

**Waikura**  
**Linwood-Central-Heathcote Community Board**  
**AGENDA**

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**Notice of Meeting:**

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

**Date:** Wednesday 14 September 2022  
**Time:** 4.30pm  
**Venue:** The Board Room, 180 Smith Street,  
Linwood

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**Membership**

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

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**8 September 2022**

Arohanui Grace  
Manager Community Governance, Linwood-Central-Heathcote  
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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 tāukiuki  
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

<p>Being open, transparent and democratically accountable</p> <p>Promoting equity, valuing diversity and fostering inclusion</p>	<p>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</p>	<p>Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect</p>	<p>Actively collaborating and co-operating with other local, regional and national organisations</p> <p>Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making</p>
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### Community Outcomes

<p><b>Resilient communities</b></p> <p>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)</p>	<p><b>Liveable city</b></p> <p>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</p>	<p><b>Healthy environment</b></p> <p>Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste</p>	<p><b>Prosperous economy</b></p> <p>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</p>
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### Strategic Priorities

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

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

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Karakia Whakamutunga

## Karakia Tīmatanga

### 1. Apologies Ngā Whakapāha

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

### 2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waikura Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 31 August 2022](#) be confirmed (refer page 5).

### 4. Public Forum Te Huinga Whānui

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

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

### 5. Deputations by Appointment Ngā Huinga Whakaritenga

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

#### 5.1 Esplanade Access and Inclusivity Issues

Georgie Lang, Secretary Christchurch Coastal Pathway Group and Charlie Hudson, Hub Co-ordinator Sumner Community Residents' Association, will speak to the Board regarding their correspondence on Esplanade Access and Inclusivity Issues. (Item 7 of this agenda refers)

### 6. Presentation of Petitions Ngā Pākikitanga

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

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**Waikura**  
**Linwood-Central-Heathcote Community Board**  
**OPEN MINUTES**

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**Date:** Wednesday 31 August 2022  
**Time:** 4.30pm  
**Venue:** The Board Room, 180 Smith Street,  
Linwood

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**Present**

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

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

## Karakia Tīmatanga:

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

#### Part C

##### Community Board Resolved LCHB/2022/00108

That an apology for absence from Michelle Lomax be accepted.

Sunita Gautam/Jackie Simons

Carried

### 2. Declarations of Interest Ngā Whakapuaki Aronga

#### Part B

There were no declarations of interest recorded.

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

#### Part C

##### Community Board Resolved LCHB/2022/00109

That the minutes of the Waikura Linwood-Central-Heathcote Community Board meeting held on Wednesday, 17 August 2022 be confirmed.

Jackie Simons/Darrell Latham

Carried

### 4. Public Forum Te Huinga Whānui

Tim Lindley arrived at the meeting at 4:33 pm.

#### Part B

#### 4.1 Y Christchurch – Raise Up Youth Development Project

Brittany Mackie spoke on behalf of Y Christchurch regarding its Raise Up youth development programme.

After questions from members, the Chairperson thanked Ms Mackie for her presentation.

#### Attachments

- A Item 4.1 – Public Forum Y Christchurch – Raise Up Youth Development Project – 31 August 2022

#### 4.2 ARA Students on placement with Te Whare Roimata

Māori and Pasifika ARA Social Work students on placement with Te Whare Roimata spoke to the Board on the Inner City East (ICE) area with a focus on housing intensification.

After questions from members, the Chairperson thanked the students for their presentation.

#### **Attachments**

- A Item 4.2 – ARA Students on placement with Te Whare Roimata presentation – 31 August 2022
- B Item 4.2 – ARA Students on placement with Te Whare Roimata notes – 31 August 2022

#### **4.3 Eid Al Fitr Festival**

Mohammad Abu Dalu – Founder, spoke on behalf of Asturlab Cultural Centre regarding the 2022 Eid Al Fitr Festival held at the Commons on 7 May 2022.

The Chairperson thanked Mr Dalu for his presentation.

#### **Attachments**

- A Item 4.3 – Eid Al Fitr Festival Report – 31 August 2022

#### **4.4 Shoreline Youth Trust Partnership**

Chris Jansen, Director Leadership Lab Limited spoke on behalf of Shoreline Youth Trust Partnership regarding partnering with the Council for the management and activation of Matuku Takotako: Sumner Centre.

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

1. The Board agreed to request staff advice on enabling temporary use of the available space within Matuku Takotako: Sumner Centre by Shoreline Trust.
2. The Board agreed to request staff to consider initiation of an “Expressions of Interest” process for managing and activating the space with Matuku Takotako: Sumner Centre.

#### **Attachments**

- A Item 4.4 – Shoreline Youth Trust Partnership – 31 August 2022

### **5. Deputations by Appointment Ngā Huinga Whakaritenga**

#### **Part B**

##### **5.1 Linwood Village Streetscape Enhancements**

Jayme Hadfield spoke to the Board regarding Linwood Village Streetscapes Enhancements, requesting that a plaque be laid in the footpath in front of the former Wicks fish shop in Linwood Village where Natasha Hadfield (Jayme’s mother) and Betty Dickson lost their lives during the February 2011 earthquake event.

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

Item 9 of these minutes refers.

##### **5.2 Haddenough Ltd - Scarborough Fare Cafe - Approval of Building Improvements and Request for Bond Release**

Lyndon Hadden spoke to the Board on behalf of Haddenough Ltd -regarding Scarborough Fare Cafe - Approval of Building Improvements and Request for Bond Release report.

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

Item 8 of these minutes refers.

## 6. Presentation of Petitions Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 12. Correspondence

Correspondence received from the Ministry of Health was tabled. The correspondence was in reply to the Board's June 2022 letter to the Ministry of Health regarding setting up a Health Taskforce for the Christchurch Wastewater post fire health effects.

### Community Board Resolved LCHB/2022/00110

#### Part B

That the Linwood-Central-Heathcote Community Board:

1. Receives the correspondence from the Ministry of Health dated 19 August 2022 in reply to the Board's 22 June 2022 letter to the Ministry regarding the Christchurch Wastewater Plant post fire health effects.

Sara Templeton/Tim Lindley

Carried

#### Attachments

- A Item 12 – Correspondence from Ministry of Health in reply to the Community Board letter regarding the Christchurch Wastewater Plant post fire health effects – 31 August 2022

## 7. Joint Meeting - Linwood-Central-Heathcote and Spreydon-Cashmere Community Board Minutes - 12 August 2022

### Community Board Resolved LCHB/2022/00111 (Officer recommendation approved without change)

That the Waikura Linwood-Central-Heathcote Community Board:

1. Receives the minutes from the Joint Meeting - Linwood-Central-Heathcote and Spreydon-Cashmere Community Board meeting held 12 August 2022.

Jackie Simons/Tim Lindley

Carried

## 8. Haddenough Ltd - Scarborough Fare Cafe - Approval of Building Improvements and Request for Bond Release

The Board took into consideration the deputation from Mr Hadden (Item 5.2 of these minutes refers).

### Community Board Resolved LCHB/2022/00112 (Officer recommendations approved without change)

#### Part C

That the Waikura Linwood-Central-Heathcote Community Board:



1. Approves on behalf of Council, as Landlord, the proposed alterations to the Ice Cream Kiosk at the Scarborough Fare Cafe.
2. Approves a variation to the Scarborough Fare Cafe allowing for the Rent Bond to be waived.
3. Authorises the Property Consultancy Manager to manage and conclude all issues, processes and documentation associated with the request for landlord approval to Kiosk alterations and the Rent Bond release application.

Sara Templeton/Darrell Latham

Carried

## 9. Linwood Village Streetscapes Enhancements (S1)

### Board Comment

The Board took into consideration the deputation from Jayme Hadfield (Item 5.1 of these minutes refers).

### Officer Recommendations Ngā Tūtohu

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

1. Revokes any previously approved resolutions on Stanmore Road from its intersection with Hereford Street, and extending in a northerly direction to its intersection with Gloucester Street, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 2-12 below.
2. Approves that the speed limit be set at 30 km /h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017 on Stanmore Road, commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street.
3. Approves that the speed limit be set at 30 km /h within the intersection of Stanmore Road and Worcester Street, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.
4. Approves that the speed limit be set at 30 km /h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017 on Stanmore Road, commencing at its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.
5. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
6. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound cycles only be installed on the east side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a southerly direction for a distance of 63 metres, as

- detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
7. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a northerly direction for a distance of 50 metres, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to this report as Attachment B.
  8. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at a point 92 metres north of its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to this report as Attachment B.
  9. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound cycles only be installed on the east side of Stanmore Road, commencing at its intersection with Gloucester Street, and extending in a southerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to this report as Attachment B.
  10. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
  11. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound cycles only be installed on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
  12. Approves that all traffic movements at the Stanmore Road and Gloucester Street intersection be controlled by Traffic Signals, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004.

That the Waikura Linwood-Central-Heathcote Community Board:

**Existing Stanmore Road- Hereford Street to southern Extent of Project- Traffic Controls**

13. Approves that any previously approved resolutions on Stanmore Road from its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 14 below, are revoked.

**New Stanmore Road- Hereford Street to southern Extent of Project- Traffic Controls**

14. Approves all kerb alignments, islands, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Hereford Street, and extending in a

southerly direction for a distance of 28 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Hereford Street to southern Extent of Project- Parking & Stopping Restrictions**

15. Approves that any previously approved resolutions on Stanmore Road from its intersection with Hereford Street, extending in a southerly direction for a distance of 28 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 16-17 below, are revoked.

**New Stanmore Road- Hereford Street to southern Extent of Project- Parking & Stopping Restrictions**

16. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres.
17. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres.

**Existing Stanmore Road/ Hereford Street Intersection- Traffic Controls**

18. Approves that any previously approved resolutions at the Stanmore Road / Hereford Street intersection, pertaining to traffic controls, made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 19-24 below, are revoked.

**New Stanmore Road/ Hereford Street Intersection- Traffic Controls**

19. Approves all kerb alignments, islands, road surface treatments and road markings at the intersection of Stanmore Road and Hereford Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
20. Approves that the intersection of Stanmore Road and Hereford Street be controlled by a Roundabout, in accordance with Section 10 of the Land Transport Rule- Traffic Control Devices: 2004.
21. Approves that the Stanmore Road southern approach to its intersection with Hereford Street be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport rule- Traffic Control Devices: 2004.
22. Approves that the Stanmore Road northern approach to its intersection with Hereford Street be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004.
23. Approves that the Hereford Street western approach to its intersection with Stanmore Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004.
24. Approves that the Hereford Street eastern approach to its intersection with Stanmore Road be controlled by a Give Way, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004.

**Existing Stanmore Road- Hereford Street to Worcester Street- Traffic Controls**

25. Approves that any previously approved resolutions on Stanmore Road from its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, pertaining to traffic controls, and the speed limit made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls and speed limit described in recommendation 26 below, is revoked.

**New Stanmore Road- Hereford Street to Worcester Street- Traffic Controls**

26. Approves all kerb alignments, islands, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Hereford Street to Worcester Street- Parking and stopping Restrictions**

27. Approves that any previously approved resolutions on the west side and east side of Stanmore Road from its intersection with Hereford Street, extending in a northerly direction to its intersection with Worcester Street, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 28-32 below, are revoked.

**New Stanmore Road- Hereford Street to Worcester Street- Parking and stopping Restrictions**

28. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a northerly direction for a distance of 41 metres.
29. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at a point 50 metres north of its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street.
30. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at its intersection with Worcester Street, and extending in a southerly direction for a distance of 63 metres.
31. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point 63 metres south of its intersection with Worcester Street, and extending in a southerly direction for a distance of 14 metres.
32. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point 77 metres south of its intersection with Worcester Street, and extending in a southerly direction to its intersection with Hereford Street.

**New Stanmore Road/ Worcester Street Intersection- Traffic Controls**

33. Approves all kerb alignments at the intersection of Stanmore Road and Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Worcester Street to Gloucester Street- Traffic Controls**

34. Approves that any previously approved resolutions on Stanmore Road from its intersection with Worcester Street, to its intersection with Gloucester Street, pertaining to traffic controls, and the speed limit made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls and speed limit described in recommendation 35 below, is revoked.

**New Stanmore Road- Worcester Street to Gloucester Street- Traffic Controls**

35. Approves all kerb alignments, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Worcester Street to Gloucester Street- Parking and stopping Restrictions**

36. Approves that any previously approved resolutions on the west side and east side of Stanmore Road from its intersection with Worcester Street, extending in a northerly direction to its intersection with Gloucester Street, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 37-48 below, are revoked.

**New Stanmore Road- Worcester Street to Gloucester Street- Parking and Stopping Restrictions**

37. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at its intersection with Worcester Street, and extending in a northerly direction for a distance of 50 metres.
38. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at a point 50 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of 14 metres.
39. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at a point 64 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of eight metres.
40. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at a point 72 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of 10 metres.
41. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at a point 82 metres north of its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street.
42. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a southerly direction for a distance of eight metres.

43. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point eight metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 22 metres.
44. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point 30 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 10 metres.
45. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, installed in accordance with Section 12.4(7) of the Land Transport Rule: Traffic Control Devices 2004 on the east side of Stanmore Road commencing at a point 40 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of seven metres. This parking is further restricted to a maximum period of parking of 60 minutes. This parking restriction is to apply at any time.
46. Approves that the parking of all vehicles be restricted to a maximum period of 30 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point 47 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 13 metres.
47. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road, commencing at a point 60 metres south of its intersection with Gloucester Street and extending in a southerly direction for a distance of four metres. This parking restriction is to apply at any time.
48. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at a point 64 metres south of its intersection with Gloucester Street, and extending in a southerly direction to its intersection with Worcester Street.

**Existing Stanmore Road/ Gloucester Street Intersection- Traffic Controls**

49. Approves that any previously approved resolutions at the Stanmore Road / Gloucester Street intersection, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 50 below, is revoked.

**New Stanmore Road/ Gloucester Street Intersection- Traffic Controls**

50. Approves all kerb alignments, road surface treatments and road markings at the intersection of Stanmore Road and Gloucester Street as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Gloucester Street to northern Extent of Project- Traffic Controls**

51. Approves that any previously approved resolutions on Stanmore Road from its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 52 below, is revoked.

**New Stanmore Road- Gloucester Street to northern Extent of Project- Traffic Controls**

52. Approves all kerb alignments, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Stanmore Road- Gloucester Street to northern Extent of Project- Parking and Stopping Restrictions**

53. Approves that any previously approved resolutions on Stanmore Road from its intersection with Gloucester Street, extending in a northerly direction for a distance of 34 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 54-55 below, are revoked.

**New Stanmore Road- Gloucester Street to northern Extent of Project- Parking and Stopping Restrictions**

54. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres.
55. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres.

**Existing Hereford Street- Stanmore Road to western Extent of Project- Traffic Controls**

56. Approves that any previously approved resolutions on Hereford Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 57 below, is revoked.

**New Hereford Street- Stanmore Road to western Extent of Project- Traffic Controls**

57. Approves all kerb alignments, islands, road surface treatments and road markings on Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Hereford Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

58. Approves that any previously approved resolutions on Hereford Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 30 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 59-60 below, are revoked.

**New Hereford Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

59. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side

of Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres.

60. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 24 metres.

**Existing Hereford Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

61. Approves that any previously approved resolutions on Hereford Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 62 below, is revoked.

**New Hereford Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

62. Approves all kerb alignments, islands, road surface treatments and road markings on Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Hereford Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

63. Approves that any previously approved resolutions on Hereford Street from its intersection with Stanmore Road, extending in an easterly direction for a distance of 37 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 64-65 below, are revoked.

**New Hereford Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

64. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres.
65. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 30 metres.

**Existing Worcester Street- Stanmore Road to western Extent of Project- Traffic Controls**

66. Approves that any previously approved resolutions on Worcester Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 67 below, is revoked.

**New Worcester Street- Stanmore Road to western Extent of Project- Traffic Controls**

67. Approves all kerb alignments, road surface treatments and road markings on Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.



**Existing Worcester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

68. Approves that any previously approved resolutions on Worcester Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 27 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 69-70 below, are revoked.

**New Worcester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

69. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres.
70. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres.

**Existing Worcester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

71. Approves that any previously approved resolutions on Worcester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 72 below, is revoked.

**New Worcester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

72. Approves all kerb alignments, road surface treatments and road markings on Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Worcester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

73. Approves that any previously approved resolutions on Worcester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, pertaining to parking and stopping restrictions, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 74-79 below, are revoked.

**New Worcester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

74. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 19 metres.
75. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Worcester Street, commencing at a point 19 metres east of its

intersection with Stanmore Road, and extending in an easterly direction for a distance of 50 metres.

76. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Worcester Street, commencing at a point 69 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 42 metres.
77. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 20 metres.
78. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Worcester Street, commencing at a point 20 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 30 metres.
79. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Worcester Street, commencing at a point 50 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 61 metres.

**Existing Gloucester Street- Stanmore Road to western Extent of Project- Traffic Controls**

80. Approves that any previously approved resolutions on Gloucester Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 40 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 81 below, is revoked.

