limited	3/05/2021	24/03/2022	Granted	Central
<a href="#">RMA/2021/2277</a>	239 Hereford Street Central City	Use of the site for residential carparking for a period of 5 years	Elizabeth Lauren Harris	19/07/2021	25/03/2022	Granted	Central
<a href="#">RMA/2021/3768</a>	113 Victoria Street Central City	Continue display of three static free-standing signs and carparking facility	Pacific Property Fund Limited	9/11/2021	23/03/2022	Granted	Central
<a href="#">RMA/2021/4263</a>	220 Madras Street Central City	Relocation of existing commercial building from 212-214 Madras Street	476 Armagh Street Limited, NG Logan Family Trust	20/12/2021	4/03/2022	Granted	Central
<a href="#">RMA/2021/3266</a>	2 Truscotts Road Heathcote	To establish six Older Persons Housing residential units and three residential units (inclusive of one unit with a minor residential unit)	Habitus Group Limited, Novo Group Limited	29/09/2021	8/03/2022	Granted	Heathcote
<a href="#">RMA/2021/2895</a>	68 Main North Road Papanui	To construct and establish twelve residential units	JDDL Developments Limited	1/09/2021	16/03/2022	Granted	Papanui
<a href="#">RMA/2021/2853</a>	379 Barrington Street Spreydon	Multi-unit development - four units	Baseline Group Limited, Urban Arch Limited	31/08/2021	31/03/2022	Granted	Spreydon
<a href="#">RMA/2021/4027</a>	8 Gambia Street Papanui	To build four residential units on the site, with associated earthworks, car parking and landscaping	Nick Sullivan Limited, Novo Group Limited	30/11/2021	22/03/2022	Granted	Papanui
<a href="#">RMA/2021/4184</a>	67 Hastings Street West Sydenham	Construct 10 residential units	Brooksfield No 7 Limited	14/12/2021	23/03/2022	Granted	Heathcote
<a href="#">RMA/2021/3193</a>	71 Buckleys Road North Linwood	To establish Four, two-storey residential units	Bernald Chee Lee Wong, My Wigram 2 Limited	23/09/2021	23/03/2022	Granted	Linwood
<a href="#">RMA/2021/3227</a>	97 Sherborne Street St Albans	To establish four residential units on site	Brooksfield Living Limited, Brooksfield Living No.3 Limited	27/09/2021	24/03/2022	Granted	Central
<a href="#">RMA/2021/3283</a>	74 Grenville Street Waltham	Construct four new townhouses with associated parking	Moreover Holdings Limited, Timothy Patrick Hogan	30/09/2021	23/03/2022	Granted	Linwood
<a href="#">RMA/2021/3327</a>	34 Forfar Street St Albans	Construct three residential units with attached garages	Aroha Gerdina Irihapeti Kahukuranui, Baseline Group Limited, Paul Andrew Belcher, Urban Arch Limited	5/10/2021	8/03/2022	Granted	Innes
<a href="#">RMA/2021/3374</a>	8A Huia Street Riccarton	Seven unit residential complex	Wolfbrook Property Group Limited	7/10/2021	4/03/2022	Granted	Riccarton
<a href="#">RMA/2021/3466</a>	21 Linwood Avenue North Linwood	New multi-unit residential complex containing 16 units	Wolfbrook Property Group Limited	14/10/2021	31/03/2022	Granted	Central
<a href="#">RMA/2021/3509</a>	4 Mountfort Street Spreydon	Construct four new residential units.	Mountford Holdings Limited, Samuel James Connell	18/10/2021	16/03/2022	Granted	Spreydon
<a href="#">RMA/2021/3498</a>	8 Champion Street St Albans	Construct four residential units	Habitus Group Limited	15/10/2021	14/03/2022	Granted	Central
<a href="#">RMA/2021/3564</a>	34 Cross Street Phillipstown	To establish 11 two-storey residential units	Future Building & Investment Group Limited	21/10/2021	15/03/2022	Granted	Linwood
<a href="#">RMA/2021/3568</a>	128 Huxley Street Sydenham	Construct four townhouses	Jawad Masumi, Timothy Patrick Hogan	22/10/2021	23/03/2022	Granted	Heathcote
<a href="#">RMA/2021/3620</a>	334 Cranford Street St Albans	Establish three residential units with attached garages	Inovo Projects Limited, Jacer Family Trust	28/10/2021	7/03/2022	Granted	Innes
<a href="#">RMA/2021/3642</a>	490 Cashel Street Linwood	Construct six residential units	Gareth Rhys Carter, PRA Developments Limited	29/10/2021	23/03/2022	Granted	Central
<a href="#">RMA/2021/3796</a>	26 Leacroft Street Bishopdale	To establish four two-storey residential units in two blocks	Newtech Homes Limited, Tao Holdings Limited	12/11/2021	28/03/2022	Granted	Harewood
<a href="#">RMA/2021/3804</a>	10A McLean Street North Linwood	Six unit residential development	Dixon Homes 2021 Limited	11/11/2021	15/03/2022	Granted	Linwood
<a href="#">RMA/2021/3858</a>	53 Springfield Road St Albans	To build two semi-attached residential townhouses with attached single garages	Chetwode Developments Limited, R M Designs	18/11/2021	1/03/2022	Granted	Central
<a href="#">RMA/2021/3866</a>	11 Lindores Street Addington	Construct five residential units	Andrew Garrett Fitzgerald, Brooksfield Townhouses No 7 Limited	18/11/2021	24/03/2022	Granted	Spreydon
<a href="#">RMA/2021/3877</a>	1/44 Kilmarnock Street Riccarton	Establish a four unit residential complex	SHG Holdings Limited	18/11/2021	16/03/2022	Granted	Riccarton
<a href="#">RMA/2021/3980</a>	80 Innes Road St Albans	6 residential units	Andrew Donald Evans, Moreover Holdings Limited	29/11/2021	21/03/2022	Granted	Fendalton
<a href="#">RMA/2021/4013</a>	27 Kipling Street Addington	Five new units	Wolfbrook Property Group Limited	30/11/2021	7/03/2022	Granted	Central
<a href="#">RMA/2021/4042</a>	57 Vogel Street Richmond	To construct and establish four x two storey residential dwellings	Patrick Mark Maguire	1/12/2021	4/03/2022	Granted	Central
<a href="#">RMA/2021/4047</a>	117 Woodham Road Avonside	Establish six new townhouses	Lanyon & Le Compte Services Limited, Raymond Glen Barnes	2/12/2021	11/03/2022	Granted	Central
<a href="#">RMA/2021/4067</a>	7B Arosa Place Parklands	To change the use of the OPH units to a Multi-unit Residential Complex	Gregory Krotik, Novo Group Limited	2/12/2021	4/03/2022	Granted	Coastal
<a href="#">RMA/2021/4168</a>	23 Winton Street St Albans	To establish four new two-storey residential units	Chun Liu, Novo Group Limited	13/12/2021	22/03/2022	Granted	Innes
<a href="#">RMA/2021/4197</a>	150 Hills Road Richmond	Construct Four Residential Units	Brooksfield Living Limited, Brooksfield No 17 Limited	14/12/2021	24/03/2022	Granted	Innes
<a href="#">RMA/2021/4225</a>	60 Olliviers Road Linwood	Construct four residential units with associated carparking & landscaping	Murria Developers Limited	15/12/2021	21/03/2022	Granted	Linwood
<a href="#">RMA/2021/4286</a>	57 Grafton Street Waltham	Construct six dwellings	Figure and Ground Limited, Platform Residential Limited	21/12/2021	31/03/2022	Granted	Linwood
<a href="#">RMA/2022/426</a>	499 Manchester Street St Albans	To construct seven new townhouses with attached garages	Timothy Patrick Hogan	18/02/2022	17/03/2022	Granted	Central
<a href="#">RMA/2022/442</a>	7 Buffon Street Waltham	To construct six residential units	Andrew Donald Evans	21/02/2022	7/03/2022	Granted	Heathcote
<a href="#">RMA/2021/2660</a>	83 Canon Street St Albans	Construct four residential units with attached garages	Canon Homes Limited	13/08/2021	2/03/2022	Granted	Innes
<a href="#">RMA/2021/4248</a>	207 Kilmore Street Central City	Convert an existing motel into a residential unit complex.	Western Hanover Holdings Limited	16/12/2021	29/03/2022	Granted	Central
<a href="#">RMA/2021/4059</a>	20 Wroxton Terrace Fendalton	To establish four, two-storey residential Units	Home Trends Builders Limited, Malcolm Grove Smith	3/12/2021	22/03/2022	Granted	Fendalton
<a href="#">RMA/2021/2117</a>	410 Marshland Road Marshland	To establish a freestanding single-sided digital billboard (North Facing)	Purple Parsnip Trust	7/07/2021	2/03/2022	Granted	Burwood
<a href="#">RMA/2021/3570</a>	130 Hereford Street Central City	To establish a single-sided, freestanding, 18m² electronic billboard and one double sided digital sign measuring 2.65m2	Town Planning Group Limited, Wilson Parking New Zealand Limited	21/10/2021	23/03/2022	Granted	Central
<a href="#">RMA/2022/454</a>	320 Shands Road Hornby	Certificate of compliance for two digital display billboards	Carl Christopher Noel Angus	18/02/2022	31/03/2022	Certificate can be issued	Hornby
<a href="#">RMA/2022/213</a>	Carrs Road, McTeigue to Wigram	Upgrade and operation of a telecommunications facility	Two Degrees Networks Limited	28/01/2022	8/03/2022	Granted	Halswell
<a href="#">RMA/2022/239</a>	23 Sylvan Street Addington	Upgrade of an existing telecommunication facility	Two Degrees Networks Limited	31/01/2022	3/03/2022	Certificate can be issued	Spreydon
<a href="#">RMA/2022/371</a>	Racecourse Road, Shiloh to Yaldhurst	Upgrade existing telecommunication facility	Two Degrees Networks Limited	14/02/2022	31/03/2022	Granted	Hornby
<a href="#">RMA/2022/429</a>	Edgeware Road, Cornwall to Cranford	Certificate of compliance - upgrade existing telecommunications facility	Vodafone New Zealand Limited	17/02/2022	3/03/2022	Certificate can be issued	Innes



