



Waipapa Papanui-Innes-Central Community Board AGENDA

Notice of Meeting:

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

Date: Thursday 9 February 2023
Time: 4pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Jake McLellan
	John Miller
	Emma Twaddell

3 February 2023

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

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

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

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

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

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



Tēnā koutou

Kua hui mai nei

Ki tēnei whare ō tātou

Ki te kōrero, ki te whakarongo

i nga kaupapa ō to hapori

Nau mai, haere mai.

Nā reira tēnā koutou katoa

Greetings

to all who have gathered

within our (communal) house

to speak and to listen to the

topics/conversations of your community

Welcome, welcome

Therefore, again I greet all present

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

TABLE OF CONTENTS

Karakia Tīmatanga	5
C 1. Apologies Ngā Whakapāha	5
B 2. Declarations of Interest Ngā Whakapuaki Aronga	5
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	5
B 4. Public Forum Te Huinga Whānui	5
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	5
B 6. Presentation of Petitions Ngā Pākikitanga	6
C 7. Correspondence	21
C 8. Briefings.....	25

STAFF REPORTS

C 9. Aberdeen Street - Proposed No Stopping Restrictions	27
C 10. Horner Street Proposed Parking Restrictions.....	43
C 11. Dedication of Local Purpose (Road) Reserve as road - 31 Leander Street Papanui	49
C 12. Dedication of Local Purpose (Road) Reserve as road - 12 Ramore Place, Papanui.....	57
C 13. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Application - Marist Albion Rugby Club Inc.	63
C 14. Waipapa Papanui-Innes-Central 2022-23 Discretionary response Fund Application - Phillipstown Community Centre Charitable Trust	67
C 15. New Zealand Community Boards' Executive Committee- Voting for Zone 5 Representative.....	71
C 16. Waipapa Papanui-Innes-Central Community Board Area Report - February 2023	77
B 17. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	122

Karakia Whakamutunga

Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tihei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on [Friday, 16 December 2022](#) be confirmed (refer page 7).

4. Public Forum Te Huinga Whānui

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

4.1 Dave Gardner

Resident, Mr Gardner, will speak regarding cycle safety on Cranford Street.

4.2 Victoria Neighbourhood Association

Marjorie Manthei will speak on behalf of Victoria Neighbourhood Association to introduce it to the Board.

4.3 ICON (Inner City West Neighbourhood Association)

Kate Burt will speak on behalf of ICON to introduce it to the Board.

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 John Dalrymple-Alford

Resident, Mr Dalrymple-Alford will speak regarding Item 9, Aberdeen Street - Proposed No Stopping Restrictions.

5.2 Nigel Weston

Resident, Mr Weston will speak regarding Item 9, Aberdeen Street - Proposed No Stopping Restrictions.

6. Presentation of Petitions Ngā Pākikitanga

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

Waipapa Papanui-Innes-Central Community Board OPEN MINUTES

Date: Friday 16 December 2022
Time: 9.01am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Jake McLellan via audio-visual link
	John Miller
	Emma Twaddell

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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

There were no apologies.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Emma Twaddell declared an interest in Item 11.

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

Part C

Community Board Resolved PCBCC/2022/00010

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 10 November 2022 be confirmed.

Pauline Cotter/Simon Britten

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Citycare Property

Hana Saemon-Beck, Community Activator, spoke on behalf of Citycare Property to introduce her work in the role and after allowing members' questions, the Chairperson thanked Ms Saemon-Beck for coming to speak to the Board.

4.2 Susan Peake

Susan Peake, local resident, spoke regarding issues with the two car parks in Mary Street nearest the approach to Main North Road. Ms Peake requested their removal to address traffic congestion and safety in relation to that northern exit from Mary Street into the turning and straight-through lanes, and also in relation to the exit from the Police Station.

After members' questions had been answered by Ms Peake, the Board requested that staff report back in relation to Ms Peake's request, and the Chairperson thanked Ms Peake.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Garry Neale - Briggs/Marshland/Lake Terrace Safety Improvements

Garry Neale, local resident, spoke regarding Item 8 - Briggs/Marshland/Lake Terrace Safety Improvements. Mr Neale delivered the attached presentation and suggestions as his deputation on this report, which was considered later in the meeting.

After members' questions had been answered by Mr Neale, the Chairperson thanked him for his deputation.

Attachments

A Deputation Presentation from Garry Neale

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Board Consideration

The Board received the correspondence attached to the report, and in relation to the letter from Ms Hossack, requested a site meeting with Three Waters staff at Francis Ave. The Board also requested an update from staff on progress with information for the Board and residents relevant to the flooding mitigations requested, and on the process for pump activation, with an indication of the timeframe for information to be received to be communicated to Ms Hossack.

Officer Recommendations Ngā Tūtohu

That the Papanui-Innes-Central Community Board:

1. Receive the correspondence from Francis Ave resident, Jane Hossack, regarding the surface flooding experienced in the street when it rains persistently.
2. Receive the correspondence from Shirley Community Trust Chairman, Graeme Mitchell, thanking the Council's Park Team for their assistance creating the Shirley Birdsong Trail.

Community Board Resolved PCBCC/2022/00011

Part B

That the Papanui-Innes-Central Community Board:

1. Receive the correspondence from Francis Ave resident, Jane Hossack, regarding the surface flooding experienced in the street when it rains persistently, and request a site meeting as soon as possible in the new year, and an update from staff on the progress of information, particularly around the pump station activation/process, being supplied in relation to the issues in this area.
2. Receive the correspondence from Shirley Community Trust Chairman, Graeme Mitchell, thanking the Council's Park Team for their assistance creating the Shirley Birdsong Trail.

Pauline Cotter/Victoria Henstock

Carried

8. Briggs/Marshland/Lake Terrace Safety Improvements

The Board received a deputation earlier in the meeting from Garry Neale on this item, informing its considerations, along with the answers staff could provide in relation to the points raised.

To introduce the item itself, the Board received a PowerPoint presentation as attached from staff outlining the project and 'Road to Zero' more generally, which included as the second slide playing the video from the Transport Accident Commission Victoria that was available at this link:

<https://www.youtube.com/watch?v=k2tOye9DKdQ>

Community Board Resolved PCBCC/2022/00012 (Officer Recommendations accepted without change)

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves, pursuant to section 334 of the Local Government Act 1974, the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Briggs Road, Marshland Road and Lake Terrace Road, on the Briggs Road and Marshland Road approaches, as detailed on plan TP360201 in Attachment A to the report.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. Notes that the above resolutions only have effect within the Waipapa Papanui-Innes-Central Community Board area, and the officer recommendations as relating to the other side of the scheme within the area of the Waitai Coastal-Burwood-Linwood Community Board have been accepted by that Board, including that they recommend to the Council to approve a new section of cycle lane on Lake Terrace Road.
4. Approves that the above resolutions take effect when the traffic control devices that evidence the restrictions described in resolution 1 above are in place.

Emma Twaddell/Emma Norrish

Carried

Attachments

- A Staff Presentation for Item 8

9. Bishop Street - Proposed No Stopping Restrictions

Community Board Resolved PCBCC/2022/00013 (Officer Recommendations accepted without change)

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on:
 - a. The north side of Purchas Street, commencing at its intersection with Bishop Street and extending in a westerly direction for a distance of 7.5 metres.

- b. The west side of Bishop Street, commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 8.5 metres.
 - c. The east side of Bishop Street, commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 22 metres.
 - d. The north side of Purchas Street, commencing at its intersection with Bishop Street and extending in an easterly direction for a distance of 7.5 metres.
 - e. The south side of Purchas Street, commencing at its intersection with Bishop Street and extending in an easterly direction for a distance of 7.5 metres.
 - f. The east side of Bishop Street, commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 19 metres.
 - g. The west side of Bishop Street, commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 19 metres.
 - h. The south side of Purchas Street, commencing at its intersection with Bishop Street and extending in a westerly direction for a distance of 7.5 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 -1h above.
 3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Pauline Cotter/Sunita Gautam

Carried

10. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Application - Board Projects

Community Board Resolved PCBCC/2022/00014 (Officer Recommendations accepted without change)

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$9,000 from its 22/23 Discretionary Response Fund towards the Youth Recreation Board project.
2. Approves a grant of \$500 from its 22/23 Discretionary Response Fund towards the Community Pride Garden Awards Board project.
3. Approves a grant of \$2,000 from its 22/23 Discretionary Response Fund towards the Edible and Sustainable Garden Awards Board project.
4. Approves a grant of \$4,000 from its 22/23 Discretionary Response Fund towards the Community Liaison Board project.
5. Approves a grant of \$3,500 from its 22/23 Discretionary Response Fund towards the Waipapa Papanui-Innes-Central School Civic Award Board project.

Simon Britten/Pauline Cotter

Carried

Emma Twaddell requested that her vote against resolutions 2 and 3 be recorded.

11. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Applications

Board Consideration

The Board accepted the officer recommendations in relation to resolutions 1-5, which were moved, seconded and put to a vote separately from resolution 6, so as to avoid a member's declared interest in that final application from St Albans Residents Association. Exercising its discretion in respect of resolution 6, the Board departed from the officer recommendations only for this application, and approved a \$150 grant toward the event.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$1,500 from its 2022/23 Discretionary Response Fund to Christchurch Spikers Volleyball Club towards the cost of hall rental.
2. Approves a grant of \$1,800 from its 2022/23 Discretionary Response Fund to Inner City West Neighbourhood Association (ICON) towards the cost of Web Site Design and management.
3. Approves a grant of \$3,500 from its 2022/23 Discretionary Response Fund to Papanui Toy Library towards the cost of Wages for the Toy Library Supervisor.
4. Approves a grant of \$2,500 from its 2022/23 Discretionary Response Fund to St Albans School towards the cost of their Traffic Wardens.
5. Approves a grant of \$575 from its 2022/23 Discretionary Response Fund to New Direction Christchurch Charitable Trust
6. Decline the application to the 2022-23 Discretionary Response Fund from St Albans Residents Association towards their Halloween Community Event.

Community Board Resolved PCBCC/2022/00015

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$1,500 from its 2022/23 Discretionary Response Fund to Christchurch Spikers Volleyball Club towards the cost of hall rental.
2. Approves a grant of \$1,800 from its 2022/23 Discretionary Response Fund to Inner City West Neighbourhood Association (ICON) towards the cost of Web Site Design and management.
3. Approves a grant of \$3,500 from its 2022/23 Discretionary Response Fund to Papanui Toy Library towards the cost of Wages for the Toy Library Supervisor.
4. Approves a grant of \$2,500 from its 2022/23 Discretionary Response Fund to St Albans School towards the cost of their Traffic Wardens.
5. Approves a grant of \$575 from its 2022/23 Discretionary Response Fund to New Direction Christchurch Charitable Trust towards the boxing day community event.

Sunita Gautam/Emma Twaddell

Carried

Community Board Resolved PCBCC/2022/00016

6. Approves a grant of \$150 from its 2022-23 Discretionary Response Fund from St Albans Residents Association towards their Halloween Community Event.

Pauline Cotter/Simon Britten

Carried

Emma Twaddell declared an interest in the application relating to resolution 6 and took no part in the discussion or voting.

**12. Waipapa Papanui-Innes-Central Community Board - Governance
Arrangements for 2023-2025**

Board Consideration

The Board broadly accepted the officer recommendations, and agreed that: the Chairperson is not to have a casting vote; the Ordinary Meeting Schedule set out as 'Option A' was adopted; it did not intend to appoint a representative to the Canterbury Horticultural Society, but named its appointments to Keep Christchurch Beautiful, the Christchurch Beautifying Association, and the North West Christchurch Community Sporting Trust; and any convening of its Recess Committee would be open to all members, though it would have a quorum of two members.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

Consideration of a Casting Vote

1. Resolves whether or not the Chairperson of the Board is to have a casting vote.

Ordinary Meetings Schedule

2. Adopt one of the following schedules of ordinary meetings for the Board's 2023-2025 term:

Option A: Thursdays commencing at 4pm in the Board Room at Papanui Service Centre, 5 Restell Street, Christchurch:

2023	2024	2025
9 February	15 February	13 February
9 March	14 March	13 March
13 April	11 April	10 April
11 May	9 May	15 May
15 June	13 June	12 June
13 July	11 July	10 July
10 August	15 August	14 August
14 September	12 September	11 September
12 October	10 October	
9 November	14 November	
14 December	12 December	

Option B: Fridays commencing at 9am in the Board Room at Papanui Service Centre, 5 Restell Street, Christchurch:

2023	2024	2025
10 February	16 February	14 February
10 March	15 March	14 March
14 April	12 April	11 April
12 May	10 May	16 May
16 June	14 June	13 June
21 July	12 July	11 July
11 August	16 August	15 August
15 September	13 September	12 September
13 October	11 October	
10 November	8 November	
15 December	13 December	

3. Approve that the Board Chairperson and Community Governance Manager are jointly authorised to amend the Ordinary Meeting Schedule as required, after consulting with the Board members, including adding or removing ordinary meetings.
4. Note the Board's intent to be accessible to its communities by livestreaming meetings, and approving that staff work with communities interested in localising forums for the public to speak to the Board (and Community Network hui, subject to approval of that Broad Project), by offering, within capacity, to conduct select Board business accompanied by forum opportunities, or standalone forums/hui, near to relevant communities.
5. Note the holding of Board briefings will generally take place in the fourth week of the month on a day of the week and time that is the same as what the Board agrees above for when its ordinary meetings will occur in the second week of the month.

Appointments and Delegations

6. Consider the invitation to appoint two Board representatives to the Keep Christchurch Beautiful Committee.
7. Appoint a Board representative to the Canterbury Horticultural Society.
8. Appoint a Board representative to the Christchurch Beautifying Association.
9. Approve the Board Chairperson to appoint an alternate Board member to represent the Board on any occasion the Board's appointed representative is unavailable.
10. Consider the invitation to appoint a Board representative to the North West Christchurch Community Sporting Trust to serve as a trustee.
11. Appoint the Board Chairperson, or an alternate Board member appointed by them, to represent the Board in ad hoc matters.
12. Endorse Sunita Gautam representing the Board as a continuing trustee of the Rose Historic Chapel Trust.
13. Appoint a Recess Committee comprising the Board Chairperson and Deputy Chairperson and any one other member available, to be authorised to exercise the delegated powers of the

Waipapa Papanui-Innes-Central Community Board for the period, in each of the years 2022-24, following its last ordinary meeting of the calendar year up until the Board resumes its normal business the following year.

14. Approve that if the Board Chairperson or Deputy Chairperson are unavailable at the time needed the Community Governance Manager may substitute an alternate Board member for the Recess Committee, or to exercise any relevantly time-sensitive delegation they hold.
15. Note that any such delegation exercised by the Board's Recess Committee will be reported to the Board for record purposes.
16. Note that any meeting convened of the Recess Committee will be publically notified and the details forwarded to all Board members.
17. Establish a Waipapa Papanui-Innes-Central Community Board Submissions Working Group for the 2022-25 term as follows:
 - a. Terms of Reference being to develop submissions on behalf of the Waipapa Papanui-Innes-Central Community Board for relevant consultations as they arise.
 - b. All Waipapa Papanui-Innes-Central Community Board members who are not also Councillors are appointed as members of the Submissions Working Group.
 - c. The quorum of the Submissions Working Group is two members, noting that it will operate on an informal basis for flexibility of timing in light of submission timeframes with the option to meet via audio-visual link.
 - d. The Board Chairperson and Deputy Chairperson will fill these roles for the Working Group, and are authorised to approve submissions on behalf of the Board that have been developed through the Submissions Working Group.
 - e. The Board Chairperson (or a member they delegate to for this purpose) is authorised to:
 - i. appear and be heard at any hearing of submissions;
 - ii. approve when and how submission opportunities will be workshopped in consultation with the Community Governance Manager; and
 - iii. amend or withdraw a submission (after consulting with the members).
 - f. Any submissions to be reported to the Board for record keeping purposes.
 - g. The Submissions Working Group need not process filings into quasi-judicial and similar proceedings, allowing that where the Board has decided to participate in such proceedings, filings (including submissions) to these may be approved by the Board Chairperson or the member(s) appointed to appear in the proceedings (who may also approve their withdrawal or amendment, and any settlement arrangements).

Community Board Resolved PCBCC/2022/00017

Part C

That the Waipapa Papanui-Innes-Central Community Board:

Consideration of a Casting Vote

1. Resolves that the Chairperson of the Board will not have a casting vote.

Ordinary Meetings Schedule

2. Adopts the following schedule of ordinary meetings for the Board's 2023-2025 term:

Thursdays commencing at 4pm in the Board Room at Papanui Service Centre, 5 Restell Street, Christchurch:

2023	2024	2025
9 February	15 February	13 February
9 March	14 March	13 March
13 April	11 April	10 April
11 May	9 May	15 May
15 June	13 June	12 June
13 July	11 July	10 July
10 August	15 August	14 August
14 September	12 September	11 September
12 October	10 October	
9 November	14 November	
14 December	12 December	

3. Approves that the Board Chairperson and Community Governance Manager are jointly authorised to amend the Ordinary Meeting Schedule as required, after consulting with the Board members, including adding or removing ordinary meetings.
4. Notes the Board's intent to be accessible to its communities by livestreaming meetings, and approving that staff work with communities interested in localising forums for the public to speak to the Board (and Community Network hui, subject to approval of that Broad Project), by offering, within capacity, to conduct select Board business accompanied by forum opportunities, or standalone forums/hui, near to relevant communities.
5. Notes the holding of Board briefings will generally take place in the fourth week of the month on a day of the week and time that is the same as what the Board agrees above for when its ordinary meetings will occur in the second week of the month.

Appointments and Delegations

6. Appoints Emma Norrish and Emma Twaddell as Board representatives to the Keep Christchurch Beautiful Committee.
7. Appoints Emma Twaddell as a Board representative to the Christchurch Beautifying Association.
8. Approves the Board Chairperson to appoint an alternate Board member to represent the Board on any occasion the Board's appointed representative is unavailable.
9. Appoints Victoria Henstock as a Board representative to the North West Christchurch Community Sporting Trust to serve as a trustee.
10. Appoints the Board Chairperson, or an alternate Board member appointed by them, to represent the Board in ad hoc matters.
11. Endorses Sunita Gautam representing the Board as a continuing trustee of the Rose Historic Chapel Trust.
12. Appoints a Recess Committee comprising the Board Chairperson and Deputy Chairperson and at least one other member available (noting there will be a quorum of two members), to be authorised to exercise the delegated powers of the Waipapa Papanui-Innes-Central

Community Board for the period, in each of the years 2022-24, following its last ordinary meeting of the calendar year up until the Board resumes its normal business the following year.

13. Approve that if the Board Chairperson or Deputy Chairperson are unavailable at the time needed the Community Governance Manager may substitute an alternate Board member for the Recess Committee, or to exercise any relevantly time-sensitive delegation they hold.
14. Note that any such delegation exercised by the Board's Recess Committee will be reported to the Board for record purposes.
15. Note that any meeting convened of the Recess Committee will be publically notified and the details and invitation forwarded to all Board members.
16. Establish a Waipapa Papanui-Innes-Central Community Board Submissions Working Group for the 2022-25 term as follows:
 - a. Terms of Reference being to develop submissions on behalf of the Waipapa Papanui-Innes-Central Community Board for relevant consultations as they arise.
 - b. All Waipapa Papanui-Innes-Central Community Board members who are not also Councillors are appointed as members of the Submissions Working Group.
 - c. The quorum of the Submissions Working Group is two members, noting that it will operate on an informal basis for flexibility of timing in light of submission timeframes with the option to meet via audio-visual link.
 - d. The Board Chairperson and Deputy Chairperson will fill these roles for the Working Group, and are authorised to approve submissions on behalf of the Board that have been developed through the Submissions Working Group.
 - e. The Board Chairperson (or a member they delegate to for this purpose) is authorised to:
 - i. appear and be heard at any hearing of submissions;
 - ii. approve when and how submission opportunities will be workshopped in consultation with the Community Governance Manager; and
 - iii. amend or withdraw a submission (after consulting with the members).
 - f. Any submissions to be reported to the Board for record keeping purposes.
 - g. The Submissions Working Group need not process filings into quasi-judicial and similar proceedings, allowing that where the Board has decided to participate in such proceedings, filings (including submissions) to these may be approved by the Board Chairperson or the member(s) appointed to appear in the proceedings (who may also approve their withdrawal or amendment, and any settlement arrangements).

Emma Norrish/Emma Twaddell

Carried

13. Waipapa Papanui-Innes-Central Community Board Area Report - December 2022

Community Board Resolved PCBCC/2022/00018 (Officer Recommendations accepted without change)

Part B

That the Waipapa Papanui-Innes-Central Community Board:

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

Emma Norrish/Sunita Gautam

Carried

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

Part B

Members exchanged information on matters of interest to the Board, including:

- Board delegation exclusions in respect of the Central City "Plan A" area, and the Council's anticipated formation of its Central City Parking Restrictions Subcommittee were discussed.
- Opportunities for localised community networking hui were queried, noting a survey being undertaken to ascertain relevant preferences of the community groups involved in this.
- There was discussion around addressing the availability of voting boxes in the Innes Ward for the upcoming by-election.

