



Waimāero

Fendalton-Waimairi-Harewood Community Board

AGENDA

Notice of Meeting:

An ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

Date: Tuesday 11 April 2023
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Chairperson	Bridget Williams
Deputy Chairperson	Jason Middlemiss
Members	David Cartwright
	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Nicola McCormick
	Shirish Paranjape

4 April 2023

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz
www.ccc.govt.nz

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

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

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

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

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Karakia 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 Tīhei 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 Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 6 March 2023](#) be confirmed (refer page 5).

4. Public Forum Te Huinga Whānui

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

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

5. Deputations by Appointment Ngā Huinga Whakaritenga

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

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

6. Presentation of Petitions Ngā Pākikitanga

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

Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 6 March 2023
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Deputy Chairperson
Members

Jason Middlemiss
David Cartwright
Linda Chen
James Gough
Aaron Keown
Sam MacDonald
Nicola McCormick
Shirish Paranjape

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Tīmatanga:

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved FWHB/2023/00010

That the apology received from Bridget Williams be accepted.

David Cartwright/Shirish Paranjape

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved FWHB/2023/00011

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Tuesday, 7 February 2023 be confirmed.

David Cartwright/Nicola McCormick

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Kevin and Janet Bennett

Kevin and Janet Bennett, local residents, addressed the Board regarding the proposed pedestrian crossing point on Memorial Avenue (item 11).

5.2 Andrew McPhail

Andrew McPhail, local resident, addressed the Board regarding the proposed bus stop improvements on Carlton Mill Road (item 8).

5.3 Mark Stocker

Mark Stocker, local resident, addressed the Board regarding the proposed bus stop improvements on Carlton Mill Road (item 8).

5.4 Merrin School

Tania Gallagher addressed the Board on behalf of the Merrin School Board of Trustees regarding the proposed safety improvements to streets in the Avonhead area (items 9, 10, and 12).

5.5 Miklos Nyitrai

Miklos Nyitrai, local resident, spoke regarding the proposed bus stops on Wooldridge Road (item 8).

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Waimāero Fendalton-Waimairi-Harewood Community Board Submissions Committee Minutes - 20 February 2023

Community Board Resolved FWHB/2023/00012

That the Waimāero Fendalton-Waimairi-Harewood Community Board receives the Minutes from the Waimāero Fendalton-Waimairi-Harewood Community Board Submissions Committee meeting held 20 February 2023.

Shirish Paranjape/David Cartwright

Carried

5.6 Additional Deputation

During the staff presentation on item 8, the Chairperson accepted a late deputation request at this time from Kelly Feng, local resident, who addressed the Board regarding the proposed changes to bus stops on Rossall Street near the Office Road intersection (item 8).

8. Public Transport Infrastructure Improvements along route 17

Board Comment

The Board accepted the majority of the officer recommendations, but made the following changes:

- The Board did not approve the new bus stops on Wooldridge Road.
- The Board did not approve the new bus stop outside 18 Carlton Mill Road or the changes to the bus stop outside 55 Carlton Mill Road.

The Board requested a further workshop on the above bus stops to provide an opportunity to work through any remaining issues before a final decision is made by the Board.

Community Board Resolved FWHB/2023/00013

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board, as per **Attachments K, A,B, C, D, E and F** attached to the agenda for this meeting, approve:

Bus stop 44169 – Opposite 38 Sheffield Crescent (**Attachment K**).

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the west side of Sheffield Crescent commencing at its intersection with Wairakei Road and extending in a southerly direction for a distance of 19.5 metres.
 - b. That the parking of vehicles be restricted to a maximum period of ten minutes on the west side of Sheffield Crescent commencing at a point 19 metres south of its intersection with Wairakei Road and extending in a southerly direction for a distance of 11.5 metres.
 - c. That the stopping of vehicles be prohibited at all times on the west side of Sheffield Crescent commencing at a point 58 metres south of its intersection with Wairakei Road and extending in a southerly direction for a distance of 5metres.
 - d. That a bus stop be installed on the west side of Sheffield Crescent, commencing at a point 63 metres south of its intersection with Wairakei Road and extending in a southwest direction of a distance of 50 metres.
 - e. That any previously approved resolutions on Sheffield Crescent from its intersection with Wairakei Road, and extending in a southerly direction for a distance of 113 metres, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 1a to 1d above, and the attached plan (TG135647, Issue 1, dated 07/02/2023), be revoked.