<a href="#">RMA/2022/472</a>	272 Springs Road Hornby	The upgrade of two existing telecommunication facilities	Two Degrees Networks Limited	18/02/2022	17/03/2022	Certificate can be Issued	Hornby
<a href="#">RMA/2022/609</a>	Skyhawk Road, Limbrick to The Runway	Upgrade existing telecommunication facility	Two Degrees Networks Limited	3/03/2022	31/03/2022	Granted	Halswell

## 23. Amendment to Insurance Subcommittee's Terms of Reference and Insurance Delegations

Reference / Te Tohutoro: 22/636824

Report of / Te Pou  
Matua:

Mayor Lianne Dalziel – Chairperson Insurance Subcommittee

General Manager /  
Pouwhakarae:

Leah Scales, General Manager Resources

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to request that the Council extend the delegations of the Insurance Subcommittee in relation to the insurance matters on the Wastewater Treatment Plant fire claim. The Insurance Subcommittee also requests the Council consider amending the delegations around the placement of insurance policies.

### 2. Chairperson's Recommendations

That the Council:

1. Amend the Terms of Reference for the Insurance Subcommittee as attached, but specifically:
  - a. Approve full delegations to the Insurance Subcommittee to progress and settle the Wastewater Treatment Plant fire insurance claim should this be required in the period leading up to the 8 October 2022 elections.
  - b. Amend the reference to reporting back recommendations on any final resolution from the Finance and Performance Committee to the Council.
2. Amend the delegation to include the Chair and Deputy Chair of the Insurance Subcommittee, **or** the Mayor and Chair of the Finance and Performance Committee, regarding the placement of all the Council's insurance policies, where there is a proposed change to the Council's lead insurer.

### 3. Detail Te Whakamahuki

- 3.1 The Christchurch Wastewater Treatment Plant was damaged by fire in November 2021. The extent of the damage and ongoing works to remedy are reported in detail elsewhere. This paper deals specifically with the delegations for the ongoing insurance claim.
- 3.2 Current delegation to settle general insurance claims sit with the Finance and Performance Committee: *"All insurance matters, including considering legal advice from the Council's and other advisers, approving further actions relating to the issues, and authorising the taking of formal actions (sub-delegated to the Insurance Subcommittee as per the Subcommittee's Terms of Reference)"*.
- 3.3 The current Terms of Reference (ToR) for the Insurance Subcommittee require the Subcommittee to report to the Finance and Performance Committee with recommendations on significant claims and associated actions.
- 3.4 The Finance and Performance Committee, while still in existence, will cease to formally meet from the end of June 2022 due to the upcoming elections. Matters that would have previously

reported to the Finance and Performance Committee will now report directly to Council. This is reflected in the Chairperson Recommendations in 1. b.