14.1 Alcohol Law Reform

Members had an exchange, arising from mention of prospective alcohol bans, around the ongoing alcohol law reform, requesting information from staff on the current state of progress.

14.2 Dudley Street Scrubbing Maintenance Round

The Board requested staff to ensure that the previously arranged rotating Dudley Street maintenance schedule established to respond to the Dudley Street starlings (a two weekly scrubbing round for the footpaths during the roosting season to scrub off the droppings) has been initiated again further to resident indications that the starlings have returned to their roosts in the street again.

14.3 Staff Delegation for Discretionary Response Fund

There was interest from the Board in establishing a staff delegation to approve Discretionary Response Fund applications, similar to that for approving Youth Development Fund applications, over the period between electoral terms.

14.4 Briefing Session with Police

Noting the example of a number of thefts highlighted in Chester Street East, the Board sought to request a briefing session with the Police to explore and understand the challenges its community is facing with such criminality and other Police matters.

Karakia Whakamutunga

Meeting concluded at 10.30am.

CONFIRMED THIS 9th DAY OF FEBRUARY 2023

EMMA NORRISH
CHAIRPERSON

7. Correspondence

Reference / Te Tohutoro: 23/68025

Report of / Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori - Community Board Advisor,
(Mark.Saunders@ccc.govt.nz)

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:


Name	Subject
Taylah Holdem	Report back on Youth Development Fund grant to attend the U19 World Beach Volleyball Championships in Turkey

2. Staff Recommendations / Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the correspondence from Taylah Holdem reporting back in relation to the assistance her through the Youth Development Fund.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Correspondence from Taylah Holdem	23/68055	22

17 January 2023

Taylah Holdem

Dear Lyssa

Thank you so much for the Papanui-Innes Youth Development Fund grant of \$500.00. Firstly, I would like to apologise for the delay in submitting this to you. I was awarded an indoor volleyball scholarship to Michigan State University (a Division 1 NCAA College), due to commence in August 2023. However, in late 2022 Michigan State requested to bring forward the start date to early January 2023. Due to the workload for exams for NCEA Level 3 and extensive compliance requirements in bringing forward my scholarship, I have been unable to get this to you sooner. Again, my apologies.

1. The funding was spent on the following:

The \$500.00 grant from the Papanui-Innes Youth Development Fund was put towards airfares to attend the U19 World Beach Volleyball Championships in Turkey in September 2022.

2. The funding received from the Community Board had the following benefits:

The grant was so appreciated as volleyball in New Zealand is generally completely self-funded. Whilst an honour to represent your country, it did come at much expense to myself and my family, as we were required to attend the Asian Champs in Thailand mid-year in order to qualify a spot for New Zealand at the World Champs which we successfully did. As our coach was based in Auckland, my beach partner and I were also required to travel to Auckland on occasion for training at our own expense. Therefore, the grant received was very much appreciated.

As I am now based in the US and will be unable to attend a meeting to share my experience, I wanted to express my gratitude again for this grant. By attending the U19 World Champs, we got to test ourselves against the best in the world. We took away a number of learnings, both from a playing and preparation point of view, but also from a mental skills perspective, which I know will stand me in good stead as I embark on a college career of volleyball and beyond.

I have also attached a couple of playing photos.

With warm regards

Taylah Holdem



8. Briefings

Reference / Te Tohutoro: 23/89385

Report of / Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori - Community Board Advisor,
(Mark.Saunders@ccc.govt.nz)

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Introduction to Community Resilience Coordinator	Franzisca Doser	Civil Defence & Emergency Management

Attachments Ngā Tāpirihanga

There are no attachments to this report.

9. Aberdeen Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 22/1273548

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 Waipapa Papanui-Innes-Central 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 Waipapa Papanui-Innes-Central Community Board:

1. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Resolution 2 below.
2. 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 detailed in Resolutions 2a-2f 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 133.8 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 16.8 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 an easterly 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 38 metres.
 - e. That the stopping of vehicles is prohibited at all times on the north side of Aberdeen Street commencing 106.5 metres from its intersection with Madras Street, and extending in a westerly direction for a distance of 72 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.
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 over the past four years.
- 3.2 We have received several safety related service requests from residents who are concerned 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 No Parking restriction recommendations will allow better access along Aberdeen Street, improving safety by allowing unimpeded emergency access.
- 3.4 The preferred 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, alternating sides (**preferred option**)
 - **Option 2** – Install No Stopping Restrictions; on one side of the road
 - **Option 3** – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages
 - 4.3.1 **Option 1** – Install No Stopping Restriction – alternating sides layout (**preferred option**), refer Attachment A

The advantages of this option include:

- Addresses resident 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.
- Our preferred option is to provide No Stopping restrictions (broken yellow lines) to alternate sides of the street to assist in managing the speed environment in line with engineering best practice.
- Legalises the restriction of on-street parking along Aberdeen Street.

The disadvantages of this option include:

- Removes the 26 on-street parking spaces.
- Displaces parking to another location.

4.3.2 **Option 2** – Install No Stopping Restrictions on one-side of the street, refer Attachment B

The advantages of this option include:

- Addresses resident 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.
- Addresses residential concerns around loss of parking by reducing the number of parking spaces removed in the preferred Option 1 from 26 spaces to 19 spaces.
- Legalises the restriction of on-street parking along Aberdeen Street.

The disadvantages of this option include:

- Removes 19 on-street parking spaces.
- Displaces parking to another location.

4.3.3 **Option 3** - Do nothing

The advantages of this option include:

- Retains 26 on-street parking spaces.
- Does not displace parking to other locations.
- Addresses resident requests to not remove any on-street parking spaces.

The disadvantages of this option include:

- Does not address the safety concerns relating to through access of oversize vehicles, including emergency vehicle access when vehicles are parked on both sides.

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 as shown in Table 1.

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	

Table 1 – Central City Parking Policy Prioritisation Table

This table shows the general prioritisation order given to on-street parking space use for Residential Central City Streets, with safety being the number 1 priority.

- 5.3 Aberdeen Street is a narrow street at 6.5 metres wide.
- 5.4 Aberdeen Street has undergone significant residential redevelopment over the past four years. Our records show that there have been two residential developments on the south side of Aberdeen Street/corner of Madras Street.
 - An initial development of 22 residential units which were approved in 2018 (RMA/2018/2407). This development was approved with each residential unit having at least one car parking space.
 - A second development of 44 residential units (RMA/2021/236) to the north of the original 22 units and on the south side of Aberdeen Street. This development occurred when on site car parking was not required by the Christchurch City Council District Plan.
- 5.5 Any rule in the District Plan requiring on-site car parking to be provided by private developers was removed by Government legislation. Further, while the District Plan does not now require on-site car parking, the District Plan also does not have a rule that precludes the supply of on-site car parking. Any frontage road is a public space, and Council does not consider this public space to be an automatic extension of a private property (by way of dedicated car parking).
- 5.6 The issue with through access has been brought to Council's attention by several residents of Aberdeen Street as well as Fire and Emergency New Zealand. The main concern is that emergency vehicles have been unable to get through the street in response to an emergency callout
- 5.7 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 this time restriction is no longer considered appropriate due to the streets narrow width and significantly higher population density.
- 5.8 There are several businesses in the area, including the Salisbury Street Briscoes; their main yard for store deliveries is located off Aberdeen Street. Briscoes expressed their support for the proposals as currently vehicles parked near their yard access can have an impact on delivery vehicle turning movements,
- 5.9 While Aberdeen Street is within the central area, it is similar in function and form to narrow suburban streets. 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.*

To remove the risk of emergency vehicles being unable to access property, Council has proposed removing parking on one side of this 6.5 metre wide street.

When removing parking on one side of a street, engineering best practice is to alternate the parking from one side to another. This has a traffic calming effect on speed which is especially desirable now Aberdeen Street has a much significantly higher number of people using the street than before. A similar situation exists at Cox Street, in Merivale, which is also 6.5 metres wide and had through access issues. This has been successfully mitigated by installing a No Stopping restriction to alternating sides of the street.

Our preferred option is therefore to provide No Stopping restrictions (broken yellow lines) to alternating sides of the street to assist in managing the speed environment (refer Attachment A).

- 5.10 Due to concerns about parking supply in Aberdeen Street from residents, the Traffic Operations Unit has reviewed the original proposal (Option 1). A second option is therefore also being presented to the Community Board for their consideration, to install parking restrictions (broken yellow lines) along the south side of the street only (refer Attachment B).

Removing parking on one side of Aberdeen Street only (Option 2), while not the technically preferred option, can be considered for the following reasons:

- Aberdeen Street is shorter than the Cox street example above, 230 metres compared to 365 metres.
- Speed limits are to be reviewed in the Central City in the next 10 years, noting that streets such as Aberdeen Street are likely to have a lowered speed limit of 40 km/h.
- Parking on one continuous side only (avoiding the need for transition between alternating side) results in 7 less car parks being removed.

- 5.11 The proposed No Stopping restriction (broken yellow line) layout for both Option 1 and 2 takes into account the apartment garage driveways accessed off the south side of Aberdeen Street and two fire hydrant locations where it is already illegal to park.
- 5.12 The length of No Stopping restriction on the south side of the street (Option 1) was extended in the westerly direction by 14 metres. This was following consultation with Briscoes who expressed concern about vehicles parked next to their access affecting access to their delivery yard.
- 5.13 We have received several enquiries from residents about residential parking permits, to give them priority use of the available on-street parking.
- Council did run a residents parking permit scheme in 2019. This was discontinued in 2020 for several reasons, including investigation, administration, and enforcement issues. Currently Council has no process to issue residents parking permits. This is likely to be reviewed again next year, though there is no guarantee that a process will be put in place even then.
- 5.14 We have also received a number of enquiries to establish the street as one-way only and/or to install speed humps. Neither of these would make it easier for emergency vehicles to get through; the issue is still how narrow the street is and would still require removal of parking on one side.
- 5.15 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.
- 5.16 Approval is required by the Waipapa Papanui-Innes-Central Community Board.
- 5.17 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

5.18 Summary of feedback

We heard from six residents out of a possible 66 residential units on Aberdeen Street between 1 December and 16 December 2022. All feedback received with staff responses is in the attached document. **(Attachment D).**

All residents we heard from did not support the plan, stating that it didn't consider residential parking. There has been development of units and townhouses in the area who depend on on-street parking for accessibility and safety reasons.

5.19 **Key topics raised were**

- New housing developments have increased parking demand (6)
- Introducing parking permits/time limited parking (3)
- Safety risks of reducing parking to residents (3)
- Emphasis has been given to Briscoes over residents' needs. (3)

5.20 There was disappointment from residents that these restrictions were being implementing even though consent was given to build the units which lacked car parking. It was explained via email that in 2021 when 44 units were developed, the governmental legislation no longer required on-site car parking. Whereas the 22 units built in 2018 included at least one car parking space.

5.21 In response to the feedback, staff have investigated and decided to include a second option for the community board to consider which also gives residents more flexibility with their parking while also addressing the narrowness of the street.

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 no other 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	Reference	Page
A 	Attachment A - Aberdeen Street, Proposed No Stopping Restriction - Option 1 (Preferred Option)	23/20494	35
B 	Attachment B - Aberdeen Street Proposed No Stopping Restriction - Option 2	22/1791237	36
C 	Attachment C - Officer Recommendations, Option 2	23/20495	37
D 	Attachment D - Submitter Issues Raised Table	23/17515	38

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not applicable	

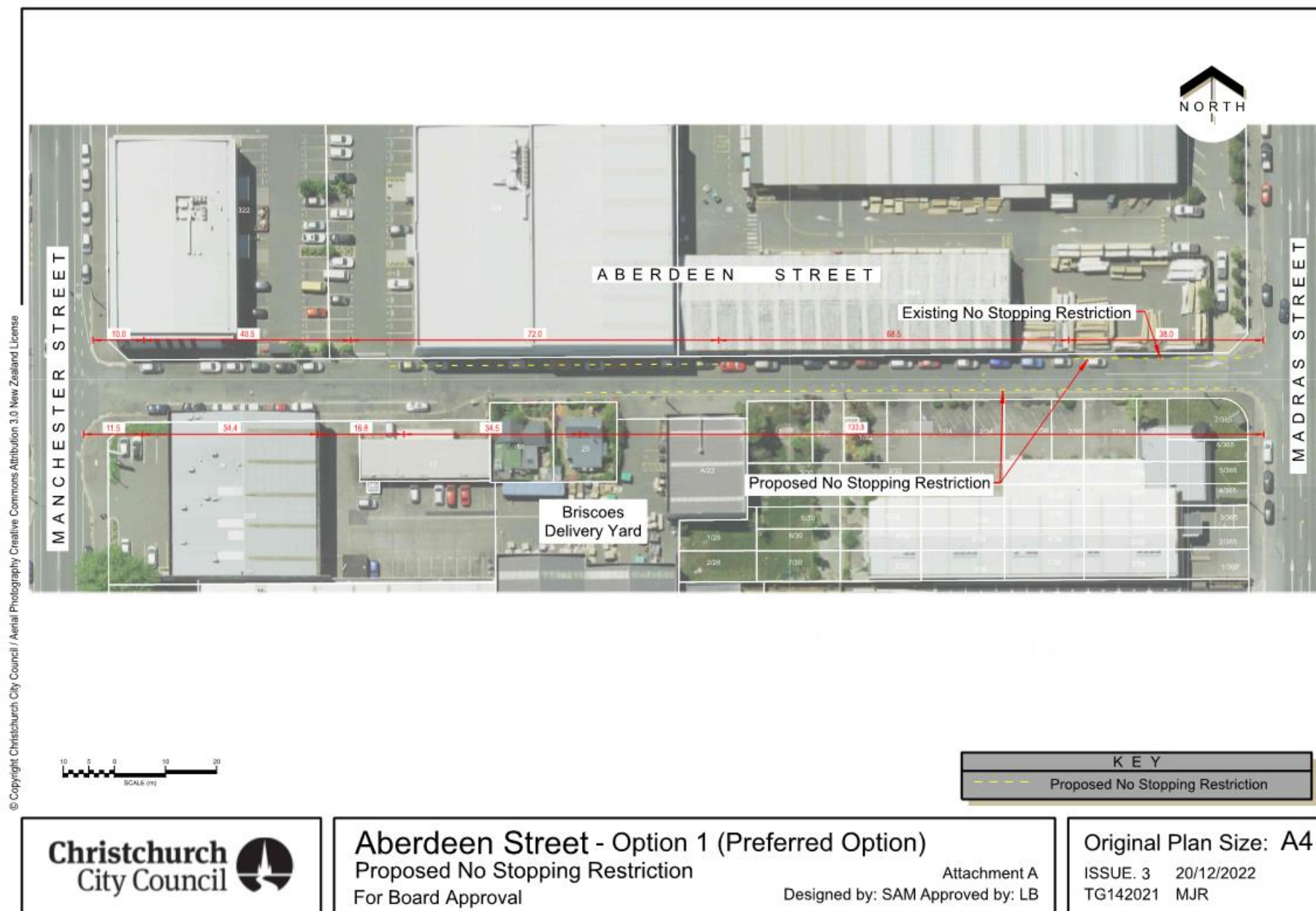
Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

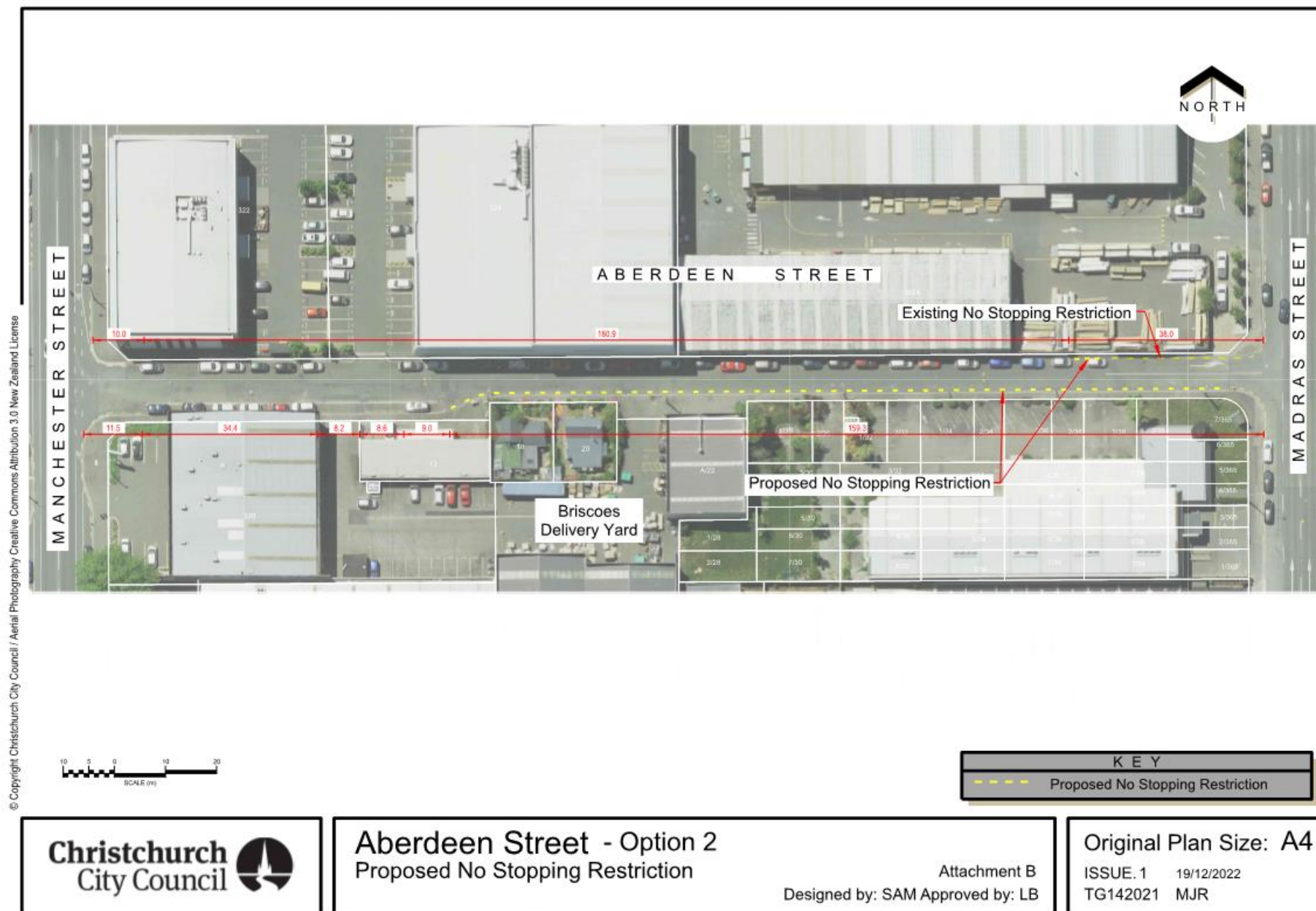
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

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

Signatories Ngā Kaiwaitohu

Authors	Sally-Ann Marshall - Traffic Engineer Kiran Skelton - Engagement Assistant
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)





2. Officer Recommendations Ngā Tūtohu – Option 2

That the Waipapa Papanui-Innes-Central Community Board:

1. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Resolution 2 below.
2. 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 detailed in Resolutions 2a-2d 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 159 metres.
 - b. 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 an easterly direction for a distance of 11.5 metres.
 - c. 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 38 metres.
 - d. 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.
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).