Bus stop 19714 – 31 Orchard Road (**Attachment K**)

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north west side of Orchard Road, commencing at a point 142 metres north east of its intersection

with Memorial Avenue and extending in a north easterly direction for a distance of 12 metres;

- b. That a bus stop be installed on the north west side of Orchard Road, commencing at a point 154 metres north east of its intersection with Memorial Avenue and extending in a north easterly direction for a distance of 33 metres;

Bus stop 19722 – 38 Orchard Road (Attachment K)

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a bus stop be installed on the south east side of Orchard Road, commencing at a point 160 metres north east of its intersection with Memorial Avenue and extending in a north east direction for a distance of 33 metres;
 - b. That the stopping of vehicles be prohibited at all times on the south east side of Orchard Road, commencing at a point 193 metres north east of its intersection with Memorial Avenue and extending in a north easterly direction for a distance of 10 metres;

New bus stop – 45 Orchard Road (Attachment K)

4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a bus stop be installed on the north west side of Orchard Road, commencing at a point 44.5 metres south west of its intersection with Wairakei Road and extending in a south westerly direction for a distance of 14 metres.
5. Pursuant to Section 339(1) of the Local Government Act 1974 (subject to approval of 4 above):
 - a. The installation of a bus passenger shelter on the north west side of Orchard Road commencing at a point 44.5 metres south west of its intersection with Wairakei Road and extending in a south westerly direction for a distance of approximately 3.6 metres.

New bus stop – Opposite 45 Orchard Road (Attachment K)

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. A bus stop be installed on the south side of Orchard Road, commencing at a point 129 metres south west of its intersection with Wairakei Road and extending in a south westerly direction for a distance of 14 metres.

Bus stop 16499 - 501 Wairakei Road (Attachment B)

10. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at its intersection with Abros Place and extending in a westerly direction for a distance of 14 metres;
 - b. A bus stop be installed on the south side of Wairakei Road, commencing at a point 14 metres west of its intersection with Abros Place and extending in a westerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at a point 29 metres west of its intersection with Abros Place and extending in a westerly direction for a distance of five metres;

Bus stop 16481, pedestrian refuge and shelter– 490 Wairakei Road (Attachment B)

11. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north side of Wairakei Road, commencing at a point five metres east of its intersection with Abros Place and extending in an easterly direction for a distance of 31 metres;
 - b. A bus stop be installed on the north side of Wairakei Road, commencing at a point 36 metres east of its intersection with Abros Place and extending in an easterly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north side of Wairakei Road, commencing at a point 51 metres east of its intersection with Abros Place and extending in an easterly direction for a distance of five metres;
 - d. That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing its intersection with Abros Place and extending in an easterly direction for a distance of 75 metres;
12. The road markings, signage and pedestrian refuge on Wairakei Road from its intersection with Abros Place to about 70 metres east of Abros place as detailed on the plan TG 141801, issue 1, dated 10/03/22, Waimairi Ward – Wairakei Road Near Abros Place (Bus stop #16481 & #16499) attached to this report as Attachment B.
13. Pursuant to Section 339(1) of the Local Government Act 1974 (subject to approval of **Error! Reference source not found.** above):
 - a. The installation of a bus passenger shelter on the north side of Wairakei Road commencing at a point 44.5 metres east of its intersection with Abros Place and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 16633 – 469 Wairakei Road (Attachment B)

14. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at its intersection with Todd Avenue and extending in a westerly direction for a distance of 35 metres;
 - b. A bus stop be installed on the south west side of Wairakei Road, commencing at a point 35 metres west of its intersection with Todd Avenue and extending in a westerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at a point 50 metres west of its intersection with Todd Avenue and extending in a westerly direction for a distance of five metres;

Bus stop 16468 – 452 Wairakei Road (Attachment B)

15. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the existing parking and stopping restriction on the north side of Wairakei Road, commencing at a point 30 metres east of its intersection with Todd Avenue and extending in an easterly direction for a distance of 15 metres be revoked;
 - b. A bus stop be installed on the east side of Wairakei Road, commencing at a point 36 metres north of its intersection with Breens Road and extending in a northerly direction for a distance of 15 metres;

- c. That the stopping of vehicles be prohibited at all times on the east side of Wairakei Road, commencing at a point 51 metres north of its intersection with Breens Road and extending in a northerly direction for a distance of 12 metres;
16. Pursuant to Section 339(1) of the Local Government Act 1974 (subject to approval of **Error! Reference source not found.** above):
- a. The installation of a bus passenger shelter on the east side of Wairakei Road (beside 450 Wairakei Road) commencing at a point 36 metres north of its intersection with Breens Road and extending in a northerly direction for a distance of approximately 3.6 metres.

Bus stop 16554 – 442 Wairakei Road (Attachment B)

17. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That a bus stop on the north side of Wairakei Road, commencing at a point 40 metres south of its intersection with Breens Road and extending in a southerly direction for a distance of 14 metres be revoked;

Bus stop 16596 - 417 Wairakei Road (Attachment B)

18. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at its intersection with Westpark Drive and extending in a north-westerly direction for a distance of 16 metres;
 - b. A bus stop be installed on the south-west side of Wairakei Road, commencing at a point 16 metres north-west of its intersection with Westpark Drive and extending in a north-westerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 31 metres north-west of its intersection with Westpark Drive and extending in a north-westerly direction for a distance of 12 metres;

Bus stop #16622 and pedestrian refuge – 416 Wairakei Road (Attachment B)

19. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the north-east side of Wairakei Road, commencing at a point 13 metres north-west of its intersection with Charlcott Street and extending in a south-easterly direction for a distance of 49 metres;
 - b. A bus stop be installed on the north-east side of Wairakei Road, commencing at a point 28 metres south-east of its intersection with Charlcott Street and extending in a south-easterly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north-east side of Wairakei Road, commencing at a point 43 metres south-east of its intersection with Charlcott Street and extending in a south-easterly direction for a distance of five metres;
 - d. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at its intersection with Charlcott Street and extending in a south-easterly direction for a distance of 66 metres;
20. The road markings, signage and pedestrian refuge on Wairakei Road from 18 metres north-west of its intersection with Charlcott Street to about 48 metres south-east of

Charlcott Street as detailed on the plan TG 141801, issue 1, dated 10/03/22, Waimairi Ward – Wairakei Road Near Charlcott Street (Bus stop #16370 & #16622) attached to this report as Attachment B.