**New Gloucester Street- Stanmore Road to western Extent of Project- Traffic Controls**

81. Approves all kerb alignments, road surface treatments and road markings on Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to this report as Attachment B.

**Existing Gloucester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

82. Approves that any previously approved resolutions on Gloucester Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 40 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 83-86 below, are revoked.

**New Gloucester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

83. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres.
84. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side

of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres.

85. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Stanmore Road commencing at a point 21 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of 14 metres.
86. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Gloucester Street, commencing at a point 35 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of five metres.

**Existing Gloucester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

87. Approves that any previously approved resolutions on Gloucester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 41 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 88-90 below, are revoked.

**New Gloucester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

88. Approves all kerb alignments, road surface treatments and road markings on Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 41 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
89. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
90. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound cycles only be installed on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

**Existing Gloucester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

91. Approves that any previously approved resolutions on Gloucester Street from its intersection with Stanmore Road, extending in an easterly direction for a distance of 41 metres, pertaining to parking and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 92-95 below, are revoked.

**New Gloucester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

92. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side

of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres.

93. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Gloucester Street, commencing at a point 22 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 14 metres.
94. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Gloucester Street, commencing at a point 36 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of five metres.
95. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres.

#### **Streetscape Layout Scheme Design**

96. Approves all streetscape layout which includes, but not limited to, footpath treatments, landscaping and new street trees as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.
97. The removal of five trees as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to this report as Attachment B.

That the Waikura Linwood-Central-Heathcote Community Board and Council:

#### **Linwood Village Enhancement and Safety Improvements – Project to proceed**

98. Approves that the project shall proceed to detailed design, as detailed on Attachment B.
99. Approves that the project shall proceed to construction subject to adequate budget being available to meet the contract commitments for construction.

#### **Community Board Resolved LCHB/2022/00113**

##### **Part A**

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

1. Revokes any previously approved resolutions pertaining to traffic controls on Stanmore Road from its intersection with Hereford Street, and extending in a northerly direction to its intersection with Gloucester Street, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolutions 2-12 below.
2. Approves in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the speed limit on Stanmore Road be set at 30 kilometres per hour, commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street.
3. Approves in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the speed limit be set at 30 kilometres per hour within the intersection of Stanmore Road and Worcester Street.
4. Approves in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the speed limit be set at 30 kilometres per hour, on Stanmore

- Road, commencing at its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.
5. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
  6. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of southbound cycles only be installed on the east side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a southerly direction for a distance of 63 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
  7. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a northerly direction for a distance of 50 metres, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.
  8. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of northbound cycles only be installed on the west side of Stanmore Road, commencing at a point 92 metres north of its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.
  9. Approves in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 that a Special Vehicle Lane, for the use of southbound cycles only be installed on the east side of Stanmore Road, commencing at its intersection with Gloucester Street, and extending in a southerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.
  10. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of westbound cycles only be installed on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
  11. Approves in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017 that a Special Vehicle Lane, for the use of eastbound cycles only be installed on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
  12. Approves, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004 that all traffic movements at the Stanmore Road and Gloucester Street intersection be controlled by Traffic Signals.

Linwood Village Enhancement and Safety Improvements – Project to proceed

98. Approves that the Linwood Village Enhancement and Safety Improvements project proceed to detailed design, as detailed on Attachment B of the agenda report.
99. Approves that the Linwood Village Enhancement and Safety Improvements project proceed to construction subject to adequate budget being available to meet the contract commitments for construction.

### Part C

That the Waikura Linwood-Central-Heathcote Community Board:

#### **Existing Stanmore Road- Hereford Street to southern Extent of Project- Traffic Controls**

13. Revokes any previously approved resolutions pertaining to traffic controls on Stanmore Road from its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolution 14 below..

#### **New Stanmore Road- Hereford Street to southern Extent of Project- Traffic Controls**

14. Approves all kerb alignments, islands, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

#### **Existing Stanmore Road- Hereford Street to southern Extent of Project- Parking & Stopping Restrictions**

15. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Stanmore Road from its intersection with Hereford Street, extending in a southerly direction for a distance of 28 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions.

#### **New Stanmore Road- Hereford Street to southern Extent of Project- Parking & Stopping Restrictions**

16. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of all vehicles be prohibited at any time, on the west side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres.
17. Approves , in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the east side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a southerly direction for a distance of 28 metres.

#### **Existing Stanmore Road/ Hereford Street Intersection- Traffic Controls**

18. Revokes any previously approved resolutions pertaining to traffic controls, at the Stanmore Road/Hereford Street intersection, made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions19-24 below, are revoked.

#### **New Stanmore Road/ Hereford Street Intersection- Traffic Controls**

19. Approves all kerb alignments, islands, road surface treatments and road markings at the intersection of Stanmore Road and Hereford Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
20. Approves, in accordance with Section 10 of the Land Transport Rule- Traffic Control Devices: 2004 that the intersection of Stanmore Road and Hereford Street be controlled by a roundabout.
21. Approves, in accordance with Section 10.3 of the Land Transport rule- Traffic Control Devices: 2004 that the Stanmore Road southern approach to its intersection with Hereford Street be controlled by a Give Way.
22. Approves, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004 that the Stanmore Road northern approach to its intersection with Hereford Street be controlled by a Give Way.
23. Approves, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004 that the Hereford Street western approach to its intersection with Stanmore Road be controlled by a Give Way.
24. Approves, in accordance with Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004 that the Hereford Street eastern approach to its intersection with Stanmore Road be controlled by a Give Way

**Existing Stanmore Road- Hereford Street to Worcester Street- Traffic Controls**

25. Revokes any previously approved resolutions pertaining to traffic controls, and the speed limit on Stanmore Road from its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls and speed limit described in resolution 26..

**New Stanmore Road- Hereford Street to Worcester Street- Traffic Controls**

26. Approves all kerb alignments, islands, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Stanmore Road- Hereford Street to Worcester Street- Parking and stopping Restrictions**

27. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on the west side and east side of Stanmore Road from its intersection with Hereford Street, extending in a northerly direction to its intersection with Worcester Street, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 28-32.

**New Stanmore Road- Hereford Street to Worcester Street- Parking and stopping Restrictions**

28. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Stanmore Road commencing at its intersection with Hereford Street, and extending in a northerly direction for a distance of 41 metres.
29. Approves , in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west

side of Stanmore Road commencing at a point 50 metres north of its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street.

30. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time, on the east side of Stanmore Road commencing at its intersection with Worcester Street, and extending in a southerly direction for a distance of 63 metres.
31. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop be installed on the east side of Stanmore Road commencing at a point 63 metres south of its intersection with Worcester Street, and extending in a southerly direction for a distance of 14 metres.
32. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the east side of Stanmore Road commencing at a point 77 metres south of its intersection with Worcester Street, and extending in a southerly direction to its intersection with Hereford Street.

#### **New Stanmore Road/ Worcester Street Intersection- Traffic Controls**

33. Approves all kerb alignments at the intersection of Stanmore Road and Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

#### **Existing Stanmore Road- Worcester Street to Gloucester Street- Traffic Controls**

34. Revokes any previously approved resolutions pertaining to traffic controls, and the speed limit on Stanmore Road from its intersection with Worcester Street, to its intersection with Gloucester Street, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls and speed limit described in resolution 35 below.

#### **New Stanmore Road- Worcester Street to Gloucester Street- Traffic Controls**

35. Approves all kerb alignments, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

#### **Existing Stanmore Road- Worcester Street to Gloucester Street- Parking and stopping Restrictions**

36. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on the west side and east side of Stanmore Road from its intersection with Worcester Street, extending in a northerly direction to its intersection with Gloucester Street, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 37-48.

#### **New Stanmore Road- Worcester Street to Gloucester Street- Parking and Stopping Restrictions**

37. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Stanmore Road commencing at its intersection with Worcester Street, and extending in a northerly direction for a distance of 50 metres.
38. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Bus Stop be installed on the west side of Stanmore Road commencing



- at a point 50 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of 14 metres.
39. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Stanmore Road commencing at a point 64 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of eight metres.
  40. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the west side of Stanmore Road commencing at a point 72 metres north of its intersection with Worcester Street, and extending in a northerly direction for a distance of 10 metres.
  41. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Stanmore Road commencing at a point 82 metres north of its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street.
  42. Approves that the stopping of all vehicles be prohibited at any time on the east side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a southerly direction for a distance of eight metres.
  43. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 30 minutes, on the east side of Stanmore Road commencing at a point eight metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 22 metres.
  44. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the east side of Stanmore Road commencing at a point 30 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 10 metres.
  45. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, installed in accordance with Section 12.4(7) of the Land Transport Rule: Traffic Control Devices 2004 on the east side of Stanmore Road commencing at a point 40 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of seven metres. This parking is further restricted to a maximum period of parking of 60 minutes. This parking restriction is to apply at any time.
  46. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 30 minutes on the east side of Stanmore Road commencing at a point 47 metres south of its intersection with Gloucester Street, and extending in a southerly direction for a distance of 13 metres.
  47. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Motorcycle Stand be installed on the east side of Stanmore Road, commencing at a point 60 metres south of its intersection with Gloucester Street and extending in a southerly direction for a distance of four metres. This parking restriction is to apply at any time.
  48. Approve , in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the east side of

Stanmore Road commencing at a point 64 metres south of its intersection with Gloucester Street, and extending in a southerly direction to its intersection with Worcester Street.

**Existing Stanmore Road/ Gloucester Street Intersection- Traffic Controls**

49. Revokes any previously approved resolutions pertaining to traffic controls at the Stanmore Road/Gloucester Street intersection, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolution 50 below.

**New Stanmore Road/ Gloucester Street Intersection- Traffic Controls**

50. Approves all kerb alignments, road surface treatments and road markings at the intersection of Stanmore Road and Gloucester Street as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Stanmore Road- Gloucester Street to northern Extent of Project- Traffic Controls**

51. Revokes that any previously approved resolutions pertaining to traffic controls on Stanmore Road from its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 52 below.

**New Stanmore Road- Gloucester Street to northern Extent of Project- Traffic Controls**

52. Approves all kerb alignments, road surface treatments and road markings on Stanmore Road, commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Stanmore Road- Gloucester Street to northern Extent of Project- Parking and Stopping Restrictions**

53. revokes any previously approved resolutions pertaining to parking and stopping restrictions on Stanmore Road from its intersection with Gloucester Street, extending in a northerly direction for a distance of 34 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 54-55 below,.

**New Stanmore Road- Gloucester Street to northern Extent of Project- Parking and Stopping Restrictions**

54. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres.
55. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the east side of Stanmore Road commencing at its intersection with Gloucester Street, and extending in a northerly direction for a distance of 34 metres.

**Existing Hereford Street- Stanmore Road to western Extent of Project- Traffic Controls**

56. Revokes any previously approved resolutions pertaining to traffic controls on Hereford Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolution 57 below.

**New Hereford Street- Stanmore Road to western Extent of Project- Traffic Controls**

57. Approves all kerb alignments, islands, road surface treatments and road markings on Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Hereford Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

58. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Hereford Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 30 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 59-60 below.

**New Hereford Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

59. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 30 metres.
60. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 24 metres.

**Existing Hereford Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

61. Revokes any previously approved resolutions pertaining to traffic controls on Hereford Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 62 below.

**New Hereford Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

62. Approves all kerb alignments, islands, road surface treatments and road markings on Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Hereford Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

63. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Hereford Street from its intersection with Stanmore Road, extending in an easterly direction for a distance of 37 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 64-65 below.

**New Hereford Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

64. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 37 metres.

65. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Hereford Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 30 metres.

**Existing Worcester Street- Stanmore Road to western Extent of Project- Traffic Controls**

66. Revokes any previously approved resolutions pertaining to traffic controls on Worcester Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolution 67 below.

**New Worcester Street- Stanmore Road to western Extent of Project- Traffic Controls**

67. Approves all kerb alignments, road surface treatments and road markings on Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Worcester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

68. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Worcester Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 27 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 69-70 below.

**New Worcester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

69. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres.
70. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 27 metres.

**Existing Worcester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

71. Revokes any previously approved resolutions pertaining to traffic controls on Worcester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 72 below.

**New Worcester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

72. Approves all kerb alignments, road surface treatments and road markings on Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Worcester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

73. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Worcester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 111 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 74-79 below.

**New Worcester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

74. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 19 metres.
75. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes, on the north side of Worcester Street, commencing at a point 19 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 50 metres.
76. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 69 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 42 metres.
77. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Worcester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 20 metres.
78. Approves in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes, on the south side of Worcester Street, commencing at a point 20 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 30 metres.
79. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Worcester Street, commencing at a point 50 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 61 metres.

**Existing Gloucester Street- Stanmore Road to western Extent of Project- Traffic Controls**

80. Revokes any previously approved resolutions pertaining to traffic controls on Gloucester Street from its intersection with Stanmore Road, and extending in a westerly direction for a distance of 40 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolution 81 below.

**New Gloucester Street- Stanmore Road to western Extent of Project- Traffic Controls**

81. Approves all kerb alignments, road surface treatments and road markings on Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 40 metres, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.

**Existing Gloucester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

82. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Gloucester Street from its intersection with Stanmore Road, extending in a westerly direction for a distance of 40 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 83-86 below.

**New Gloucester Street- Stanmore Road to western Extent of Project- Parking and Stopping Restrictions**

83. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres.
84. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres.
85. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that a Bus Stop be installed on the south side of Stanmore Road commencing at a point 21 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of 14 metres.
86. Approve , in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Gloucester Street, commencing at a point 35 metres west of its intersection with Stanmore Road, and extending in a westerly direction for a distance of five metres.

**Existing Gloucester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

87. Revokes any previously approved resolutions pertaining to traffic controls, on Gloucester Street from its intersection with Stanmore Road, and extending in an easterly direction for a distance of 41 metres, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in resolutions 88-90 below.

**New Gloucester Street- Stanmore Road to eastern Extent of Project- Traffic Controls**

88. Approves all kerb alignments, road surface treatments and road markings on Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 41 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
89. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
90. 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 only be installed on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Existing Gloucester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

91. Revokes any previously approved resolutions pertaining to parking and stopping restrictions on Gloucester Street from its intersection with Stanmore Road, extending in an easterly direction for a distance of 41 metres, made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping restrictions described in resolutions 92-95 below.

**New Gloucester Street- Stanmore Road to eastern Extent of Project- Parking and Stopping Restrictions**

92. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres.
93. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Bus Stop be installed on the north side of Gloucester Street, commencing at a point 22 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of 14 metres.
94. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Gloucester Street, commencing at a point 36 metres east of its intersection with Stanmore Road, and extending in an easterly direction for a distance of five metres.
95. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time, on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in an easterly direction for a distance of 22 metres.

**Streetscape Layout Scheme Design**

96. Approves all streetscape layout which includes, but not limited to, footpath treatments, landscaping and new street trees as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
97. The removal of five trees as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.

**Linwood Village Enhancement and Safety Improvements – Project to proceed**

98. Approves that the Linwood Village Enhancement and Safety Improvements project shall proceed to detailed design, as detailed on Attachment B of the agenda report with the following additional items to be included in the detailed design.
- Cycle stands as close as possible to the shopping precincts within Linwood Village.
  - A plaque to be installed adjacent to 389/389A Worcester Street in remembrance of the lives lost in 22 February 2011 earthquake in Linwood Village.
  - The proposed GOBO lighting feature.
99. Approves that the Linwood Village Enhancement and Safety Improvements project shall proceed to construction subject to adequate budget being available to meet the contract commitments for construction.

Jake McLellan/Sunita Gautam

**Carried**

## Community Board Recommendation

### Part A

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

1. Revokes any previously approved resolutions on Stanmore Road from its intersection with Hereford Street, and extending in a northerly direction to its intersection with Gloucester Street, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 2-12 below.
2. Approves that the speed limit be set at 30 kilometres per hour, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 on Stanmore Road, commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street.
3. Approves that the speed limit be set at 30 kilometres per hour within the intersection of Stanmore Road and Worcester Street, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.
4. Approves that the speed limit be set at 30 kilometres per hour, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 on Stanmore Road, commencing at its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.
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 northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Hereford Street, and extending in a northerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
6. 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 southbound cycles only be installed on the east side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a southerly direction for a distance of 63 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
7. 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 northbound cycles only be installed on the west side of Stanmore Road, commencing at its intersection with Worcester Street, and extending in a northerly direction for a distance of 50 metres, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.
8. 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 northbound cycles only be installed on the west side of Stanmore Road, commencing at a point 92 metres north of its intersection with Worcester Street, and extending in a northerly direction to its intersection with Gloucester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to this report as Attachment B.
9. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southbound cycles only be



installed on the east side of Stanmore Road, commencing at its intersection with Gloucester Street, and extending in a southerly direction to its intersection with Worcester Street, as detailed on plan TP359201, sheet 1, dated 26/04/2022 and attached to the agenda report as Attachment B.