Issues raised table

Issue raised by submitter(s)	Staff response
<p>Issues raised that led to change</p> <p>Many reasons to reject the current Christchurch City Council plan for such minimal residential car parking on Aberdeen St.</p> <p>1. The CCC plan ignores that Support is needed for the Residents</p> <ul style="list-style-type: none"> The Plan is over-draconian – 11 adjacent car parks will be left for a large housing complex, from an existing ~38 such spaces (for ~38 houses). The inner city needs to support all Residents, including less fit or older / vulnerable people who need to stay connected with their wider community and whanau not in this housing complex. Not everyone is young and fit or able to walk or bike! People need to minimise distances from remote car parking – these are not close by, and they will be far less with more inner-city developments. The existing parking was approved. Unfair to emphasise Briscoes, over Residents. Briscoes had ample room before, still have a large turning space, plus more inside their property. The photo should show the actual housing. <p>2. Connectedness, safety and well-being is needed for Residents</p> <ul style="list-style-type: none"> Inclement weather would discourage older people, but also many with other needs, from staying connected. Residents would be forced to find car parking at some distance, likely to worsen in future. Residents have expressed “fear” if parking at distance (e.g. at night). <p>3. Many options are ignored by this all-too-simple plan.</p> <ul style="list-style-type: none"> Ban large vehicles from entry and parking, except when required (emergency vehicles; removal vans; Briscoes). Give Resident-only parking permits (this helps residents). Make Aberdeen St. a one-way street (this reduces congestion). Use significant speed bumps (this is a residential street). Add electric chargers for cars / bikes (this provides options). <p>You can copy the above else a pdf is attached.</p>	<p>Thanks for your feedback, this has been recorded and sent through to our project team. I've spoken to the team about your concerns, and they've informed me of a couple of points that've made the possibility of retaining all of the current available parking for residents very difficult.</p> <p>First and foremost, Aberdeen Street is a narrow two-way street that has seen considerable residential development over the past four years.</p> <p>Our records show that there have been two recent residential developments on the south side of Aberdeen Street/corner of Madras Street. These were:</p> <ul style="list-style-type: none"> an application to build 22 residential units which was submitted and approved in 2018. The reference is RMA/2018/2407. This development was approved with each residential unit having at least one car parking space. a second development involving 44 residential units (reference RMA/2021/236) to the north of the original 22 units and on the south side of Aberdeen Street. This development occurred when on site car parking was not required by the Christchurch City Council District Plan. It is to be noted that any rule requiring on-site car parking to be provided by private developers was removed by Government legislation. <p>Further, while the District Plan does not now require on-site car parking, the District Plan also does not have a rule that precludes the supply of on-site car parking. Any frontage road is a public space, and Council does not consider this public space to be an automatic extension of a private property (by way of dedicated car parking).</p> <p>The issue with through access has been brought to Council's attention by several residents of Aberdeen Street as well as Fire and Emergency New Zealand. The main concern is that emergency vehicles have been unable to get through the street in response to an emergency callout. That's why in response to this problem, we've had to review the parking restrictions on Aberdeen Street.</p> <p>The team had to look at some other options earlier this year such as the possibility of residents parking permits, and time restrictions e.g. P30 or P60, instead of 'no stopping' restrictions as well as the potential of making Aberdeen Street a one-way street (out of the suggestions in your email). Unfortunately, the main problem with all these options when they were investigated is that they still don't allow enough space for emergency vehicles. Even in the case of changing the street to one way, one side of the whole street would have to have its parking removed as the issue would still stand that the street is too narrow. Speed bumps are also an option that would not work as they don't tackle the main problem of the narrowness of the street.</p> <p>Due to the large number of residential units, it is neither practical or reasonable to ban larger vehicles, such as delivery trucks, from using the street. A nearby retailer (Briscoes) has its service vehicles regularly enter and exit onto Aberdeen Street, as this is where their storage / loading dock is situated and has been for many years.</p> <p>Council did run a residents parking permit scheme in 2019. This was discontinued in 2020 for several reasons, including investigation, administration, and enforcement issues. Currently Council has no process to issue residents parking permits. This is likely to be reviewed again next year, though there is no guarantee that a process will be put in place even then.</p>
<p>Your figure of proposed parking does not allow nearly enough parking for the residents of Aberdeen street.</p> <p>I understand Briscoe's complained of lack of turning room. I suspect that's how my car got dented. This happened in the first week that we all moved in. There were also many broken car side mirrors at that time.</p> <p>But now everybody parks hard against the curb and turn their mirrors in. I haven't seen a broken wing mirror in months. And as I haven't noted any other car damage I suspect Briscoe's drivers are now being more careful. They have no need to travel up the narrow part of the street so I'm really not sure if Briscoe's still have a problem.</p> <p>It is a narrow street and houses have been built. The rubbish truck gets up and down the street at least twice a week so it's clearly possible. A sign saying “no heavy vehicles” or “residents cars only” could be helpful. Allowing parking partly on the pavement may be another solution.</p>	

<p>I understand there will be a period of time where some of the longer term residents will feel uncomfortable with all the new residents and associated traffic. It will take time to get used to the new normal and some residents may never get used to it.</p> <p>But your suggestion is not a solution at all. We moved in knowing there is on street parking and we need to be able to park our cars on the street.</p> <p>I have spoken to some of the other residents about your letter and proposed parking. I know at least one person has called you, None of us think your suggestion is workable.</p>	<p>Due to the concern about parking supply in Aberdeen Street however, the Traffic Operations Unit has reviewed the original proposal and will put forward two options to the Community Board:</p> <p>Option 1: parking restrictions (broken yellow lines) installed on alternating sides of the street – engineering best practice and our preferred option. Option 2: parking restrictions (broken yellow lines) installed along the south side of the street only.</p> <p>Removing parking on one side of Aberdeen Street only (Option 2), while not the technically preferred option, can be considered for the following reasons:</p> <ol style="list-style-type: none"> 1) Aberdeen Street is a relatively short street. 2) Speed limits are to be reviewed in the Central City in the near future, noting that streets such as Aberdeen are likely to have a lowered speed limit of 30 or 40 km/h. 3) Parking on one continuous side only (avoiding the need for transition between alternating side) results in 7 less car parks needing to be removed. <p>We can present the facts for both options, and it will be the Community Boards decision on which to opt for.</p> <p>Overall, we're wanting to make sure residents of Aberdeen Street are as minimally impacted as possible while also allowing a safe route for emergency services and it's a difficult balance to achieve.</p> <p>If you have any other questions for the team, please get in touch.</p>
<p>I appreciate that Briscoes drivers and delivery contractors may have had difficulties over the last 8 months with mostly unregulated parking down Aberdeen Street, however I have not seen any evidence that deliveries have had to be regularly abandoned due to parked vehicles. (The only difficulties has been when the gates have been locked).</p> <p>The starting point for any modifications is the current approved restrictions of P5 on the south side from #18 to Madras Street and no restrictions on the north side (notwithstanding the no stopping at the intersection itself of 30m on the north side and 6m on the south side) as this has been sufficient for Briscoes for many years. The continuation of this form of regulation would allow residents overnight parking outside the standard restriction hours of 9am to 6pm Monday to Friday and parking all day Saturday / Sunday.</p> <p>This proposal creates a much expanded free zone for trucks to take over the roadway when turning in and out of their two access drives in the Manchester Street half of Aberdeen Street. Extending the no stopping for the exit to Madras Street from 30 to 37m on the north side of Aberdeen Street also seems an unjustified and unproven change. This would be a precedent which could restrict extensive lengths of parking around commercial driveways all around the city.</p> <p>It is Briscoes responsibility to ensure their over size / extra large delivery trucks have the appropriate traffic management provided for their deliveries. This would require them to have generic TTM plans and set out no stopping zones for these deliveries in good time before they come or other temporary signage if the truck requires a 3 point turn etc. Their delivery regime should include all large trucks entering and exiting Manchester Street where there is sufficient road width. Smaller trucks would find the previously consulted proposal acceptable for both directions.</p> <p>This proposal seems to give all desired free road width to truck manouvering and does not consider the increased pedestrian activity.</p> <p>Given the residential development (which CCC is encouraging in the central city) there is now a need to balance the significant increase in pedestrian traffic in Aberdeen Street.</p> <p>A "Safe Systems Audit" of this proposal is now advisable to ensure this is achieved.</p> <p>I believe this proposal has the following flaws:</p> <ol style="list-style-type: none"> 1. 50km/h speed limit – proposals for lowering this may be planned but not associated with this proposal. 2. No traffic calming devices to ensure slower speeds 3. This gives drivers of both cars and trucks a free run down the south side to reach speeds of 50km/h 	

<p>4. Pedestrians will be regularly crossing this free way to and from their homes and cars</p> <p>5. The narrow south side footpath often necessitates walking on the road</p> <p>6. This has been, and will become again, a rat run for personal vehicles but also heavy vehicles (which quickly found this unadvisable with the current heavy parking)</p> <p>7. Extending parking in this the area has not been taken into account E.G. at least one extra park could be gained with better markings just north of Aberdeen Street.</p> <p>8. The free parking left in front of #18 and #20 is where the path is even narrower and the heritage cottage style sections have plants extending across the path necessitating use of the roadway.</p> <p>9. Extending the no stopping at the north side exit to Madras Street is further removal of parking beyond requirements for personal cars and regular truck movements. Any change here must be justified by traffic demand and the category of street – and this has become mixed use commercial and residential.</p> <p>10. The proposal does not re-confirm the no stopping markings around the corner of Madras Street (which is currently being regularly encroached on by residents parking)</p> <p>11. Considerations of a One way section E.G. entry only at Madras has not been considered. An example of this is Ely Street (across Madras from Aberdeen)</p> <p>I have noticed the following in the last 8 months:</p> <ul style="list-style-type: none"> Initial parking was quite poor but has now evolved to close parking to the kerbs and minimal inter car spacing giving a high park number for the length available. Trucks no longer attempt to rat run through here but use Salisbury / Kilmore / Bealey as they should do. A few initial accidents have happened but nothing for the last 6 months. <p>I understand you propose to present this to the community board in February/March 2023. Therefore, if this does not lead to a rethink I will contact my representatives and I would be presenting myself to the meeting to express this opposition. I would also contact my neighbours to seek further comment / support for changes.</p>	
<p>I think this will severely disadvantage residents and would like to make a plea to the council to please consider alternative options. There are plenty of other streets in the nearby area which do not have such significant limits to parking. The amount of parking left is absolutely not adequate enough for the number of residents here, and perhaps the council should have considered this when approving consent for the development.</p> <p>Perhaps the council could consider making Aberdeen St a one way street, and limiting the entrance of large vehicles instead.</p>	
<p>I have seen the new parking proposal and I am totally against it as I feel a lot of the residents here are as well.</p> <p>We feel really let down by the council as they would of had some idea of a congestion issue that might arise with this location giving there was going to be a housing complex going up, and now that it has. I have been informed that the current parking situation was approved.</p> <p>If this proposal goes ahead this is going to affect people with mobility issues, security issues etc having to walk some distance just to get to and forth from their cars that's if they are lucky enough to find a park.</p> <p>Now all I have been hearing in the news is that they want more people living in the city, now this is one of the issues that probably puts them off, lack of parking, not everyone is able bodied or a young and fit or can afford a car parking spot/garage.</p>	

<p><i>Notes taken from phone call</i></p> <ul style="list-style-type: none"> Resident is upset that this plan is taking away parking as he fears for his and his partners safety No resident parking is available on site - see diagonal parking - look at the plan as this is potentially outdated... It's fine that Briscoes needs some space to reverse out but lots of residents need this street to safely get to and from home 	

10. Horner Street Proposed Parking Restrictions

Reference Te Tohutoro: 22/1762903

Report of Te Pou Matua: Wayne Anisy, Traffic Engineer
wayne.anisy@ccc.govt.nz

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider approval of P120 and No Stopping Restrictions on Horner Street as shown on **Attachment A**. This report has been written following community feedback related to the lack of parking for residents and their visitors due to existing un-restricted on-street parking.
- 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 a P120 parking area on the south side of Horner Street and extend the existing south side No Stopping area just west of Loftus Street in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Horner Street commencing at its intersection with Loftus Street and extending in a south westerly direction for a distance of 17 Metres, as shown on **Attachment A**.
2. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Horner Street commencing at a point 30 metres south west of its intersection with Loftus Street and extending in a south westerly direction for a distance of 56 metres, as shown on **Attachment A**. This restriction is to apply between the hours of 9.00am to 5.00pm, Monday to Friday.
3. Approves, pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Horner Street commencing at a point 94 metres south west of its intersection with Loftus Street and extending in a south westerly direction for a distance of 8 metres, as shown on **Attachment A**. This restriction is to apply at any time.
4. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-3 above.
5. Approves that these resolutions take effect when there is evidence that the signage and/or road marking restrictions described in this staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Council has received requests from the community to review the parking issues being experienced on Horner Street between the Papanui/Main North intersection and Loftus Street. The issue is that apart from the existing P30 at the far west end, the section of Horner Street between Loftus Street and Main North Road currently has no time restrictions and this allows vehicles to park in this area for any amount of time. The proposal is to install a P120 restriction on the south side of the street and the proposed restriction is to apply on Monday to Friday and from 9am to 5pm (**Refer to Attachment A for location**). The proposed restriction days and times are in line with the existing restrictions currently applied to the immediate area, and by installing this restriction, it will eliminate the option of all day parking on both sides of the street and provides short term parking availability for residents, their visitors and nearby business customers.
- 3.2 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the current unrestricted parking availability on Horner Street.
- 4.2 The advantages of this option include:
 - 4.2.1 Retaining unrestricted on-street parking spaces on both sides of the street.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not address resident requests for parking availability during working week days.

5. Detail Te Whakamahuki

- 5.1 This proposal removes approximately eight unrestricted car parking spaces on the south side of Horner Street and provides a short term parking area that can be utilised by residents and their visitors. Investigations have identified that there would be sufficient parking spaces available within the vicinity to accommodate for the removal of the un-restricted parking that currently occurs on the south side of Horner Street. This proposal is also in line with the existing restrictions currently applied to the immediate area.
- 5.2 Approval is required by the Waipapa Papanui-Innes-central Community Board.
- 5.3 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

- 5.4 Consultation was carried out from the 8th-24th November 2022. Affected property owners and residents were advised of the recommended option by way of letter drop and by way of post to the absentee owners. There were no objections to the proposal and one submission was received back which was in full support. Based on this there was no change to the consulted **Attachment A** diagram.
- 5.5 The Team Leader Parking Compliance supports the preferred option.
- 5.6 The alternative-do nothing option is inconsistent with community requests to improve parking demand on this street.

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: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

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

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 residents, visitors and caregivers that currently struggle to find parking in close proximity to the address required.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - The cost for the implementation of this proposal will be approx. \$1,000.
- 7.2 Maintenance/Ongoing costs - Will be covered under the area maintenance contract and effect will be minimal to the overall asset.
- 7.3 Funding Source - Funding for the implementation of this proposal will be through the "Traffic Operations Road Marking and Signs" budget.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to revoke and approve traffic controls (including parking and stopping 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 no other 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 There are no known risks associated with this option.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	tg144323-Horner Street Proposed Parking Restrictions Diagram for Board Approval	22/1762352	47

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūtuturutanga ā-Ture

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

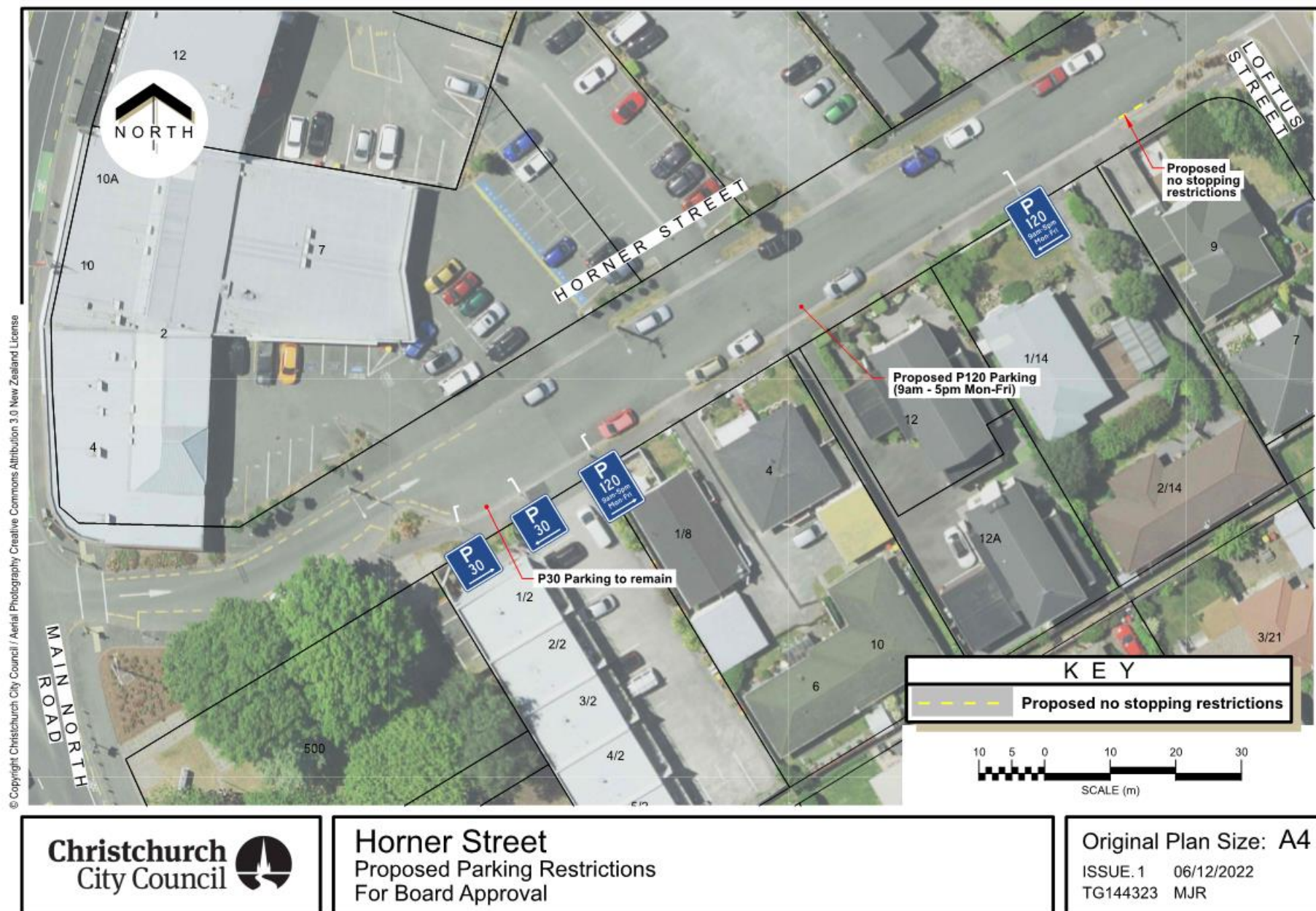
(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Wayne Anisy - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



11. Dedication of Local Purpose (Road) Reserve as road - 31 Leander Street Papanui

Reference / Te Tohutoro: 22/1414719

Report of / Te Pou
Matua:

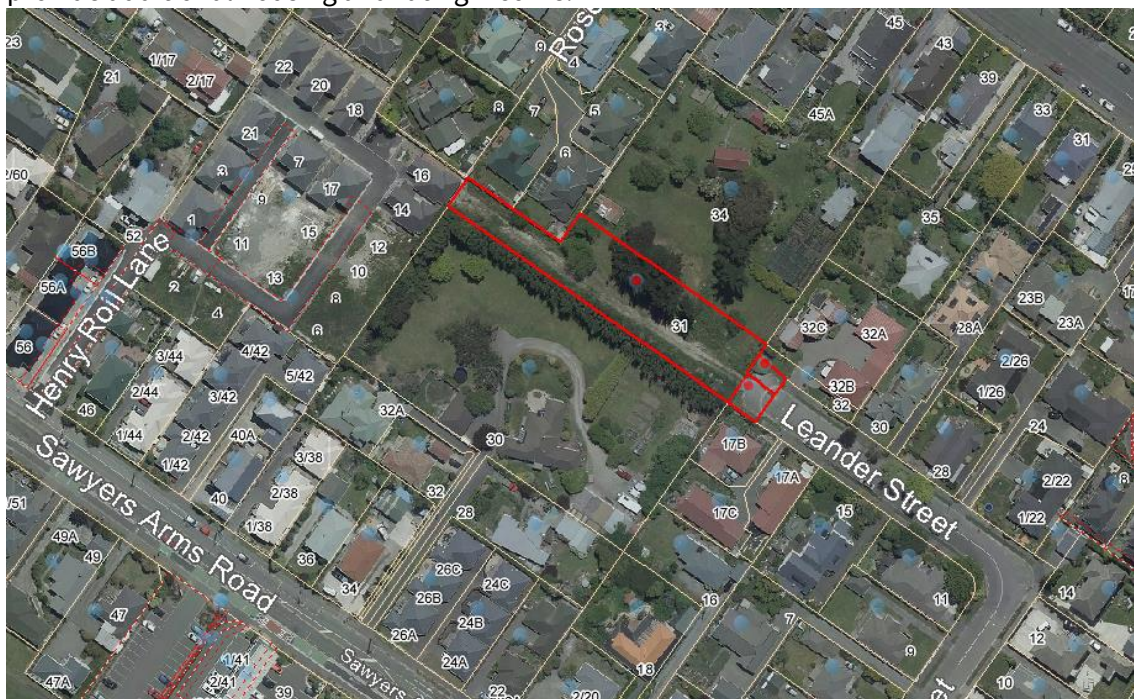
Stuart McLeod, Property Consultant, stuart.mcleod@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Nature of Decision or Issue and Report Origin

- 1.1 Under Section 111 of the Reserves Act 1977 a Council Resolution is required to vest Local Purpose (Road) Reserve as road.
- 1.2 This report is in response to a conditional resource consent RMA/2022/1230 that requires Local Purpose (Road) Reserve to be dedicated as road to give Lot 3 on the plan of subdivision legal road access.
- 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 considering the positive benefits of dedicating this land as road to allow development to the north and to provide additional housing and rating income.



2. Officer Recommendations / Ngā Tūtohu

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

1. Resolves pursuant to Section 111 of the Reserves Act 1977 to dedicate the Local Purpose (Road) Reserve containing 1473m² being Part Lot 3 DP 13330, Part Lot 4 DP 17321 and Lot 8 DP 13050 and now shown as Section 4 SO 586272 as road and
2. Authorises the Manager Property Consultancy to take all steps necessary to conclude the dedication of the land as road.