Bus stop 16370 - 405 Wairakei Road (Attachment B)

21. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at its intersection with Charlcott Street and extending in a north-westerly direction for a distance of four metres;
 - b. A bus stop be installed on the south-west side of Wairakei Road, commencing at a point four metres north-west of its intersection with Charlcott Street and extending in a north-westerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 19 metres north-west of its intersection with Charlcott Street and extending in a north-westerly direction for a distance of five metres;

Bus stop 40212 – 367 Wairakei Road (Attachment B)

22. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at its intersection with Kendal Avenue and extending in a north-westerly direction for a distance of 77 metres;
 - b. A bus stop be installed on the south-west side of Wairakei Road, commencing at a point 77 metres north-west of its intersection with Kendal Avenue and extending in a north-westerly direction for a distance of 14 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 91 metres north-west of its intersection with Kendal Avenue and extending in a north-westerly direction for a distance of three metres;

Bus stop 40980 – 372 Wairakei Road (Attachment B)

23. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north-east side of Wairakei Road, commencing at a point 81 metres south-east of its intersection with Farrington Avenue and extending in a south-easterly direction for a distance of six metres;
 - b. A bus stop be installed on the north-east side of Wairakei Road, commencing at a point 87 metres south-east of its intersection with Farrington Avenue and extending in a south-easterly direction for a distance of 14 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north-east side of Wairakei Road, commencing at a point 95 metres south-east of its intersection with Farrington Avenue and extending in a south-easterly direction for a distance of five metres;
24. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. The installation of a bus passenger shelter on the north-east side of Wairakei Road (beside 374 Wairakei Road) commencing at a point approximately 94 metres

south-east of its intersection with Farrington Avenue and extending in a south-easterly direction for a distance of approximately 3.6 metres.

Bus stop 16045 - 341 Wairakei Road (Attachment B)

25. 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 the south side of Wairakei Road, commencing at a point 69 metres east of its intersection with Spalding Street and extending in a westerly direction for a distance of 84 metres;
 - A bus stop be installed on the south side of Wairakei Road, commencing at a point 8 metres west of its intersection with Spalding Street and extending in a westerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at a point 23 metres west of its intersection with Spalding Street and extending in a westerly direction for a distance of five metres;

Bus stop #16531 – 346 Wairakei Road (Attachment B)

26. 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 the east side of Spalding Street, commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of ten metres;
 - That the stopping of vehicles be prohibited at all times on the north side of Wairakei Road, commencing at its intersection with Spalding Street and extending in an easterly direction for a distance of 26 metres;
 - A bus stop be installed on the north side of Wairakei Road, commencing at a point 26 metres east of its intersection with Spalding Street and extending in an easterly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the north side of Wairakei Road, commencing at a point 41 metres east of its intersection with Spalding Street and extending in an easterly direction for a distance of five metres;
27. The road markings, signage and pedestrian refuge on Wairakei Road from 7 metres west of its intersection with Spalding Street to about 52 metres east of Spalding Street as detailed on the plan TG 141801, issue 1, dated 10/03/22, Waimairi Ward –Wairakei Road near Spalding Street (Bus stop #16531 & #16045) attached to this report as Attachment B.

Bus stop #16614 – 275 Wairakei Road (Attachment C)

28. 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 the south-west side of Wairakei Road, commencing at its intersection with Greers Road and extending in a south-easterly direction for a distance of 57 metres;
 - A bus stop be installed on the south-west side of Wairakei Road, commencing at a point 57 metres south-east of its intersection with Greers Road and extending in a south-easterly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 72 metres south-east of its intersection

with Greers Road and extending in a south-easterly direction for a distance of 20 metres;

Bus stop 43164 - 215 Wairakei Road (Attachment C)

29. 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 the south-west side of Wairakei Road, commencing at a point 13 metres north-west of its intersection with Jennifer Street and extending in a north-westerly direction for a distance of 10 metres;
 - A bus stop be installed on the south-west side of Wairakei Road, commencing at a point 23 metres north-west of its intersection with Jennifer Street and extending in a north-westerly direction for a distance of 13 metres;
 - That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 36 metres north-west of its intersection with Jennifer Street and extending in a north-westerly direction for a distance of five metres;

Bus stop 43155 - 131 Wairakei Road (Attachment C)

30. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- A bus stop be installed on the south-west side of Wairakei Road, commencing at a point 18 metres south-east of its intersection with Pitcairn Crescent and extending in a south-easterly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the south-west side of Wairakei Road, commencing at a point 33 metres south-east of its intersection with Pitcairn Crescent and extending in a south-easterly direction for a distance of 12 metres;

Bus stop #16124 – 91 Wairakei Road (Attachment D)

31. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- A bus stop be installed on the west side of Wairakei Road, commencing at a point 23 metres south of its intersection with Blighs Road and extending in a southerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the west side of Wairakei Road, commencing at a point 38 metres south of its intersection with Blighs Road and extending in a southerly direction for a distance of nine metres;

Bus stop #16107 – 55 Wairakei Road (Attachment D)

32. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- A bus stop be installed on the south side of Wairakei Road, commencing at a point 20 metres west of its intersection with Chislehurst Place and extending in a westerly direction for a distance of 14 metres;
 - That the stopping of vehicles be prohibited at all times on the south side of Wairakei Road, commencing at a point 34 metres west of its intersection with Chislehurst Place and extending in a westerly direction for a distance of 15 metres;

Bus stop 16260 – 30 Wairakei Road (Attachment D)

33. 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 the north side of Wairakei Road, commencing at a point 102 metres west of its intersection with Westholme Street and extending in a westerly direction for a distance of five metres;
 - A bus stop be installed on the north side of Wairakei Road, commencing at a point 107 metres west of its intersection with Westholme Street and extending in a westerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the north side of Wairakei Road, commencing at a point 122 metres west of its intersection with Westholme Street and extending in a westerly direction for a distance of 22 metres;

Bus stop #16605 – 52 Strowan Road (Attachment D)

34. 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 the east side of Strowan Road, commencing at a point 23 metres south of its intersection with Normans Road and extending in a southerly direction for a distance of 17 metres;
 - A bus stop be installed on the west side of Strowan Road, commencing at a point 40 metres south of its intersection with Normans Road and extending in a southerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the east side of Strowan Road, commencing at a point 55 metres south of its intersection with Normans Road and extending in a southerly direction for a distance of ten metres;

Bus stop 16084 – 41 Strowan Road (Attachment D)

35. 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 the west side of Strowan Road, commencing at a point 51 metres north of its intersection with Lloyd Street and extending in a northerly direction for a distance of 15 metres;
 - A bus stop be installed on the west side of Strowan Road, commencing at a point 66 metres north of its intersection with Lloyd Street and extending in a northerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the west side of Strowan Road, commencing at a point 81 metres north of its intersection with Lloyd Street and extending in a northerly direction for a distance of five metres;

Bus stop #16577 – 192 Rossall Street (Attachment E)

36. 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 the north-east side of Rossall Street, commencing at a point 58 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 11 metres;
 - A bus stop be installed on the north-east side of Rossall Street, commencing at a point 69 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 15 metres;

- c. That the stopping of vehicles be prohibited at all times on the north-east side of Rossall Street, commencing at a point 84 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of five metres;

Bus stop 16078 - 131 Rossall Street (Attachment E)

37. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the south-west side of Rossall Street, commencing at a point 53 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of five metres;
 - b. A bus stop be installed on the south-west side of Rossall Street, commencing at a point 58 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the south-west side of Rossall Street, commencing at a point 73 metres south-east of its intersection with Heaton Street and extending in a south-easterly direction for a distance of 12 metres;

Bus stop #16583 – 176 Rossall Street (Attachment E)

38. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the north-east side of Rossall Street, commencing at a point 15 metres north of its intersection with Aikmans Road and extending in a northerly direction for a distance of six metres;
 - b. A bus stop be installed on the north-east side of Rossall Street, commencing at a point 21 metres north of its intersection with Aikmans Road and extending in a northerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north-east side of Rossall Street, commencing at a point 36 metres north of its intersection with Aikmans Road and extending in a northerly direction for a distance of 12 metres;

Bus stop #16050 – 91 Rossall Street (Attachment E)

39. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at a point 20 metres south of its intersection with Fulton Avenue and extending in a southerly direction for a distance of five metres;
 - b. A bus stop be installed on the west side of Rossall Street, commencing at a point 25 metres south of its intersection with Fulton Avenue and extending in a southerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at a point 40 metres south of its intersection with Fulton Avenue and extending in a southerly direction for a distance of 12 metres;

Bus stop #16273 – 132 Rossall Street (Attachment E)

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

- a. That the stopping of vehicles be prohibited at all times on the east side of Rossall Street, commencing at its intersection with Office Road and extending in a southerly direction for a distance of 24 metres;
- b. A bus stop be installed on the east side of Rossall Street, commencing at a point 24 metres south of its intersection with Office Road and extending in a southerly direction for a distance of 15 metres;
- c. That the stopping of vehicles be prohibited at all times on the east side of Rossall Street, commencing at a point 39 metres south of its intersection with Office Road and extending in a southerly direction for a distance of five metres;

Bus stop #10687– 37 Rossall Street (Attachment E)

41. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at a point 30 metres south of its intersection with Holmwood Road and extending in a southerly direction for a distance of five metres;
 - b. A bus stop be installed on the west side of Rossall Street, commencing at a point 35 metres south of its intersection with Holmwood Road and extending in a southerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at a point 50 metres south of its intersection with Holmwood Road and extending in a southerly direction for a distance of 13 metres;

Bus stop #11516 - 17 Rossall Street (Attachment E)

42. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at its intersection with Rhodes Street and extending in a southerly direction for a distance of 40 metres;
 - b. A bus stop be installed on the west side of Rossall Street, commencing at a point 40 metres south of its intersection with Rhodes Street and extending in a southerly direction for a distance of 15 metres;
 - c. That the stopping of vehicles be prohibited at all times on the west side of Rossall Street, commencing at a point 55 metres south of its intersection with Rhodes Street and extending in a southerly direction for a distance of 12 metres;

Bus stop #16362– 20 Rossall Street (Attachment E)

43. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. A bus stop be installed on the east side of Rossall Street, commencing at a point 20 metres south of its intersection with Rhodes Street and extending in a southerly direction for a distance of 15 metres;
 - b. That the stopping of vehicles be prohibited at all times on the east side of Rossall Street, commencing at a point 35 metres south of its intersection with Rhodes Street and extending in a southerly direction for a distance of five metres;

Bus stop 10660 - 66 Carlton Mill Road (Attachment F)

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

- a. That the stopping of vehicles be prohibited at all times on the south side of Carlton Mill Road, commencing at a point 86 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of seven metres;
- b. A bus stop be installed on the south side of Carlton Mill Road, commencing at a point 93 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of 15 metres;
- c. That the stopping of vehicles be prohibited at all times on the south side of Carlton Mill Road, commencing at a point 108 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of six metres;

Bus stop 16343 - 73 Carlton Mill Road (Attachment F)

47. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north side of Carlton Mill Road, commencing at a point 33 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of 11 metres;
 - b. A bus stop be installed on the north side of Carlton Mill Road, commencing at a point 44 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of 14 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north side of Carlton Mill Road, commencing at a point 58 metres east of its intersection with Exeter Street and extending in an easterly direction for a distance of 13 metres;
48. That 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 clauses 1 – 47 above are revoked.
49. That these resolutions take effect when the traffic control devices that evidence the restrictions described in clauses 1 – 48 above are in place.
50. Request staff to organise a workshop with the Board to discuss the bus stops at 18 and 55 Carlton Mill Road, and 215, 280 and 281 Wooldridge Road.

David Cartwright/Linda Chen

Carried

9. Merrin Street/Avonhead Road/Grahams Road intersection safety improvements

Community Board Resolved FWHB/2023/00014

Officer Recommendations Accepted Without Change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves all kerb alignments, road surface treatments, traffic calming and road markings at the intersection of Avonhead Road, Merrin Street, and Grahams Road, as detailed on plan TG140710 and Attachment A of the report.
2. Approves, 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 Merrin Street, commencing at its intersection with Avonhead Road and extending in a westerly direction for a distance of 38 metres.
 - b. The south side of Merrin Street, commencing at its intersection with Avonhead Road and extending in a westerly direction for a distance of 41 metres.
 - c. The west side of Avonhead Road, commencing at its intersection with Merrin Street and extending in a northerly direction for a distance of 35 metres.
 - d. The east side of Avonhead Road, commencing at its intersection with Grahams Road and extending in a northerly direction for a distance of 42 metres.
 - e. The north side of Grahams Road, commencing at its intersection with Avonhead Road and extending in an easterly direction for a distance of 44 metres.
 - f. The south side of Grahams Road, commencing at its intersection with Avonhead Road and extending in an easterly direction for a distance of 44 metres.
 - g. The east side of Avonhead Road, commencing at its intersection with Grahams Road and extending in a southerly direction for a distance of 43 metres.
 - h. The west side of Avonhead Road, commencing at its intersection with Merrin Street and extending in a southerly direction for a distance of 37 metres.
3. Revoke any previous resolutions pertaining to parking restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking restrictions described in resolutions 1 and 2 above.
 4. 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).

Sam MacDonald/Shirish Paranjape

Carried

10. Grahams Road/Waimairi Road - Safety Improvements

Board Comment

The Board added a resolution requesting a six month review of the changes at this roundabout. The Officer recommendations were otherwise accepted without change.

Community Board Resolved FWHB/2023/00015

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board approves:

1. Speed cushions in all the approach lanes of the Grahams Road / Waimairi Road intersection, as shown in Attachment A.
2. Road markings in all legs of the Grahams Road / Waimairi Road intersection, as shown in Attachment A.
3. Hand rails in the median refuge islands, as shown in Attachment A.
4. Request a six month review on the effectiveness of the changes to be provided to the Board.