10. 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 westbound cycles only be installed on the south side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
11. 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 only be installed on the north side of Gloucester Street, commencing at its intersection with Stanmore Road, and extending in a westerly direction for a distance of 21 metres, as detailed on plan TP359201, sheet 1, dated 12/08/2022 and attached to the agenda report as Attachment B.
12. Approves that all traffic movements at the Stanmore Road and Gloucester Street intersection be controlled by Traffic Signals, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004.

**Linwood Village Enhancement and Safety Improvements – Project to proceed**

98. Approves that the project shall proceed to detailed design, as detailed on Attachment B of the agenda report together with the following additional items to be included in the detailed design:
  - a. Cycle stands as close as possible to the shopping precincts within Linwood Village.
  - b. A plaque to be installed adjacent to 389/389A Worcester Street in remembrance of the lives lost in 22 February 2011 earthquake in Linwood Village.
  - c. The proposed GOBO lighting feature.
99. Approves that the project shall proceed to construction subject to adequate budget being available to meet the contract commitments for construction.

Jake McLellan/Sunita Gautam

Carried

**10. Waikura Linwood-Central-Heathcote 2022/23 Discretionary Response Fund Application - Tama Mai Saute Dance Academy**  
**Community Board Resolved LCHB/2022/00114 (original Officer recommendation accepted without change)**

**Part C**

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$8,000 from its 2022/23 Discretionary Response Fund to Tama Mai Saute Dance Academy for costs towards Sa'asa'a Mai classes and event.

Sara Templeton/Sunita Gautam

Carried

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

### Part B

Board members exchanged information on the following:

- The Board discussed updates on:
  - The Board's Bromley Traffic Community Group Meeting.
  - Aynsley Terrace recent meeting with residents including the feedback received.
  - Christchurch District Plan Change 4 Appeal Social Impacts in the community with AirBnBs.
  - Lancaster Park Redevelopment Consultation.
- The Board was advised that the lift in Matuku Takotako: Sumner Centre is not working and is limiting the use of the facilities for sectors of the public. Contractors are needing to repair the roof first then the lift can be fixed.
- The Board discussed the Expressions of Interest process for Matuku Takotako: Sumner Centre (Refer Item 4.4 of these minutes).
- The incorrect spelling on Vili Place street blade is being corrected by staff.

### Karakia Whakamutunga

Meeting concluded at 6.34 pm.

CONFIRMED THIS 14<sup>TH</sup> DAY OF SEPTEMBER 2022

ALEXANDRA DAVIDS  
CHAIRPERSON

## 7. Correspondence

Reference / Te Tohutoro: 22/1218589

Report of / Te Pou  
Matua: Liz Beaven, Community Board Adviser

General Manager /  
Pouwhakarae: Mary Richardson, Citizen and Community

### 1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:


Name	Subject
Christchurch Coastal Pathway and Sumner Community Residents' Association & Hub	Esplanade Access and Inclusivity Issues

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Receive the correspondence from Christchurch Coastal Pathway and Sumner Community Residents' Association & Hub in relation to Esplanade Access and Inclusivity Issues.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Correspondence: Christchurch Coastal Pathway and Sumner Community Residents' Association & Hub regarding Esplanade Access and Inclusivity Issues - 14 September 2022 (Under Separate Cover)	



## 8. Colombo Street - Proposed P60 Parking Space

Reference Te Tohutoro: 22/1160670

Report of Te Pou Matua: Luke Thomas, Project Manager - Transport  
Luke.Thomas@ccc.govt.nz

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

### 1. Secretarial Note

1.1 At the Board's 17 August 2022 meeting, the Board requested:

*To lay the report on the table and requests staff to provide advice on the possible impact of reinstatement of the car park in Colombo Street on cyclists' safety.*

1.2 Staff have provided a memorandum outlining the possible impact of the reinstatement of the car park on cyclists' safety. **(Attachment A).**

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

2.1 The purpose of this report is for the Waikura Linwood-Central-Heathcote Community Board to approve the installation of a P60 parking restriction at Colombo Street, in accordance with **Attachment A.**

2.2 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.

2.3 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that pursuant to clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking space on the east side of Colombo Street as indicated on the Plan, being Attachment A of this report, has parking restricted to a maximum period of 60 minutes.
2. Approves that any previous resolutions pertaining to parking and /or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the recommended parking and/or stopping restrictions described in this report, are revoked.
3. That these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in this report are in place (or removed in the case of revocations).

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

4.1 The Council has been contacted by the manager at Menz Medical at 912 Colombo Street seeking a car park be reinstated outside their business.

4.2 It is sought that the current no parking restriction fronting the property on Colombo Street be amended to a single P60 space to support customers to the property.

4.3 There is a medium to high demand for customer parking in the area.

- 4.4 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.

## 5. Alternative Options Considered Ētahi atu Kōwhiringa

- 5.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2021 - 2031\)](#).
- 5.2 The following feasible options have been considered:
- Option 1 - Install P60 parking space (preferred option)
  - Option 2 - Do nothing
- 5.3 Option Summary - Advantages and Disadvantages (preferred option)
- 5.3.1 The advantages of this option include:
- Supports local, adjacent businesses
- 5.3.2 The disadvantages of this option include:
- None

## 6. Detail Te Whakamahuki

- 6.1 Under the Christchurch City Council Road Classification Map, Colombo Street is classified as a Central City Local Distributor Road.
- 6.2 There is a medium to high demand for customer parking in the area.
- 6.3 Approval is required by the Waikura Linwood-Central-Heathcote Community Board.
- 6.4 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

- 6.5 Two affected property owners were advised of the recommended option by phone. Both are supportive of the car park being reinstated.
- 6.6 The Team Leader Parking Compliance supports the preferred option.

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

### Strategic Alignment Te Rautaki Tīaroaro

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

### Policy Consistency Te Whai Kaupapa here

- 7.3 The recommendations in this report are consistent with the [Christchurch Central City Parking Policy](#).

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

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

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

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

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

7.6 This proposal improves accessibility for users of local businesses by providing a further P60 time restricted parking space.

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

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

- 8.1 Cost to Implement – approximately \$300 for the signage and lines and \$750 for producing the report,
- 8.2 Maintenance/Ongoing costs – Covered by the existing area maintenance contract and the effect will be minimal to the overall asset.
- 8.3 Funding Source - Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

#### **Other**

8.4 None identified.

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

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

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




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

- 9.4 There is no other legal context, issue or implication relevant to this decision
- 9.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

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

10.1 Not applicable.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Attachment A – Detailed Location Map <i>(Under Separate Cover)</i>	
B 	Colombo Street Wider Map <i>(Under Separate Cover)</i>	
C 	Memorandum: Colombo Street - Proposed P60 Parking Space - 30 August 2022 <i>(Under Separate Cover)</i>	

Additional background information may be noted in the below table:

Document Name	
Not applicable	

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Sally-Ann Marshall - Traffic Engineer Luke Thomas - Project Manager Michael Thomson - Transport Engineer
<b>Approved By</b>	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



## 9. Aberdeen Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 22/838958

Report of Te Pou Matua: Sally-Ann Marshall, Traffic Engineer  
sallyann.marshall@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 options to improve access along Aberdeen Street. This report has been written following requests from local residents to address access issues caused by vehicles being parked on both sides of the street
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at any time on Aberdeen Street as indicated on drawing TG142021 Issue 1, dated 01/07/2022 (refer Attachment A) and detailed in recommendations 1a-1f below:
  - a. That the stopping of vehicles is prohibited at all times on the south side of Aberdeen Street commencing at its intersection with Madras Street, and extending in a westerly direction for a distance of 116 metres.
  - b. That the stopping of vehicles is prohibited at all times on the south side of Aberdeen Street commencing 168.5 metres from its intersection with Madras Street, and extending in a westerly direction for a distance of 8.5 metres.
  - c. That the stopping of vehicles is prohibited at all times on the south side of Aberdeen Street commencing at its intersection with Manchester Street, and extending in a westerly direction for a distance of 11.5 metres.
  - d. That the stopping of vehicles is prohibited at all times on the north side of Aberdeen Street commencing at its intersection with Madras Street, and extending in a westerly direction for a distance of 30 metres.
  - e. That the stopping of vehicles is prohibited at all times on the north side of Aberdeen Street commencing 107 metres from its intersection with Madras Street, and extending in a westerly direction for a distance of 64 metres.

- f. That the stopping of vehicles is prohibited at all times on the north side of Aberdeen Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 10 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a to 1f above.
3. Approves that these resolutions 1 to 2 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Aberdeen Street is a narrow two-way street that has seen considerable residential development recently.
- 3.2 We have received safety concerns from a number of residents that currently through access along Aberdeen Street can be compromised when there are vehicles parked on both sides of the road. This is particularly relevant to larger vehicles, such as emergency and refuse vehicles.
- 3.3 Implementing the noted recommendation will allow better access along Aberdeen Street, improving safety by allowing unimpeded emergency access.
- 3.4 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2021 - 2031\)](#).
- 4.2 The following feasible options have been considered:
  - Option 1 - Install No Stopping Restrictions (preferred option)
  - Option 2 - Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (preferred option)
  - 4.3.1 The advantages of this option include:
    - Addresses community concerns on the effect on through access along Aberdeen Street when there are vehicles parked on both sides.
    - Addresses safety concerns that oversize emergency vehicle access is compromised when there are vehicles parked on both sides.
    - Legalises the restriction of on-street parking along Aberdeen Street.
  - 4.3.2 The disadvantages of this option include:
    - Removes parking outside the recently constructed residential units.
    - Displaces parking to another location.

### 5. Detail Te Whakamahuki

- 5.1 Under the Christchurch City Council Central City Parking Policy (August 2021), Aberdeen Street is defined as a Residential Central City Street.

- 5.2 Under this policy, parking priority is set out in Policy 1 with the general prioritisation order of on-street space for Residential Central City Streets being as follows:

Priority order	Commercial Central City Business	Commercial Central City Mixed Use	Residential Central City
1	Safety	Safety	Safety
2	Movement and amenity	Movement and amenity	Movement and amenity
3	Mobility parking	Mobility parking	Mobility parking
4	Bus stops	Bus stops	Bus stops
5	Loading zones	Cycle and micromobility parking	Residents parking
6	Cycle and micromobility parking	Loading zones	Cycle and micromobility parking
7	Taxi and passenger service vehicle drop-off/pick-up	Taxi and passenger service vehicle drop-off/pick-up	Short stay parking
8	Coach drop-off/pick-up	Coach drop-off/pick-up	Long stay parking
9	Short stay parking	Short stay parking	
10	Taxi and passenger service vehicle parking	Residents parking	

- 5.3 Aberdeen Street is a narrow street at 6.5m wide.
- 5.4 There is an existing P5 time restriction on the south side of Aberdeen Street. Most of the signs were removed and not replaced during the construction of the residential units. Staff have been unable to locate the original report that resolved to have this restriction applied, however it is no longer considered appropriate due to the change in street use.
- 5.5 Under the Suburban Parking Policy (2019), Policy 10: review allocation of parking in circumstances where the street is less than 7 metres in width and there are recognised parking issues – If the carriageway of a street is less than 7 metres in width and there are known access problems (i.e. there are limited places for vehicles to pass and/or emergency access may be compromised), Council will propose to remove parking on one side of the street. This will be done by applying a No Stopping restriction (broken yellow lines) to alternating sides of the street to assist in slowing vehicles down.
- 5.6 The proposed No Stopping restriction (broken yellow line) layout takes into account the apartment garage driveways accessed off the south side of Aberdeen Street and two fire hydrant locations.
- 5.7 While Aberdeen Street is within the central area, it is similar in function and form to narrow suburban streets. The proposal will therefore allow emergency service vehicles sufficient access and is consistent with the Suburban Parking Policy.
- 5.8 A similar situation exists at Cox Street, in Merivale, which is also 6.5m wide and had through access issues. This has been successfully mitigated by installing a No Stopping restriction to alternating sides of the street.
- 5.9 Parking demands in the street have changed recently due to the recently constructed residential units (40-off), residential parking demands in the area are therefore high.
- 5.10 There are several businesses in the area, including the large Carters depot on the corner of Aberdeen Street and Madras Street.
- 5.11 There have been no reported crashes on Aberdeen Street in the last five years. This street has no risk classification under Council’s high risk intersection mapping system.
- 5.12 Approval is required by the Waikura Linwood-Central-Heathcote Community Board.

- 5.13 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**

- 5.14 62 affected property owners, 41 residents and three business owners were advised of the recommended option by letter.
- 5.15 Ten submissions were received. Nine of these were from residents and property owners against the proposal on the basis of the parking it removes. Several suggestions were made, which are detailed with the staff response in Attachment B. One submission was in support of the proposal and came from Carters, who stated that their delivery trucks currently have difficulty accessing through Aberdeen Street due to the space restrictions caused by vehicles parked on either side of the street.
- 5.16 The Team Leader Parking Compliance supports the preferred option.
- 5.17 The do nothing option is inconsistent with community requests to improve access in this location.

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

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

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

### **Policy Consistency Te Whai Kaupapa here**

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

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

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

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

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

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

- 6.6 This proposal improves accessibility for pedestrians/drivers/cyclists, by providing a safer means of transiting through Aberdeen Street.

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

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement – approximately \$800 for the new road markings and \$750 for producing the report,
- 7.2 Maintenance/Ongoing costs – approximately \$200 a year.

- 7.3 Funding Source - Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

**Other**

- 7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

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



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

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

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Not applicable.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Attachment A - Aberdeen Street, Proposed No Stopping Restriction ( <i>Under Separate Cover</i> )	
B 	Attachment B - Aberdeen Street Proposed No Stopping Restriction - Consultation Feedback and Staff Responses ( <i>Under Separate Cover</i> )	

Additional background information may be noted in the below table:

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

## 10. Public transport Infrastructure Improvements along Route 28

Reference Te Tohutoro: 22/210813

Report of Te Pou Matua: Sarah Thorne, Passenger Transport Engineer,  
Sarah.Thorne@ccc.govt.nz

General Manager Jane Davis, GM Infrastructure, Planning and Regulatory Services,  
Pouwhakarae: 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 approve the bus stop infrastructure improvements along Route 28.
- 1.2 This report has been written to meet the outcomes agreed through the Greater Christchurch Public Transport Futures Combined Business Case (PT Futures), endorsed by Council on the 10 December 2020.
- 1.3 The bus stops assessed for upgrades have been grouped into the following subsets;
  - Attachment A – Bridle Path Road
  - Attachment B – Martindales Road
  - Attachment C – Port Hills Road (between Bridle Path Road and Laing Crescent)
  - Attachment D – SH76 (Port Hills Road and Opawa Road)
  - Attachment E – Garlands Road and Opawa Road
- 1.4 The upgrades include, but are not limited to; line marking, seats, shelters, footpaths, tactile pavers and pedestrian refuges in accordance with Attachments F and G.
- 1.5 Bus passenger shelter have been recommended at the following locations:
  - Bus stop 42148 – Port Hills Road, opposite 1 Castlevue Lane
  - Bus stop 42256 – 245 Port Hills Road SH76
- 1.6 In addition, a bus passenger shelter has also been recommended at the Christchurch Gondola for bus stop 45925. This will be presented to the Christchurch Attractions for their approval. Furthermore, consultation on long term bike storage at the Gondola will also be undertaken with bike user groups as well as consideration of other locations for overnight bike storage along the Port-to-Port route.
- 1.7 Pedestrian refuges have been recommended at the following location:
  - Port Hills Road near Mauger Drive
  - SH76 Port Hills Road near Chapmans Road
- 1.8 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport help the Council achieve its strategic framework of providing a well-connected and accessible city promoting active public transport, as well as meeting the challenge of climate change through every means available.
- 1.9 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 set out in the Council's Significance and Engagement Policy.