- 3.5 The Council is approaching the October 2022 local body elections at the same time as this insurance claim may require additional Governance oversight or settlement. In order to resolve the matter in a timely manner, it would be appropriate to delegate the conduct and settlement decisions to a smaller group of elected members. It is recommended that this delegation be provided to the Insurance Subcommittee as they have prior knowledge of the ongoing claim.

#### 4. Approval of Insurance Contracts



- 4.1 The current delegation for the placement of the Council's insurance policies sits with the General Manager Resources/CFO jointly with one other authorised person, being the Chief Executive and the three General Managers. This delegation has a reporting provision to the Finance and Performance Committee of the Whole.
- 4.2 At the meeting of the Insurance Subcommittee on 16 June 2022, the need for governance oversight regarding significant changes to insurance policies was discussed. It was agreed that if there was a proposed change to the lead insurer on Council's material damage insurance policies this should be made with the Chair and Deputy Chair of the Insurance Subcommittee, **or** the Mayor and Chair of the Finance and Performance Committee.
- 4.3 The Insurance Subcommittee resolved (resolution number INS/2002/000011) to "*recommend that the Council amend the delegation in regard to placement of insurance policies to add the Chair and Deputy Chair of the Insurance Subcommittee, or the Mayor and Chair of the Finance and Performance Committee*".

#### Signatories Ngā Kaiwaitohu

Author Megan Pearce

Approved By Mayor Dalziel - Chair of Insurance Subcommittee

#### Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Draft Amended Insurance Subcommittee Terms of Reference July 2022	577



INSURANCE SUBCOMMITTEE - TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA

Chair	The Mayor
Membership	Deputy Mayor Turner Councillor Davidson Councillor MacDonald as the Deputy Chair of the Finance and Performance Committee
Quorum	Three
Meeting Cycle	Twice yearly and as required
Reports To	Finance and Performance Committee of the Whole

*Responsibilities and Delegations*

Oversee the conduct and progress of the ongoing review of the Council's 2010/11 insurance portfolio.

Oversee the conduct and progress of any significant claim processes.

Make interim decisions on the conduct of that review and associated actions.

Work with Council officers and external advisors to determine any further actions.

Instruct Council officers and external advisors in the implementation of any further actions.

Report back to the ~~Finance and Performance Committee of the Whole~~Council with recommendations on any final resolution of the review or significant claims and associated actions.

Full delegation to progress and settle the Wastewater Treatment Plant fire insurance claim up until the October 2022 Local Government elections.



## 24. Amendments to Delegations

Reference / Te Tohutoro: 22/642321

Report of / Te Pou  
Matua:

Vivienne Wilson, Senior Legal Counsel, [vivienne.wilson@ccc.govt.nz](mailto:vivienne.wilson@ccc.govt.nz)

General Manager /  
Pouwhakarae:

Dawn Baxendale, Chief Executive Officer  
[dawn.baxendale@ccc.govt.nz](mailto:dawn.baxendale@ccc.govt.nz)

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

- 1.1 The purpose of this report is to provide for some amendments to delegations from the Council to staff following the repositioning of Chief Financial Officer position, the making of two new bylaws relating to water services, as well as to make some other miscellaneous changes to delegations. This report has been written because only the Council can resolve to provide for these delegation changes.
- 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 considering the criteria in the Significance and Engagement Policy.

### 2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Relying on clause 32 of Schedule 7 of the Local Government Act 2002 and for the purposes of efficiency and effectiveness in the conduct of the Council's business, and relying on clause 132 of the Local Government (Rating) Act 2002 any other applicable statutory authority;
  - a. Revoke and amend the delegations set out in Parts B and D of the Delegations Register (as shown and highlighted in **Attachment A**); and
  - b. Accordingly, delegate the responsibilities, duties and powers to the officers as set out in **Attachment A** (as so shown and highlighted);
2. Notes that these delegation changes take effect on the date of this resolution, and that Legal Services will update the Delegations Register accordingly.

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

- 3.1 Part A of the Council's Delegations Register contains the Council's delegations to the Chief Executive. The Chief Executive is then able to sub-delegate those responsibilities, duties and functions to staff as she sees fit. These sub-delegations are set out in Part C of the Delegations Register.
- 3.2 Part B of the Council's Delegations Register contains the Council's delegations in respect of the Local Government (Rating) Act 2002 and the Resource Management Act 1991 as well as other matters where the Council delegates directly to staff and other persons because, for the most part, the law does not allow for sub-delegations of these matters.
- 3.3 Part D of the Delegations Register contains the delegations from the Council to community boards, committees, and other subordinate decision-making bodies.

- 3.4 With the appointment of the new General Manager Resources, the Chief Executive has determined that the Chief Financial Officer role should sit with the General Manager Resources. This requires the Council to resolve a small number of amendments to Parts B and D of the Delegations Register.
- 3.5 The Council has also adopted two new bylaws – the Christchurch City Council Water Supply and Wastewater Bylaw 2022 and the Christchurch City Council Stormwater and Land Drainage Bylaw 2022. These two bylaws came into force on 1 July 2022. For operational efficiency, it is necessary to provide for delegations to the Chief Executive.

#### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The other alternative option that was considered but not selected as the preferred option is not making any changes to the delegations. This is not considered to be a reasonably practicable option. This would not promote efficiency and effectiveness in Council decision-making.

#### 5. Detail / Te Whakamahuki

- 5.1 Earlier this year a new General Manager Resources was appointed and the Chief Executive determined that this position should also have the designation of Chief Financial Officer.
- 5.2 This requires a small number of changes to delegations in Parts B and D of the Delegations Register.
- 5.3 There has also been a realignment in the Finance team, and the Head of Financial Management has been renamed the Head of Finance. This also requires a small number of changes to delegations in Parts B and D of the Delegations Register.
- 5.4 There are a number of corresponding changes that are also required in Part C. The Chief Executive will make the changes to the delegations in Part C as these are sub-delegations from the Chief Executive to staff.

##### ***New water bylaws***

- 5.5 The two new water bylaws - the Christchurch City Council Water Supply and Wastewater Bylaw 2022 and the Christchurch City Council Stormwater and Land Drainage Bylaw 2022 require staff to make various operational decisions on a day to day basis, such as issuing approvals or licences
  - 5.5.1 to connect to the Council's network,
  - 5.5.2 to undertake activities in maintenance access corridors, and
  - 5.5.3 in relation to industrial stormwater discharges.
- 5.6 Staff propose delegating the operation of these bylaws to the Chief Executive, who will then make sub-delegations to staff as appropriate. There are three exceptions which are not delegated. These are
  - 5.6.1 The setting of fees,
  - 5.6.2 Specifying standards for discharges to the stormwater network under clause 9 of the Christchurch City Council Stormwater and Land Drainage Bylaw 2022, and
  - 5.6.3 Adopting a register of industrial and trade activities under clause 27 of the Christchurch City Council Stormwater and Land Drainage Bylaw 2022.