Sam MacDonald/David Cartwright

Carried

11. Memorial Aveue at Burnside High Safety Improvements & Greers Road Parking Improvements

Board Comment

The Board left this report to lie on the table to allow staff time to provide additional advice on:

- The feasibility of shifting the crossing point a few metres to the south-east so that it has a closer alignment to the school pedestrian gate and avoids aligning with the neighbouring house.
- The sequencing of construction to minimise or preferably avoid conflict with construction vehicles from the Burnside High School construction project.

12. Merrin Street/Withells Road intersection safety improvements

Community Board Resolved FWHB/2023/00016

Officer Recommendations Accepted Without Change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves all kerb alignments, road surface treatments, traffic calming and road markings at the intersection of Merrin Street and Withells Road, as detailed on plan TP360701 in Attachment A of the report.
2. Approves, 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 the south side of Merrin Street, commencing at its intersection with Withells Road and extending in an easterly direction for a distance of 20 metres.
3. Revoke any previous resolutions pertaining to parking restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking restrictions described in resolutions 1 and 2 above.
4. 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).

Sam MacDonald/David Cartwright

Carried

13. Fendalton-Waimairi-Harewood 2022-23 Youth Development Fund Application - Addison Jones

Community Board Resolved FWHB/2023/00017

Officer Recommendations Accepted Without Change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Approve a grant of \$500 from its 2022-23 Youth Development Fund to Addison Jones towards performing at the Highland Dancing Virginia Tattoo in Virginia, USA, from 13 to 28 April 2023.

Aaron Keown/Shirish Paranjape

Carried

14. Appointments to External Organisations

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Appoint a Board member(s) as its representative on each of the following organisations for the 2022-25 term:
 - a. The McLean Institute
 - b. The Waimakariri-Eyre-Cust River Rating District Liaison Committee

Community Board Resolved FWHB/2023/00018

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Appoint the following Board members as its representatives on the following organisations for the 2022-25 term:
 - a. David Cartwright to the McLean Institute
 - b. Jason Middlemiss to the Waimakariri-Eyre-Cust River Rating District Liaison Committee

James Gough/Shirish Paranjape

Carried

15. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - March 2023

Community Board Resolved FWHB/2023/00019

Officer Recommendations Accepted Without Change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for March 2023.

David Cartwright/Shirish Paranjape

Carried

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

Part B

Members exchanged information on matters of interest to the Board.

16.1 Waimakariri Stopbanks

The Waimāero Fendalton-Waimairi-Harewood Community Board requested a briefing on the condition of the Waimakariri River Stopbanks.

Karakia Whakamutunga:

Meeting concluded at 6.14pm.

CONFIRMED THIS 11TH DAY OF APRIL 2023

**BRIDGET WILLIAMS
CHAIRPERSON**

7. Heaton Street Safety Improvements - Safer crossing for schools

Reference / Te Tohutoro: 23/378707

Report of / Te Pou	Gemma Dioni, Senior Transportation Engineer
Matua:	gemma.dioni@ccc.govt.nz
General Manager /	Mary Richardson, General Manager Citizens & Community
Pouwhakarae:	(Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The proposed signal controlled crossing is in a busy location used by many people travelling to school, work, the St George's Hospital and across the community. Road users should be able to travel safely irrespective of their mode of travel. A kea crossing is currently operated for Heaton Intermediate School, with children from other schools also observed crossing at this location. There are only small gaps in the traffic and at times the students and teachers operating the kea crossing have to force the sign out into a small gap, or walk across the crossing to stop traffic. A signalised crossing would remove the need for children to operate the kea crossing in this location, thereby providing safer journeys for all road users.
- 1.2 The purpose of this report is for the Waimāero Fedalton-Waimairi-Harewood Community Board to consider the consultation feedback and views on the proposed safety improvements, and to make a recommendation to the Council.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and number of people affected by the recommended decision.
- 1.4 The recommended option is to implement a crossing controlled by traffic signals on Heaton Street outside Heaton Intermediate School. A raised safety platform is incorporated into the design to ensure alignment with safe system principles. The scheme also includes cycle lanes and changes to the bus stops as detailed in Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board recommends that the Council:

1. Approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Special Vehicle Lane (Cycle) be installed along the northern side of Heaton Street, commencing at a point approximately 53 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 98 metres.
 - b. That a Special Vehicle Lane (Cycle) be installed along the southern side of Heaton Street, commencing at a point approximately 180 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 98 metres.
2. Approves that a signalised crossing with a raised safety platform for the use by pedestrians and cyclists, as detailed on Attachment A, be installed on Heaton Street at a point approximately 111 metres west of its intersection with Circuit Street, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

That the Waimāero Fendalton-Waimairi-Harewood Community Board approves:

3. All kerb alignments, road surface treatments, and road markings as detailed on Attachment A of the report.
4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
 - a. On the northern side of Heaton Street, commencing at a point approximately 56 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 5 metres.
 - b. On the northern side of Heaton Street, commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 12 metres.
 - c. On the northern side of Heaton Street, commencing at a point approximately 93 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 36 metres.
 - d. On the northern side of Heaton Street, commencing at a point approximately 116 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 7 metres.
 - e. On the southern side of Heaton Street, commencing at a point approximately 203 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 23 metres.
 - f. On the southern side of Heaton Street, commencing at a point approximately 233 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.
 - g. On the southern side of Heaton Street, commencing at a point approximately 247 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 12 metres.
 - h. On the southern side of Heaton Street, commencing at a point approximately 273 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 5 metres.
5. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum of three minutes between 8:15AM to 9:15AM and 2:30PM to 3:30PM on all weekdays (Monday to Friday):
 - a. On the northern side of Heaton Street, commencing at a point approximately 87 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 6 metres.
 - b. On the northern side of Heaton Street, commencing at a point approximately 129 metres west of its intersection with Circuit Street and extending in a westerly direction for a distance of 20 metres.
 - c. On the southern side of Heaton Street, commencing at a point approximately 188 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.
 - d. On the southern side of Heaton Street, commencing at a point approximately 240 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 7 metres.

Bus stops

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a marked bus stop be installed:
 - a. On the northern side of Heaton Street commencing at a point approximately 75 metres west of its intersection with Circuit Street and extending in an easterly direction for a distance of 14 metres.
 - b. On the southern side of Heaton Street commencing at a point approximately 259 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of 14 metres.

Bus passenger shelter

7. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. The installation of a bus passenger shelter on the south side of Heaton Street (beside 122 Heaton Street) commencing at a point 261 metres west of its intersection with Papanui Road and extending in a westerly direction for a distance of approximately 3.6 metres.
8. 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 above.
9. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Long and continuous queues of traffic occur on a daily basis during school pick up and drop off times along Heaton Street near Heaton Intermediate School. These queues make it difficult for students and teachers to operate the kea crossing at this location as it is difficult to find gaps in the traffic.
- 3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.3 It is proposed to install a signal-controlled crossing with a raised safety platform on Heaton Street to replace the kea crossing to help students from Heaton Intermediate School and surrounding schools cross the road during school start and finish times. It will also help people walking to St George's Hospital and using the bus stops to cross Heaton Street.
- 3.4 The proposed three minute time restricted parking spaces will provide on street parking opportunities for parents to drop off / pick up their children during school start and finish times.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 There is no cost to the Council.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not support safer outcomes for all road users at this location.
 - 4.2.2 Operating the kea crossing at this location continues to be difficult for the school staff members and students involved.

Traffic Signals only (without raised safety platforms)

- 4.3 The advantages of this option include:
 - 4.3.1 The signals would reduce the risks associated with operating the kea crossing and putting the signs out into small gaps in traffic and / or needing to stand in the middle of the crossing to stop traffic.
- 4.4 The disadvantages of the option include:
 - 4.4.1 There are risks associated with drivers running red lights or not seeing the red light and travelling through the crossing at speed without being controlled to safe system speeds. These risks are proposed to be mitigated by providing a raised platform which reduces vehicle speeds to within safe system speeds for pedestrian / vehicle conflicts.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for the Christchurch City Council. Providing safe infrastructure is key to ensure people get to where they are going safely irrespective of the mode of travel.
- 5.2 There has been one serious crash within 50 metres of the existing crossing in the last five years. The crash occurred in 2020 and resulted in serious injury. A left turning vehicle hit a cyclist who fell from the bicycle and became trapped under the vehicle.
- 5.3 Heaton Street is an arterial road carrying approximately 17,000 vehicles per day (4% heavy vehicles), with approximately 1,100 vehicles in the morning peak hour and 1,200 vehicles in the evening peak hour. The average speed of traffic from a recent count was 45.8 km/h, and the 85th percentile speed was 52.1 km/h. A 30km/h variable speed limit is proposed for Heaton Street at school start and finish times as part of the Safe Speed Neighbourhoods Programme. This is still to be approved by Council, but should it be approved, this will be implemented next financial year.
- 5.4 A permanent cycle count station has been installed for southwest bound cyclists on Heaton Street, approximately 500m from the existing school crossing. There are between 70 and 150 cyclists per day counted here, which likely correlates to 140-300 cyclists per day on Heaton Street to account for cyclists in both directions. Cyclists were observed on site travelling along Heaton Street, as well as using the footpath to access the crossing and the school.
- 5.5 A kea crossing operates at school start and finish times. There were multiple issues observed that contribute to safety concerns with the existing operation.
- 5.6 There are high traffic flows on Heaton Street, with congestion during the kea crossing operation times. This results in very small gaps for the school patrol to put the signs out. Some drivers ignore the stopped traffic in the opposite direction thereby forcing the school patrol to cross halfway and stop approaching traffic.
- 5.7 There is limited space in the refuge island, which is not a problem when the kea crossing is operational as pedestrians cross in one movement. However, there may be an issue if a group of students cross outside of these times and have to wait half-way across with limited space. This could increase the risk of pedestrians being struck.
- 5.8 There are no high-quality mid-block crossing facilities to cross Heaton Street from Elmwood Park and Elmwood Tennis Club. These facilities also attract school students (including students from nearby Elmwood Primary School) after school hours.
- 5.9 The operating speeds at the crossing range between 27-48 km/h in the AM peak and 19-43 km/h in the PM peak and 44-51km/h at other times. The safe system speed for pedestrians is

30 km/h to reduce the risk of death or serious injury should a crash occur. This means that vehicles may be exceeding safe system speeds both during times the kea crossing is in operation and outside those times.