## 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board, as per Attachments A, B, C, D and E attached to this report approves:

### Bus stop #42358 – Bridle Path Road beside 40 Port Hills Road (Attachment A)

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at its intersection with Port Hills Road and extending in a southerly direction for a distance of 25 metres;
  - b. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at its intersection with Port Hills Road and extending in a northerly direction for a distance of 21.5 metres;
  - c. A bus stop be installed on the west side of Bridle Path Road, commencing at a point 21.5 metres north of its intersection with Port Hills Road and extending in a northerly direction for a distance of 15 metres;
  - d. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at a point 36.5 metres north of its intersection with Port Hills Road and extending in a northerly direction for a distance of five metres;

### Bus stop #42406 – 40 Bridle Path Road (Attachment A)

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the east side of Bridle Path Road, commencing at a point 13 metres south of its intersection with Port Hills Road (measured from the prolongation of the southern kerb line of Port Hills Road) and extending in a northerly direction for a distance of 30 metres;
  - b. A bus stop be installed on the east side of Bridle Path Road, commencing at a point 10 metres north of its intersection with Port Hills Road (measured from the prolongation of the northern kerb line of Port Hills Road) and extending in a northerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the east side of Bridle Path Road, commencing at a point 25 metres north of its intersection with Port Hills Road (measured from the prolongation of the northern kerb line of Port Hills Road) and extending in a north direction for a distance of 47 metres;

### Bus stop #41056 – 61 Bridle Path Road (Attachment A)

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at a point 65 metres south of its intersection with Rollin Road and extending in a southerly direction for a distance of five metres;
  - b. A bus stop be installed on the west side of Bridle Path Road, commencing at a point 70 metres south of its intersection with Rollin Road and extending in a southerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at a point 85 metres south of its intersection with Rollin Road and extending in a southerly direction for a distance of 27 metres;

### Bus stop #42423 – 40 Bridle Path Road (Attachment A)



4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. A bus stop be installed on the east side of Bridle Path Road, commencing at a point 131 metres south of the southern kerb line of its intersection with Rollin Road and extending in a southerly direction for a distance of 15 metres;
  - b. That the stopping of vehicles be prohibited at all times on the east side of Bridle Path Road, commencing at a point 146 metres south of the southern kerb line of its intersection with Rollin Road and extending in a southerly direction for a distance of five metres;

Bus stop #42391 – 77 Bridle Path Road (Attachment A)

5. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at its intersection with Marsden Street and extending in a northerly direction for a distance of seven metres;
  - b. A bus stop be installed on the west side of Bridle Path Road, commencing at a point seven metres north of its intersection with Marsden Street and extending in a northerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the west side of Bridle Path Road, commencing at a point 22 metres north of its intersection with Marsden Street and extending in a northerly direction for a distance of five metres;

Bus stop #42111 – 6 Martindales Road (Attachment B)

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the north side of Martindales Road, commencing at a point 42 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of five metres;
  - b. A bus stop be installed on the north side of Martindales Road, commencing at a point 47 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north side of Martindales Road, commencing at a point 62 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of eight metres;

Bus stop #42130 – 9 Martindales Road (Attachment B)

7. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the south side of Martindales Road, commencing at a point 77 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of 12 metres;
  - b. A bus stop be installed on the south side of Martindales Road, commencing at a point 89 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south side of Martindales Road, commencing at a point 104 metres west of its intersection with Bridle Path Road and extending in a westerly direction for a distance of five metres;

Bus stop #42021 – Martindales Road beside 2 Truscotts Road (Attachment B)

8. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

- a. That the stopping of vehicles be prohibited at all times on the north side of Martindales Road, commencing at its intersection with Truscotts Road and extending in an easterly direction for a distance of 14 metres.
- b. A bus stop be installed on the north side of Martindales Road, commencing at a point 14 metres east of its intersection with Truscotts Road and extending in an easterly direction for a distance of 15 metres;
- c. That the stopping of vehicles be prohibited at all times on the north side of Martindales Road, commencing at a point 29 metres east of its intersection with Truscotts Road and extending in an easterly direction for a distance of 5 metres;

Bus stop #42153 – 29A Martindales Road (Attachment B)

9. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the south side of Martindales Road, commencing at a point 54 metres east of its intersection with Station Road and extending in an easterly direction for a distance of 6.5 metres;
  - b. A bus stop be installed on the south side of Martindales Road, commencing at a point 60.5 metres east of its intersection with Station Road and extending in an easterly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south side of Martindales Road, commencing at a point 75.5 metres east of its intersection with Station Road and extending in an easterly direction for a distance of 12 metres;

Bus stop #42009 – 94 Port Hills Road (Attachment C)

10. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at a point 13 metres south-east of its intersection with Stedley Place and extending in a south-easterly direction for a distance of 12 metres;
  - b. A bus stop be installed on the north-east side of Port Hills Road, commencing at a point 25 metres south-east of its intersection with Stedley Place and extending in a south-easterly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at a point 40 metres south-east of its intersection with Stedley Place and extending in a south-easterly direction to its intersection of Martindales Road;

Bus stop #42176 – 83 Port Hills Road (Attachment C)

11. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at its intersection with Martindales Road and extending in a north-westerly direction for a distance of 20 metres;
  - b. A bus stop be installed on the south-west side of Port Hills Road, commencing at a point 20 metres north-west of its intersection with Martindales Road and extending in a north-westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at a point 35 metres north-west of its intersection with Martindales Road and extending in a north-westerly direction for a distance of five metres;

[Bus stop #42045 – 128 Port Hills Road \(Attachment C\)](#)

12. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at a point 36 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of five metres;
  - b. A bus stop be installed on the north-east side of Port Hills Road, commencing at a point 41 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at a point 56 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of 12 metres;

[Bus stop #42195 – 133 Port Hills Road \(Attachment C\)](#)

13. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at a point 73 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of 12 metres;
  - b. A bus stop be installed on the south-west side of Port Hills Road, commencing at a point 85 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at a point 100 metres north-west of its intersection with the private lane, named The Tors and extending in a north-westerly direction for a distance of five metres;

[Bus stop #42084 – 154 Port Hills Road \(Attachment C\)](#)

14. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the east side of Mauger Drive, commencing at its intersection with Port Hills Road and extending in a northerly direction for a distance of six metres;
  - b. That the stopping of vehicles be prohibited at all times on the north side of Port Hills Road, commencing at its intersection with Mauger Drive and extending in an easterly direction for a distance of eight metres;
  - c. A bus stop be installed on the north side of Port Hills Road, commencing at a point eight metres east of its intersection with Mauger Drive and extending in an easterly direction for a distance of 15 metres;
  - d. That the stopping of vehicles be prohibited at all times on the north side of Port Hills Road, commencing at a point 23 metres east of its intersection with Mauger Drive and extending in an easterly direction for a distance of five metres;

[Bus stop #42148 and pedestrian refuge and shelter– Port Hills Road, opposite 9 Castlevue Lane \(Attachment C\)](#)

15. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

- a. That the stopping of vehicles be prohibited at all times on the north side of Port Hills Road, commencing at a point 48 metres west of its intersection with Mauger Drive and extending in a westerly direction for a distance of 51 metres;
  - b. That the stopping of vehicles be prohibited at all times on the south side of Port Hills Road, commencing at a point 13 metres west of its intersection with Mauger Drive and extending in a westerly direction for a distance of 63 metres;
  - c. A bus stop be installed on the south side of Port Hills Road, commencing at a point 76 metres west of its intersection with Mauger Drive and extending in a westerly direction for a distance of 15 metres;
  - d. That the stopping of vehicles be prohibited at all times on the south side of Port Hills Road, commencing at a point 91 metres west of its intersection with Mauger Drive and extending in a westerly direction for a distance of five metres;
16. The road markings, signage and pedestrian refuge on Port Hills Road from a point 26 metres west of its intersection with Mauger Drive (measured from the prolongation of the western kerb line of Mauger Drive) to 70 metres west of Mauger Drive as detailed on the plan TG 141801, issue 1, dated 10/03/22, Heathcote – Port Hills Road near Mauger Drive (Bus stop #42084 & #42148) attached to this report as Attachment C.
17. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. The installation of a bus passenger shelter on the south side of Port Hills Road commencing at a point 83.5 metres west of its intersection with Mauger Drive (measured from the prolongation of the western kerb line of Mauger Drive) and extending in a westerly direction for a distance of approximately 3.5 metres.

Bus stop #42066 – Port Hills Road beside 3 Laing Crescent (Attachment C)

18. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the south side of Laing Crescent, commencing at its intersection with Port Hills Road and extending in an easterly direction for a distance of five metres;
  - b. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at its intersection with Laing Crescent and extending in a south-easterly direction for a distance of nine metres;
  - c. A bus stop be installed on the north-east side of Port Hills Road, commencing at a point nine metres south east of its intersection with Laing Crescent and extending in a south-easterly direction for a distance of 15 metres;
  - d. That the stopping of vehicles be prohibited at all times on the north-east side of Port Hills Road, commencing at a point 24 metres south-east of its intersection with Laing Crescent and extending in a south-easterly direction for a distance of five metres;

Bus stop #42169 - opposite 174 Port Hills Road (Attachment C)

19. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the north-west side of Horotane Valley Road, commencing at its intersection with Port Hills Road and extending in a south westerly direction for a distance of eight metres;
  - b. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at its intersection with Horotane Valley Road and extending in a north-westerly direction for a distance of five metres;

- c. A bus stop be installed on the south-west side of Port Hills Road, commencing at a point five metres north-west of its intersection with Horotane Valley Road and extending in a north-westerly direction for a distance of 15 metres;
- d. That the stopping of vehicles be prohibited at all times on the south-west side of Port Hills Road, commencing at a point 20 metres north-west of its intersection with Horotane Valley Road and extending in a north-westerly direction for a distance of five metres;

Bus stop #32990 – 116 Garlands Road (Attachment E)

20. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the north side of Garlands Road, commencing at a point 30 metres west of its intersection with Earl Street and extending in a westerly direction for a distance of five metres;
  - b. A bus stop be installed on the north side of Garlands Road, commencing at a point 35 metres west of its intersection with Earl Street and extending in a westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north side of Garlands Road, commencing at a point 50 metres west of its intersection with Earl Street and extending in a westerly direction for a distance of 12 metres;
21. That any previous resolutions pertaining to traffic controls, parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the traffic controls, parking and stopping restrictions described in 1 - 20 above are revoked.
22. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 1 - 20 are in place.

Further, that the Waikura Linwood-Central-Heathcote Community Board recommends that Waka Kotahi, New Zealand Transport Authority approves:

23. Bus stop #42256 and pedestrian refuge – 245 SH76 Port Hills Road (Attachment D)
- a. That the stopping of vehicles be prohibited at all times on the south side of Port Hills Road, commencing at a point 39 metres west of its intersection with Chapmans Road (measured from the prolongation of the western kerb line of Chapmans Road) and extending in a westerly direction for a distance of 12 metres;
  - b. A bus stop be installed on the south side of Port Hills Road, commencing at a point 51 metres west of its intersection with Chapmans Road (measured from the prolongation of the western kerb line of Chapmans Road) and extending in a westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south side of Port Hills Road, commencing at a point 66 metres west of its intersection with Chapmans Road (measured from the prolongation of the western kerb line of Chapmans Road) and extending in a westerly direction for a distance of 30.5 metres;
  - d. The road markings, signage and pedestrian refuge on Port Hills Road from a point 17 metres west of its intersection with Chapmans Road to about 85 metres west of Chapmans Road as detailed on the plan TG 141801, issue 1, dated 10/03/22, Heathcote – SH76 Port Hills Road near Chapmans Road (Bus stop #42256) attached to this report as Attachment D.

24. [Bus stop #42273 – SH76 Port Hills Road beside 1 Avoca Valley Road \(Attachment D\)](#)
  - a. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Port Hills Road, commencing at its intersection with Avoca Valley Road and extending in a south-easterly direction for a distance of 24 metres;
  - b. A bus stop be installed on the south-west side of SH76 Port Hills Road, commencing at a point 24 metres south-east of its intersection with Avoca Valley Road and extending in a south-easterly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Port Hills Road, commencing at a point 39 metres south-east of its intersection with Avoca Valley Road and extending in a south-easterly direction for a distance of 12 metres;
25. [Bus stop #42050 – 314 SH76 Port Hills Road \(Attachment D\)](#)
  - a. That the stopping of vehicles be prohibited at all times on the north-east side of SH76 Port Hills Road, commencing at a point four metres south-east its intersection with Nuttall Drive and extending in a south-easterly direction for a distance of 12 metres;
  - b. A bus stop be installed on the north-east side of SH76 Port Hills Road, commencing at a point 16 metres south-east of its intersection with Nuttall Drive and extending in a south-easterly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north-east side of SH76 Port Hills Road, commencing at a point 31 metres south-east of its intersection with Nuttall Drive and extending in a south-easterly direction for a distance of 18 metres;
26. [Bus stop #42294 – Opposite 238 SH76 Port Hills Road \(Attachment D\)](#)
  - a. A bus stop be installed on the south-west side of SH76 Port Hills Road, commencing at a point 81 metres south-east of its intersection with Nuttall Drive and extending in a south-easterly direction for a distance of 15 metres;
27. [Bus stop #42107 – 347 SH76 Port Hills Road \(Attachment D\)](#)
  - a. A bus stop be installed on the south-west side of SH76 Port Hills Road, commencing at a point 143 metres south-east of its intersection with Port Hills Road (CCC's controlled) and extending in a south-easterly direction for a distance of 15 metres;
28. [Bus stop #42937 – Opposite 271 Opawa Road \(Attachment D\)](#)
  - a. A bus stop be installed on the west side of SH76 Opawa Road, commencing at a point 71 metres north of its intersection with Curries Road and extending in a northerly direction for a distance of 15 metres;
  - b. That the stopping of vehicles be prohibited at all times on the west side of SH76 Opawa Road, commencing at a point 86 metres north of its intersection with Curries Road and extending in a northerly direction for a distance of seven metres;
29. [Bus stop #40040 – 279 SH76 Opawa Road \(Attachment D\)](#)
  - a. That the stopping of vehicles be prohibited at all times on the east side of SH76 Opawa Road, commencing at its intersection with Curries Road and extending in a northerly direction for a distance of 16.5 metres;
  - b. A bus stop be installed on the east side of SH76 Opawa Road, commencing at a point 16.5 metres north of its intersection with Curries Road and extending in a northerly direction for a distance of 15 metres;

- c. That the stopping of vehicles be prohibited at all times on the east side of SH76 Opawa Road, commencing at a point 31.5 metres north of its intersection with Curries Road and extending in a northerly direction for a distance of 8.5 metres;
30. [Bus stop #42182 – 246 SH76 Opawa Road \(Attachment D\)](#)
- a. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Opawa Road, commencing at a point 77 metres north-west its intersection with Grange Street and extending in a north-westerly direction for a distance of 9.5 metres;
  - b. A bus stop be installed on the west side of SH76 Opawa Road, commencing at a point 86.5 metres north-west of its intersection with Grange Street and extending in a north-westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Opawa Road, commencing at a point 101.5 metres north-west of its intersection with Grange Street and extending in a north-westerly direction for a distance of 9.5 metres;
31. [Bus stop #41073 – 246 SH76 Opawa Road \(Attachment D\)](#)
- a. That the stopping of vehicles be prohibited at all times on the north-east side of SH76 Opawa Road, commencing at its intersection with Grange Street and extending in a north-westerly direction for a distance of 34 metres;
  - b. A bus stop be installed on the north-east side of SH76 Opawa Road, commencing at a point 34 metres north-west of its intersection with Grange Street and extending in a north-westerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the north-east side of SH76 Opawa Road, commencing at a point 49 metres north of its intersection with Grange Street and extending in a north-westerly direction for a distance of four metres;
32. [Bus stop #41039 – 201 SH76 Opawa Road \(Attachment D\)](#)
- a. That the stopping of vehicles be prohibited at all times on the east side of SH76 Opawa Road, commencing at a point 70 metres south its intersection with Garlands Road and extending in a southerly direction for a distance of five metres;
  - b. A bus stop be installed on the east side of SH76 Opawa Road, commencing at a point 75 metres south of its intersection with Garlands Road and extending in a southerly direction for a distance of 15 metres;
  - c. That the stopping of vehicles be prohibited at all times on the east side of SH76 Opawa Road, commencing at a point 90 metres south of its intersection with Garlands Road and extending in a southerly direction for a distance of three metres;
33. [Bus stop #32421 – SH76 Opawa Road beside 112 Garlands Road \(Attachment D\)](#)
- a. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Opawa Road, commencing at a point 42 metres south-east of its intersection with Opawa Road and extending in a southerly direction for a distance of 5 metres;
  - b. A bus stop be installed on the south-west side of SH76 Opawa Road, commencing at a point 47 metres south-east of its intersection with Opawa Road and extending in a south-easterly direction for a distance of 14 metres;
  - c. That the stopping of vehicles be prohibited at all times on the south-west side of SH76 Opawa Road, commencing at a point 61 metres south-east of its intersection with Opawa Road and extending in a south-easterly direction for a distance of 11.5 metres.