##### ***Miscellaneous change***



- 5.7 There is a miscellaneous change to the delegation for Authority and Instruction Forms in Part B of the Register. Authority and Instruction Forms are the documents used for electronic land transactions. The statutory references need to be updated in light of changes to regulations.

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

### Strategic Alignment / Te Rautaki Tīaroaro

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

6.1.1 Activity: Governance & Decision Making

- Level of Service: 4.1.22 Provide services that ensure all Council and Community Board Meetings are held with full statutory compliance - 100% compliance

### Policy Consistency / Te Whai Kaupapa here

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

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

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

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

- 6.4 The decisions in this report do not create a climate change impact.

### Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 The decisions in this report do not raise accessibility considerations.

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – The changes to the Delegations will be entered in the Delegations Register by the Legal Services Unit.
- 7.2 Maintenance/Ongoing costs – There are no ongoing costs from making these changes to delegations. There are also anticipated savings in staff time in having delegations sit at the appropriate level in the organisation.
- 7.3 Funding Source – Staff time in implementing the changes to the Delegations Register is met out of the Legal Services Unit's budget.

## 8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Clause 32 of Schedule 7 of the Local Government Act 2002 provides that

*Unless expressly provided otherwise in this Act, or in any other Act, for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, community board, or member or officer of the local authority any of its responsibilities, duties, or powers except—*

- (a) *the power to make a rate; or*
- (b) *the power to make a bylaw; or*
- (c) *the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan; or*

- (d) the power to adopt a long-term plan, annual plan, or annual report; or
- (e) the power to appoint a chief executive; or
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement; or
- (g) [Repealed]
- (h) the power to adopt a remuneration and employment policy.

8.2 The proposed changes to the delegations also do not infringe the restrictions in the Local Government Act 2002.


8.3 Section 132 of the Local Government (Rating) Act 2002 provides that a local authority may delegate the exercise of functions, powers, or duties conferred by this Act on the local authority to its Chief Executive officer; or any other specified officer of the local authority. However, the section also expressly prohibits sub-delegations. This means that the Council must delegate the functions, powers and duties to the correct position in the Council. The Act also prohibits sub-delegations of a function, power, or duty conferred by Sub-part 2 of Part 1 or Sub-part 1 of Part 5. The proposed new delegations do not infringe these restrictions.

8.4 This report has been drafted by Legal Services.

## 9. Risk Management Implications / Ngā Hiraunga Tūraru

9.1 There are no identified risks caused by the proposed changes in delegations.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Proposed Changes to Delegations	584

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

Document Name	Location / File Link
Not applicable	

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

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

(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Vivienne Wilson - Senior Legal Counsel
<b>Approved By</b>	Helen White - Head of Legal & Democratic Services Jane Davis - General Manager Infrastructure, Planning & Regulatory Services Leah Scales - General Manager Resources/Chief Financial Officer Dawn Baxendale - Chief Executive

Attachment A

PART B - SUB-PART 1 – LEGISLATIVE DELEGATIONS

2. Local Government (Rating) Act 2002

General Manager Resources / Chief Financial Officer	GMR	Rates Officer	RO
Head of Finance Financial Management/Chief Financial Officer	HF HFM	Team Leader Corporate Data Management and Maintenance	TLD
Rates Revenue Manager	RRM	Senior Data Specialist Senior Data Analyst	SDS
Manager Planning and Reporting Corporate Reporting Manager	CRM MPR		
Team Leader Rates	TLR		
Senior Rates Officer (includes Rates Project Co-ordinator)	SRO		

And make the corresponding changes to the table of delegations for the Local Government (Rating) Act 2002 in this Sub-Part 1.

PART A - SUB-PART 5 – BYLAWS DELEGATIONS

11. Christchurch City Council Water Supply, Wastewater and Stormwater Bylaw 2014

Delegation	Date Amended
All of its powers under this Bylaw (not already delegated) except the powers under clause 38 (fees).	

11. Christchurch City Council Water Supply and Wastewater Bylaw 2022

Delegation	Date Amended
All of its powers under this Bylaw (not already delegated) except the setting of any fees	



11A. Christchurch City Council Stormwater and Land Drainage Bylaw 2022

Delegation	Date Amended
All of its powers under this Bylaw (not already delegated) except	
(a) specifying standards for discharges to the stormwater network under clause 9.	
(b) adopting a register of industrial and trade activities under clause 27.	
(c) the setting of any fees.	

PART B - SUB-PART 3 – OTHER MATTERS

Mayor	M
Deputy Mayor	DM
Council Hearings Panel	HP
Chairperson of the Mayor's Welfare Fund Charitable Trust Committee (currently the Deputy Mayor)	Chair-MW
Mayor's Welfare Fund Charitable Trust Committee	Cttee-MW
Chief Executive Officer	CEO
Assistant Chief Executive, Strategic Policy and Performance	ACES
General Manager Citizens and Community	GMCC
General Manager Infrastructure, Planning & Regulatory Services	GMIP
General Manager Resources / Chief Financial Officer	GMR
Head of Legal and Democratic Services	HOL
Head of Finance Financial Management/Chief Financial Officer	HF HFM
Council Secretary	CS
Head of Procurement and Contracts	HPC
Manager Hearings and Council Support	MHC
Head of Community Support and Partnerships	HCS
Team Leader Community Funding	TLCF
Head of Transport and Waste Management	HOT
Team Leader Asset Planning Transport	TLAPT
Manager Property Consultancy	MPC
Head of Parks	HOP
Head of Planning and Consents	HPC
Manager Resource Consents	MRC
Head of Strategic Policy and Resilience	HSPR
Team Leader Development Support	TLDS
Business Unit Team Member	BUTM

And make the corresponding change to the tables of delegations in this Sub-part 3 as follows:

2. Authority and Instruction Forms

Delegation	HOL
To sign on behalf of the Council all necessary 'Authority and Instruction' forms as required from time to time:	
(a) To authorise and instruct the solicitors acting for the Council (including those solicitors employed by Legal Services) to undertake land conveyancing transactions electronically by e-dealing on behalf of the Council on the Land Information New Zealand internet based land registry system known as 'Landonline'; and	✓
(b) To comply with the requirements of section 164A of the Land Transfer Act 1952 and Rule 3.03 of the New Zealand Law Society's Rules of Professional Conduct. To comply with the requirements of Regulation 7 of the Land Transfer Regulations 2018 and the 'Rules of conduct and client care for Lawyers' set out in the Schedule to the Lawyers and Conveyancers Act (Lawyers: Conduct and Client Care) Rules 2008.	