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

- 3.1 This is an enabling decision that gives Lot 3 on the adjoining subdivision access to the road network. Resource consent has been granted conditional upon the Council to completing this road dedication prior to the issue of titles.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Do nothing

4.1.1 Advantages

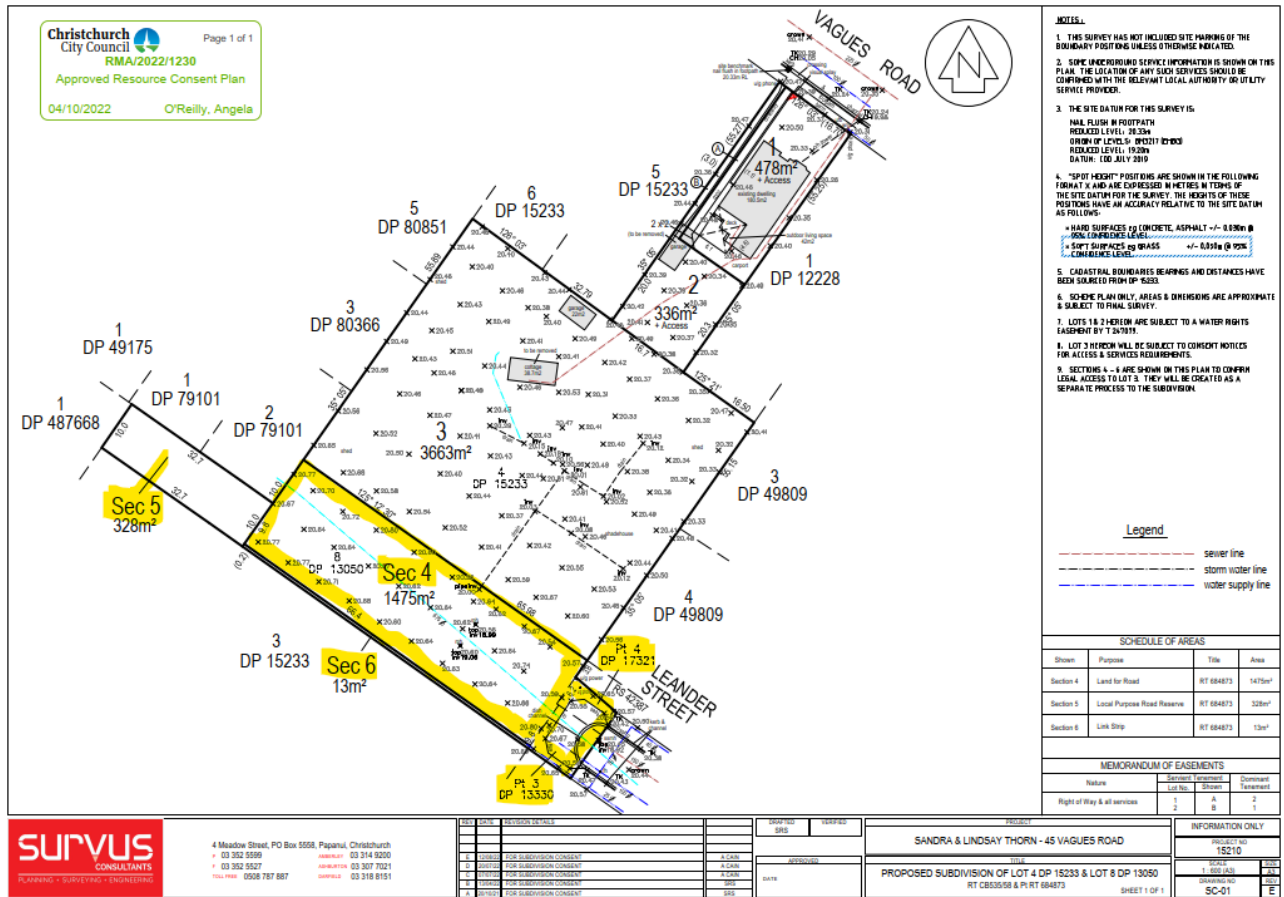
- There are no advantages with this option.

4.1.2 Disadvantages

- Creates reputational risk because Council has already issued a conditional resource consent.
- Would not allow access from the adjoining development and therefore
- Would effectively thwart the adjoining subdivision from progressing.

5. Detail / Te Whakamahuki

- 5.1 The Christchurch City Council acquired various parcels of land in the Leander Street area in the 1940's and 1950's as Local Purpose (Road) Reserve.
- 5.2 The reason to hold it as road reserve was to provide for future roads when subdivision of adjoining land was proposed. It also gave a degree of control over recovery of road formation costs when adjoining land was developed or subdivided.
- 5.3 The adjoining owner at 45 Vagues Road has now initiated a subdivision where they are creating 2 additional allotments. One of them (Lot 3) requires alternative legal road access and the only way to achieve this is to dedicate the parcels of land identified in this report as road.
- 5.4 Section 4 shown on the below plan (also shown on the attached Survey Office Plan) is the land parcel to be dedicated as road. Sections 5 and 6 are to remain Local Purpose (Road) Reserve until such time as the adjoining land on the southern boundary is subdivided or developed.



Item 11

5.5 Because the land is a Local Purpose (Road) Reserve it is held and administered under the Reserves Act 1977. Section 111 of the Reserves Act 1977 authorises the Council to pass a resolution dedicating road reserves as road.

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

5.6.1 Papanui Electoral Ward – Papanui-Innes-Central Community Board.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

6.1 This scheme aligns with the Councils Transport Strategy in the draft Christchurch Transport Plan by providing consistent and safe street design and connecting communities through the road network.

6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2.1 Activity: Transport

- Level of Service: 16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure (STE) - >=75% of the sealed local road network meets the appropriate national standard

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with Council's draft Christchurch Transport Plan and Policies by enabling safe streets and growth.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 There is no impact on Mana Whenua. Any impact on Mana Whenua was considered in the resource consent application and addressed. This was accepted and the resource consent subsequently granted.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report do not impact on climate change. Environmental effects were considered as part of the resource consent and where found to be less than minor. The development is not contrary to the relevant provisions set out in the District Plan or the purpose and principles of the Resource Management Act 1991.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Accessibility will be considered as part of the design standards for road corridors and footpaths.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – None, the applicant is meeting all Councils costs including staff time, survey and formation of the road.
- 7.2 Maintenance/Ongoing costs – Minimal as the road will be newly formed
- 7.3 Funding Source – Transport – Growth

Other / He mea anō

- 7.4 There are no other considerations.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Section 111 of the Reserves Act 1977 authorises local authorities to dedicate Local Purpose (Road) Reserves as Road.



Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There are no significant risks associated with the decisions in this report. There is reputational risk if a decision is not made in accordance with, and as anticipated by the resource consent granted by the Councils Resource Consent Unit.

Attachments / Ngā Tāpirihanga

No.	Title	Reference	Page
A 	304/6592 Leander Street Location Map	22/1417781	54
B 	304/6592 SO 586272 draft Title Plan	23/62130	55

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

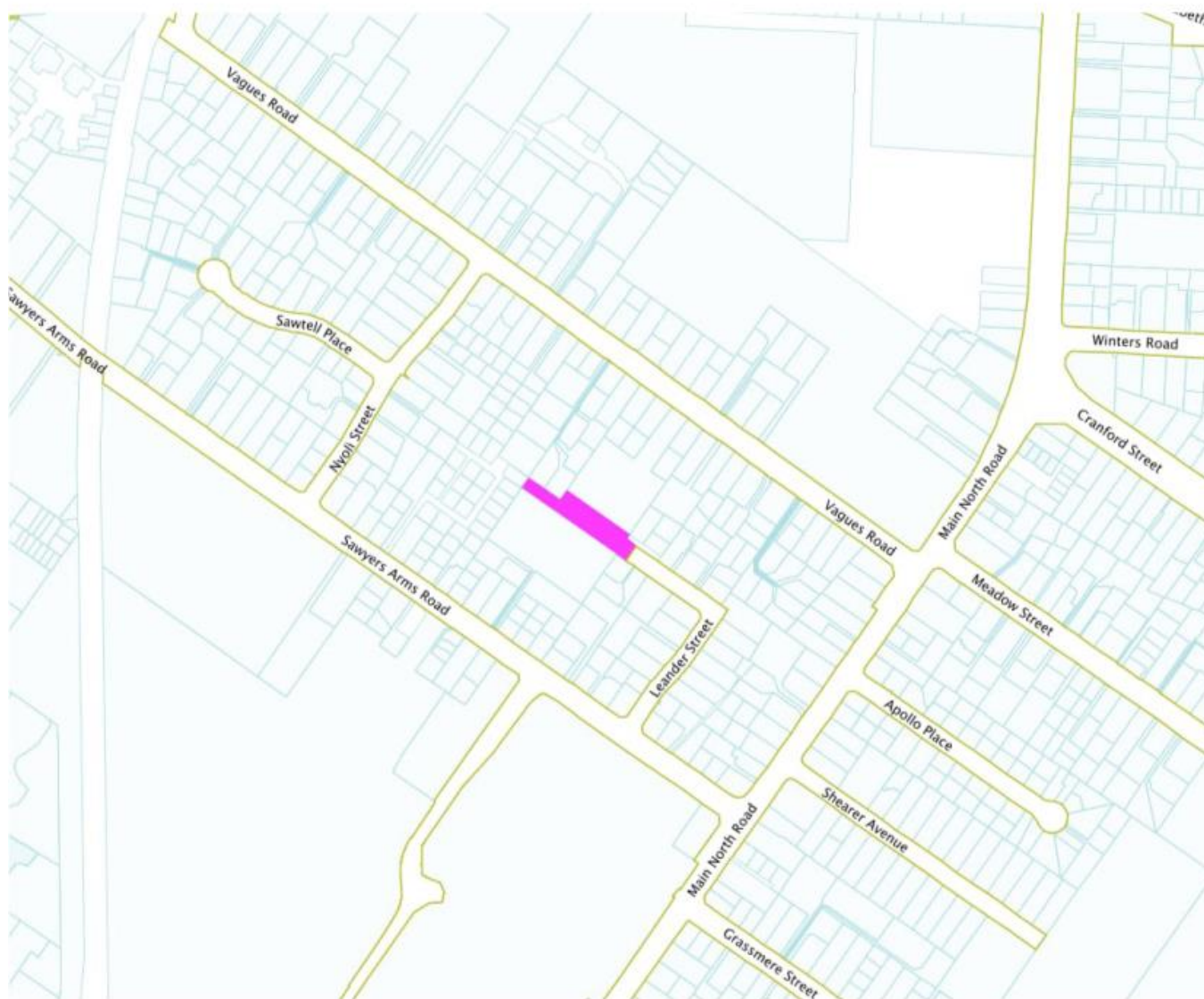
Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Andrew Milne - Team Leader of Asset Planning Stephen Wright - Manager Operations (Transport)





Title Plan - SO 586272

Survey Number	SO 586272
Surveyor Reference	15210 - 45 Vagues Rd
Surveyor	Alex Andrew Morris
Survey Firm	Survus Contracting Ltd
Surveyor Declaration	

Survey Details

Dataset Description	Sections 4, 5 and 6 Being Lot 8 DP 13050, Pt Lot 4 DP 17321 and Pt Lot 3 DP 13330		
Status	Initiated		
Land District	Canterbury	Survey Class	Class A
Submitted Date		Survey Approval Date	
		Deposit Date	

Territorial Authorities

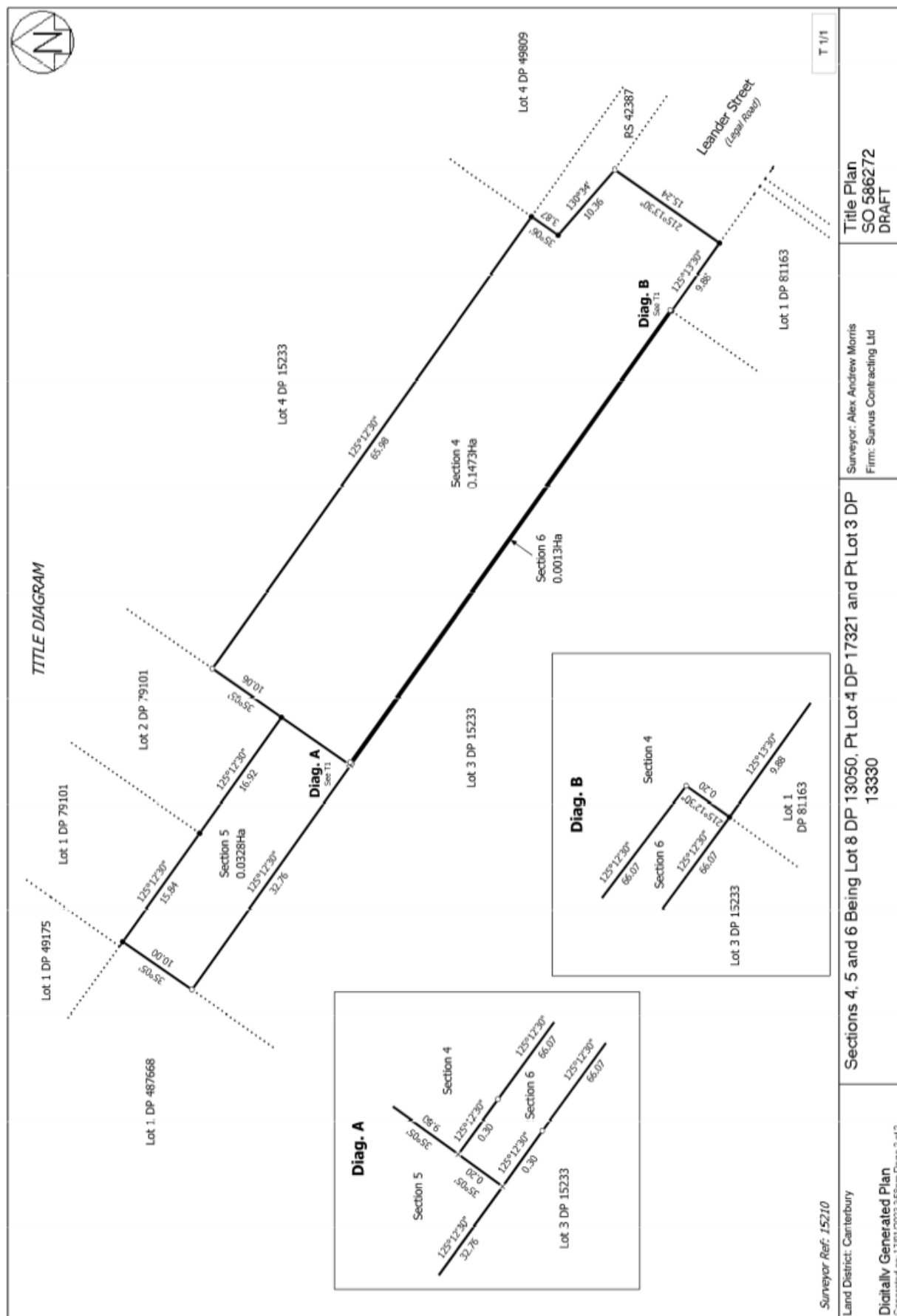
Christchurch City

Comprised In

RT 684873

Created Parcels

Parcels	Parcel Intent	Area	RT Reference
Section 4 Survey Office Plan 586272	Legalisation	0.1473 Ha	
Section 5 Survey Office Plan 586272	Legalisation	0.0328 Ha	
Section 6 Survey Office Plan 586272	Legalisation	0.0013 Ha	
Total Area		0.1814 Ha	



12. Dedication of Local Purpose (Road) Reserve as road - 12 Ramore Place, Papanui

Reference / Te Tohutoro: 22/1418094

Report of / Te Pou
Matua:

Stuart McLeod, Property Consultant, stuart.mcleod@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Nature of Decision or Issue and Report Origin

- 1.1 Under Section 111 of the Reserves Act 1977 a Council Resolution is required to vest Local Purpose (Road) Reserve as road.
- 1.2 This report is in response to resource consent RMA92030866 that anticipated a Local Purpose (Road) Reserve being dedicated as road.
- 1.3 This is a procedural matter and 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 benefits to road users and rate payers of dedicating this land as road to ensure the road corridor can remain open.



2. Officer Recommendations / Ngā Tūtohu

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

1. Resolves pursuant to Section 111 of the Reserves Act 1977 to dedicate the Local Purpose (Road) Reserve containing 596m² described as Lot 22 DP 27176 as road and

2. Authorises the Manager Property Consultancy to take all steps necessary to conclude the dedication of the land as road.

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

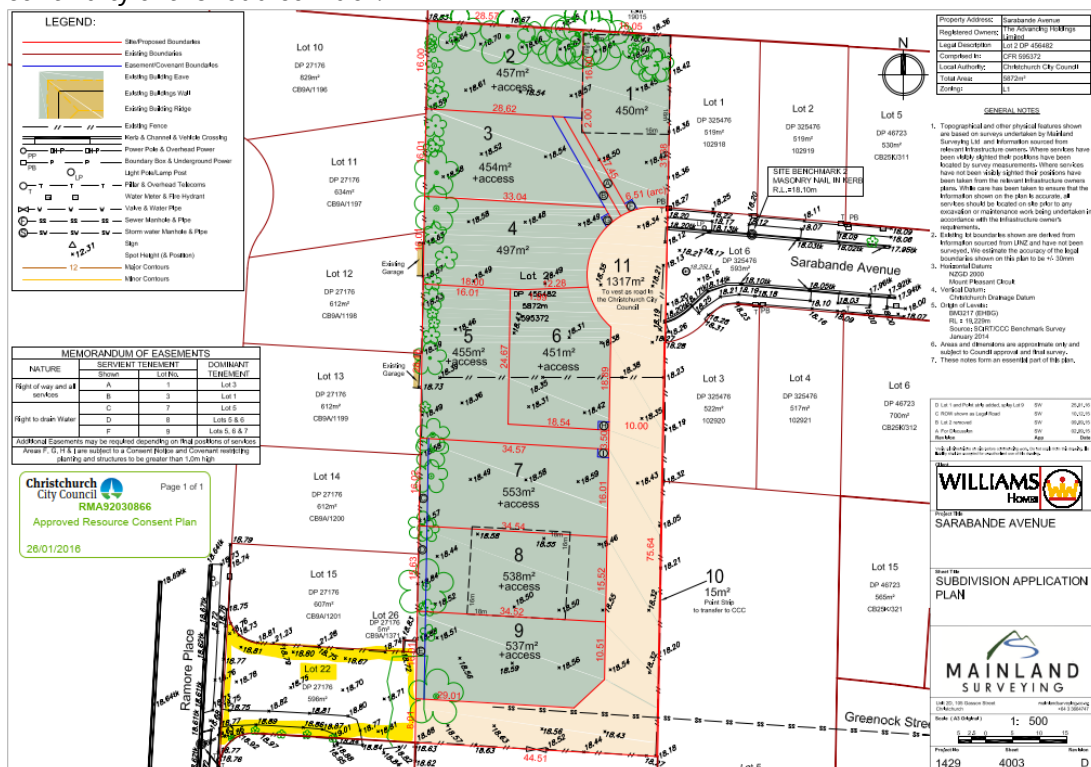
- 3.1 This is an enabling decision that gives nearby properties in the Sarabande Avenue area an alternative route to access Winters Road and Main North Road.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Do nothing
 - 4.1.1 Advantages
 - There are no advantages with this option.
 - 4.1.2 Disadvantages
 - Creates reputational risk because it is contrary to the intended outcome of the resource consent.
 - The road has been formed and is in use, to do nothing would create a nonsense.
 - Does not resolve an outstanding road legalisation issue.

5. Detail / Te Whakamahuki

- 5.1 In 2015 Council received resource consent application RMA92030866 that created 9 new residential lots and anticipated that Council would form the road over the Local Purpose (Road) Reserve identified as Lot 22 DP 27176 (Lot 22) and dedicate it as road to provide continuity of the road corridor.



- 5.2 Under the Counties Amendment Act 1961 Lot 22 vested in Her Majesty the Queen (the Crown) in 1969 as a Local Purpose (Road) Reserve and in accordance with the practice at the time no title was issued.

- 5.3 Staff only became aware the land was owned by the Crown when the process to dedicate Lot 22 as road was considered. It has taken in excess of 3 years of discussions with Land Information New Zealand to resolve the ownership and agree to have the land vested in Council by using the provisions in the Counties Amendment Act 1972.
- 5.4 Title for Lot 22 has now issued in the name of the Christchurch City Council, the land is held as a Local Purpose (Road) Reserve and is administered under the Reserves Act 1977.
- 5.5 Section 111 of the Reserves Act 1977 authorises the Council to pass a resolution dedicating road reserves as road, the process to dedicate Lot 22 as road can now be completed.
- 5.6 The decision affects the following wards/Community Board areas:
 - 5.6.1 Papanui Electoral Ward – Papanui-Innes-Central Community Board.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 Aligns with the Councils Transport Strategy in the draft Christchurch Transport Plan by providing consistent and safe street design and connecting communities through the road network.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 16.0.2 Improve roadway condition, to an appropriate national standard, measured by smooth travel exposure (STE) - >=75% of the sealed local road network meets the appropriate national standard

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's draft Christchurch Transport Plan and Policies by enabling safe streets and growth.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.5 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga
- 6.6 There is no impact on Mana Whenua. Any impact on Mana Whenua would have been considered in the resource consent application and addressed. That application has been approved and the resource consent granted.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The decisions in this report do not impact on climate change. Environmental effects were considered as part of the resource consent and where found to be less than minor. The development has already occurred and was not contrary to the relevant provisions set out in the District Plan or the purpose and principles of the Resource Management Act 1991.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Accessibility was considered as part of the design standards for road corridors and footpaths.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – Minor, costs are limited to staff time.
- 7.2 Maintenance/Ongoing costs – Minimal as the road is newly formed
- 7.3 Funding Source – Transport – Growth

Other / He mea anō

- 7.4 There are no other considerations.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Section 111 of the Reserves Act 1977 authorises local authorities to dedicate Local Purpose (Road) Reserves as Road.


Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 There are no significant risks associated with the decisions in this report. On the contrary there is reputational risk if a decision is not made in accordance with and as anticipated by the resource consent granted by the Councils Resource Consent Unit.

Attachments / Ngā Tāpirihanga

No.	Title	Reference	Page
A 	304/5825 Location map 12 Ramore Place	22/1423747	62

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Andrew Milne - Team Leader of Asset Planning Stephen Wright - Manager Operations (Transport) Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



13. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Application - Marist Albion Rugby Club Inc.

Reference / Te Tohutoro: 23/71606

Report of / Te Pou Helen Miles, Community Recreation Advisor

Matua: helen.miles@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community

Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2022-23 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00064999	Marist Albion Rugby club Inc.	Repair the Roof of the South Hagley Shed	\$17,393	\$5,000

- 1.2 There is currently a balance of \$59,289 remaining in the fund.

2. Staff Recommendations / Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

- Approves a grant of \$5,000 from its 2022/23 Discretionary Response Fund to Marist Albion Rugby Club Inc. towards the repairs to the roof of the South Hagley shed.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of 'Enabling active and connected communities to own their future'. It will support the community outcome of 'resilient communities'. The report support the Council Long Term Plan (2021-2031).

- Activity: Community Development and Facilities.

- (1) Level of Service: 2.3.1.1 Provide funding for projects and initiatives that build partnerships; resilient, engaged and stronger communities, empowered at a local or community of interest level.

Decision Making Authority Te Mana Whakatau

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

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

3.2.2 The Fund does not cover:

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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


Discussion Kōrerorero

- 3.6 At the time of writing, the balance of the 2022-23 Discretionary Response Fund is as below.

Total Budget 2022/23	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$88,164	\$28,879	\$59,289	\$54,289

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Marist Albion Rugby Club	23/71727	65

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

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

Signatories Ngā Kaiwaitohu

Author	Helen Miles - Community Recreation Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2022-23 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

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

00064999	Organisation Name Marist Albion Rugby Club Inc	Name and Description To Repair the Roof of the South Hagley Changing Sheds Split - PI 40% FWH 60% The Clubs roof of our changing/equipment shed located at South Hagley is in need of urgent repair.	Funding History 2022/23 - \$5,500 (Club Operation Costs and Wages) SCF FWH 2022/23 - \$2,000 (Fixed Costs Associated with the Operation of the Marist Albion Rugby Club) SCF PI 2021/22 - \$4,500 (Club Operation Expenses) SCF FWH 2021/22 - \$3,000 (Operation of the Marist Albion Rugby Club) SCF PI 2020/21 - \$3,200 (Fixed Costs associated with the operation of the Marist Albion Rugby Club) SCF FWH 2020/21 - \$5,000 (Fixed Club Operational Costs) SCF PI 2019/20 - \$3,800 (Fixed Costs associated with the operation of the Marist Albion Rugby Club) DRF FWH 2019/20 - \$3,000 (Fixed Costs associated with the operation of the Marist Albion Rugby Club) DRF PI Other Sources of Funding Lion foundation - declined Pub Charity - declined	Request Budget Total Cost \$17,393 Requested Amount \$17,393 100% percentage requested Contribution Sought Towards: Roof Repairs \$17,392.60	Staff Recommendation \$ 5,000 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$5,000 from its 2022-23 Discretionary Response Fund to Marist Albion Rugby Club towards costs of repairs to their rugby club rooms.	Priority 2
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Organisation Details:

Service Base:	Condell Ave Macintosh Park
Legal Status:	Incorporated Society
Established:	21/02/1996
Staff – Paid:	40
Volunteers:	400
Annual Volunteer Hours:	2000
Participants:	450
Target Groups:	Sports/Recreation
Networks:	Canterbury Rugby Football Union - CRFU
	New Zealand Rugby Union - NZR

Organisation Description/Objectives:

The Marist Albion Rugby Club is an amateur rugby club based in the North West of Christchurch for the benefit of members of our community who are interested in participating in rugby. The Club is made up of male and female members who participate as players, coaches, administrators and volunteers. We have a Junior Club and a Senior Club which includes men, women, boys and girls across all ages.

Alignment with Council Strategies and Policies

- Te Haumoko Te Whitingia Strengthening Communities Together Strategy
- Recreation and Sport Strategy
- Youth Strategy
- Council Community Outcomes: Resilient Communities

Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Community participation and awareness
- Reduce or overcome barriers

Outcomes that will be achieved through this project

To provide a safe training and playing environment for our players

As this is a council owned building we want to make sure it is appropriately maintained for further use well into the future

How Will Participants Be Better Off?

We will be able to continue to offer training facilities and changing facilities to our members.

Staff Assessment

The Discretionary Response Fund assists community groups whose project falls outside other Council funding criteria or closing dates. This fund is also for emergency funding for unforeseen situations.

The Marist Albion Rugby Club (Club) has existed since 1942, and its clubrooms are located at Bowls Papanui Condell Avenue. The Club has an ablution and equipment storage shed located at Hagley Park, where some members of the Club train and play.

The Club has 450 members, with over half being Junior or Colt players. The players range from six to 55 years, with the majority coming from the Fendalton-Waimairi-Harewood and Papanui-Innes-Central wards.

The Club faces increasing costs and is looking for support to repair its shed roof in Hagley park. The roof currently leaks as well as some other issues.

The Club is looking at various ways to fundraise to cover the repairs' costs without increasing subscriptions, as many families will be in a different financial position than in previous years.

The Club has many volunteers who are very active by providing coaching, transport and help with fundraising, team management and general duties.

This project takes a community recreation approach targeting grassroots participation. It is increasing the capacity of the Marist Albion Rugby Club (Club) to deliver quality recreation experiences for children, youth, and adults.

Research has demonstrated that physical activity and connecting with others benefit's people's health and well-being. The Club is a crucial local focal point where the community comes together.

The rationale for recommending \$5,000 to the Marist Albion Rugby Club is that:

- The project aligns strongly with the Strengthening Communities Together Strategy.
- The grant will directly impact the provision of essential facilities needed to participate in the sport.
- The Club is fiscally responsible with a proven track record of delivery, ensuring they meet their outcomes within budget.

Waimaero Fendalton-Waimairi-Harewood staff recommendation - \$5,000



14. Waipapa Papanui-Innes-Central 2022-23 Discretionary response Fund Application - Phillipstown Community Centre Charitable Trust

Reference / Te Tohutoro: 23/83820

Report of / Te Pou Matua: Stacey Holbrough, Community Development Advisor,
Stacey.holbrough@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens & Community
(Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2022-23 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00065034	Phillipstown Community Centre Charitable Trust	Phillipstown Pizza Oven	\$2,340	\$2,340

- 1.2 There is currently a balance of \$59,289 remaining in the fund

2. Staff Recommendations / Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

- Approves a grant of \$2,340 from its 2022-23 Discretionary Response Fund to Phillipstown Community Centre Charitable Trust towards the rebuilding of the Phillipstown Pizza Oven.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It will provide the opportunity for the community to come together and connect.

Decision Making Authority Te Mana Whakatau

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

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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


Discussion Kōrerorero

- 3.6 At the time of writing, the balance of the 2022-23 Discretionary Response Fund is as below.

Total Budget 2022/23	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$88,184	\$28,875	\$59,289	\$56,949

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Phillipstown Community Centre Charitable Trust	23/85612	69

Confirmation of Statutory Compliance Te Whakatūtuturunga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Stacey Holbrough - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

2022/23 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

Priority Rating

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

00065034	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Phillipstown Community Centre Charitable Trust	Phillipstown Pizza Oven The Phillipstown Community Centre Charitable Trust (PCCCT) purpose is to provide a safe, caring, supportive environment to foster individual and community growth in Phillipstown. PCCCT coordinates the Phillipstown Hub which offers spaces for the community and programmes to be delivered. Funding is sought towards the rebuilding of their pizza oven.	\$ 3,125 \$ Requested \$ 2,340 (75% requested)	Cost of materials and specialist advice - \$2,340	\$ 2,340 That the Waipapa Papanui-Innes-Central Community Board approves a grant of \$2,340 from it's 2022/23 Discretionary Response Fund to Phillipstown Community Centre Charitable Trust towards the rebuilding of the Phillipstown Pizza Oven.	2

Organisation Details Service Base: 39 Nursery Road, Phillipstown Legal Status: Charitable Trust Established: 9/01/1999 Target groups: Community Development Annual Volunteer hours: 5290 Number of project participants: 4,000 Alignment with Council Strategies <ul style="list-style-type: none"> Strengthening Communities Together Strategy Multicultural Strategy Safer Christchurch Strategy CCC Funding History 2022-23 - \$3,677 (Phillipstown working bees DRF LCH) 2022-23 - \$45,000 (Safe and Connected Phillipstown) SCF LCH 2021-22 - \$500 (Matariki in Phillipstown) Lightbulb LCH 2021-22 - \$45,000 (Safe and Connected Phillipstown) SCF LCH	Other Sources of Funding (this project only) Phillipstown Community Centre Trust koha staff time - \$785 Staff Assessment The Phillipstown Community Centre Charitable Trust are actively involved in the wider community and support the delivery of programmes that meet the community's needs. PCCCT are looking at innovative and creative ways to connect with their community, running street events, community meetings, activities, programmes and hub events that cater for the diverse needs of their community. The Hub provides a place where resident's needs and aspirations are fulfilled through cross-pollinated projects and networking of agencies and associations. The pizza oven at the Phillipstown Hub was built on the 18 March 2017 by a group pf volunteers. Since then, it has become a central spot in the Kotahitanga (outdoor gathering space built around the pizza oven) and has proved to be a well utilised and loved piece of equipment at the Hub. The pizza oven has been the pivotal tool for bread making workshops that have engaged a wide range of ethnic groups. Due to the weather (the oven is partially covered) and high usage have contributed to deteriorate the pizza oven and it needs to be rebuilt. The reconstruction will follow the same original process which includes a community workshop, involving local residents and Hub users.
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15. New Zealand Community Boards' Executive Committee- Voting for Zone 5 Representative

Reference / Te Tohutoro: 23/62316

Report of / Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central (Emma.Pavey@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 This report enables the Waipapa Papanui-Innes-Central Community Board to vote for a candidate to represent Zone 5 at the Community Board Executive Committee (CBEC).

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Vote for one of the following candidates to represent Zone 5 at the Community Board Executive Committee.
 - a. Sharn Nu'u – Malvern Community Board OR
 - b. Simon Britten – Waipapa Papanui-Innes-Central Board OR
 - c. Ross Munro – Pleasant Point Community Board

3. Reason for Report Recommendations Ngā Take mō te Whakatau



- 3.1 To enable the Board to exercise its right to vote on their preferred candidate, to represent Zone 5 at the CBEC.

4. Context / Background / Te Horopaki

- 4.1 The Community Boards Executive Committee (CBEC) represents all the community boards in New Zealand
- 4.2 CBEC is an advisory committee to Local Government New Zealand's (LGNZ) National Council. It advocates for community boards and promotes best practice.
- 4.3 CBEC has one member from each of LGNZ's six geographical zones.
- 4.4 Elections for CBEC representatives are held after the local government elections each triennium. Each community board has one vote for their zone representative.
- 4.5 CBEC meets three times a year in Wellington. As well as these meetings, each zone representative run regular zone forums to update community board members and discuss topical issues.¹
- 4.6 Staff will communicate the Board decision to LGNZ.

¹ <https://www.lgnz.co.nz/about/governance/community-board-executive-committee/>

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	CBEC Zone 5 Representative Voting Form	23/60208	73

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Sree Nair - Community Governance Advisor
Approved By	John Filsell - Head of Community Support and Partnerships



CBEC ZONE 5 REPRESENTATIVE VOTING FORM

Use this form to vote for your zone's Community Board Executive Council representative.

- // Each community board fills in one voting form.
- // You can vote for one candidate.
- // Vote by ticking the box next to their name below.
- // The Returning Office is LGNZ's Chief Executive or nominee.
- // Please returning your voting form to nominations@lgnz.co.nz by 1 March 2023.

[PLEASE SELECT ONE]



Sharn Nu'u //
Malvern
Community Board



Simon Britten //
Waipapa Papanui-
Innes-Central



Ross Munro //
Pleasant Point
Community Board

[THIS VOTE IS CAST BY:]

YOUR NAME HERE:

YOUR SIGNATURE HERE:

ON BEHALF OF THIS COMMUNITY BOARD:

[PAGE 1 OF 3]



CBEC CANDIDATE BIOS – ZONE 5

Sharn Nu'u

I have a background in Research and Development as an analyst in the Technology Industry. For the past year I have been focussed on community initiatives in a voluntary capacity.

It is most important to me as an individual and a member of a small rural community to see decision making being brought back to the community members. This is not something I foresee as possible without every support possible for local government including township committees and local boards advocating to local governments on behalf of the people.

My goal is to raise awareness of local support to the people, provide the best possible advice and support and relight the fire in the hearts of public servants.

Simon Britten

I am seeking election to represent Zone 5 of the Community Boards Executive Committee in order to support community board members across our region.

About me: I am a second-term member of the Waipapa Papanui-Innes-Central Community Board in Christchurch. I also run a community engagement initiative which aims to strengthen the connection between the local community and local government, and since 2011 have worked for Te Ora Hou Ōtautahi, a youth and community development organisation with a long history in the area. I have some familiarity with the Zone through a different lens - for the past ten years I have been working across the same geographic area in my role managing Te Ora Hou's regional school attendance service.

Previously I worked for Tait Communications in marketing management. I have served on boards including a church community trust, Pillars, and my local intermediate school's Board of Trustees. I was a Vodafone Foundation World of Difference recipient while establishing a youth employment programme, and have completed two Canterbury University courses for leaders in the community sector. I value a diverse and connected community that cares for all its members, and am passionate about continuing to make a contribution through local government. www.simonbritten.com

Ross Munro

As a second-term Member of the Pleasant Point Community Board in Timaru District I've gained a strong understanding of the value of grassroots representation in local government.



I am looking to build on what I've learnt over the past three-years to ensure local communities continue to have a voice, which I believe is vital to ensuring we see councils that are responsive and focused on all their communities, not solely the needs of the largest centres.

I have many years of Banking, Business, Sports coaching and Governance skills to bring to the table that I can help not only serve my Community, but also the wider Community Board Group.

I am employed by BNZ as a Business Partner and my wife and I have three children aged 18, 21 and 22.

16. Waipapa Papanui-Innes-Central Community Board Area Report - February 2023

Reference / Te Tohutoro: 22/1794390

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

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for February 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Downstream Effects Management Plan (DEMP)	<p>Since the opening of the Christchurch Northern Corridor (CNC), the Council has monitored the impact of the works as part of the DEMP Stage 2.</p> <p>The new Board toured the area within the DEMP with relevant staff on 26 January 2023 as part of its familiarisation/induction activities.</p> <p>The St Albans, Edgware and Mairehau transport projects site details traffic improvements made in these areas aimed at managing the traffic from the CNC and improving pedestrian and cycle connections.</p>	Ongoing	Liveable city
Community Pride Garden Awards 2023	<p>The awards are a Council initiative started in 1991, and have been a joint venture between the Community Boards and the Christchurch Beautifying Association since 1997.</p> <p>The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens.</p>	Judging will be carried out from mid-January to early February with volunteer judges from the Christchurch Beautifying Association accompanied by a	Resilient Communities Strengthening Communities Together Strategy

		volunteer elected member.	
Edible and Sustainable Garden Awards 2023	A partnership between the Waipapa Papanui-Innes-Central Community Board and the Canterbury Horticultural Society provides an opportunity to celebrate all types of food gardens. 14 applications have been received this round.	Entries closed on 10 January. Judging will occur in the next couple of months and certificates will then be posted to recipients.	Resilient Communities Strengthening Communities Together Strategy
Summer with Your Neighbours 2022-23	<p>Summer with your neighbours is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. The guidelines and application form for funding towards neighbourhood gatherings, and gathering suggestions, are all available at this link.</p> <p>There have been seven reimbursement claims to date of the 30 applications for this round. Evaluation feedback is once again very positive.</p>	This year's events can be held from 22 October 2022 to 31 March 2023.	Resilient Communities Strengthening Communities Together Strategy

Summer with Your Neighbours events reported back by grantees

- Photo from Michael and Janita Patrick of the fun had at the event in Sarabande Avenue:



- Photo from the Community Fun Day, Nancy Ave (held at the St Albans Uniting Church and moved inside out of the rain):



3.2 Community Funding Summary

The balance of the Board's funding pools at the time of writing is currently as follows subject to subtraction of the grants proposed through the reports to this meeting as shown:

2022/23 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
Approved Board Projects: <ul style="list-style-type: none"> • Summer with your neighbours • Youth Recreation • Community Pride Garden Awards • Edible and Sustainable Garden Awards • Community Liaison • School Civic Award 	Allocated: <ul style="list-style-type: none"> \$3,500 \$9,000 \$500 \$2,000 \$4,000 \$3,500
BALANCE (at time of writing):	\$59,139
Proposed DRF Grants (subject to approval at this meeting): <ul style="list-style-type: none"> • Marist Albion Rugby club Inc. – Roof Repair • Phillipstown Community Centre Charitable Trust – Pizza Oven 	Recommended: <ul style="list-style-type: none"> \$5,000 \$2,340
Prospective remaining balance (if all recommendations accepted):	\$51,799

2022/23 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
BALANCE (at time of writing):	\$2,725.00
There are no proposed recipients for approval at this meeting	

3.3 Upcoming Community Events and Activities

- **Children's Day 2023**

Children's Day is a free community event which is about celebrating children, and is being held on Sunday 5 March between 11am and 3pm at the Green Space, corner of 152 New Brighton Road and Locksley Ave.



- **FRESH Events 2023**

[Youth & Cultural Development](#) (YCD) are in the process of activating their events for events for 2023 beginning with:

11 February – Belfast FRESH Day Out (Sheldon Park)

24 or 25 February – FRESH Pool Party (Te Pou Toe Toe)

3 March – CHCH HHS Pop Up Show (Turanga Library)

- **Walking Festival 2023**

The Walking Festival will be back this year. Those wishing to host a walk during the Walking Festival 2023, can get in touch with the team on 03 941 5333 or at walkingfestival@ccc.govt.nz. For fans of local history or getting out into nature, socialising or pushing themselves to get awesome views, the Walking Festival offers something for all ages and abilities, with over 50 walks across Christchurch, Selwyn and Waimakariri, and up-to-date information at the [Facebook page](#).

Those interested in starting their own walking group can visit [Active Canterbury](#) for tips and free resources. The Council's [Walking track map](#) is a great resource for identifying walks in the Board area and across wider Christchurch.

For accessibility information for tracks, [Accessibel's map](#) provides detailed experiences that highlight challenges and amenities on walks. So far, Travis Wetland, Halswell Quarry, Victoria Park and Quail Island have been mapped in Christchurch.

- **Libraries Events Calendar and CanterburyStories.nz**

The [Christchurch City Libraries site](#) includes a calendar that can be filtered to view the events on at the libraries in or adjacent the Board area, including [Papanui Library](#), [Redwood Library](#), [Shirley Library](#), [Linwood Library](#) and [Tūranga](#).

Significant this month are [events and library resources relevant to Waitangi Day and Te Tiriti o Waitangi](#). Noting also the Waitangi Day images in the collection at [Canterbury Stories](#).

The Community Stories Liaisons connected to CanterburyStories.nz work across the community to collect stories and photographs which capture the history and culture of the City, past and present. They are seeking to establish new community connections and offer new opportunities for groups to tell their stories online, having worked with a number of groups based in the Board area including, for example, Richmond Community Garden, resulting in this collection [Richmond Community Garden collection | canterburystories.nz](#)

- **Volunteer Events**

Visit [this link](#) for the variety of volunteer events held around the city. Activities vary, but may involve general clean ups, planting, weeding and mulching. Some planting events are family-friendly and [eligible for Children's University \(CU\) credits](#).

- **Other upcoming community events and festivals in the city**

Visit [this link](#) for the variety of community events and festivals held around the city. This also links to the [What's On](#) site, where can found one-off and regular events like:

- [Linwood Village Market](#) – For new and pre-loved, crafts, artworks, and books, as well as fundraisers for local community projects. Held once a month at the Linwood Community Arts Centre car park.
- [Electric Avenue Music Festival](#) – To be held on 25 February and featuring close to 50 artists across 5 stages, this 12-hour marathon music and arts festival nestled in the heart of central Christchurch's Hagley Park.