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

#### Background

- 3.1 In December 2020, elected members formally endorsed the Greater Christchurch Public Transport Combined Business Case (PT Futures) as a strategy for public transport in Greater Christchurch. This includes supporting increased bus frequency on routes 17 and 28 by providing bus stop, bus shelter and real time information (RTI) infrastructure.
- 3.2 The recommendations in this report, combined with increased bus frequencies, recently approved by Environment Canterbury (ECan), meet the PT Futures Business Case objectives which are to:
  - Improve journey time and reliability of Public Transport services relative to private vehicles by 2028
  - Improve Public Transport services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028
  - Remove barriers to the uptake of public transport by 2028
- 3.3 Meeting these objectives are expected to deliver the following key benefits:
  - More people using the bus network
  - More households can access the city centre within 30 minutes by bus
  - More people living within a five minute walk of a high frequency bus route
  - Reduction in car travel, resulting in CO<sub>2</sub> emissions reduction
- 3.4 Measures that promote the use of public transport help the Council achieve its community outcomes and strategic framework of providing a well-connected and accessible city promoting active and public transport, as well as meeting the challenge of climate change through every means available.
- 3.5 At the 542nd meeting of the Canterbury Regional Council held on Wednesday, 13 April 2022, Environment Canterbury resolved that bus routes 17 and 28 be replaced by two high frequency routes called 'Port-to-Port' and 'Northwood to Hunstbury'.
- 3.6 The new Port-to-Port route will start at Lyttelton Port, and will continue through Heathcote, Opawa and Waltham to the Bus Interchange. The section north of the Central City will travel up Wairakei Road with an extension to Orchard Road, finishing at Christchurch Airport.
- 3.7 ECan will also be increasing the bus frequency along the 'Port-to-Port' route. Increasing bus frequency improves usability and accessibility because the waiting times between services is reduced. A fifteen-minute frequency has four buses passing each stop every hour, compared with two buses an hour at a 30-minute frequency. This improves the attractiveness of the service.
- 3.8 The existing route 17 and 28 services predominantly operate to 30-minute frequency weekdays and up to hourly over the weekends which means customers currently need to pre-plan their journeys.
- 3.9 The new Port-to-Port service will have increased frequencies of 15 minutes during weekdays until 6pm, 20 minutes on Saturdays and 30 minutes on Sundays. This increase will make this service a high frequency, core route. The service will be more direct and will connect major trip generators such as the Airport and Lyttelton Port (with its connection to the outer bays of Lyttelton Harbour). A two-year trial was also approved to changes to the Port-to-Port route providing improved access on weekdays to Ara Institute of Canterbury.



**Proposed infrastructure improvements on Bridle Path Road (Attachment A)**

- 3.10 The infrastructure improvements on Bridle Path Road are proposed in accordance with Attachments F and G.
- 3.11 Pedestrian cut-downs and additional no stopping lines at the intersection of Bridle Path Road and Port Hills Road have been proposed to improve the accessibility and safety of bus stop 42406.
- 3.12 The existing bus stop shelter at bus stop 42358 will remain with the intention to replace the shelter at a later stage when patronage increases and funding becomes available.

**Proposed infrastructure improvements on Martindales Road (Attachment B)**

- 3.13 The infrastructure improvements on Martindales Road are proposed in accordance with Attachments F and G.
- 3.14 Bus stop 42021 is proposed to be relocated 19 metres east towards Truscotts Road. This relocation was to minimise parking loss by shifting the bus stop closer to Truscotts Road.

**Proposed infrastructure improvements on Port Hills Road (Attachment C)**

- 3.15 The infrastructure improvements on Port Hills Road proposed in accordance with Attachments F and G.
- 3.16 A pedestrian refuge is proposed for Port Hills Road, east of Castlevue Lane to make it safer to access bus stop 42148 which currently has no connecting footpaths.
  - Bus stop 42148 is currently an unmarked bus stop opposite 160 Port Hills Road. This bus stop is proposed to be relocated to opposite 1 Castlevue Lane due to the design of the pedestrian refuge.
  - A footpath extension and shelter is also being proposed for bus stop 42148.
- 3.17 Bus stop 42066 is currently an unmarked bus stop, 42 metres south-east of its intersection with Laing Crescent. The bus stop is proposed to be relocated 13.5 metres north-west to minimise parking loss by shifting it closer to the intersection.

**Proposed infrastructure improvements on SH76 (Port Hills Road and Opawa Road) subject to NZTA approval (Attachment D)**

- 3.18 The infrastructure improvements along SH76 (Port Hills Road and Opawa Road) are proposed in accordance with Attachments F and G.
- 3.19 The proposed line marking for bus stops 42937, 40040, 41073 and 41039 may be implemented at a later date when the road is resealed and/or re-line marked. The current line marking does not impede on the operational performance of the bus and therefore re line marking these bus stops may be delayed to ensure they are done in a cost effective way.
- 3.20 A pedestrian refuge is proposed for Port Hills Road, west of Chapmans Road to make it safer to access bus stop 42256. A shelter is also being proposed at bus stop 42256 outside property 245 Port Hills Road.
- 3.21 Currently, bus stop 42294 and 42050 are directly opposite each other. This may impede traffic if these bus stops are used by buses at the same time. For this reason, bus stop 42294 has been relocated 45 metres south of its existing location.
- 3.22 A bike ramp bypass has been proposed to connect cyclists onto the shared path from SH76 Opawa Road as the width is inadequate for a cyclists to comfortably pass a bus using bus stop 32431.

### Proposed infrastructure improvements on Garlands Road and Opawa Road (Attachment E)

- 3.23 The infrastructure improvements for bus stop 32990 are proposed in accordance with Attachments F and G. Currently this bus stop is used as a timing point where buses wait if they arrive at the bus stop early until their scheduled time. A submission was received that due to the narrow lane widths on Garlands Road, a bus stopped there can impede the traffic flow. In response to this submission, ECan have agreed to shift this timing point to bus stop 42182 at 246 SH76 Opawa Road (Attachment D).
- 3.24 Bus stops along Opawa Road from Hawford Road to Brougham Street were approved at the Waikura Linwood-Central-Heathcote Community Board meeting on the 15 June 2022 as part of the [Slow Speed Neighbourhoods –Opawa](#) project.

## 4. Alternative Options Considered Ētahi atu Kōwhiringa (Include advantages and disadvantages of discounted options)

- 4.1 Option 2 – Do nothing and no bus stop improvements will be undertaken and the existing bus stop infrastructure remain as is. This means that:
- There will be no new bus stops on the new route extension to the Christchurch Airport.
  - The majority of the bus stops are not line marked to Council’s standard (Attachment G). Some have no line marking whilst others have a bus box (sometimes undersized) and with no ‘no stopping’ restrictions before and after the bus box. This means buses are unable to pull up close and parallel to the kerb, which creates a barrier for people to catch the bus.
  - No improvements to pedestrian accessibility to public transport.

## 5. Detail Te Whakamahuki

### Public Consultation Te Tukanga Kōrerorero

- 5.1 Consultation started on 22 March and ran until 12 April 2022. An email was sent to 67 key stakeholders, including Resident Associations, Christchurch International Airport, Metro Bus, Waka Kotahi, Lyttelton Port Company and 31 schools. We also emailed submitters from Environment Canterbury’s (ECan) initial consultation on the route review, who indicated they would like to be contacted when we opened our consultation.
- 5.2 Consultation documents were delivered to 1049 affected properties on 22 March. Documents were also available in local service centres.
- 5.3 The consultation was posted on the Council’s Facebook page and ten community pages inviting submissions on the Have Your Say webpage.
- 5.4 Corflute signs were installed at each of the 110 bus stops along the route.
- 5.5 A Newsline article was posted on 22 March 2022 which shared the consultation.
- 5.6 In total, one recognised organisation, four businesses and 126 residents made submissions. All submissions are available on [Council’s Have Your Say Page](#).
- 5.7 Overall, there was a positive sentiment in the general comments of the Port-to-Port consultation. Some comments included;
- A revamp of bus shelters and seating is well overdue in some areas
  - Any improvements to encourage bus use is desirable

- The additions of tactile paving to bus stops is welcomed
  - Bus shelters are good for people like me who rely only on public transport
  - These are great improvements, looking forward to getting more shelters to use and safer road crossings
  - I think needing to consider safety is a big factor especially early morning and late night which is likely when many will travel
- 5.8 There were two submissions that objected to the overall proposed changes on the grounds that the current level of service is fine and no more money should be spent on public transport.
- 5.9 Furthermore, there was a high number of submissions supporting the proposal for long term bike storage at the Gondola. In response to the consultation submissions. Further consultation pertaining to long term bike storage at the Gondola will be undertaken with bike user groups as well as consideration of other locations for overnight bike storage along the Port to Port route. Staff will keep the Waihoru Spreydon-Cashmere-Heathcote Community Board up to date on this project.
- 5.10 A number of submissions were made on the route changes and frequency of the bus service which were passed onto Environment Canterbury.
- 5.11 Environment Canterbury, Canterbury DHB and GoBus supported the changes.

#### **Community feedback relating to specific bus stops**

- 5.12 There were a number of issues/comments and requests made on specific bus stops across the Port-to-Port route. The following provides an overview of the comments made pertaining to the bus stops in the Waikura Linwood-Central-Heathcote Community Board area.

#### **Submissions for Bridle Path Road (Attachment A)**

- 5.13 We received one objection to the removal of the shelter and the installation of a seat at bus stop 42358. In response to this objection, we will retain the shelter with the intention to replace the shelter at a later stage when funds become available.
- 5.14 No other objections were received for bus stops along Bridle Path Road.

#### **Submissions for Martindales Road (Attachment B)**

- 5.15 No objections were received for bus stops along Martindales Road.

#### **Submissions for Port Hills Road (Attachment C)**

##### Bus stop 42148 Port Hills Road, opposite 9 Castlevue Lane

- 5.16 We received one submission of support for the pedestrian refuge opposite Castlevue Lane. The resident noted that bus stop 42148 does not have a pedestrian ramp to access the bus stop.
- 5.17 We also received a submission to install a shelter at bus stop 42148 which has been accepted. No further consultation was required as the bus stop shelter is adjacent to road reserve.

##### Other bus stops along on Port Hills Road

- 5.18 No objections were received for bus stops along Port Hills Road.

#### **Submissions for SH76 (Port Hills Road and Opawa Road) (Attachment D)**

Bus stop 42050 and 42294 – SH76 314 Port Hills Road

- 5.19 We received a request to install a pedestrian refuge near 313 Port Hills Road to improve the safety of crossing the road. Staff will make a recommendation to Waka Kotahi to implement a pedestrian refuge near 313 Port Hills Road. We will also pass on the consultation submission to Waka Kotahi, for their consideration.
- 5.20 We also received a request to install a shelter at bus stop 42294 outside 313 Port Hills Road. Currently, this bus stop does not meet the passenger number threshold to warrant a shelter. However we expect bus passenger numbers to increase after the Port to Port route has been implemented. We will therefore continue to monitor this bus stop and bring a separate report with a proposal to install an additional shelter to the community board in the future if warranted. In the interim we will be installing a seat at bus stop 42294.

Bus stop 42273 - SH76 Port Hills Road beside 1 Avoca Valley Road

- 5.21 We received a submission that it is hard to see an approaching bus at bus stop 42273. Staff note that the new line marking, green paint and tactile pavers will increase the visibility of this bus stop. Furthermore staff have updated the consultation drawing to include a widened footpath to improve the visibility at this bus stop.

Bus stop 42294 - Opposite 238 SH76 Port Hills Road

- 5.22 We received a request for a shelter to be installed at bus stop 42294 - Opposite 238 SH76 Port Hills Road. Currently, this bus stop does not meet the passenger number threshold to warrant a shelter. However we expect bus passenger numbers to increase after the Port to Port route has been implemented. We will therefore continue to monitor this bus stop and bring a separate report with a proposal to install an additional shelter to the community board in the future if warranted.

Bus stops 42256, 42107, 42937, 40040, 42182, 41073, 41039 and 32421

- 5.23 No objections were received for bus stops 42256, 42107, 42937, 40040, 42182, 41073, 41039 and 32421 along SH76.
- 5.24 No objections were received for the installation of a bus stop shelter outside property 245 Port Hills Road at bus stop 42256.

**Submissions for Garlands Road and Opawa Road (Attachment E)**

Bus stop 32990 – 116 Garlands Road

- 5.25 We received one complaint that the bus stops at 116 Garlands Road for long periods of time and blocks traffic. Currently this bus stop is used as a timing point where buses wait if they arrive to the bus stop early. Due to the narrow lane widths on Garlands Road, a stopped bus can impede the traffic flow. In response to this issue, ECan have agreed to shift this timing point to bus stop 42182 on SH76 Opawa Road.

Bus stop 32506, 32957 and 32510 – Opawa Road

- 5.26 We also received a requests to install a shelter at bus stop 32506, 32957 and 32510. Currently, these bus stops do not meet the passenger number threshold to warrant a shelter. However we expect bus passenger numbers to increase after the Port to Port route has been implemented. We will therefore continue to monitor these bus stops and bring a separate report with proposals to install additional bus stop shelters to the community board in the future if warranted.

Bus stop 32988 – 146 Opawa Road

- 5.27 We received one request to remove the metal seat and install a timber one. Staff will pass on this request to Ooh Media for their consideration.

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

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
- Community outcome of a well-connected and accessible city promoting active and public transport, and
  - Strategic priorities of meeting the challenge of climate change through every means available.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities (number and quality of shelters and quality of bus stop) - ≥71% resident satisfaction

### Policy Consistency Te Whai Kaupapa here

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

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

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

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

- 6.5 Greater investment in public transport provides a more attractive mode choice that reduces reliance on high-emission, single occupant vehicles.
- 6.6 Enhancing our bus service to become more reliable, with more frequent and efficient trips, will encourage more people to shift modes.

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

- 6.7 Improvements to the overall length of the bus stop, including the no stopping restrictions leading into and out of the bus box will provide buses the necessary space to pull into the stop, stopping parallel and close to the kerb, and to safely pull out of the stop to merge into the traffic lane. Buses stopping parallel to the kerb provides inclusive access as it decreases the step height or ramp gradient for people boarding or alighting the bus. This is particularly important for people with limited mobility or with prams/strollers.
- 6.8 Tactile ground surface indicators provide visual and sensory information about the road environment. They assist people with vision impairment to access the bus from the adjoining footpath by directing people to where the front door of the bus will be and warning people of the kerb and potential hazard beyond. We are intending to install tactile pavers at all bus stops which have 5 or more passenger boarding per day or in areas with lots of pedestrian activity. This criteria was determined after consultation with Blind Low Vision NZ.
- 6.9 The kerb forms a critical interface between the bus and the passenger. Many bus stops have been shifted to ensure that the front or back door of the bus aligns with a kerb as opposed to a driveway, providing a clear and safe delineation between the road surface and the waiting area for bus passengers. Kerbs also reduce the step height which facilitates quicker, safer

and more comfortable boarding and alighting times. Kerbs also reduce the gradient of a deployed ramp.

- 6.10 To allow for both the safe and convenient movement of pedestrians along the footpath and for an adequate waiting area for bus passengers, a minimum 9 metres of hardstand area where possible (measured from the front of the bus box which is also free of fixed obstacles) is proposed to be provided at the bus stops.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 The figures below provide the construction estimates for each type of bus stop upgrade;

Bus stop upgrades	Construction estimate
Bus stops with shelters	\$25,000 to \$35,000
Bus stops with seats	\$6,000 to \$10,000
Bus stops with line marking	\$2,000 to \$6,000
Pedestrian refuges	\$40,000 to \$75,000

- 7.2 The total cost of bus stop improvements is \$276,500. The cost estimates include construction cost and all associated design, consultation and supervision cost. The cost estimates also allow for a 10% contingency.
- 7.3 For each subset of bus stops, the following construction estimates are provided.
- Attachment A – Bridle Path Road - \$31,000
  - Attachment B – Martindales Road - \$26,500
  - Attachment C – Port Hills Road - \$71,000
  - Attachment D – SH76 (Port Hills Road and Opawa Road) - \$128,000
  - Attachment E – Garlands Road and Opawa Road - \$20,000
- 7.4 Negotiations on the costs associated with bus stop improvements along SH76 (Port Hills Road and Opawa Road) are being undertaken with Waka Kotahi, NZ Transport Authority. Any cost-sharing arrangements will be confirmed during the detail design phase of this project.
- 7.5 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budget, includes maintenance of bus stop infrastructure, which may cost on average approximately \$200 annually per bus stop.
- 7.6 Funding Source - The works will be funded out of the Traffic Operations, Capital Expenditure budgets for bus stops; seating and shelter installations as well as the bus stop renewals budget.
- 7.7 If approved, all recommendations will be constructed within 12 months, dependant on the contractor's availability. However, any proposed line marking changes which does not impede on the operational performance of the bus stop may be delayed to a later date when the road is resealed and/or re-line marked to ensure that they are done in a cost effective way.

## 8. Legal Implications Ngā Hiraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install stopping, standing and parking restrictions by resolution.
- 8.2 The Community Board 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, standing and parking restrictions, traffic islands and traffic restraints, and traffic control devices.
- 8.3 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 Bus stop line marking and associated parking restrictions along state highway will be resolved by Waka Kotahi, NZ Transport Authority.

### Legal implications relating to bus passenger shelters

- 8.5 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 8.6 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 8.7 The relevant 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 bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
- 8.8 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board.
- 8.9 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board. The Community Board will then determine the outcome of the objections in accordance with criterion outlined in Section 339 of the Local Government Act 1974.
- 8.10 Section 339 of the Local Government Act requires that resolution of the proposed shelter will require a separate decision of a Council Hearings Panel that will hear the objections of the immediate owner (s) and occupier (s) of bordering properties.

### Other Legal Implications Ētahi atu Hiraunga-ā-Ture









- 8.11 There is no other legal context, issue or implication relevant to this decision.

- 8.12 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 – 0.