15. Insurance Policies

Delegation	CEO	COO	GMR	GMCC	GMIP	HF
The General Manager Resources / Chief Financial Officer Head of Financial Management/Chief Financial Officer jointly with 1 other authorised person as indicated in the adjacent columns to enter into arrangements for the placement of all the Council's insurance policies, subject to the exercise of such delegated power being reported back to the Finance and Performance Committee of the Whole.	✓	✗	✓	✓	✓	✓
To accept progress payments and partial insurance payments on behalf of the Council on the condition that they are not full and final, nor commit the Council to a settlement. This power may be sub-delegated. This power may be exercised severally.	✓	✗				✓
To accept insurance payouts for facilities which the Council insures but does not own, subject to the approval of the building owner and distribute the payout to the appropriate party(s). This power may be sub-delegated. This power may be exercised severally.	✓	✗				✓
To settle claims less than \$5,000 that are to be settled globally based on the estimated cost to repair ie "category 1" claims. Refer to original Council report. This power may be sub-delegated. This power may be exercised severally.	✓	✗				✓

16. Local Government Funding Agency

Delegation	HF HFM
To sign all documents, including resolutions, special resolutions and funding documents required to establish and operate the Local Government Funding Agency (LGFA).	✓

17. Mayoral Relief Fund

Delegation	HF HFM
<p>Solicit and receive donations to the Christchurch Earthquake Mayoral Relief fund from the public.</p> <p>Ensure that neither the Christchurch City Council, nor any entity controlled by the Christchurch City Council, will be making donations to the Christchurch Earthquake Mayoral Relief Fund in respect of which any tax incentive will be claimed.</p> <p>Issue appropriate receipts for all donations received to the Christchurch Earthquake Mayoral Relief Fund.</p> <p>Invest the funds held by the Christchurch Earthquake Mayoral Relief Fund in accordance with standard Council policies and procedures providing that the Chief Financial Officer General Manager Resources/Chief Financial Officer ensures:</p> <ul style="list-style-type: none"> <li>All money invested from this Christchurch Earthquake Mayoral Relief Fund must be used exclusively for that purpose.</li> <li>That if there is an inconsistency between this resolution and the Council's investment policies, this resolution prevails.</li> </ul>	✓

18. Mayor's Welfare Fund Charitable Trust

Delegation	Chair-MW	Cttee-MW delegate	GMCC	HCS	TLCF	GMR	HF HFM
To be signatories of the Mayor's Welfare Fund Charitable Trust's bank account(s), including (without limitation) the signing of cheques:							
PROVIDED THAT the signatures of two persons are required to operate the Mayor's Welfare Fund Charitable Trust's bank account(s) and at least one of those signatories must be a person marked with an asterisk in the adjacent columns.	✓	✓†	✓	✓*	✓*		



Delegation	Chair-MW	Cttee-MW delegate	GMCC	HCS	TLCF	GMR	HF HFM
†The Cttee-MW delegate is a person appointed by name by the Mayor's Welfare Fund Charitable Trust Committee (as set out in the minutes of the Committee).							
To exercise the Council's powers as Trustee under clauses 4.1 to 4.6 as set out in the Trust Deed.					✓	✓	✓

## PART D - SUB-PART 5 – OFFICER SUBCOMMITTEES

### 3. Procurement Rules Departure Staff Subcommittee

Members
Head of Finance Financial Management
Head of Legal and Democratic Services
Manager Legal Services Delivery - Litigation
Head of Procurement
Quorum = 3 members

Delegation
To enforce and, where possible, uphold insurance and indemnity standards required by Council's insurers.
To vary the indemnity and insurance clauses contained within the Council's standard contractual terms and conditions.
To consider and, where appropriate, to approve indemnity and insurance clauses in contractual terms and conditions where Council's standard forms of contract are not used.
To consider, resolve, approve and report on departures from the Council's Procurement Policy and Framework in terms of the market approach (Procurement Rule 27).
To appoint its own chairperson (if not already appointed by the Council).

AUDIT AND RISK MANAGEMENT - TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA<sup>1</sup>

• ...

External Reporting and Accountability

- Consider the appropriateness of the Council's existing accounting policies and practices and approve any changes as appropriate.
- Contribute to improve the quality, credibility and objectivity of the accounting processes, including financial reporting.
- Consider and review the draft annual financial statements and any other financial reports that are to be publicly released, make recommendations to Management.
- Consider the underlying quality of the external financial reporting, changes in accounting policy and practice, any significant accounting estimates and judgements, accounting implications of new and significant transactions, management practices and any significant disagreements between Management and the external auditors, the propriety of any related party transactions and compliance with applicable New Zealand and international accounting standards and legislative requirements.
- Consider whether the external reporting is consistent with Committee members' information and knowledge and whether it is adequate for stakeholder needs.
- Recommend to Council the adoption of the Financial Statements and Reports and the Statement of Service Performance and the signing of the Letter of Representation to the Auditors by the Mayor and the Chief Executive.
- Enquire of external auditors for any information that affects the quality and clarity of the Council's financial statements, and assess whether appropriate action has been taken by management.
- Request visibility of appropriate management signoff on the financial reporting and on the adequacy of the systems of internal control; including certification from the Chief Executive, the General Manager Resources / Chief Financial Officer, the Chief Financial Officer and the General Manager Corporate Services that risk management and internal control systems are operating effectively;
- Consider and review the Long Term and Annual Plans before adoption by the Council. Apply similar levels of enquiry, consideration, review and management sign off as are required above for external financial reporting.
- Review and consider the Summary Financial Statements for consistency with the Annual Report.

...

<sup>1</sup> Delegations made on 31 October 2019.





## 25. Draft submission on Exposure Draft of National Policy Statement for Indigenous Biodiversity

Reference / Te Tohutoro: 22/773399

Report of / Te Pou  
Matua:

Mark Stevenson, Manager Planning, Mark.Stevenson@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 Council to delegate authority to approve the Council's submission on the Exposure Draft of the National Policy Statement for Indigenous Biodiversity (NPSIB) to an agreed sub-group of elected members.
- 1.2 Submissions are due with Ministry for the Environment (MfE) by Thursday 21 July 2022.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This recognises that while there may be community interest in the NPSIB, the specific decision (to delegate approval of the submission) is of a lower level of significance.