3.4 Participation in and Contribution to Decision Making

3.4.1 Report back on other Activities contributing to Community Board Plan

- **St Albans Skate Jam**



Another successful Skate Jam community event was held on Saturday, 21 January, at the St Albans Skate Park. Approximately 200 people attended throughout the afternoon. The Skate Jam offered the opportunity for children to get some instruction, and the skate competition was a highlight for many participants. Feedback from families was very positive.

- ***Stories in the Park at Redwood Library/ Park***

With support from Community Recreation, the Library held a successful Stories in the Park community event on Saturday, 21 January, at Redwood Park. Approximately 100 people attended throughout the hour. The event allowed children and families to enjoy some stories, connect with the Library and community organisations and have some fun. Feedback from families was very positive.



- **Waipapa Papanui-Innes-Central Community Board Tiki Tour & Meet Up Day**



The stop at Avebury House (above photo) transitioned into a tour of the Richmond Community Garden and Riverlution Eco Hub with Hayley Guglietta.

The session at 9 Shirley Road (below photo) transitioned to a walk across the road to Shirley Community Reserve (photo to right).

On 26 January 2023, the Community Board members toured the Board Area with the community governance team and other staff to familiarise themselves with the highlights and work going on in their wards. Significantly woven into the day were opportunities to hear from community groups in their spaces (detailed below) as well as a collective session in one of the meeting spaces at 9 Shirley Road where community groups could 'speed date' the Community Board members.





The tour started with meeting Dennis McMurtrie from Papanui Rotary at Papanui Bush (photo left), followed up by meeting Graeme and Jane Mitchell of Shirley Community Trust at MacFarlane Park Neighbourhood Centre (photo below), before walking the Shirley Birdsong Trail with Steve Jones-Poole of the Shirley Village Project (third photo), and later meeting up with Viviana Zanetti at Phillipstown Hub (last photo).



- **Boxing Day Whanau Day**

Photos as below were supplied reporting back on this community event held in MacFarlane Park and supported by the Board's discretionary funding, with the organiser noting that the day went really well and estimating that around 250 or more people attended over the four hours.



3.4.2 Council Engagement and Consultation

- **Slow Speed Neighbourhoods Submission**

Since the last Area Report, the Board's Submissions Working Group has made a submission as found at **Attachment A** on this consultation.

- **Consultation open on the [Draft Waste Management and Minimisation Bylaw 2023](#) – closes 26 February 2023**

The Council is proposing to replace its two current bylaws regarding waste management with a single Draft Waste Management and Minimisation Bylaw 2023. This bylaw will allow regulation of all waste collection services and operations, including landfills. The 'Have your say' site for the consultation is at the above link.

- **Consultation open on the [Ōtautahi Christchurch Urban Forest Plan](#) – closes 6 March 2023**



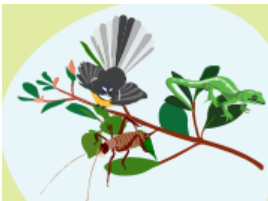
The Council is seeking feedback on an Urban Forest Plan. The 'Have your say' webpage for the consultation is at the above link. In a nutshell:

The Urban Forest Plan focuses on the growth and management of both public and private trees.



The Plan sets out how we can increase tree canopy cover across all of our urban area, over 50 years.

By meeting the goals within this plan we will make a significant contribution to mitigating the impacts of climate change, bring multiple benefits to the liveability of our neighbourhoods, our wellbeing and help to better sustain flora and fauna.



The Council is holding two online webinars on 13 February at 12pm and 6pm (which will be recorded and uploaded to the above webpage, which is also the place to register for these) to talk about the Plan and to answer any questions.

3.5 Governance Advice

3.5.1 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

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

3.5.2 Local Recipient of New Zealand Order of Merit in the New Year's Honours List

A letter of congratulations as at **Attachment C** was sent to St Albans resident, Ms Margaret Teresa Tai Rākena, who was awarded the MNZM for her services to victims of sexual violence and the community in the New Year's Honour List.

3.5.3 Public Participation

At its meeting on 16 December 2022 the Board received public forum presentations and deputations from:

- Hana Saemon-Beck, Community Activator for Citycare Property, introducing her work in the role.
- Susan Peake, a local resident, concerned about the two car parks in Mary Street nearest the approach to Main North Road contributing particularly to traffic congestion. The Board requested that staff report back in relation to the resident's proposal the car parks be removed, and staff subsequently provide this advice:

The parking in this area is in high demand. If we are to remove parking and effectively improve the level of service to motorists in Mary Street, experience in the past has shown that we can have the unintended consequence of increasing traffic in a local road environment. We do not want to that, as Council has invested significantly in traffic calming Mary Street and adjoining local roads, to minimise excessive/unnecessary traffic from using these roads. Accordingly, we would not recommend removing these car parks.

- Garry Neale, a local resident, gave a deputation on Item 8 - Briggs/Marshland/Lake Terrace Safety Improvements, which helped inform the consideration of the item later in the meeting.

4. Advice Provided to the Community Board

4.1 Start Work Notices (SWN)

SWN relating to the Board area are separately circulated to the Board. All Board area and city-wide start work notices can be found at [this link](#). Recent SWN circulated relate to:

- Te Kaha (Canterbury's Multi Use Arena) - major concrete pours
- Murchison Park – pathway renewals
- The Court Theatre – construction
- Blighs Road – wastewater renewal 03

4.2 Graffiti Snapshot Summary for 2022





















The Graffiti Snapshot Summary for 2022 can be found as **Attachment D** to this report.

4.3 Memoranda

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: Cross Reserve Maintenance Schedule (**Attachment E**)
- CCC: High Street (Tuam to St Asaph) preferred option (**Attachment F**)
- CCC: Armagh Street - Traffic Calming (**Attachment G**)
- CCC: Alcohol Law Reform and Alcohol Bans (**Attachment H**)
- Orion: Orion Bromley to Milton new power cable project (**Attachment I**)
- CCC: Community Parks Rolling Renewal Programme (**Attachment J**)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Safe Speed Neighbourhoods Submission	23/53175	89
B  	Customer Service Request Report - December 2022	23/53160	91
C  	Correspondence to Ms Tai Rakena - Congratulations on MNZM Honour	23/75130	92
D  	Graffiti Snapshot Summary for 2022	23/110897	93
E  	Memo - Cross Reserve Maintenance Schedule - 14 December 2022	23/53181	95
F  	Memo - High Street (Tuam to St Asaph) preferred option - 16 December 2022	23/53196	97
G  	Memo - Armagh Street - Traffic Calming - 16 December 2022	23/53197	101
H  	Memo - Alcohol Law Reform and Alcohol Bans - 21 December 2022	23/53198	109
I  	Orion Memo - Orion Bromley to Milton new power cable project - 4 January 2023	23/53199	113
J  	Community Parks Rolling Renewal Programme - 23 January 2023	23/98204	116

Signatories Ngā Kaiwaitohu

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

21 December 2022

Christchurch City Council

By email: engagement@ccc.govt.nz

Papanui Service Centre
5 Restell Street
Christchurch 8013

PO Box 73024
Christchurch 8154

ccc.govt.nz

Tēnā koe,

Waipapa Papanui-Innes-Central Community Board Submission on Safe Speed Neighbourhoods

1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

2. Submission

The Board is generally supportive of the safe speed neighbourhoods proposal, particularly in respect of safe speeds near schools, suggesting that further consideration be given to the following areas:

- **Papanui Primary School:** It is submitted that lowering the speed along the balance of Winters Road and in its side streets would appropriately support safety in proximity to the school and safe school journeys, recognising the importance of clear signalling of a slow speed zone well in advance coming off the Christchurch Northern Corridor. The Board noting with support such public comments on the interactive consultation map relating to this area as:
 - "I would like to see a reduction in speed around the Grimseys road, winters rd and Saraband av area. It is a high traffic area for children getting to and from school and reducing the speeds would certainly make it safer."
 - "Because of the underpass, Grimseys Road is often used by people biking to and from Papanui Primary School. Other people bike along this road for other reasons as well. Suggest the south portion of Grimseys Road is reduced to 40km/h."

- **Redwood School:** it is submitted that lowering the speed on side streets to the south of Prestons Road in proximity to the school would similarly support safe school journeys for this school. Not only would a greater volume of school-related cyclists and pedestrians converge at these side streets, the lowering of speeds at the different approaches to the school appropriately signals entering an area where greater vigilance and care should be exercised.

The Board also notes that it frequently hears concerns about low levels of enforcement in respect of speeds in the area, highlighting the importance that this proposal proceed in conversation with the Police to ensure it will be supported with enforcement measures.

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish
Chairperson
Waipapa Papanui-Innes Community Board

Ticket Report

01 12 2022 - 31 12 2022

Papanui-Innes-Central

Tickets Reported in December 2022

3477

Reported Tickets last ...

Status as of Report Date

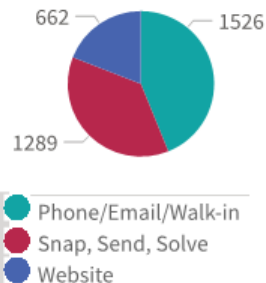
Open

741

Closed/Resolved

2736

Channels



Currently Open Tickets*

4838

Open Tickets all

26

avg open ticket age (days)

25% of open tickets are less than 21 days old

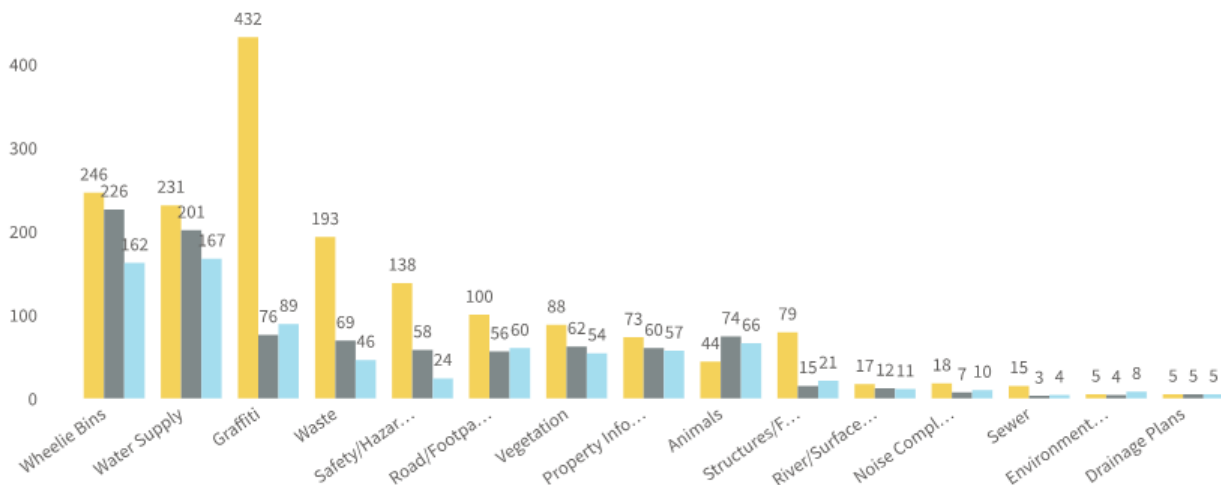
50% of open tickets are less than 84 days old

75% of open tickets are less than 213 days old

*Open as of report date, reported all time

Top 15 Incident Categories

Central Innes Papanui



Top 10 Object Categories

# Tickets	ObjectCategory
597	Graffiti
452	Water Leak
272	Litter
247	Bin Not Collected
157	Damaged Bin
102	Trees
80	Missing Bin
68	Meter box
66	Footpath
58	Residential LIM

Report date:
13 Jan 2023



Papanui Service Centre
5 Restell Street
Christchurch 8013
PO Box 73024
Christchurch 8154
ccc.govt.nz

Ms M T Tai Rākena, MNZM

Dear Maggy

The Waipapa Papanui-Innes-Central Community Board notes with pleasure that you have been awarded the New Zealand Order of Merit (MNZM) in the 2023 New Year's Honours List for services to victims of sexual violence and the community.

The Board would like to pass on its congratulations to you as a resident of the Innes ward. The Board takes pride in the successes and achievements of people living in its wards and acknowledges the significant contribution you have made, and continue to make, to the wider community.

Your achievements are many and not limited solely to the support of victims of sexual violence. Your involvement with the community via START, your service on two school Boards of Trustees and the Canterbury Earthquake Recovery Authority's Advisory Panel are just a few of the roles in which you have aided the local and wider communities as a whole. Your participation in the development of the Sexual Assault Support Service Canterbury 24-hour service is a huge step forward and the "Right Services Right Time" initiative is another milestone in the journey to community resilience.

Thank you for all your outstanding work in our community and please accept our best wishes for the future.

Yours sincerely

Emma Norrish
Chairperson
Waipapa Papanui-Innes-Central Community Board

GRAFFITI SNAPSHOT

2022

Ward & Suburb Insights



Ward Reporting

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

Ward	# of Tickets	2021
Banks Peninsula	413	506
Burwood	1,249	726
Cashmere	807	589
Central	7,822	7,374
Coastal	2,192	2,149
Fendalton	600	841
Halswell	458	335
Harewood	508	526
Heathcote	2,566	2,089
Hornby	598	594
Innes	948	800
Linwood	1,519	895
Papanui	742	802
Riccarton	837	896
Spreydon	957	905
Unknown	80	152
Waimairi	198	217
Total	22,494	20,396

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets
Rawhiti Domain	172
Colombo Street	137
Thomson Park	123
Hagley Park North	101
Avon Riverbank Central City	96
Ferry Road	89
Hagley Park South	85
Cathedral Square	79
Manchester Street	77
Margaret Mahy Family Playground	74



Ward Removal

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

Ward	Cleaned Graffiti Square Metres	2021
Banks Peninsula	1,651	2,148
Burwood	2,678	2,174
Cashmere	1,025	1,571
Central	23,440	18,664
Coastal	8,287	8,618
Fendalton	2,014	2,278
Halswell	1,724	2,152
Harewood	2,558	2,380
Heathcote	16,528	18,450
Hornby	2,617	4,677
Innes	3,013	1,610
Linwood	6,538	4,189
Papanui	2,509	2,367
Riccarton	1,209	3,682
Spreydon	3,241	4,757
Unknown	17	8
Waimairi	539	452
Total	79,586	80,176

Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Lismore Street \ Falsgrave Street, Waltham	2,075
Washington Way Reserve	1,466
Lismore Street	1,047
Thomson Park	1,006
Falsgrave Street \ Lismore Street, Waltham	891
Lismore, Falsgrave to Wilsons	816
Rawhiti Domain	661
Washington Way Reserve, Sydenhar	615
Queen Elizabeth II Park	600

GRAFFITI SNAPSHOT

2022

Further Insights

Reporting Activity

Reporter Type	Total
Non Volunteer	7,975
Individual Volunteer	7,720
Friend Volunteer	3,726
Group Volunteer	3,074
Total	22,495

Top 5 Graffiti Programme Volunteer Reporters - 2022

Peter
Jo
Rachel
Denise
Anne



Most reported TAG

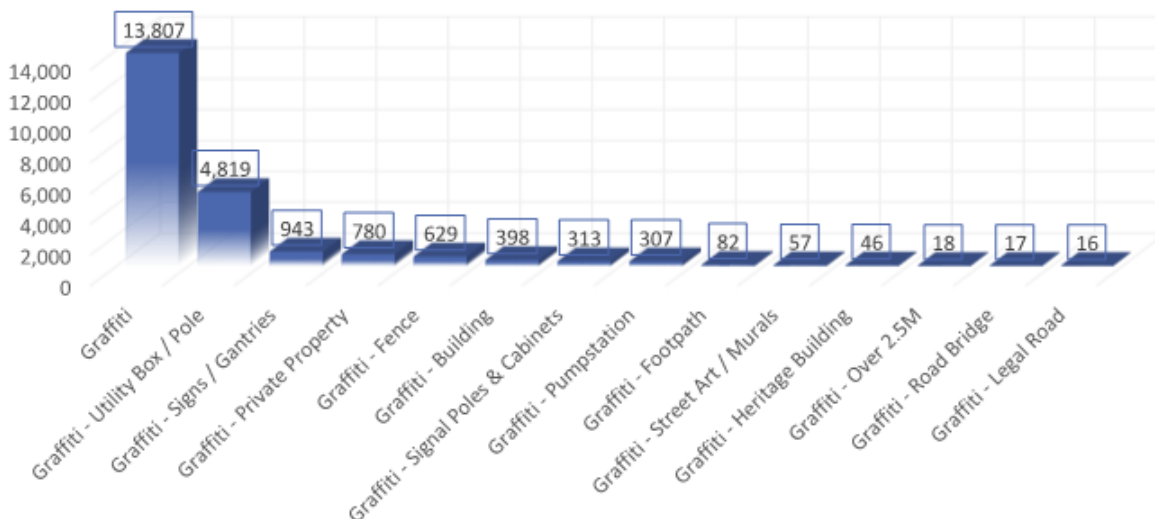
Locations and details of these TAGS are forward to the Police each month.

KP/KAEPE

INTEL

RAVE

Reports by Asset Type



From the Police

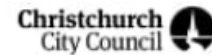
Proceedings 2022		
Court Action		17
Formal Warning		3
Non Court Action		3
Reparation to Council		\$3,240

Age Group



10-17 18+

Memos



Memo

Date: 14/12/2022
From: Annaliese Caukwell-Mills, Community Partnerships Ranger
To: Waipapa Papanui-Innes-Central Community Board
Cc: Bridie Gibbings, Team Leader Parks Sector North
Reference: 22/1708050

Cross Reserve Maintenance Schedule

1. Purpose of this Memo

- 1.1 This memo has been written in response to the Waikura Linwood-Central-Heathcote Community Boards request for information regarding the parks maintenance schedule at Cross Reserve, Phillipstown, following concerns raised by the Phillipstown Community Hub via a public forum presentation on 17 August 2022.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update

- 2.1 The maintenance schedule at Cross Reserve is consistent with all Community Parks.
- 2.2 In particular, Cross Reserve maintenance activities are as follows: Chemical Weed Control, 11 times per annum; Mowing, 28 times per annum; Amenity Garden Maintenance, once per annum; and Playground Inspection, 12 times per annum.

3. Conclusion

- 3.1 Staff have provided the Phillipstown Community Hub the parks maintenance schedule for Cross Reserve.
- 3.2 In reference to the Hub's maintenance requests, the Parks Unit can arrange additional maintenance works to be conducted in Cross Reserve, including opening up the tree canopy, trimming back shrubs, installing a park sign, and carry out additional planting in winter 2023 (if of interest, and supported by Phillipstown Community Hub).
- 3.3 The Community Partnerships Rangers will continue to work with Phillipstown Community Hub in an effort to carry out any additional maintenance activities and/or planting work in Cross Reserve.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Memos



Signatories Ngā Kaiwaitohu

Author	Annaliese Caukwell-Mills - Community Park Ranger
Approved By	Bridie Gibbings - Team Leader Parks Sector North Al Hardy - Manager Community Parks

Item 16

Attachment E

Memos



Memo

Date: 16/12/2022
From: Rebecca Rimmer Project Manager
To: Waipapa Papanui-Innes-Central Community Board
Cc: Chief Executive
Reference: 22/1750634

High Street (Tuam to St Asaph) preferred option

1. Purpose of this Memo

The purpose of this memo is to inform the Community Board of the preferred Scheme Design for High Street: Tuam to St Asaph (stage 2), following consultation and prior to the report being heard by Council.

1.1 Background: This memo is following a Council resolution on 24 September 2019, which requested staff to:

- Programme the upgrade of the southern block of High Street to align with the construction of Te Kaha.
- Conduct further engagement on the scheme design for the southern block of High Street between Tuam and St Asaph Streets and report back to the appropriate Committee.
- After listening to concerns raised by businesses and property owners, the Hearings panel recommended that the Council conduct further engagement on the scheme design for the southern block. This short section of High Street was therefore put on hold on 24th September 2019 following final Council decision.

1.2 The information in this memo is not confidential and can be made public.

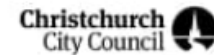
2. Update

Following a briefing to the Linwood-Central-Heathcote Community Board in August 2022, the scheme has been further refined to address concerns raised during consultation.

The proposed scheme Option 1:

- Is complementary to the (now completed) High Street upgrade works between Cashel Street and Tuam Street, and provides for the further upgrading / renewal of the southern remaining section of High Street. It aims to achieve an improved traffic function in an attractive, 10km/h streetscape and walking environment with soft and hard landscaping that complements adjacent recently restored Edwardian era heritage buildings.
- Provides a critical missing safe cycle link between Tuam and St Asaph Streets: linking the Central City cycleway networks and slow core, with the Heathcote Expressway Major Cycle Route.
- Provides widened footpaths for improved access and amenity to the surrounding businesses and between the anchor projects of the Innovation precinct, Retail precinct, Te Kaha, and Ara campus.
- Delivers the principles of the central city (An Accessible City) Streets and Spaces Design Guide as they apply to this section of High Street.