## 9. Risk Management Implications Ngā Hiraunga Tūraru

- 9.1 Should the Community Board proceed with the ‘Do Nothing’ option (Option 2 of this report), many of the existing bus stops will not be marked to Council’s standard which will affect the operation of the Port-to-Port service as there may be vehicles impeding access into the bus stops. In addition, with no investment in improving the public transport facilities to the community, it will be difficult to increase public transport patronage.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Attachment A - Bridle Path Road <i>(Under Separate Cover)</i>	
B 	Attachment B - Martindales Road <i>(Under Separate Cover)</i>	
C 	Attachment C - Port Hills Road <i>(Under Separate Cover)</i>	
D 	Attachment D - SH76 (Port Hills Road and Opawa Road) <i>(Under Separate Cover)</i>	
E 	Attachment E - Garlands Road and Opawa Road <i>(Under Separate Cover)</i>	
F 	Attachment F - Public Transport explained <i>(Under Separate Cover)</i>	
G 	Attachment G - Standard design for bus stops <i>(Under Separate Cover)</i>	
H 	Attachment H - Consultation Analysis <i>(Under Separate Cover)</i>	

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>	Sarah Thorne - Passenger Transport Engineer John Dore - Principal Advisor Public Transport Patricia Su - Passenger Transport Engineer Samantha Sharland - Engagement Advisor
<b>Approved By</b>	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Item 10



## 11. Canterbury Softball Association Upgrade - Cuthberts Green

Reference / Te Tohutoro: 22/972553

Report of / Te Pou Felix Dawson, Leasing Consultant,

Matua: felix.r.dawson@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community,

Pouwhakarae: mary.richardson@ccc.govt.nz

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

- 1.1 The purpose of this report is to consider the request from Canterbury Softball Association (the Lessee) at Cuthberts Green for the construction of two new artificial softball diamonds within the lease area.
- 1.2 Under the terms of the lease, lessor approval is required for additions, alterations or any building work. The Lessee wants to replace the existing lime dust surface with a synthetic artificial surface.
- 1.3 This report recommends approving the proposed work as the new surface will enhance and improve the activities of the Lessee.
- 1.4 The decision 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 an assessment of the number of people affected, the level of impact on those affected and the cost to Council.

### 2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves the construction of two new artificial softball diamonds as shown on the plan attached to the agenda report (Attachment A) subject to:
  - a. Meeting of all compliance requirements particularly in regard to the Building Act 2004 and the Resource Management Act 1991 and existing easements.

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

- 3.1 The advantages of the recommended artificial surface is that it provides a first class all-weather softball surface that will enable:
  - Increased game capacity for local clubs and the community including holiday programmes and special needs.
  - Improved option for regional, national and international events.
  - Potential for national camps and clinics with an all-weather surface.
  - Reduced maintenance costs and environmental impact from lime dust dispersal.
- 3.2 The disadvantages are that improved facilities will increase the use of the softball diamonds and therefore may put increased pressure on the car-parking capacity. Staff have advised that the car park has capacity to accommodate the increased level of use. The other key user of the carpark is basketball however they are predominantly a winter sport therefore softball as a summer sport will have limited crossover.

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

- 4.1 Do not approve construction - not favoured as this does not assist improvement and use options for the facility. The existing surface has reached the end of its useful life.
- 4.2 Alternative option for surface covering considered and discounted as proposed surface is currently the top surface available.

#### 5. Detail Te Whakamahuki

##### The Property

- 5.1 The Council own the property known as Cuthberts Green (shown in blue below) and located at 190 Pages Road. The property is described as Sec 4 & 6 SO470186 and is held as Park under the Local Government Act 2002.
- 5.2 Cuthberts Green includes Cowles Stadium run by the Parks and Recreation Team, a range of sports fields and various lessees: Badminton Canterbury, Scout Association, Canterbury Billiards Association and Canterbury Softball Association (shown in red below).



##### Canterbury Softball Association

- 5.3 The facility run by the Canterbury Softball Association (CSA) has been the home of softball in Christchurch since 1991. It includes two full sized softball diamonds in the main stadium together with office, lounge and changing facilities. The stadium is the premier senior diamond in Christchurch as well as being used at all levels of the sport for games and training. It is supported by 17 grass diamonds in the summer on the surrounding Council managed sports fields.



- 5.4 The existing softball diamonds were constructed in 1991. They are constructed of lime which provide a soft and repairable surface that enables sliding as is common when running between bases. It requires constant watering for maintenance, periodic replacement and creates a dust problem when windy. The surface requires continual line marking during the course of each game. The lime surface was the international standard at the time of construction. It has now been superseded by synthetic surfaces at international level. These provide an all-weather surface at reduced maintenance costs.
- 5.5 The CSA wish to replace the existing lime surface with a 'brick/rust' colour synthetic surface of 960sqm approx. In addition to creating an international venue option, the synthetic all weather surface will increase national and local use capacity including providing increased opportunity for: schools/community use (special needs)/holiday programmes/national camps and clinics.
- 5.6 The capital investment cost for CSA is significant with \$495,514.00 current projected cost. To date CSA have \$320,000.00 confirmed which includes a Council contribution of \$100,000.00 approved by the Council at its meeting of 30 March 2022. The CSA are confident that the balance of funding can be achieved. Whilst a significant up front cost, the on-going maintenance costs will be reduced by \$20,000 -\$30,000 per year on infields and groundsmen. The new surface is expected to last at least 15-20 years, which would recover the cost of investment. Refer attachment B for a budget overview.
- 5.7 Orion have power cables protected by an easement laid under one of the diamonds. Approval for the new surface has been received from them subject to new ducting being supplied for the cable.

#### **Community Views and Preferences**

- 5.8 The proposed new diamonds are located within the existing lease area and simply replace the existing surface. The new surface is likely to increase overall use but this is consistent with the nature of the facility. For this reason a formal engagement process to seek community views has not been undertaken. Staff consider that this level of engagement is in proportion to the significance of the decision. The other lessees at Cuthberts Green have been notified.
- 5.9 The decision affects the following wards/Community Board areas:
- 5.9.1 Waikura Linwood-Central-Heathcote Community Board.

## 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: Recreation, Sports, Community Arts and Events

- Level of Service: 7.0.3.1 Support citizen and partner organisations to develop, promote and deliver recreation and sport in Christchurch - 4,000 hours of staff support provided to community organisations

### Policy Consistency Te Whai Kaupapa here

6.2 The decision is consistent with the following strategies:

- Recreation and Sport -2002.

### 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 The proposal was forwarded to Mahaanui Kurataio Ltd (MKT). No concerns have been raised.

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

6.5 The proposed surface is a petroleum based synthetic surface made of polypropylene which is the most common plastic base and is low cost in terms of resources to produce compared with other types of plastic products. It has a long life span and can be repaired when worn in high traffic areas. When existing synthetic diamonds are replaced parts are frequently re-used to provide a surface for batters boxes on grass fields. This protects the grass from excess wear and ground repair costs. Although non bio-degradable when dumped the remainder of the diamond surface is fully recyclable and not dumped. They are currently shipped overseas though it is likely that recycling will become more economic in New Zealand as use increases over time.

6.6 The environmental cost of the surface should be balanced against the current option which requires constant lime replacement, continual watering to keep the lime dust down, and still creates dust problems on windy days.

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

6.7 No accessibility issues arise as a consequence of this proposal.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement – nil.

7.2 Maintenance/Ongoing costs – nil.

7.3 Funding Source – not relevant.

### Other He mea anō

7.4 Note that the Council approved a contribution to the purchase of the new surface.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Clause 15 of the lease to Canterbury Softball Association requires lessor approval for additions, alterations or any building work. The proposed softball diamonds require landlord consent.
- 8.2 Landlord consent is delegated to Community Boards as set out in the delegations register below.

Delegations – Parks (Part D – Sub Part 1 – Community Boards)

Authority to give (or decline) consent as landlord to any matter or request made by tenants/licensees under leases or licences of parks to other parties and to authorise staff to sign all documentation.”



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

- 8.3 Local Government Act 2002 - Decision making including consideration of community views.
- 8.4 This report has not been reviewed by legal services.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There is a risk that local residents and park users will have concerns that the proposed new surface will lead to increased noise and activity.
- 9.2 Given the current use and purpose of the facility increased use would not be beyond the scale of reasonable use of the site. It is therefore considered low risk.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Canterbury Softball Association - Proposed New Softball Diamond Layout and Surface Data <i>(Under Separate Cover)</i>	
B 	Canterbury Softball Association - Diamond Replacement Budget Overview <i>(Under Separate Cover)</i>	

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

Document Name	Location / File Link

## Confirmation of Statutory Compliance / Te Whakatūturuanga 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>	Felix Dawson - Leasing Consultant
<b>Approved By</b>	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Al Hardy - Manager Community Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community



## 12. Sumner Lifeboat Institution- Transfer of Buildings and Granting of Ground Lease

Reference / Te Tohutoro: 20/1301742

Report of / Te Pou  
Matua: Felix Dawson Leasing Consultant, felix.r.dawson@ccc.govt.nz

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

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

- 1.1 The purpose of this report is to clarify the ownership and tenure of the two buildings used by the Sumner Lifeboat Institution at Scarborough Beach.
- 1.2 The origin of the report is that the Agreement to Lease dated 2004 between the Council and the Sumner Lifeboat Institution (SLI) has never been finalised as a lease and the parties wish to clarify the respective rights and responsibilities.
- 1.3 This report recommends a transfer by way of gift of the buildings to the Sumner Lifeboat Institution with the parties entering into a long term ground lease. The Council have first option to purchase the buildings for nominal value in the event that the SLI no longer require the buildings for the purpose of a lifeboat service.
- 1.4 The proposal to transfer the buildings to the SLI effectively confirms the current arrangement where all interior and exterior maintenance obligations rest with the SLI and clarifies that all other outgoing and expenses are to be met by them. Asset ownership gives the SLI the opportunity to reduce the cost of outgoing and opens up additional funding opportunities.
- 1.5 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 considering the level of people affected by the decision which in terms of public impact is effectively a continuation of the status quo. The financial impact of the decision is relatively low.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Recommend that the Council agree to transfer by way of gift to the Sumner Lifeboat Institution, the Lifeboat Shed and Jet Rescue Garage located on Lots 2 and 3 DP 429460 at 2 Scarborough Road as shown A & B on the plan described as **Attachment F** in the agenda to this report.
2. Recommend that the Council authorise the Manager Property Consultancy to conclude the transfer negotiations and documentation.
3. Subject to the above recommendation being approved by the Council the Waikura/Linwood-Central-Heathcote Community Board:
  - a. Approve the surrender of the Agreement to Lease between the Sumner Lifeboat Institution and the Council dated 21 April 2004.
  - b. Approve the granting of a ground lease to the Sumner Lifeboat Institution for a period of 33 years pursuant to s61 of the Reserves Act 1977 over that part of the land being

approximately 240sqm being described as lot 2 and 3 DP 429460 as shown on the plan described as **Attachment F** in the agenda to this report.

- c. Authorise the Property Manager Consultancy to conclude the lease negotiations and documentation.

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

- 3.1 The preferred option is to transfer by way of gift the buildings to the Sumner Lifeboat Institution (SLI) with ground lease. The advantages of this option are:
  - Clarifies responsibility for costs of building maintenance and outgoings for both parties
  - On-going costs to Council for building Warrant of Fitness (BWF) and Insurance are discharged
  - Reduced Council costs of lease administration
  - Advantages to SLI are that it provides an opportunity to reduce insurance and BWF costs and provides a stronger basis to attract funding

Refer **Attachment D** for detailed options analysis

- 3.2 The disadvantages of the option are loss of Council control of the buildings and ownership of an asset. These disadvantages are minimised by the terms the ground lease restricting use and development of the buildings and the right of first option to re-purchase the buildings at nominal value if no longer required for SLI purpose.

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

- 4.1 The option of formalising the Agreement to Lease the land and buildings was considered and discounted. The Agreement to Lease was on the basis that all maintenance obligations and outgoings are paid by the SLI. This is ownership in all but name but without the opportunity for SLI to reduce costs or the benefit of all funding opportunities.
- 4.2 The option of sale of the buildings to SLI was considered and discounted as the SLI have no capacity to provide a purchase price. Requiring sale of buildings for value would not take account of volunteer time and resources already put into the building by the SLI over time.
- 4.3 Do nothing was considered and discounted as it leaves maintenance obligations uncertain, ongoing costs are not properly funded currently and the existing tenure does not provide a basis for SLI to undertake investment.

### 5. Detail / Te Whakamahuki

#### Sumner Lifeboat Institution- History

- 5.1 Maritime search and rescue from Sumner dates back to 1867 with the appointment of Joseph Day as signal man and then pilot. On occasion he used his pilot boat with volunteers to undertake rescues. In 1898 a purpose built lifeboat was imported from England to be based on the current site and used for rescue purposes. It was skippered by Joseph Day and manned by local volunteers. Joseph Day remained involved until retirement in 1912.
- 5.2 The SLI was incorporated in 1904 and became a member of the Royal National Lifeboat Institution (UK). The SLI was a founding member of Coastguard New Zealand established in 1976. The SLI has provided continual rescue services on a volunteer basis from 1904 to the present.

- 5.3 The SLI continues to provide rescue services. In the last five years there have been an average of 30 crew and eight Board members with an average of 14 callouts per year. The crew undertake regular training six to eight times per month. A part time administration person is employed.
- 5.4 The SLI has long standing historical links with the local area, provide a valuable community service and remain an important part of the fabric of the Sumner community.

**Land and Buildings- Background**

- 5.5 The land and buildings that are the subject of this report were previously owned by the Lyttelton Harbour Board but were transferred to the Council in 1989 pursuant to the 1989 Waterfront Industry Restructuring Act 1989 and the Waterfront Reform Act 1989. It is now administered by the Council under the Reserves Act 1977 and vested as Local Purpose (Esplanade) Reserve.
- 5.6 Note that the entrance to the main life boat shed and the slipway are in the marine zone and administered by ECan.
- 5.7 SLI occupies two buildings as shown below:

- A- Lifeboat shed/crew room
- B- Jet boat shed/crew room



- 5.8 The lifeboat shed is on the original site and has been added to from time to time to accommodate new lifeboats and equipment as they have been acquired. It is two story with an office and mess room upstairs. The jet boat shed including upstairs crew room was built in around 1980. There is currently a container behind the jet boat shed. The SLI are proposing minor modifications to the main building to enable storage to accommodate the equipment currently in the container.
- 5.9 Although the buildings have been technically owned by the Council since 1989 broadly speaking the SLI has regarded the buildings as their own with some maintenance and development work of the buildings undertaken by them for their purpose and at their cost over time.

- 5.10 Council financial records show total Council expenses in the form of community grants and payment of invoices on the buildings from 2000- 2013 at \$398,421.00, (including earthquake repairs). There has been relatively limited expenses of \$20,601.00 by the Council since completion of earthquake repairs in 2013. In contrast the SLI has spent 63,446.00 on maintenance since that time.

When renovations were undertaken by the SLI in 2004 the Council provided a \$180,000.00 loan which was paid off over a period of 10yrs.

Refer **Attachment C** for more detail.

- 5.11 The buildings have a combined depreciation value of \$703,000 valuation with replacement value at \$1,280,000.
- 5.12 In summary: The SLI buildings are technically owned by the Council although in practice they have been developed by the SLI with financial assistance from the Council. Since 1989 the Council has contributed community funding grants to assist operational costs. This has sometimes been applied to capital development. Since earthquake repairs were undertaken by the Council in 2013 there has been limited Council expense for reactive maintenance, no cyclical maintenance, and limited community funding directed to the SLI. Insurance has been paid by the Council since 2018.

#### SLI Tenure-Options

- 5.13 The SLI has not had formal tenure from the Council since it took over in 1989. An agreement to lease was completed in 2004 but a lease was never formalised. Renewed discussions were undertaken post-earthquake in 2013 and then in 2016-2017 for a building and ground lease. The further option of a gift plus ground lease was considered at that time.
- 5.14 With ongoing maintenance required, the SLI are again seeking clarification of rights and responsibilities in regard to the buildings so that it can undertake financial and operational planning.
- 5.15 Given the history of the site staff consider that it is appropriate to deal unilaterally with the SLI for ongoing future tenure. Refer paragraph 6 below.
- 5.16 The two possible options proposed for future tenure are:
- (a) Lease of buildings and land
  - (b) Transfer by way of gift of buildings with long term ground lease (preferred option)

#### Lease of buildings and land

- 5.17 Previous negotiations around lease of land and buildings involved all maintenance and outgoings to be covered by the SLI. This is consistent with the history and essential nature of the SLI relationship with the buildings. Insurance is handled by the asset owner as is Building Warrant of Fitness regulatory obligations and structural maintenance.

There is no current policy for determining rent for Council owned buildings. The current approach is to establish a market rent and then determine a reduced rent based on the nature of the organisation service to the community and ability to pay. A market rent for these buildings has been assessed by a valuer at \$37,670. The voluntary nature of the SLI and current income result in limited ability to pay market rent so actual rent would be significantly reduced. Council recovery of Insurance and Building Warrant of Fitness and associated costs as land owner would be a minimum rent starting point.