### 2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Delegate to Councillor Cotter and *[named Councillors]* authority to finalise and approve the Council submission on the Exposure Draft of National Policy Statement for Indigenous Biodiversity, to be submitted by Thursday 21 July 2022.

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

- 3.1 The Council regularly makes submissions on proposals which may significantly impact Christchurch residents or Council business. Submissions are an important opportunity to influence thinking through external agencies' consultation processes.
- 3.2 Staff are recommending the submission be delegated to a small group of elected members because the July Council meeting schedule does not align with the submission development timeline. Development of a submission on the NPSIB has commenced but will not be completed before the Council meeting on 7 July. The consultation period closes on Thursday 21 July 2022 and the next Council meeting is not until Thursday 28 July 2022.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The Council could decide it does not wish for a submission to be made on the NPSIB, which in turn would mean a sub-committee is not required. This is not the preferred option as it is important for the Council to advocate on issues that affect the Christchurch community, Council business and our strategic framework.

## 5. Detail Te Whakamahuki

- 5.1 The [exposure draft of the National Policy Statement for Indigenous Biodiversity \(NPSIB\)](#) was released on Thursday 9 June 2022. MfE have indicated they want to test the workability of the policies before the final National Policy Statement comes into force and have invited feedback closing 21 July 2022.
- 5.2 MfE first consulted on a proposed National Policy Statement for Indigenous Biodiversity in November 2019. Council made a [submission](#) in response to that proposal.
- 5.3 Key changes from the previous draft seek to ensure the NPSIB:
  - 5.3.1 adequately provides for activities which are important for peoples' economic wellbeing, such as farming, forestry and the provision of infrastructure and energy;
  - 5.3.2 identifies indigenous biodiversity which is significant, and clearly outlines the process for managing effects on it without requiring Significant Natural Areas to be split into 'high' and 'medium' categories;
  - 5.3.3 recognises tangata whenua as kaitiaki and allows for development of Māori land in partnership with tangata whenua, including Māori landowners;
  - 5.3.4 outlines management for geothermal areas and public land which previously only had placeholders.
- 5.4 The NPSIB is expected to be gazetted this year. Territorial Authorities will have until 2027 to identify, map and notify Significant Natural Areas, and until 2030 for public notification of changes to policy statements and plans. The NPSIB will then be transitioned into the National Planning Framework of the new resource management system.
- 5.5 At the time of this report, the draft submission is being prepared and will be circulated separately to elected members.
- 5.6 The decision affects the following wards/Community Board areas:
  - 5.6.1 All wards/Community Board areas will be impacted to some extent, with the identification of Significant Natural Areas having a particular impact on the Banks Peninsula area.

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

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This submission is aligned with the Council's strategic priority that unique landscapes and indigenous biodiversity are valued and stewardship exercised.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
  - 6.2.1 Activity: Strategic Planning, Future Development and Regeneration
    - Level of Service: 17.0.1.1 Advice to Council on high priority policy and planning issues that affect the City. Advice is aligned with and delivers on the governance expectations as evidenced through the Council Strategic Framework. - Triennial reconfirmation of the strategic framework or as required.

### Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies, particularly the Biodiversity Strategy 2008-2035.

- 6.4 The Council declared a climate and ecological emergency in May 2019; the NPSIB aims to address the ecological emergency, and requires promotion of policies and plans that support the resilience of indigenous biodiversity to climate change.

**Impact on Mana Whenua Ngā Whai Take Mana Whenua**

- 6.5 The decision to approve the draft submission on the NPSIB does not directly impact on elements of intrinsic value to Mana Whenua; therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.6 However, the NPSIB itself will have significant impacts on indigenous biodiversity – which is of intrinsic value to Mana Whenua – and on Māori land. The NPSIB acknowledges this and specifically supports partnership with Mana Whenua as a fundamental concept.
- 6.7 Council staff are seeking to engage with Mana Whenua regarding the content of the Council's submission. Staff will report any results of that engagement to the councillors with authority to approve the submission.

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

- 6.8 The NPSIB specifically directs territorial authorities to promote policies that enhance the resilience of indigenous biodiversity to climate change. In addition, the protection, enhancement and restoration of indigenous vegetation will in many cases contribute to mitigating carbon emissions.

**Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.9 The decision to delegate approval of this submission does not have any accessibility implications.

**7. Resource Implications Ngā Hīraunga Rauemi**

- 7.1 Several hundred potential Significant Natural Areas covering more than 20,000ha are likely to require assessment within the Christchurch District, with the vast majority of potential sites on Banks Peninsula. Physical inspection and assessment against significance criteria is time-consuming and costly, and cannot be completed for all potential sites with the current level of resourcing within the timeframes set out in the NPSIB.
- 7.2 Assessment and identification of Significant Natural Areas is often contentious, and the Council does not currently have sufficient resources to engage effectively with landowners, or to provide meaningful incentives for protection and enhancement of Significant Natural Areas on private property, in the timeframes set out in the NPSIB.

**8. Legal Implications Ngā Hīraunga ā-Ture**

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

- 8.1 Any person is entitled to make a submission on the exposure draft.

**Other Legal Implications / Ētahi atu Hīraunga-ā-Ture**

- 8.2 National Policy Statements are developed under the Resource Management Act 1991 (RMA). Under the RMA, Council is required to amend its District Plan if the National Policy Statement directs it to include specific objectives or policies and to give effect to it. In the context of the NPSIB, the Council will be legally required to amend its District Plan to give effect to what is contained in the final NPSIB. Council decisions on resource consent applications must, if restrictions on discretion permit, have regard to National Policy Statements. Environment Canterbury is also required to amend its Regional Policy Statement to give effect to the

National Policy Statement, and the Council is required to amend its District Plan to give effect to the Regional Policy Statement. If guidance in National Policy Statements is framed in a specific and directive way it carries significant weight in future Council decision making.

8.3 This report has been reviewed and approved by the Legal Services Unit.

## 9. Risk Management Implications Ngā Hiraunga Tūraru

9.1 By submitting on the proposed NPSIB, the Council seeks to ensure that MfE considers the implementation challenges and potential solutions identified by the Council, which increases the likelihood that the final NPSIB will be both beneficial and practical to implement in the Christchurch District.

## Attachments / Ngā Tāpirihanga

There are no attachments to this report.