Memos



The project went out to consultation on 10th October, in conjunction with the Te Kaha street upgrades. Following feedback from that consultation a final scheme is being presented to Council in February for approval to proceed to detailed design and construction.

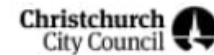
3. Public Consultation Te Tukanga Kōrerorero

- 3.1 Following advice from Council in 2019, staff carried out early engagement with key stakeholders: Peebles Group, KPI Stockman, Duncan's Lane, Little High, Ara and Spokes in July 2022. The project team met with stakeholders to share an overview of the proposal and gather their feedback.
- 3.2 Early stakeholder feedback highlighted the need for a change in the cycleway design, from a contra-flow shared cycle-car lane to a separated cycle lane on west side of High Street (outside businesses).
- 3.3 Staff listened to this feedback and updated the design resulting in all key stakeholders being in support of the staff preferred option 1.
- 3.4 Businesses on High Street were invited to a drop-in session to look at the developed proposal and give early feedback and/or raised concerns. The project team met with approximately 14 individuals from various businesses. Feedback was gathered and will be fed into the detailed design and construction planning.
- 3.5 Public consultation started on 10 October 2022 and ran until 7 November 2022 to tie in with the Te Kaha Surrounding Streets consultation. An email was sent to 29 key stakeholders, including developers on the street, High Street businesses, Ara, Spokes, the Disabled Persons Assembly and Accessible Christchurch. An email was also sent to all previous submitters on the High Street improvements consultation in 2019.
- 3.6 Businesses that were not able to be reached by email were provided with a consultation booklet which included information about the High Street consultation and a link to the Have Your Say page. Documents were available in local community spaces: Gap Filler and Black and White Coffee Cartel.

Summary of Submissions Ngā Tāpaetanga

- 3.7 Submissions were made by 17 recognised organisations, including nine High Street businesses and one Tuam Street business, and 115 individuals. All submissions are available at <https://www.ccc.govt.nz/the-council/haveyoursay/show/539>
- 3.8 Submitters were given two options.
 - Option 1 included a right-hand turning lane from High Street onto St Asaph Street.
 - Option 2 maintained a one way exit onto Madras Street with no right-hand turn onto St Asaph Street. (Note: for traffic wanting to travel west across the city, this option pushes them north for three blocks before being able to turn west on either Cashel Street or Hereford Street.)
- 3.9 Out of all submitters, 47 (36%) preferred option 1 which included nine businesses on High Street and three recognised organisations: Disabled Persons Association (D.P.A), Spokes and New Zealand Property Council, for the following reasons:
 - The right-hand turn increases accessibility to other parts of the central city, allowing commuters to bypass Madras Street and help ease congestion.
 - The right-hand turn is convenient and allows business owners and commuters easy access to parking on and travel to the SALT district which includes Little High eatery.

Memos



- The right-hand turn allows greater access to St Asaph Street for travellers who are unfamiliar with the central city.
- 3.10 Out of all submitters, 83 (64%) preferred option 2, which included four recognised organisations (Living Streets Ōtautahi, Urban Intelligence, Ora Taiao: NZ Climate and Health Council and Te Mana Ora) and one business on Tuam Street, for the following reasons:
 - The inclusion of a right-hand turn was perceived to be too car focused and was counterproductive to the direction Christchurch City has said it was taking towards a carbon neutral environment and making decisions in response to the climate crisis.
 - There were concerns that the introduction of a right-hand turn would encourage cars to 'rat run' through High Street, damaging the character of the street.
 - There were concerns for cyclist safety coming across from the Heathcote expressway, as many cyclists would be moving fast and encounter cars waiting to exit at the intersection of Madras and St Asaph streets. There was also a perceived danger for cyclists changing from the protected cycleway to a shared pedestrian-cyclist-car space on High Street.
- 3.11 The Consultation held in 2019 concluded in the one-way option being taken forward as it allowed for the access onto St Asaph Street to be re-opened, which was a strong selling point during that consultation.
- 3.12 Option 1 was supported by all High Street building owners who originally opposed the original street design in 2019.
- 3.13 While Te Mana Ora chose to support option 2 in their submission, their written submission shows support for option 1 with modifications which is being investigated by the project team.
- 3.14 There was some misunderstanding that existing bike parking and the bike repair station would be removed permanently when construction occurs. However, all existing bike parking and the bike repair station will be stored until work is complete and then reinstalled.

4. Conclusion

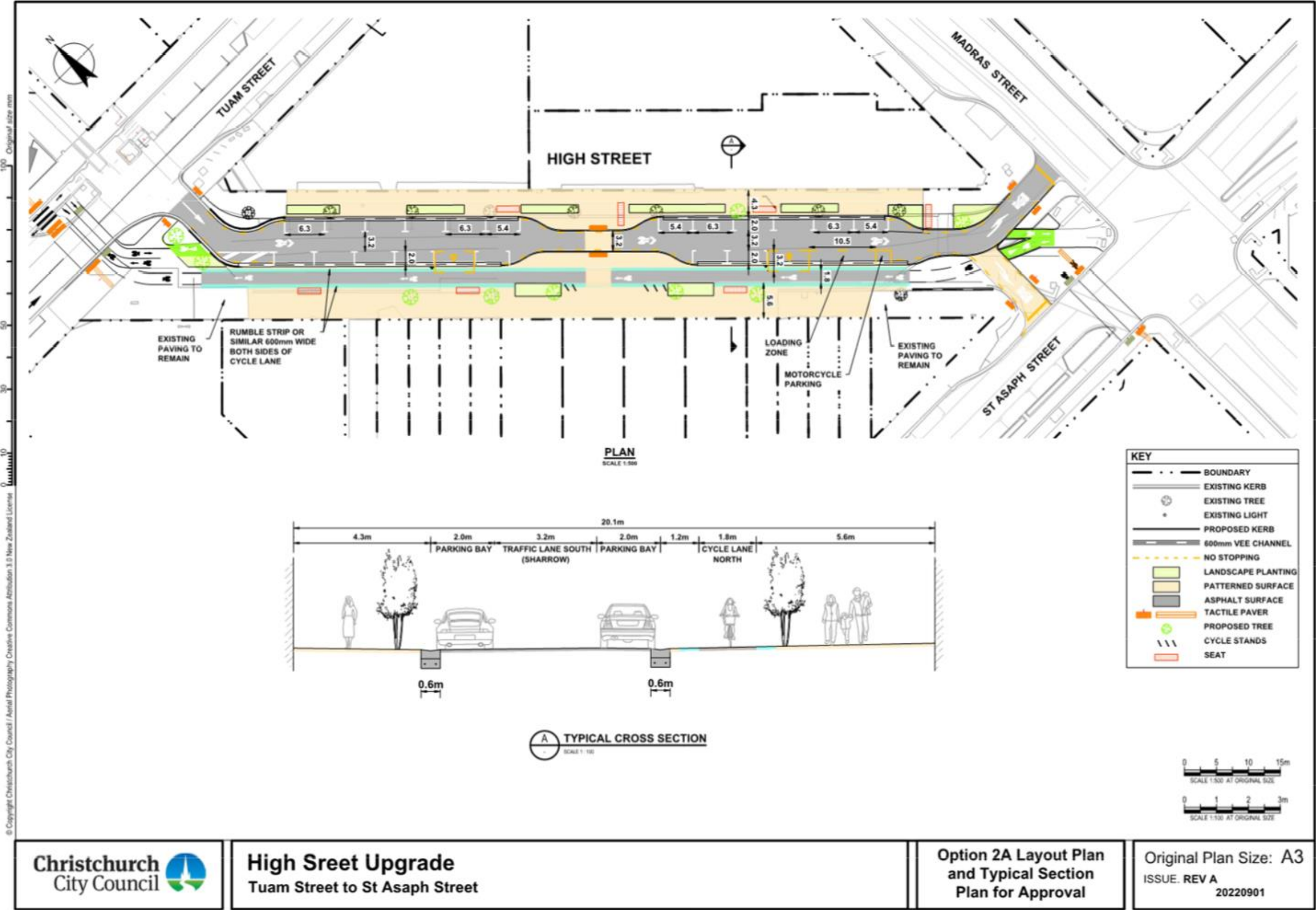
- 4.1 The next step is to present the final Scheme Design to Council for approval to proceed to detailed design and construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	High Street Scheme Design	22/1750637	

Signatories Ngā Kaiwaitohu

Author	Rebecca Rimmer - Project Manager
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport



Memos



Memo

Date: 16 December 2022
From: Sally-Ann Marshall
To: Waipapa Papanui-Innes-Central Community Board
Cc:
Reference: 22/1380927

Armagh Street - Traffic Calming

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide information to fulfil resolution LCHB/2022/00049, item 2, of the 18th May 2022 meeting of the Waikura / Linwood-Central-Heathcote Community Board. At this meeting the Board resolved to:
- Receive the tabled petition “We need a safer Armagh Street!” presented by Mr Roger Moss.
 - Refer the petition to staff to investigate any and all practicable options for traffic calming on Armagh Street and surrounding streets in the area bounded by Fitzgerald Avenue, Avonside Drive, Linwood Avenue and England Street and report back to the Board on the findings.

2. Background

- 2.1 This section of Armagh Street is classified as a Local Road in the Christchurch City Council District Plan. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles.
- 2.2 Collective Risk (a measure of crash risk) is obtained from the NZTA’s MegaMaps tool, where Collective Risk is calculated by multiplying each reported injury crash at an intersection over the past five years by the corresponding severity index and summing the values.

The Collective Risk for Armagh Street between Fitzgerald Avenue and England Street and surrounding streets is shown in Table 1:

Street	Collective Risk
Armagh Street – Fitzgerald to Stanmore	Low Medium
Hanmer Street	Low
Gilby Street	Low Medium
Armagh Street - Stanmore to England Street	Low
Trent Street	Low
Brittan Street	Low

Table 1 – Collective Risk: Armagh Street between Fitzgerald Avenue and England Street

These levels of risk are expected for roads of this nature; which are local residential streets with low volumes.

Memos



- 2.3 Waka Kotahi's CAS traffic crash database has shown that there have been two reported incidents along this section of Armagh Street and surrounding streets in the past 5 years. Both of these were non-injury crashes and were unrelated to speed or the road environment.
- 2.4 The issues experienced by the community and raised in the petition include:
- Antisocial road user behaviour including burnouts, aggressive tailgating and cornering, excessive acceleration / engine noise. One of the delegates made note of a particular house on Trent Street whose residents do numerous burnouts at the Armagh Street / Trent Street intersection.
 - Vehicles travelling in excess of the speed limit.
 - Armagh Street and Trent Street intersection – issues here with antisocial road use, especially burn outs, due to intersection width.
 - Hanmer Street and Gilby Street intersections with Armagh Street – difficulty turning right due to volume and speed of traffic.
 - Cyclist safety – cars driving too close and too fast.
 - Numerous children using street – noted as a preferred route for Christchurch East School on Gloucester Street; Kainga Ora three/four bed family housing located nearby.
 - Difficulty pulling out of driveways due to on street parked vehicles
- 2.5 Traffic Counts were recorded in August 2022 at two locations on Armagh Street; between Fitzgerald Avenue / Hanmer Street (L0446) and Stanmore Road / Trent Street (L5068). The results are summarised in Tables 2 and 3 below:

Combined direction : Average daily traffic : 2,280			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
2,488	1,760	42.1	49.3
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
3.6	202	142	222

Primary direction : Average daily traffic : 1,305			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
1,407	1,050	43.0	50.2
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
4.4	59	86	168

Secondary direction : Average daily traffic : 975			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
1,081	710	40.9	48.1
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
2.4	156	55	59

Table 2 – L0446 Traffic Counts

Memos

Combined direction : Average daily traffic : 1,271			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
1,378	1,004	44.3	53.1
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
2.6	78	85	119

Primary direction : Average daily traffic : 674			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
730	534	45.0	53.1
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
2.3	30	46	77

Secondary direction : Average daily traffic : 597			
Avg weekday traffic	Avg weekend traffic	Avg speed	85 percentile speed
648	470	43.6	53.1
Heavy vehicle %	Morning peak hour	Midday	Evening peak hour
3.0	54	39	45

Table 3 – L5068 Traffic Counts

These indicated that the average travel speed is 42.1km/h and 44.3 km/h and the 85th percentile speed is 49.3km/h and 53.1 km/h at L0446 and L5068 respectively. The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment. Motorists travelling above the 85th percentile speed are considered to be exceeding the safe and appropriate speed for road and traffic conditions.

The data has been analysed to look at the difference in average speed at different times of the week. The following table shows the worst case time/day taken from the two locations, which was between 2200 and 2300 at L0446 in the west bound direction.

Location	Time	Day	Mean km/h	85 th %ile kmh
L0446	2200 - 2300	Wed	48.2	62.9
		Thu	38.3	50.7
		Fri	41.3	46.6
		Sat	36.8	46.7
		Sun	42.7	52.1
		Mon	49.6	57.6
		Tue	44.1	55.4

Table 4 – Worst Case Speed Data (L0446, 2200 to 2300, West Bound)

The data indicates that the mean average travel speed at this time is below the current 50kmh speed limit, and that there are isolated instances of drivers exceeding this.

Generally, the average travel and 85th percentile speeds are consistent throughout the day/week.

More information on these speed counts can be found here: [Links traffic counts dashboard : Christchurch City Council \(ccc.govt.nz\)](#)

Memos



- 2.6 Issues identified through a review of customer service requests to Council identified five relevant requests on Armagh Street in the last three years. Citywide, there are many other locations with the same number of requests or higher relating to requests for traffic calming which are unable to be actioned due to insufficient funding.
- Of the customer service requests received on Armagh Street, three of these were requests for traffic calming, and two were related to residents asking for parking restrictions to deter people from parking too close to their driveway.

3. Speed Management Plan

- 3.1 Improving safety on local roads in Christchurch is a priority for CCC and is also a national priority under the principles and guidance of the Road to Zero - New Zealand's road safety strategy for 2020-2030. Road to Zero sets an initial target to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways, and footpaths by 40 percent over the next 10 years. Providing safe infrastructure and safe and appropriate speeds is key to delivering on the vision.
- 3.2 This section of Armagh Street falls within a neighbourhood zone and has been identified for a speed limit reduction to 40 km/h. This change will take effect in the 2023/25 financial year, subject to Council approval. Residents are encouraged to make a submission through the Have Your Say page.
- 3.3 A number of the issues being experienced by residents are speed related; therefore reducing the speed limit along this section of Armagh Street should mitigate against some of the points raised.

4. Traffic Calming Measures

- 4.1 Traffic calming measures that could potentially be used to achieve the aspirations of a lower speed environment on Armagh Street may include any of the following options. The specific scope of any design will vary significantly and are dependent on other constraints to the design (including but not limited to project goals, project scope, technical constraints, drainage, conflict with utilities, political and public interest, and project budget).

4.1.1 Traffic Islands

Islands are most often used to help pedestrians cross the road. The logical locations for accessibility would be near the intersections with either Hanmer Street and Gilby Street or Trent Street. There are currently no pedestrian islands along this section of Armagh Street.

Advantages:

- Improves crossing facilities for pedestrians
- Creates visual narrowing of the road which helps to manage speeds
- Associated markings can assist to channel traffic

Disadvantages / considerations:

- Would result in localised removal of on-street parking
- May restrict turning movements from driveways / intersections depending on the location
- May cause problems for access for emergency service vehicles, particularly if there is traffic congestion

4.1.2 Localised Narrowings / Build Outs / Side Islands

Memos



These are extensions to the kerbs protruding into the road, or small islands adjacent to the kerb. This results in a perceptual narrowing of the street which gives drivers cues to slow down. These can be combined with crossing points for pedestrians. Gilby Street and Hanmer Street both have localised narrowing installed on the approach to Armagh Street.

Advantages

- Can improve crossing locations for pedestrians by reducing the crossing distance
- Creates visual narrowing of the road to assist in managing speeds
- Offers opportunity for additional landscaping / increased amenity value.

Disadvantages / considerations

- Would result in localised removal of on-street parking
- Care must be taken to ensure ponding does not occur near these features

4.1.3 Vertical traffic calming devices

There are a variety of forms of vertical traffic calming, including speed humps, raised platforms, raised tables, and raised intersections.

Advantages

- Reduced vehicle speeds locally at each device and potential to discourage through traffic when appropriately spaced along a route and encourage lower speed overall
- Can be combined to provide a safer pedestrian crossing point

Disadvantages / considerations

- Vertical traffic calming is likely to lead to an increase in noise and vibrations felt by local residents. This may also result in increased engine noise and braking as vehicles accelerate / brake between devices, as engine noise is a result of acceleration and not vehicle speed.
- Drainage considerations can result in design compromises and increased costs that are peripheral to the original goal of traffic calming.
- Needs to be considered as a coordinated approach to developing schemes based on the wider road network
- Can impact public transport, emergency service vehicles and service vehicles (e.g. rubbish collection)
- Higher longer term / maintenance costs (e.g. additional wear on the carriageway in the immediate vicinity of the devices)

4.1.4 Intersection Treatments

Intersections treatments can be used as part of local area traffic management to reduce speeds through an area. The scope of a treatment can vary significantly from basic treatments to full reconstruction. This can include:

- Changing the form of an intersection and providing forms that help reduce speeds and provide deflection such as roundabouts, or reducing the radius of larger curves to reduce the speeds of turning vehicles.
- Changing priorities at an intersection
- Prohibiting or restricting movements such as no right turns, no left turns or left turn only.

Memos



Advantages

- Can result in reduced speeds locally at the intersection.
- Can result in crash reduction
- Can result in increased benefits and safety for active road users

Disadvantages / Considerations

- Some designs may not be feasible in certain locations

4.2 Summary

- 4.3 Engineered traffic calming measures can work to reduce average speeds in localised locations, however are unlikely to have significant impacts on maximum speeds. Crash risk correlates well with average speed, but does not have a strong correlation with the maximum speeds, so any measures to reduce average speed will result in a reduction of risk, but may not prevent the antisocial road user behaviour which has been raised as a concern by the community.
- 4.4 Vertical traffic calming measures tend to be more effective at reducing mean speeds and deterring through traffic, however will not address some of the antisocial road user behaviour and may worsen noise and vibration effects. Inappropriate speeds can still occur on streets with vertical traffic calming particularly if the driver has good suspension and is willing to experience some discomfort while driving.
- 4.5 Costs for these treatments can vary significantly depending upon factors including but not limited to drainage, conflict with existing utilities, landscaping needs and traffic management. These can result in increased costs, but no noticeable difference in the finished product.
- 4.6 Providing traffic calming features in order to deter antisocial behaviour (speeding, burnouts, etc.) may only transfer these issues onto other streets. If antisocial road users live in the area, this is unlikely to completely deter the behaviour and issues such as excessive acceleration / deceleration may continue to occur.

5. Intersection Investigations

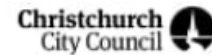
5.1 Trent Street

- 5.1.1 There have been issues here associated with antisocial road use, especially burn outs. This is due to the intersection width; Armagh Street is 13.5m wide and Trent Street is 11m wide at this location. Also visibility along Armagh Street has been noted as a problem due to vehicles parking close to the intersection
- 5.1.2 Currently there are no STOP or GIVE WAY controls at this intersection. We recommend having these installed and can action this in the near future.
- 5.1.3 Visibility along Armagh Street is impeded by the high fences located at the two properties on either side of the intersection. We recommend installing No Stopping restrictions (broken yellow lines) to improve visibility and can action this in the near future.
- 5.1.4 There are several physical traffic calming methods that could be employed to slow traffic through this intersection and reduce the width, as discussed in Section 4.

5.2 Hanmer Street and Gilby Street

- 5.2.1 There have been issues here with turning right out of both the Hanmer Street and Gilby Street intersections.

Memos



5.2.2 Both of these intersections have been previously upgraded with traffic calming improvements in the form of road narrowing with kerb build outs where Hanmer Street and Gilby Street intersect with Armagh Street; and block paving and parking restrictions (broken yellow lines) installed throughout the intersection.

5.2.3 There are several further, physical traffic calming methods that could be employed to slow traffic through this intersection and reduce the width as discussed in Section 4.

5.3 Discussion

5.3.1 These intersections are not unlike hundreds of other intersections throughout the city that have the same issues. Compared to other similar intersections, these have a low crash and accident history as discussed in Section 2.3.

5.3.2 Traffic volumes along the section of Armagh Street between Stanmore Street and England Street are considerably lower than the section between Fitzgerald Avenue and Stanmore Street. From resident reports, the specific burn out antisocial behaviour is associated with a resident of Trent Street; this issue is therefore better placed to be handled by the Police, refer Section 6.