The most common arrangement for community groups on reserve land is for a ground lease with building ownership and liabilities resting with the group. Although all outgoings would be met by the lessee with the building and land lease option, ultimate liability for the asset

rests with the Council. This is not the preferred option and is not consistent the majority of Community group arrangements on Reserve.

**Sale of buildings with long term ground lease**

- 5.18 Given the joint nature of contributions to the buildings to date and the parties' agreement that all ongoing costs are to be handled by the SLI the option of transfer by way of gift of the buildings to SLI has been considered.
- 5.19 Council finance staff have reviewed the accounts of the SLI with a view to considering their ability to make a cash purchase. They have advised that the SLI operate on the basis of benefactor contributions for operational expenses and that they do not have any financial reserves available for a contribution to the value of the buildings. With this option therefore Council staff are proposing a gift, the rationale being the input of the SLI to the buildings to date together with the fact that the SLI is a not for profit organisation that exists solely to provide service the community.
- 5.20 The Parks Unit as operational asset owner support the transfer proposal as this structure is consistent with other sports clubs or community groups that own their own buildings located on reserve land.
- 5.21 In addition to clarifying building management costs and responsibilities the key benefits to the parties with the preferred option would be:
- SLI
- (a) Better opportunity for both community and bank funding.
  - (b) Opportunity to reduce some management costs (Insurance BWOF)
  - (c) Ability to undertake building maintenance and development work without the administration costs of landlord approval.
- Council
- (a) Removal of administration of Insurance and BWOF
  - (b) Less lease administration costs
  - (c) Removal of buildings if lease terminated
- 5.22 On the basis of the above staff are recommending a transfer by way of gift of the buildings and ground lease as the preferred option. For a detailed options assessment refer **Attachment D**
- 5.23 Proposed Gift Agreement
- Includes only the existing buildings –there is no impact on current public access.
  - Use of building only for permitted use - activities of SLI as per constitution
  - Council buy back option for \$1.00 if buildings no longer required for permitted use
  - Taken on an as is basis
  - SLI obligation for full insurance, cost of maintenance and all outgoings
- Council finance staff have assessed the capacity of the SLI to take on the additional cost of owning the building and advised that bulk of additional cost would be on paper depreciation. Some additional operational and capital costs would be required. Owning the building would open up additional avenues for community funding for that purpose.
- 5.24 Key Terms of Proposed Ground Lease

- Property to be only used for permitted purpose which is the provision of a Coastguard service.
- Building footprint only - Area 239sqm approx
- Rent: determined by formula applied to sports clubs and community groups- \$247.37/annum at 2022 rate
- 11 year term with two rights of renewal

#### Consideration of Public Views

5.25 Public engagement involved:

- A public notification in the Press of a proposed transfer and ground lease with opportunity for submissions - July 2019. No submissions were received.
- A further public notification in the Press January 2021 with no submissions received.
- Correspondence with the Sumner Residents Association 15 January 2021 and Sumner Boating Club- 18 January 2021. No were concerns raised.

Staff consider this sufficient consideration of views taking into account the significance of the decision.

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

5.26.1 Waikura/Linwood-Central-Heathcote Community Board

## 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: Community Development and Facilities

- Level of Service: 2.0.1.1 Support the development of strong, connected and resilient communities by supporting the provision of a sustainable network of community facilities. - 80-84 Facilities

### Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies

6.2.1 Property - Disposal Policy refer **Attachment A**.

6.2.2 Property - Leasing Council Property- dealing unilaterally- refer **Attachment A**

6.2.3 Sports Clubs and Community Groups Charging policy

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

6.3 The decision does involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. All matters relating to the foreshore are of importance to the Mana Whenua their culture and traditions.

6.4 The building lies within the takiwā (district) of Te Ngāi Tūāhuriri Rūnanga. The proposal was forwarded to Mahānui Kurataio. No concerns were raised and specific advice from the senior advisor of treaty relationships was received to proceed. The proposal was also forwarded to the neighbouring Rūnanga Te Hapū o Ngāti Wheke who expressed support for the proposal.

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

- 6.5 The proposal to gift the buildings and lease the land does not have an impact on climate change as it does not involve the use of additional resources. In terms of the activity associated with the proposal: SLI provide an emergency service where use of fossil fuels is involved. There are limited alternative options available at this stage.

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

- 6.6 The buildings are subject to accessibility compliance requirements

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to implement – approximately \$1,500 covered in Opex budgets, SLI to contribute to costs.  
7.2 Maintenance/Ongoing costs – lease administration-covered in Opex budgets  
7.3 Funding Source – Regional Parks Opex budgets

### Other / He mea anō

- 7.4 There are no other resource implications

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

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

Authority to:

- 8.1 Disposal of buildings: Decision of Council as land owners, Local Government Act 2002  
8.2 Ground lease: Delegations Parks (Part D-sub part 1- Community Boards) Authority delegated from Council to Community Boards -s61- “to grant leases of local purpose reserves in accordance with this section”  
8.3 Reserves Act 1977- enter into lease pursuant to s61








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

- 8.4 Other legal implications are:  
8.4.1 Local Government Act 2002, dealing unilaterally- s14- refer **Attachment B**  
8.4.2 Local Government Act 2002, Disposal of a strategic asset, s97 refer **Attachment B**  
8.4.3 Local Government Act 2002, Consideration of Community views and significance,- s76-82

## 9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is a risk that SLI will not be able to fund the ongoing management of the property.  
9.2 The financial records and current financial position of the SLI has been reviewed by staff who advise that they have a healthy balance sheet with small debt and creditors. When depreciation is removed from costs there is a small operating surplus. The cost required for any significant maintenance/development will be generated through bequests and community funding. The ownership of the building will open up additional community funding sources. The risk is assessed as low to medium

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Property Policy Consistency <i>(Under Separate Cover)</i>	
B 	Statutory Obligations <i>(Under Separate Cover)</i>	
C 	Financial Summary <i>(Under Separate Cover)</i>	
D 	Options Analysis <i>(Under Separate Cover)</i>	
E 	Draft Lease <i>(Under Separate Cover)</i>	
F 	Lease Plan <i>(Under Separate Cover)</i>	
G 	Draft Deed of Gift <i>(Under Separate Cover)</i>	

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

Document Name	Location / File Link

## Confirmation of Statutory Compliance / Te Whakatūrutanga 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>	Felix Dawson - Leasing Consultant
<b>Approved By</b>	Mary Richardson - General Manager Citizens & Community



## 13. Lancaster Park Consultation Report

Reference / Te Tohutoro: 22/1092875

Report of / Te Pou Dr Richard Gibbs, Senior Project Manager, Parks Unit  
Matua: (richard.gibbs@ccc.govt.nz)

General Manager /  
Pouwhakarae: Mary Richardson, GM Citizens & Community

### 1. Mana whenua engagement

- 1.1 Mana whenua through the Matapopore Charitable Trust have been engaged in the design process of this project since August 2021 with the aim of bringing important cultural and landscape design elements to the fore in the design of the Lancaster Park redevelopment. A spatial plan and cultural design intent report was produced in late September 2021 which has been used to provide guidance on embedding cultural values and narratives into the redevelopment of the Park, See attached.

### 2. Community Views and Preferences Ngā mariu ā-Hāpori

#### Public Consultation Te Tukanga Kōrerorero

- 2.1 Early engagement with stakeholders started in 2019 with an early workshop prior to demolition of the stadium being completed on site. At early meetings staff shared a draft spatial plan. Stakeholder feedback influenced excavation work as part of the demolition. Following demolition key stakeholders were re-engaged to revisit the spatial plan and understand how each group wanted to use the space and the location of potential buildings.
- 2.2 Community consultation started on 14<sup>th</sup> January 2022 and ran until 9<sup>th</sup> March 2022. An email was sent to key and local stakeholders, including sports codes, Charleston Neighbourhood Association and Phillipstown Community Hub. Community organisations were provided with leaflets. The consultation was posted on the council Facebook page, inviting submissions on the [Have Your Say webpage](#). Consultation documents were available in local service centres.
- 2.3 Drop-in sessions were held on 3, 12, 19 February and 5 March 2022 and attended by approximately 50 people and a community hui at the Ōtautahi Sports Association clubrooms on 3 March 2022 was attended by a further 40 people.
- 2.4 A Youth Friendly Spaces Audit Report was carried out on 1 March 2022 against a set of youth relevant design principles. See attached.
- 2.5 A follow-up meeting was held with the Disabled Persons Assembly NZ on 8 August 2022, following receipt of a detailed submission from this organisation. See attached.

#### Summary of Submissions Ngā Tāpaetanga

- 2.6 The purpose of the report is to inform the Community Board of the outcome of the community engagement completed to date, and how the feedback received is informing the ongoing design and development programme for Lancaster Park.
- 2.7 Feedback was provided by six recognised organisations, one businesses and 144 individuals (note all Ōtautahi Sports submissions were counted as a single organisation). All submissions are available on our [Have Your Say webpage](#).
- 2.8 A full analysis of submissions is attached.

### 3. Next Steps

3.1 Valuable feedback has been received regarding the future development of the park. All the feedback is being used to inform the ongoing development of the spatial plan and to specifically inform key details of concept design of four key elements for future development of the park, being:

1. community buildings to support the activities on site
2. a destination playground
3. landscape development which will include many community planting day opportunities
4. a multi-media package that will capture the rich history of the park that visitors from all over NZ will want to come and experience.

The spatial plan has been updated to reflect the feedback and this will evolve as each of the four core elements defined above progress.

#### 1. Buildings

Following engagement with key user stake holder groups a design brief has been prepared for community buildings required to support activity within the park. Local architect firms have responded positively to the brief. Two concepts will be developed initially for the sports changing and community shared spaces. This will enable the users and the wider community to have a greater say in selecting the concept with the functionality and design that best meets the needs of the users and the aspirations of the local community. The following groups have been directly engaged in discussions to define key building attributes to assist in the development of the design brief. These groups will be invited to work directly with the design team to develop the concept further;

- Charleston Residents Association
- Phillipstown Community Hub
- Ōtautahi Rugby Club
- Canterbury Rugby Football Union
- Lancaster Park Cricket Club
- Christchurch Metro Cricket
- Cashmere Technical Football Club
- Mainland Football

Concept design is planned to be completed and presented to the Community Board by late November 2022, followed by a wider public consultation period and final sign off by the Community Board in early 2023. Following this we will progress to detailed design and build as swiftly as possible as sports in particular find it difficult to operate without the requisite support facilities.

#### 2. Play and recreation facilities

Following the adoption of the building concept, the playground will progress as it is critical that the playground design connects to and responds to the building and its location in particular.

#### 3. Landscape development

The planting plan is progressing. In particular the western edge naturalised landscape area. An opportunity to host a community planting exists, whereby a small area of the boundary can be planted via a community planting day. This offers a great community engagement event where further discussion around the park development can occur. This is provisionally

scheduled for late September. The full landscape plan will be consulted on early in 2023 for adoption to capitalise on the 2023 planting season.

#### 4. Multimedia programme





This overall development plan is being prepared in conjunction with the visitor experience and multi-media historical recognition programme. This programme will include a wide range of opportunities to recognise the rich history of the park through multiple media formats including fixed elements in the park and audio visual interpretations.

### 3. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Receives the information in the Lancaster Park Consultation report.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Lancaster Park Consultation - Analysis of Feedback <i>(Under Separate Cover)</i>	
B 	Lancaster Park - Youth Audit Report <i>(Under Separate Cover)</i>	
C 	Lancaster Park - Disabled Persons Assembly Submission <i>(Under Separate Cover)</i>	
D 	Lancaster Park Cultural Narrative Design Report <i>(Under Separate Cover)</i>	

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

Document Name	Location / File Link

### Confirmation of Statutory Compliance / Te Whakatūrutanga 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>	Richard Gibbs - Senior Project Manager
<b>Approved By</b>	Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community



## 14. Summer with your Neighbours 2022-23

Reference / Te Tohutoro: 22/854736

Report of / Te Pou Matua: Jane Walders, Support Officer Linwood-Central-Heathcote,  
jane.walders@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 for the Waikura Linwood-Central-Heathcote Community Board to consider applications received for the 2022/23 Summer with your Neighbours Fund and to allocate funding as appropriate.
- 1.2 There is currently a balance of \$3,000 remaining in the fund.
- 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 number of people affected and/or with an interest.
- 1.4 Due to the assessment of low significance, no further community engagement and consultation is required.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Allocate its 2022/23 Summer with your neighbours funding as follows:

	Applicant	Activity	No. attending	Staff recommendation
1	Jacqueline McGuire	Christmas BBQ	100	\$75.00
2	Barry Brooker	Community BBQ	80	\$160.00
3	Hana Philpotts	Open Day w/ sausage sizzle	50	\$75.00
4	Max Lucas	Christmas BBQ	70	\$140.00
5	Kristine Spoor	Teddy Bears Picnic	100	\$75.00
6	Andy Bean	Function for tenants and neighbours	25	\$50.00
7	Dee Owers	Neighbourhood group fitness activity	20	\$40.00
8	Cathy Allden	Sausage Sizzle and Survey event	100	\$75.00
9	Nathan Beale	BBQ and Pool Party	50	\$100.00
10	Abbi Sykes	Christmas Carnival	100	\$75.00
11	Ruth Dyson	Workshops and BBQ	200	\$75.00
12	Lesley Willoughby	Neighbourhood BBQ and activities	40	\$80.00
13	Marcus Thompson	BBQ	50	\$100.00
14	Margaret Jenkin	BBQ	20	\$40.00
15	Simon Gray	Lunchtime gathering	100	\$75.00

	Applicant	Activity	No. attending	Staff recommendation
16	Margaret McEvedy	Summer gathering	25	\$50.00
17	Annette Hobby	BBQ Lunch	36	\$72.00
18	Sandra Murphy	Gathering	37	\$74.00
19	Pam Mallinson	Christmas Lunch	32	\$64.00
20	Tara Strangwick	Summer Get Together / BBQ / Games	30	\$60.00
21	Geneva Pritchard	Street Party	100	\$175.00
22	Antoinette MacDonald	Morning Tea / Sausage Sizzle	40	\$75.00
23	Marie Kyle-Stevenson	Neighbourhood BBQ	20	\$40.00
24	Amy Prangell	Meet the neighbours BBQ	20	\$40.00
25	Luke Gardiner	Street BBQ	30	\$60.00
26	Henrietta Hall	Celebration Lunch	100	\$75.00
27	Fiona Miller	Annual BBQ	60	\$120.00
28	Claire Newman	Shared kai (3 events)	100	Withdrawn and applied from Light Bulb Moment Fund
29	Zella Askew	Season opening and social gathering	40	\$75.00
30	Olivia Walsh	BBQ and kids entertainment	20	\$40.00
31	Rachael Green	Pot Luck picnic at the park	50	\$100.00
32	Jane Beesley	Halloween Party	40	\$80.00
33	Trystan Swain	Street Gathering	100	\$175.00
34	Nicci Moeloa	Street BBQ	50	\$100.00
35	Anna Wilson	Street party and BBQ	35	\$70.00
36	Jeannie Milne	BBQ and activities	750	\$75.00
37	Lydia Stoddart	Christmas Picnic	30	\$60.00

2. Resolves that the unallocated Summer with your Neighbours 2022-23 funds of \$85 be transferred to the Waikura Linwood-Central-Heathcote 2022-23 Discretionary Response Fund.

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

- 3.1 Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. It invites residents to consider if they have ever wanted to organise a neighbourhood gathering, or to get to know the people who live close to them. This popular event has grown from year to year and is promoted by the Council.
- 3.2 Local community groups, including residents' associations and neighbourhood support groups, have been sent information inviting them to apply for the Summer with your neighbours funding that has been allocated by the Board.

- 3.3 A matrix outlining the applications and staff recommendations is attached (**Attachment A**), along with the Summer with your neighbours Guidelines (**Attachment B**) that accompany the application details.

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

- 4.1 To approve recommended funding grants with adjustments.