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

Document Name	Location / File Link
Draft National Policy Statement for Indigenous Biodiversity — Exposure draft	<a href="https://consult.environment.govt.nz/biodiversity/npsib-exposure-draft/">https://consult.environment.govt.nz/biodiversity/npsib-exposure-draft/</a>

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

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

(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Mark Stevenson - Manager Planning Ellen Cavanagh - Policy Analyst
<b>Approved By</b>	Brent Pizzey - Senior Legal Counsel John Higgins - Head of Planning & Consents Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



## 26. Mayor's Monthly Report - June 2022

Reference / Te Tohutoro: 22/807931

Report of / Te Pou  
Matua:

Lianne Dalziel, Mayor, [mayor@ccc.govt.nz](mailto:mayor@ccc.govt.nz)

General Manager /  
Pouwhakarae:

Dawn Baxendale, Chief Executive, [dawn.baxendale@ccc.govt.nz](mailto:dawn.baxendale@ccc.govt.nz)

### 1. Purpose of Report Te Pūtake Pūrongo


- 1.1 The purpose of this report is for the Mayor to report on external activities she undertakes in her city and community leadership role; and to report on outcomes and key decisions of the external bodies she attends on behalf of the Council.
- 1.2 This report is compiled by the Mayor's office.

### 2. Mayors Recommendations Ngā Tūtohu o Te Koromatua

That the Council:

1. [Receive the information in this Report.](#)

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Mayor's Monthly Report - June 2022	598

# Mayor's monthly report

June 2022

Item 26

Attachment A

## Introduction

The public celebration of the first Matariki saw a number of councillors and Council officers head to Takapūneke Reserve to join Ōnuku Rūnanga, government representatives and members of the Akaroa community for an incredibly moving ceremony to acknowledge another major milestone towards righting the wrongs of the past.

Takapūneke was established by Ngāi Tahu chief, Tē Maiharanui, as an important trading post until 1830, when it was sacked by a war party led by Te Rauparaha, who arrived in the harbour concealed on Board the English brig Elizabeth the Captain of the English brig Elizabeth. The massacre that ensued left a stain on the land that had far reaching consequences.

It is a devastating part of our history; an act of treachery that precipitated a sequence of events that led to the signing of the Treaty of Waitangi ten years later.



Despite the historical, cultural and spiritual significance of this important site, Takapūneke was not recognised by the Historic Places Trust as wāhi tapu until 2002. In the meantime, it has been used as a rubbish dump and is still used for the sewage treatment plant (which the council will be moving) - imagine a dump or sewage treatment plant built on a graveyard.

This is what can happen when only one side of the story is represented at the table when decisions are made.

Our country is littered with such travesties and a quick scan of resource consent applications suggest that we still have a way to go.

We should know about breaches of Te Tiriti o Waitangi, how the Public Works Act has been used to take Māori land and how decision-makers have ignored the existence of wāhi tapu and mahinga kai when building dumps, wastewater treatment plants and providing for the discharge of treated wastewater and stormwater into our lakes, rivers, streams, harbours and estuaries.

The Christchurch Wastewater Treatment Plant is built on Ihutai Reserve restored to Ngāi Tahu by the Native Lands Court in 1868 and taken from them by the Christchurch Drainage Board under the Public Works Act in 1958. How many people know that?

This serves as a reminder of how vital it is that we embed our history, alongside traditional knowledge and values into our planning and decision-making processes. We all benefit when we do.

I am grateful that Ōnuku Rūnanga has partnered with the council and the community on this journey to restore mana to the tūpuna whose lives ended in this place - Takapūneke - from where our shared journey as a nation began.



## Annual Plan

This month saw the completion of the Annual Plan 2022-23. This was a light touch review of what is the second year of the Long Term Plan.

### Water charges are in the pipeline



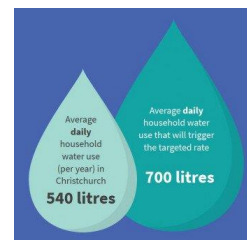
One of the adjustments we made was to **delay the implementation of the Excess Water Charge**, which has been designed to encourage people to reduce water use during the summer months when there is considerable pressure put on our

infrastructure. This was not an opportunity to relitigate the issue, but I supported a short delay just to ensure that the message was getting through.

We have had some feedback that the approach we have adopted in letting people know their readings indicate a potential leak have enabled people to check and get the problem fixed before charging comes in.

It is absolutely vital that we continue the work on our infrastructure so that we can meet our obligations to deliver safe drinking water that is good to drink – the second element being dependent on getting an exemption from the requirement to chlorinate our water.

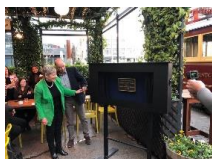
I am worried that people are still linking charging for excess use and chlorination with bottling plants getting consent to take water straight from our aquifers by the Canterbury Regional Council (ECan) – something that has nothing to do with this Council or our infrastructure. It is a shame that all the social media posts that say otherwise are not corrected.



### Tram extension official opening

It was a pleasure to attend the opening of the latest extension to the city's tram network.

This extends the line through to the SALT district, something that allows passengers to connect more easily with a larger number of central city businesses and attractions.



### E Tipu Boma Agritech Summit

This was the second time the summit has been held and it was really well attended.

It is so important that we continue to see addressing challenges as the opportunities they invariably are.

We met Ben Scales and William Murrell who have found a way to replace fibreglass with harakeke – what a stunning opportunity that represents. Website: <https://www.kiwifibre.com/>



### Town Hall Organ Concert



This concert was titled 'Happy Anniversaries', a nod to the Queen's Platinum Jubilee as well as the 25th anniversary of the pipe organ's installation.

I was pleased to be able to acknowledge the 25 years' dedicated work that Martin

Setchell has given as organ curator by surprising him with a special commendation from the city presented by Cr Yani Johanson.

### Boost Ōtautahi

This is the second year this event has been held and was an opportunity

for creative organisations and individuals to pitch for funding to support their arts projects. I'm pictured with the Luminaires Charitable Trust's cast of 'Spamalot'.

Boost Ōtautahi has been supported by the Council, Rātā Foundation and Creative New Zealand.



### Korean Pavilion unveiling

I attended the unveiling of the Canterbury Korean War Veterans Pavilion in the Songpa-gu Garden in Halswell Quarry Park along with several colleagues.

This was a collaborative project between the Christchurch Songpa-gu Sister City Committee and the Korean Society of Christchurch.

This traditional Korean pavilion honours our war veterans and acknowledges 60 years of diplomatic relations between New Zealand and the Republic of Korea.



### National Volunteer Week thank you



As part of National Volunteer Week, I attended a special thank you to the many local community groups that help in our parks and Botanic Gardens, the Art Gallery, in Civil Defence, with graffiti control and other areas.

While this assistance is invaluable to the Council as an organisation, it is in the community building that these activities engender that is the real reward.