6. Antisocial Road User Behaviour

- 6.1 Staff contacted Senior Sergeant Mike Jones of the Road Policing unit, Christchurch Police for comment on whether antisocial road user behaviour is a particular problem in this area.
- 6.2 The Police data shows there are no problems along this street, or in the immediate vicinity, apart from Fitzgerald Avenue. In the last 2 months there has only been one reported antisocial road user event by the intersection of England Street and Linwood Avenue.
- 6.3 It was reiterated that residents need to pass the details on at the time these events are occurring and the Police will endeavour to attend. If they do not make it in time, they will follow up; this requires the complainant to then make a statement and go to court if required. We would advise residents to collect as much evidence as possible to assist with this stage.
- 6.4 The following is information we have been given by the Police to pass onto residents to report antisocial road user behaviour:
 - Residents who are concerned about anti-social road behaviour should call *555 this enable the police to record incidents as traffic complaints
 - The resident should if they can record number plates, car type, driver known
 - The new approach to policing is intel based so they need to know what incidents are happening and where.
 - Some areas are unknown to the Police or things aren't changing because:
 - Residents are not reporting incidents
 - Residents are not following through the prosecution process
 - Police will support residents through the prosecution process.
 - The activity does need to be sustained, which includes burnouts etc.

7. Conclusion

- 7.1 Recent traffic counts indicate the vast majority of traffic is not speeding excessively, and the volume of traffic is reasonably consistent with most of the traffic being local to this part of Armagh Street and/or the immediate side streets.

Memos



- 7.2 Council is currently in the process of applying its speed management plan which will see a speed limit reduction in the area including this section of Armagh Street and surrounding streets to 40 km/h in the 2023/2025 financial period.
- 7.3 The budget allocated for minor safety works is prioritised to achieve higher safety improvement outcomes at verified higher risk locations.
- Following the speed management plan implementation, neighbourhood streets that need more significant traffic calming measures; such as speed bumps, narrowing with kerb build-outs and plantings etc. will be investigated.
- These will then be implemented over the next ten years based on risk level and as funding allows.
- 7.4 Antisocial road user behaviour along this stretch of Armagh Street and surrounding streets was not highlighted as a particular problem area by the Police. Events need to be reported to them when they are occurring, and the Police will follow up if sufficient evidence is presented.

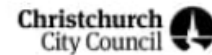
Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Memos



Memo

Date: 21 December 2022
From: Jenna Marsden, Senior Policy Analyst
To: Waipapa Papanui-Innes-Central Community Board
Cc: Mark Saunders, Community Board Advisor; Emma Pavey, Manager
Community Governance (Papanui-Innes-Central)
Reference: 22/1791180

Alcohol Law Reform and Alcohol Bans

1. Purpose of this Memo

- 1.1 The purpose of this memo is to update you on alcohol reforms and to provide advice on the process for considering new alcohol ban areas. This memo fulfils the Waipapa Papanui-Innes-Central Community Board request for information at the 16 December 2022 meeting.
- 1.2 The information in this memo is not confidential and can be made public.

2. Update

Update on Alcohol Reform

- 2.1 The Government is progressing alcohol law reforms in two phases:
 - 2.1.1 The immediate phase is legislative changes intended to improve the community's ability to participate in, and influence licensing decisions.
 - 2.1.2 The second, longer-term phase will look at wider issues and changes to reduce alcohol-related harm. Pricing, advertising and sponsorship are specific areas that have been flagged for review.
- 2.2 The Government introduced the first tranche of changes in the [Sale and Supply of Alcohol \(Community Participation\) Amendment Bill](#) (the Bill) on 7 December 2022.
- 2.3 The Bill passed its first reading and has been referred to the Justice Committee. Submissions are due on 2 February¹.
- 2.4 The Bill intends to remove barriers to community participation in licensing decisions. Council staff are currently working through the detail of the Bill. There are three key elements proposed:
 - 2.4.1 Removal of the appeals process that is currently required to develop a Local Alcohol Policy (LAP);
 - 2.4.2 The ability to consider a LAP in the licence renewal process (i.e.: the District Licensing Committee would be able to apply LAP provisions retrospectively);

¹ Submission details can be found here: https://www.parliament.nz/en/pb/sc/make-a-submission/document/53SCJU_SCF_BILL_130167/sale-and-supply-of-alcohol-community-participation-amendment

Memos



- 2.4.3 Less formal licence objection processes i.e.: removal of the ability to cross-examine parties objecting to a licence; and objectors no longer need to have “a greater interest in the application for the licence than the public generally” – anyone can object.
- 2.5 The Council’s previous attempt to develop a LAP was initiated in 2013. It was eventually abandoned in 2018, largely due to the indefinite duration of the appeals process.
- 2.6 The Council has advocated for legislative change to ensure community views can be reflected in LAPs. It appears that the proposed legislative changes will remove the current barrier to the Council satisfactorily progressing development of a LAP.
- 2.7 The Council will make a submission on the Bill. Staff have requested an extension on the timeframe to submit to Wednesday 15 February 2023 to allow time for the Council to properly consider and respond given the Christmas and New Year break.
- 2.8 The changes to the Sale and Supply of Alcohol Act 2012 proposed by this Bill are expected to be enacted by mid-2023. Work on phase 2 of the reforms will commence early 2023.

Alcohol Reform Has No Impact on Alcohol Bans

- 2.9 The Bill has no impact on alcohol ban restrictions, or the ability to set them.
- 2.10 At this stage, there has been no indication that phase 2 of the reforms will look at alcohol bans.

Process and Considerations for Establishing an Alcohol Ban Area

- 2.11 Alcohol bans are made under the Council’s [Alcohol Restrictions in Public Places Bylaw 2018](#), and must meet the legislative requirements of [section 147B of the Local Government Act 2002](#), which includes having evidence of a high level of crime or disorder caused or exacerbated by alcohol consumption in the specific area which is proposed to be covered by the ban.
- 2.12 The Council has an established process to consider alcohol bans and information on this is in the attached [Guide](#). The Guide sets out how to request an alcohol ban, what sort of evidence is required to justify a ban, and the process that the Council goes through to make an alcohol ban area.
- 2.13 The current legislative framework does not provide for ‘blanket’ alcohol bans. Each proposal for an alcohol ban area needs to be assessed individually and any ban needs to be a proportionate response to alcohol related crime and disorder present in the specified area.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Setting up an Alcohol Ban Area Guide	21/1286942	

Signatories Ngā Kaiwaitohu

Authors	Jenna Marsden - Senior Policy Analyst Evangeline Dispo - Policy Analyst Ruth Littlewood - Senior Policy Analyst
Approved By	David Griffiths - Head of Strategic Policy & Resilience Lynn McClelland - Assistant Chief Executive Strategic Policy and Performance

Memos

Setting up an alcohol ban

What you need to know and do



This guide is to help people who are applying for, considering or establishing an alcohol ban under section 147 of the Local Government Act 2002.

Our Alcohol Restrictions in Public Places Bylaw designates 16 permanent alcohol ban areas across the Christchurch district. Before amending the bylaw to make an alcohol ban permanent we usually trial a temporary ban.

Requesting an alcohol ban

Anyone can request an alcohol ban – local residents, community groups, associations, business owners, community board members, police, or sports groups.

Email or write to the community board(s) for the area affected or ask to speak at their meeting.

What evidence do you need?

You'll need evidence of crime and disorder linked to people drinking in the area. This may include litter, property damage, rowdy parties at night that make residents feel unsafe, and the like. This evidence can be presented as:

- Statements about the problem and its effects on the community
- Photos showing broken bottles, damage to property
- Petitions from individuals and/or groups
- A community survey showing support for a ban

What will the community board do?

- The board will consider whether a ban is needed, and will usually ask board staff to prepare a brief report on the evidence provided, with recommendations.
- If the board supports the ban proposal it asks the Council to investigate further.

The board and its staff will consider:

- Evidence of disorder, damage or harm caused by alcohol use in the area
- Whether a ban is needed, or the problem could be resolved through community patrols, more rubbish bins or more frequent rubbish collection, or by better lighting.
- Do police support the proposed ban?

Memos



Orion

Memorandum

Date: 4 January 2023
To: Waitai Coastal-Burwood-Linwood Community Board
Waipapa Papanui-Innes-Central Community Board
Waihoru Spreydon-Cashmere-Heathcote Community Board
From: Michelle Flanagan, Orion Community Engagement Lead
Subject: New underground power cable from Bromley to Milton Street

Purpose of this memorandum

Orion has a major programme of work to strengthen our electricity network in Christchurch. The first stage is the installation of a new underground power cable from Bromley to Milton Street. This work crosses through three Community Board areas and started in November 2022.

The purpose of this memorandum is to keep Community Board members updated on the power cable project and the current works.

Background

A secure and resilient power supply is essential to how we live, work and play. So, we're strengthening our electricity network so it's ready for the future. Orion has a project to replace older power cables in Christchurch. New cables mean the electricity network will be stronger and we'll be able to restore power quicker. The new cables are the latest technology and are sized for the growing demand for power.

As part of this project, we're installing a new underground 66kV power cable from Bromley Substation on Ruru Road to Milton Substation on Milton Street (see attached map). This 7.5km cable route passes along some key roads in Christchurch including Ferry Road, Linwood Road and Brougham Street, and will take 10-12 months to complete.

Works underway

We started work in November laying cable ducts in Maces Road and St Johns Street in Bromley. We lay cable ducts where the ground water is near the surface, or the cable passes through a busy road or intersection. Laying cable ducts in these spots saves time and reduces traffic impacts when we later come to install the cable. When we install the cable, we thread it through the cable ducts.

Work starting in January 2023 - Bromley

We will be starting work again in Bromley from 10 January 2023, working in Maces Road and St Johns Street.

In St Johns Street we'll continue to lay cable ducts from Bayswater Crescent to around 131 St Johns Street. In Maces Road we'll be laying the new underground power cable from Wickham Street to St Johns Road. These works will take approximately four to six weeks to complete.

In mid-February we will start works further north on Maces Road, between Wickham Street and the intersection of Maces Road and Cuthberts Road. We'll be installing cable ducts along sections of Maces Road.

Work starting in 2023 – Woolston

In mid-January we'll also start works on the corner of Ferry Road and Hopkins Street, installing cable ducts across this intersection. We've timed these works to start in the school holidays to reduce the impact on Te Waka Unua School. From February we'll continue to lay cable ducts along Hopkins Street to Hobson Street.

Construction works

Installing the new underground power cable is a significant construction project and involves:

- Installing dewatering equipment (where the groundwater is near the surface)
- Digging a trench in the road
- Laying concrete in the base of the trench
- Installing three cables, or cable ducting in the trench
- Laying concrete over the cables
- Reinstating the road surface

To do this work safely, traffic management is required, and this could include temporary road closures, one-way systems, manual traffic control (e.g. temporary traffic lights), lane diversions and reduced speed limits.

Letting people know about the works

We understand that construction work in the road can be inconvenient for residents and businesses and we are doing our best to minimize effects. A key part of this is keeping people informed of the works and we are doing the following:

- We are also working closely with key stakeholders who may be directly affected, for example Te Waka Unua School
- Delivering work notices to adjacent homes and businesses 7-10 days before works begin
- Door knocking directly affected homes and businesses, for example where access may be temporarily affected
- Emailing updates to affected/interested parties who provide us with their email address
- Providing detailed information on a project website at www.haveyoursay@oriongroup.co.nz
- Placing newspaper advertisements where there are effects on the wider traffic network, for example when working at key intersections
- We have a Customer Support team available day and night to assist with further information

I will forward copies of the work notices for works in the relevant Community Board areas for your information. You can also find these on our project website at www.haveyoursay@oriongroup.co.nz

Community Board presentation

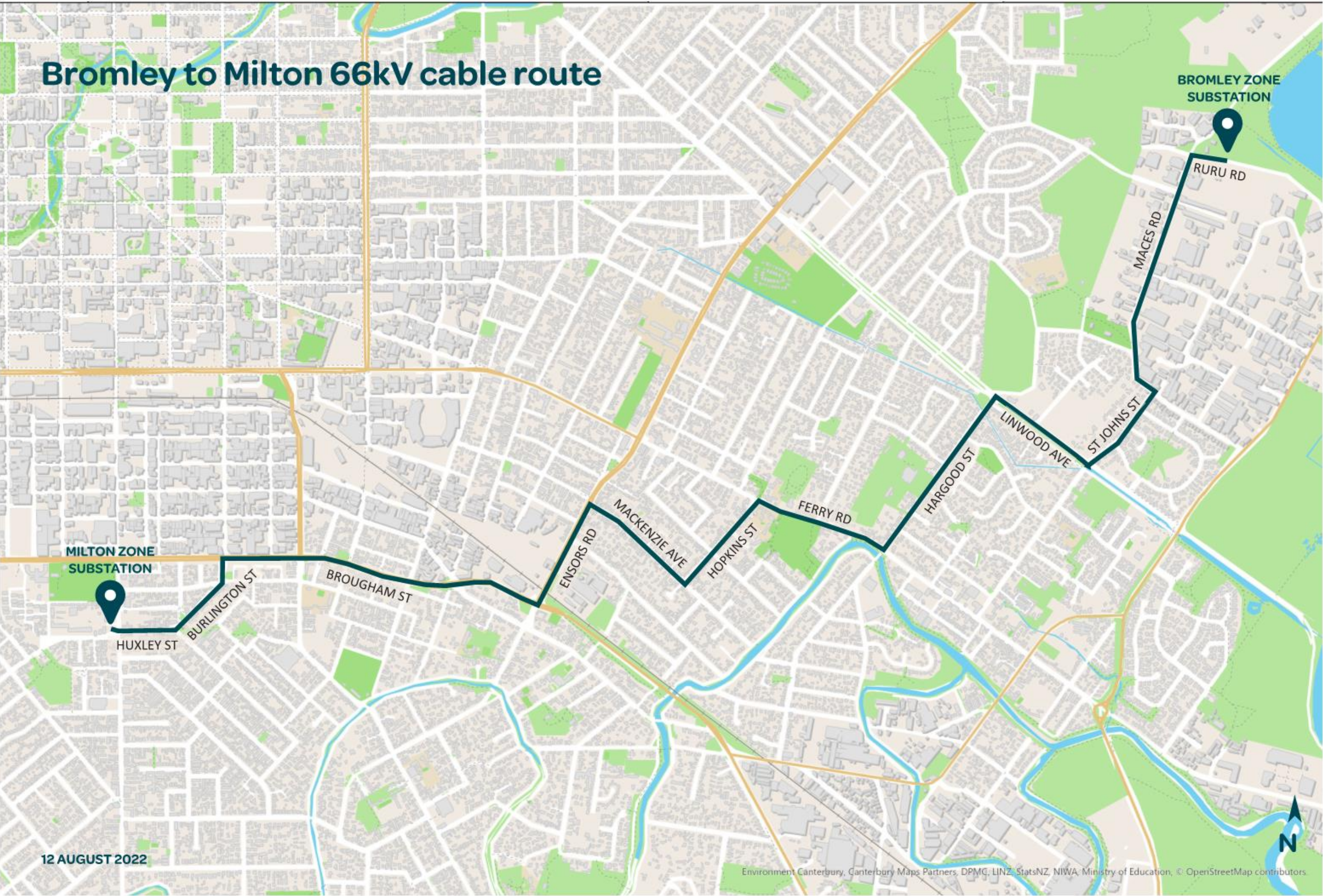
In mid-2022 we visited the Linwood-Central, and Spreydon-Cashmere Community Boards to introduce the project, and we're working with the Community Board Advisors to visit again in early 2023 to update on the project. I look forward to sharing the project with you when we visit.

If you have any questions on the works, please don't hesitate to contact me.

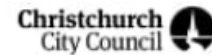


Michelle Flanagan, Orion Community Engagement Lead

Michelle.Flanagan@oriongroup.co.nz



Memos



Memo

Date: 23/01/2023
From: Bridie Gibbings, Team Leader Community Parks, North Sector
To: Waipapa Papanui-Innes-Central Community Board
Cc: Al Hardy, Manager Community Parks
Reference: 23/70480

Community Parks Rolling Renewal Programme

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide elected members with detail of the Community Parks Rolling Renewal Programme for the next three years.
- 1.2 The information in this memo is not confidential and can be made public.

2. Background

- 2.1 During the deliberation of the FY22-23 Annual Plan the Parks Unit made a commitment to elected members that it will visit all Community Boards as part of the Annual Plan drafting process. Staff will present each board with the Community Parks renewal projects planned within their respective Wards.
- 2.2 Significant effort has gone into ensuring that delivery of renewal projects/work are allocated equitably across the all the Wards and focus is on deteriorating assets graded as Condition 4 (poor) or Condition 5 (very poor).
- 2.3 The attached information will be used to guide Boards and staff when considering any substitutions to the programme that the Boards deems suitable.
- 2.4 Boards will be presented with the renewal programme for the next three years. The Year One Programme has been scoped and is ready to deliver, for that reason we recommend no change to this year as it will impact deliverability.
- 2.5 Individual budgets are not provided in the attached documents, as costs are drawn down at the programme level once the work has been competitively priced.

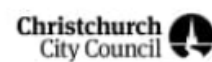
3. Conclusion

- 3.1 Parks will visit each Community Board to gather feedback and provide additional detail and information elected members in respect to the Community Parks Rolling Renewal Programme for the next three years

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Community Parks Renewals Waipapa Papanui-Innes-Central Community Board	23/63352	

Memos



Signatories Ngā Kaiwaitohu

Author	Bridie Gibbings - Team Leader Parks Sector North
Approved By	Andrew Rutledge - Head of Parks

Item 16

Attachment J

Memos

Ward	Project ID	Project Title	FY24	FY25	FY26
Papanui	43687	Community Parks Planned Green Assets Renewals			
		Awlyn Park	✓		
		Eric Playbround	✓		
		Edgar Macintosh Park	✓		
		Marble Wood Reserve	✓		
		Morrison Avenue Bowling Club	✓		
		Murchison Park	✓		
		Papanui Domain		✓	
		St James Park		✓	
		Redwood Park		✓	
		Withers Family Park		✓	
		Sarabande Reserve		✓	
		Owen Mitchell Park		✓	
		Grayshott Park			✓
		Craighead Reserve			✓
		James Condon Park			✓
		Knowles Plantation Park			✓
		Lewisham Reserve			✓
		Sisson Park			✓
	43686	Community Parks Hard Surface Renewals			
		Knowles Plantation	✓		
		Sisson Park		✓	
		Murchison Park			✓
	61777	Programme - Community Parks Planned Play Spaces Renewals			
		Dunedin Reserve		✓	
		Rutland Reserve		✓	
		Erica Playground		✓	
		Grampian Reserve		✓	
		Momorangi Reserve		✓	
		Morrison Avenue Bowling Club			✓
		Sarabande Reserve			✓
		Owen Mitchell Park			✓
		St James Park			✓

Memos

Ward	Project ID	Project Title	FY24	FY25	FY26
Innes	65521	Sheldon Park Hard Surfaces Renewal	✓	✓	✓
	43687	Community Parks Planned Green Assets Renewals			
		Mahars Playground	✓		
		Wanaka Reserve	✓		
		Ballymena Reserve	✓		
		Oakmont Reserve	✓		
		Petrie Park	✓		
		Tyrone Reserve	✓		
		Sheldon Park		✓	
		Berwick Reserve		✓	
		Walter Park		✓	
		Westminster Park		✓	
		Sabina Playground		✓	
		Queenswood Landscape Reserve		✓	
		English Park			✓
		Macfarlane Park			✓
		Tea Garden Reserve			✓
		Lytham Reserve			✓
		Malvern Park			✓
		Shirley Community Reserve			✓
	43686	Community Parks Hard Surface Renewals			
		Queenswood Landscape Reserve	✓		
		Fortune Playground	✓		
		Walter Park		✓	
		English Park			✓
	61777	Programme - Community Parks Planned Play Spaces Renewals			
		Packe Reserve		✓	
		Sanctuary Gardens Reserve		✓	
		Styx River Conservation Reserve		✓	
		Riverlea Recreation Reserve			✓
		Kainga Park			✓
		Mahars Playground			✓
		Tyrone Reserve			✓

Memos

Ward	Project ID	Project Title	FY24	FY25	FY26
Central	43694	Avebury Park Play Space Renewal	✓		
	65435	CEM - Avonhead Cemetery Building upgrades and sewer		✓	✓
	65447	CP-Public Toilets_ Westburn Reserve toilet renewal	✓	✓	
	43687	Community Parks Planned Green Assets Renewals			
		Washington Way Reserve	✓		
		Cambridge Green	✓		
		Cambridge Reserve	✓		
		Worcester Corner Reserve	✓		
		Champion Reserve	✓		
		Aldred Reserve	✓		
		Walnut Tree Park		✓	
		Ruskin Reserve		✓	
		Alexandra Park		✓	
		Chestfields		✓	
		Armagh Reserve		✓	
		Raglan Reserve		✓	
		Beverley Park			✓
		Braddon Reserve			✓
		Disraeli Reserve			✓
		Buchan Playground			✓
		Richmond Playground			✓
		Retreat Reserve			✓
	43686	Community Parks Hard Surface Renewals			
		Cambridge Reserve	✓		
		Avebury Park	✓		
		Cambridge Green		✓	
		Baxters Green		✓	
		Woodham Park			✓
	61777	Programme - Community Parks Planned Play Spaces Renewals			
		Moa Reserve		✓	
		Ruskin Reserve		✓	
		Sullivan Park			✓
		Hereford Playground			✓

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

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

Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia mā mā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	<i>Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!</i>
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