#### 5. Detail / Te Whakamahuki

- 5.1 By the closing date, 37 applications had been received. No late applications were received after the closing date of 5pm, Friday 12<sup>th</sup> August. Of the 37 applications received, 21 were first-time applicants. The applications were assessed to ensure they met the Summer with your Neighbours guidelines, and staff recommended an amount to be allocated to each application. One application has since been withdrawn, and the organisation has applied to the Light Bulb Moment Fund. In comparison, last year there were 35 applications.
- 5.2 Staff have endeavoured to maintain consistency over the allocation recommendations which are based on the amounts applied for and the number of people estimated to be attending the events.
- 5.3 All successful applicants will be told that the funding allocated to them can be used towards food, non-alcoholic drinks or invitation / advertising costs only.
- 5.4 To create consistency in staff recommendations across the city, staff recommendations are based on the following formula:
- \$2.50 per head up to a maximum of \$200, or the amount requested, whichever is less.
- However, using this formula would mean that \$4,750 in funds would be allocated, with only \$3,000 available. Instead, staff have recommended funding based on:
- Residents - \$2 per head up to a maximum of \$175, and
  - Organisations - \$2 per head up to a maximum of \$75.
  - Given that, the amount allocated and the guidelines stating "Funding is seen as a small contribution towards holding a gathering. Because it is intended to 'bring neighbours together', applications from individuals getting together and holding a local gathering will take priority over those held by organisations."
- 5.5 The attached Matrix provides detailed information on the 37 eligible applications for consideration. This includes applicants' details, suburbs, activities, event location, items required and funds requested and recommended. The total recommended for funding is \$2,915.
- 5.6 The decision affects the following wards/Community Board areas:
- 5.6.1 Waikura Linwood-Central-Heathcote
  - 5.6.2 Waitai Coastal-Burwood-Linwood
  - 5.6.3 Waipapa Papanui-Innes-Central
  - 5.6.4 Waihoru Spreydon-Cashmere-Heathcote

#### 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: Community Development and Facilities

- Level of Service: 4.1.27.2 Community development and recreation projects and initiatives are identified, prioritised and delivered locally - Community Board Plans are developed every three years; updated and reported annually - 100%

**Policy Consistency / Te Whai Kaupapa here**

6.2 The decision is consistent with Council's Plans and Policies. The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strengthening Communities. It will provide a strong sense of community, active participation in civic life, safe and healthy communities, celebration of our identity through arts, culture, heritage and sport, valuing the voices of children and young people.

**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 Not applicable.

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

6.5 The Community Board would expect Summer with your Neighbours events to be accessible to people of all abilities.

## 7. Resource Implications / Ngā Hīraunga Rauemi

**Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement – At its meeting on 13 July 2022 the Waikura Linwood-Central-Heathcote Community Board resolved to allocate \$3,000 from its 2022/23 Discretionary Response Fund to the 2022/23 Summer with your neighbours Fund.
- 7.2 Maintenance/Ongoing costs – Not applicable.
- 7.3 Funding Source – Waikura Linwood-Central-Heathcote Discretionary Response Fund.

## 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 is the Waikura Linwood-Central-Heathcote Community Board.

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



- 8.2 There is no legal context, issue or implication relevant to this decision.
- 8.3 This report has not been reviewed and approved by the Legal Services Unit

## 9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 The applications for funding are made by local residents / neighbourhood groups, or by residents' associations and Waikura Linwood-Central-Heathcote community organisations.



## Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Linwood-Central-Heathcote 2022-23 Summer with your Neighbours matrix <i>(Under Separate Cover)</i>	
B 	Summer with your Neighbours Guidelines 2022-23 <i>(Under Separate Cover)</i>	

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

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:

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## 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



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

Reference / Te Tohutoro: 22/1080558

Report of / Te Pou Arohanui Grace, Community Governance Manager

Matua: Arohanui.grace@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, Citizen and Community

### 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 September 2022.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Play Street	A Play Street was initially planned to be run on the 25 <sup>th</sup> of August 2022. This was the date selected by Sport Canterbury and the Bromley Community Centre. This was to be held on Kawau Crescent, north of Linwood Avenue. However, due to unforeseen circumstances, the Play Street has had to be postponed to a later date.	Ongoing	Community wellbeing is supported and improved.

- 3.1.1 **Greening the East Plan** – Memorandum providing an update regarding the Greening the East project is attached. **(Attachment A).**

#### 3.2 Community Funding Summary

- 3.2.1 **Te Pou Toetoe: Linwood Pool Event** – In 2021/22 funding year the Board set aside \$20,000 as a Board project to celebrate the opening of Te Pou Toetoe: Linwood Pool. The COVID pandemic situation lead to the event being cancelled in 2021 and it was hoped that a first birthday celebration could be held instead. Unfortunately the event will not be held owing to a staff resource.

- 3.2.2 **Community Board Discretionary Response Fund 2022/23** – as at 8 September 2022:

- Discretionary Response Fund unallocated balance for 2022/23 is \$34,670

- Youth Achievement and Development Fund unallocated balance for 2022/23 is \$1,950
- Light Bulb Moments Fund unallocated balance for 2022/23 is \$717.51

3.2.3 The 2022/23 Discretionary Response Funding Spreadsheet is attached for record purposes. **(Attachment B).**

3.2.4 **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
Ava Henderson	2022 International Surfing Association (ISA) World Surfing Games held in Huntington Beach, California from September 17-24. This is an Olympic Qualifying event for the Paris Olympics.	\$500
Eva Duncan	WAG Hawaii Participation Tour 2023 in January 2023, Gymnastics in Paradise and Aloha Gymfest	\$500
Sayu Weerasinghe	2022 Reader's Cup Nationals Competition, held in Auckland on the 20 <sup>th</sup> September 2022	\$250
Craig Cooper	2022 Waikato's Strongest Man & Woman competition held on the 1 October 2022. This is a Nationals qualifying event.	\$150

The Youth Development Fund Decision Matrices are attached for record purposes. **(Attachments C - F).**

3.2.5 **Light Bulb Moments Fund Applications** – At the Board's 2 December 2021 meeting the Board resolved that the Waikura Linwood-Central-Heathcote Community Board Light Bulb Moments Fund allocations process be to two Board Members, until the end of the Board's 2020/22 term. The following Light Bulb Moments Fund application has been approved:

Name	Event	Amount
The Learning Lounge	Three weeks rent and power costs.	\$500
Woolston Friendship Club	Room Hire and speakers costs.	\$500
Christchurch Methodist Central Mission	Kidshub Spring Fling Disco	\$432.49

The Light Bulb Moments Fund Decision Matrix is attached for record purposes. **(Attachments G - I).**

### 3.3 Participation in and Contribution to Decision Making

#### 3.3.1 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
Private Plan Change 11 – Harvey Terrace and Fitzgerald Avenue	14 September 2022	<a href="https://www.ccc.govt.nz/the-council/haveyoursay/show/540">https://www.ccc.govt.nz/the-council/haveyoursay/show/540</a>

- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All Board area and city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works>.
- **Christchurch District Plan - Plan Change 4 Short Term Accommodation Appeal** - Airbnb Australia Pty Limited have lodged an appeal against a decision of the Christchurch City Council on proposed Plan Change 4. The Board at its 17 August 2022 meeting nominated Tim Lindley and Sunita Gautam to act as the Board’s representatives at the Plan Change 4 – Short Term Accommodation appeal mediation and delegated authority to Tim Lindley and Sunita Gautam to agree to the settlement or any subsequent negotiations until the new Community Boards are installed. The representatives are to report to the new Community Boards following 2022 Local Body Elections. Mediation is planned for 3-4 October 2022.

### 3.4 Governance Advice

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 3, 17 and 31 August 2022 meetings:

- Mt Pleasant Community Centre Update.
- Hereford Street, between Fitzgerald Avenue to Stanmore Road surface repairs.
- Maces Road, Bromley Flooding.
- Morgans Valley Regeneration Project.
- Cross Reserve – Maintenance and Condition.
- Y Christchurch – Raise Up Youth Development Project
- ARA Students, on placement research on the Inner City East Housing Intensification.
- Eid Al Fitr Festival.
- Shoreline Youth Trust Partnership.

3.4.2 **Board Requests** – The Board made the following requests at its 3 August 2022 meeting:

- Request staff advice on the follow up to the customer service request made by Mr Miller regarding Hereford Street Road Surface Repairs.
- Request staff advice regarding the quality and type of seal/chip used for the Hereford Street between Fitzgerald Avenue to Stanmore Road surface repairs.
- Request an urgent briefing session on flooding issues and practical solutions for the Maces Road area.
- Request a briefing session on flooding issues and practical solutions for the Cambridge Terrace area.
- The Board agreed to seek staff advice on making the Hereford, Cashel, and Gloucester Streets intersections safer for pedestrians and right-turning traffic.
- The Board agreed to request staff chase up the outstanding reports for Board consideration.

- The Board agreed to seek staff advice around the Suburban Master Plans with the view of doing both pieces of work together.
  - The Board agreed to seek staff advice on both the indication of issues with leaking and the lifts at Matuku Takotako Sumner Centre.
  - The Board agreed to seek staff advice on the new spring that has emerged on Council property on Mount Pleasant and is now flowing onto private property and how Council will be stopping the flow.
  - Lays the report – Colombo Street – Proposed P60 Parking Space on the table and requests staff to provide advice on the possible impact of reinstatement of the car park in Colombo Street on cyclists’ safety.
  - Requests staff to re-consult with Dawson Street residents, including the local residents’ groups, on the residents’ request to rename Dawson Street to Dawson Lane, and present an options report outlining the results of the consultation.
  - Requests staff to :
    - Hold a workshop with the Community Board outlining options for a consultation document on the configuration of the mast lights and the number of occasions the lights are illuminated on Tuawera Cave Rock prior to being released for public consultation.
    - Conduct consultation with the community on the Deed of Accessibility in respect of LED lighting installation at Tuawera Cave Rock, Sumner specifically the configuration of the mast lights and the number of occasions the lights are illuminated and report back to the Board the outcome of the consultation.
  - The Board agreed to request staff advice on the timeline for the Maces Road/Ruru Road West chip seal works timeline.
  - The Board agreed to request staff advice on the progress of the investigation into the Maces Road/Ruru Road East kerb solutions.
  - The Board agreed to request staff advice on enabling temporary use of the available space within Matuku Takotako: Sumner Centre by Shoreline Trust.
  - The Board agreed to request staff to consider initiation of an “Expressions of Interest” process for managing and activating the space with Matuku Takotako: Sumner Centre.
  - Requested the following additional items to be included in the detailed design:
    - Cycle stands as close as possible to the shopping precincts within Linwood Village.
    - A plaque to be installed adjacent to 389/389A Worcester Street in remembrance of the lives lost in 22 February 2011 earthquake in Linwood Village.
    - The proposed GOBO lighting feature
- 3.4.3 **Christchurch Regeneration Acceleration Fund (CRAF)** – The Board requested a site visit to Wyon, Hulbert and Dacre Street to view and discuss the condition of the roads, gutters and paths. The Board held a site visit on 19 August 2022 and agreed to continue with the Board approved CRAF programme of works.

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

- 4.1 **Penfolds Cob Cottage** – Memorandum in reply to the Board’s 15 June 2022 request: The Board agreed to request staff advice on the progress of the rebuild of Penfold’s Cob Cottage **(Attachment J)**.
- 4.2 **Coleridge Street Proposed Parking Restrictions** – Memorandum in reply to the Board’s 4 August 2021 request: *The Board agreed to request staff to further investigate parking concerns in Coleridge Street, in particular the need for limited parking outside 24 Coleridge Street, Sydenham, in response to 4 August 2021 public forum presentation by Mr S Rolston of Happy Hire.* **(Attachment K)**.
- 4.3 **Hereford Street, between Fitzgerald Avenue to Stanmore Road, Road Surface Repairs** – Memorandum in reply to the Board’s 3 August 2022 requests: *Request staff advice on the follow up to the customer service request made by Mr Millar and Request staff advice regarding the quality and type of seal/chip used.* **(Attachment L)**.
- 4.4 **Consideration of Artificial Sports Turf** – Memorandum in reply to the Board’s 4 May 2022 request: *The Board agreed to request staff advice on advantages and disadvantages of turf and artificial turf sportsgrounds.* **(Attachment M)**.
- 4.5 **Community Board Plan – Final Monitoring Report** – Memorandum regarding the Community Board Plan – Final Monitoring Report. **(Attachment N)**.
- 4.6 **Opawa Village – Major Cycleway Crossing** – Memorandum in reply to the Board’s 23 March 2022 request: *The Board agreed to request staff to provide advice on the proposed Opawa Major Cycleway Route proposed improvements to the current pedestrian crossing in the Opawa Village or a planned new crossing within the environs of Opawa Village.* **(Attachment O)**.
- 4.7 **Ōtautahi Community Housing Trust (OCHT)** – Memorandum in reply to the Board’s requests relating to Ōtautahi Community Housing Trust. **(Attachment P)**.
- 4.8 **Linwood Park Te Pou Toetoe: Linwood Pool Toetoe Basketball Courts Lighting** – Memorandum in reply to the Board’s 15 June 2022 request: The Board requests staff advice on the cost of installing lighting to the Linwood Park Te Pou Toetoe Linwood Pool community basketball courts. **(Attachment Q)**.
- 4.9 **Bays Area Skatepark** – Memorandum in reply to the Board’s 13 April 2022 request: *Requests staff to provide an update on the Bays Area Skatepark.* **(Attachment R)**.
- 4.10 **Slow Speeds Neighbourhood - Radley Street** – Memorandum in reply to the Council’s 2022/23 Annual Plan resolution - *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.* **(Attachment S)**.
- 4.11 **Nursery Road Speed Limit** – Memorandum in reply to the Board's 17 August 2022 request: *Request staff advice on the possibility of a lower speed restriction being put in place for Nursery Road.* **(Attachment T)**.
- 4.12 **Maces Road/Ruru Road East – Road Surface and Kerb Solutions** – Memorandum in reply to the Board’s 17 August 2022 requests: *The Board agreed to request staff advice on the timeline for the Maces Road/Ruru Road West chip seal works timeline, the Board agreed to request staff advice on the progress of the investigation into the Maces Road/Ruru Road East kerb solutions.* **(Attachment U)**.

- 4.13 **Phillipstown Slow Speed Neighbourhood** – Memorandum in reply to the Board’s 4 May 2022 request: *Request staff advice on including Phillipstown in the Council’s Slow Speed Neighbourhood Programme. (Attachment V).*



## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Memorandum: Greening the East Project Update - August 2022 <i>(Under Separate Cover)</i>	
B 	Linwood-Central-Heathcote Community Board Discretionary Response Fund Allocations as at 8 September 2022 <i>(Under Separate Cover)</i>	
C 	Linwood-Central-Heathcote Decision Matrix - Youth Development Fund - Ava Henderson - 18 August 2022 <i>(Under Separate Cover)</i>	
D 	Linwood-Central-Heathcote Decision Matrix - Youth Development Fund - Eva Duncan - 25 August 2022 <i>(Under Separate Cover)</i>	
E 	Linwood-Central-Heathcote Decision Matrix - Youth Development Fund - Sayu Weerasinghe - 25 August 2022 <i>(Under Separate Cover)</i>	
F 	Linwood-Central-Heathcote Decision Matrix - Youth Development Fund - Craig Cooper - 25 August 2022 <i>(Under Separate Cover)</i>	
G 	Light Bulb Moments Fund - The Learning Lounge <i>(Under Separate Cover)</i>	
H 	Light Bulb Moments Fund - Woolston Friendship Club <i>(Under Separate Cover)</i>	
I 	Light Bulb Moments Fund - Kidshub Spring Fling Disco <i>(Under Separate Cover)</i>	
J 	Memorandum: Penfolds Cob Cottage - 16 August 2022 <i>(Under Separate Cover)</i>	
K 	Memorandum: Coleridge Street Proposed Parking Restrictions - 17 August 2022 <i>(Under Separate Cover)</i>	
L 	Memorandum: Hereford Street, between Fitzgerald Avenue to Standmore Road, Road Surface Repairs - 22 August 2022 <i>(Under Separate Cover)</i>	
M 	Memorandum: Consideration of Artificial Sports Turf - 23 August 2022 <i>(Under Separate Cover)</i>	
N 	Memorandum: Waikura Linwood-Central-Heathcote Community Board Plan - Final Monitoring Report - 31 August 2022. <i>(Under Separate Cover)</i>	
O 	Memorandum: Opawa Village - Major Cycleway Crossing - 31 August 2022 <i>(Under Separate Cover)</i>	
P 	Memorandum: Otautahi Community Housing Trust - Answer to Various Questions - 2 September 2022 <i>(Under Separate Cover)</i>	
Q 	Memorandum: Linwood Park Te Pou Toetoe Basketball Courts Lighting - 5 September 2022 <i>(Under Separate Cover)</i>	
R 	Memorandum: Bays Area Skatepark Update - 6 September 2022 <i>(Under Separate Cover)</i>	
S 	Memorandum: Radley Street Slow Speeds Neighbourhood - 6 September 2022 <i>(Under Separate Cover)</i>	
T 	Memorandum: Nursery Road - Lower Speed Restriction - 6 September 2022 <i>(Under Separate Cover)</i>	
U 	Memorandum: Maces Road/Ruru Road East - Road Surface and Kerb Solutions - 6 September 2022 <i>(Under Separate Cover)</i>	
V 	Memorandum: Phillipstown Slow Speed Neighbourhood - 6 September 2022 <i>(Under Separate Cover)</i>	

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Liz Beaven - Community Board Advisor Jae Youn Lee - Community Recreation Advisor Cathy Sweet - Community Development Advisor Shanelle Temaru-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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## 16. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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

Item 16

### Karakia Whakamutunga