I had the opportunity to catch up with these gorgeous little dogs (and their generous owners) that are bringing joy to the lives of older people through St Johns Outreach Pet Therapy Service!



### Visitor to Council meeting

At the June 9 Council meeting we had a special guest, Gus McPherson aged 10, who joined as my assistant for the day. Gus has a real interest in politics, and I was particularly impressed with the presentation he made and the way he diplomatically kept the Councillors in line.



### MEETINGS 2022 & other business events



I spoke at the opening of MEETINGS 2022 at the Christchurch Town Hall and then attended the trade show the following day at Te Pae with Hon Stuart Nash, the Minister of Tourism. Stella Maris

performed at the opening wearing a harakeke woven dress created by Mihi Adams & Toni Rowe. The return of major conferences and trade shows such as this is really felt in the city with many businesses reporting a real uplift in turnover.

The great thing about MEETINGS 2022 was the number of tourism operators from around the country that got an understanding of what's on offer here.



### Pride Festival Kahukura dinner

It was a delight to attend the Kahukura fundraiser dinner in support of the PRIDE Endowment Fund set up by the Christchurch Foundation.

It was held at Te Pae, which was a great venue for guests and performers alike.

Kahukura, meaning rainbow, comes from Kahukuratītia, goddess of the rainbow, whose name translates as 'the glowing cloak adorned across the land'.



It was a great night with the NZ Army Band generously providing a fantastic evening of music that had people dancing the night away.



### Lancaster Park re-opening



The re-opening of Lancaster Park was a special event, marking the return of the park to something much closer to its original use. Far from being the large stadium we knew in more recent years, the park historically played host to a wide variety of sports even including swimming and trotting.



Now it will return to being a community-level rugby, cricket, and football ground, allowing children to again have their first experience of playing at this historic site.

### Behrouz film premiere

'Behrouz' is a feature-length documentary telling the story of Behrouz Boochani, a Kurdish writer and journalist who fled the Iranian regime and attempted to seek asylum in Australia in 2013. Instead, he was detained on Manus Island, where he wrote his award-winning book 'No Friend but the Mountains' by painstakingly sending the text out through an app on his phone. He was invited to a special event by the Christchurch Word Festival in 2019 and was able to claim asylum.

It was great that the world premiere of this documentary that tells part of his extraordinary story was held in Christchurch, where he was granted refugee status.



### Events and meetings calendar

1 June	• Sustainability and Community Resilience Committee meeting
2 June	• Opening of central city tram extension
	• Academic Achievers Awards
3 June	• Canterbury Mayoral Forum Climate Change Steering Group
4 June	• Unveiling of Korean Pavilion in the Songpa-gu Sister City Garden, Halswell Quarry Park
6 June	• Town Hall Organ concert by Martin Setchell celebrating 25 <sup>th</sup> anniversary of the organ
8 June	• Three Waters Infrastructure and Environment Committee meeting
9 June	• Council meeting
	• Boost Ōtautahi event
10 June	• Greater Christchurch Partnership meeting
11 June	• World Premiere of documentary 'Behrouz'
14 June	• Opening of MEETINGS 2022 business events trade show
15 June	• Visit to MEETINGS 2022 exhibits with Hon Stuart Nash, Minister of Tourism
	• Audit and Risk Management Committee meeting
	• Institute of Directors panel discussion with local mayors and ECan Chair
16 June	• Insurance Subcommittee meeting
18 June	• Pride Festival Kahukura Dinner
19 June	• Re-opening of Lancaster Park
	• Celebration of volunteers work in Christchurch parks
20 June	• Opening of E Tipu Boma Agritech Summit
21 June	• Council meeting to adopt the 2022 - 2023 Annual Plan
	• Kapua - Ministerial Advisory Group for Royal Commission of Inquiry dinner
22 June	• Christchurch City Holdings Board meeting
24 June	• Takapūneke Reserve, Akaroa – unveiling of Pou and opening of reserve
26 June	• Greater Hornby Residents' Association Executive meeting
27 June	• LGNZ National Council meeting
	• Meeting with Te Kāhui Kahukura
30 June	• Finance and Performance Committee meeting
	• Completion of CCC Meeting 9 June

## 27. 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
28.	PUBLIC EXCLUDED COUNCIL - ANNUAL PLAN MINUTES - 21 JUNE 2022			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
29.	PUBLIC EXCLUDED AUDIT AND RISK MANAGEMENT COMMITTEE MINUTES - 15 JUNE 2022			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
30.	RISK AND ASSURANCE UPDATE	S7(2)(C)(II), S7(2)(E), S7(2)(F)(II), S7(2)(G), S7(2)(I), S7(2)(J)	PREVENT DAMAGE TO THE PUBLIC INTEREST, PREVENTION OF MATERIAL LOSS, PROTECTION FROM IMPROPER PRESSURE OR HARASSMENT, MAINTAIN LEGAL PROFESSIONAL PRIVILEGE, CONDUCT NEGOTIATIONS, PREVENTION OF IMPROPER ADVANTAGE	THE CONTENT OF THIS REPORT IS LEGALLY PRIVILEGED. TO PREVENT IMPROPER USE OR MISINTERPRETATION OF RISK INFORMATION. TO PREVENT THE USE OF INTERNAL AUDIT FINDINGS AND IDENTIFIED CONTROL WEAKNESSES FROM BEING USED FOR IMPROPER ADVANTAGE.	DUE TO THE NATURE AND SENSITIVITY OF THIS INFORMATION, IT IS NOT ANTICIPATED THAT THERE BE A SPECIFIC DATE OR EVENT THAT ALLOWS FOR THE RELEASE OF THIS INFORMATION. THE INFORMATION WILL BE RELEASED IN FULL OR PART AS APPROPRIATE UPON PERIODICAL REVIEW BY THE HEAD OF RISK AND ASSURANCE TO CONFIRM WHEN IT IS NO LONGER DEEMED TO REQUIRE PUBLIC EXCLUSION FOR THE

					APPLICABLE REASONS ABOVE.
31.	COMMUNITY HOUSING DEVELOPMENTS	S7(2)(A), S7(2)(I)	PROTECTION OF PRIVACY OF NATURAL PERSONS, CONDUCT NEGOTIATIONS	THE MATTERS IN THIS REPORT RELATE TO PROPERTIES THAT ARE CURRENTLY TENANTED. NEGOTIATIONS WITH THESE TENANTS CANNOT PROCEED UNTIL COUNCIL MAKES A DECISION.	30 JUNE 2023  OR WHEN NEGOTIATIONS HAVE BEEN COMPLETED