- 5.10 The kea crossing raises awareness of children and assists in facilitating safe crossing (albeit just at limited school times) but does not result in safe system operating conditions. Should a pedestrian or a driver ignore the kea crossing there is a risk of serious injury should a conflict occur.
- 5.11 While the kea crossing does afford some level of safety there will be students crossing outside of these times associated with after school programmes and practices which will exacerbate the crossing risk. The free-flow speed at these times is likely much higher than safe system levels (30km/h). Speed is the key factor in deaths and serious injuries, no matter what the cause of a crash is, it is speed that determines whether or not a person will walk away from it. The raised safety platform will help to control speeds during the times when free-flow speeds are higher, reducing both the likelihood of a crash occurring and the severity of the crash should it occur.
- 5.12 During the operation of the kea crossing, vehicles were observed to have approximately 15 seconds between the school crossing signs for the kea crossing being put out for the children to cross. This provides a good level of service to the waiting pedestrians, but a poor level of service to drivers in the area. If the pedestrian crossing is signalised, the green time for vehicles will likely be longer than this in order to tie in with the timing of adjacent signals. This will give longer delays to pedestrians waiting to cross, however it provides a safer crossing facility for the pedestrians than the existing situation. The signals will also remove the risks associated with operating the school crossing signs and putting them out into small gaps in traffic or needing to stand in the middle of the crossing to stop the opposing traffic. However there are risks associated with drivers running red lights and not travelling at safe system speeds, hence the need for the raised safety platform.

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

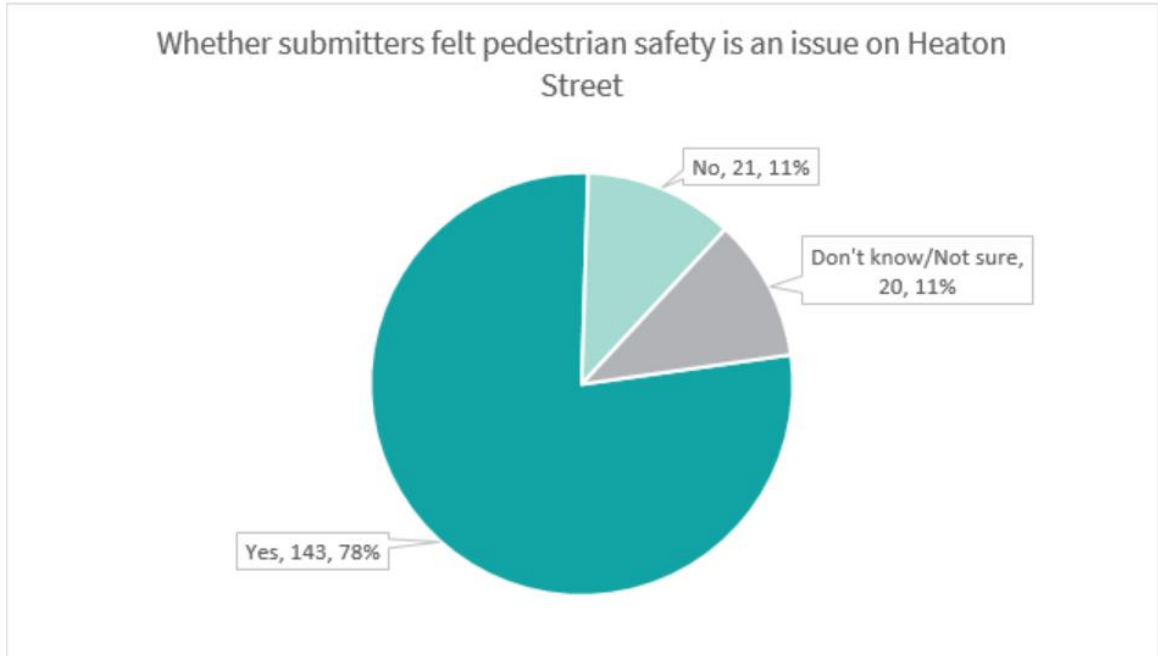
- 6.1 Consultation started on 1 March and ran until 16 March 2023. An email was sent to 71 key stakeholders, including Heaton Intermediate, St George's Hospital, and emergency services. The consultation was posted on the council Facebook page which reached 20,704 people, inviting submissions on the Have Your Say [webpage](#).
- 6.2 Staff met with Heaton Intermediate and St George's Hospital. On Wednesday 1 March staff visited the five directly affected properties and spoke to three residents who were home at the time, who were supportive of the proposed changes. Where people were not home, a letter outlining the project was left.
- 6.3 Intercept interviews were conducted outside Heaton Intermediate during school finish time on 7 March and school start time on 8 March.
- 6.4 Consultation documents were delivered to 65 nearby properties on 1 March 2023.

Summary of Submissions Ngā Tāpaetanga

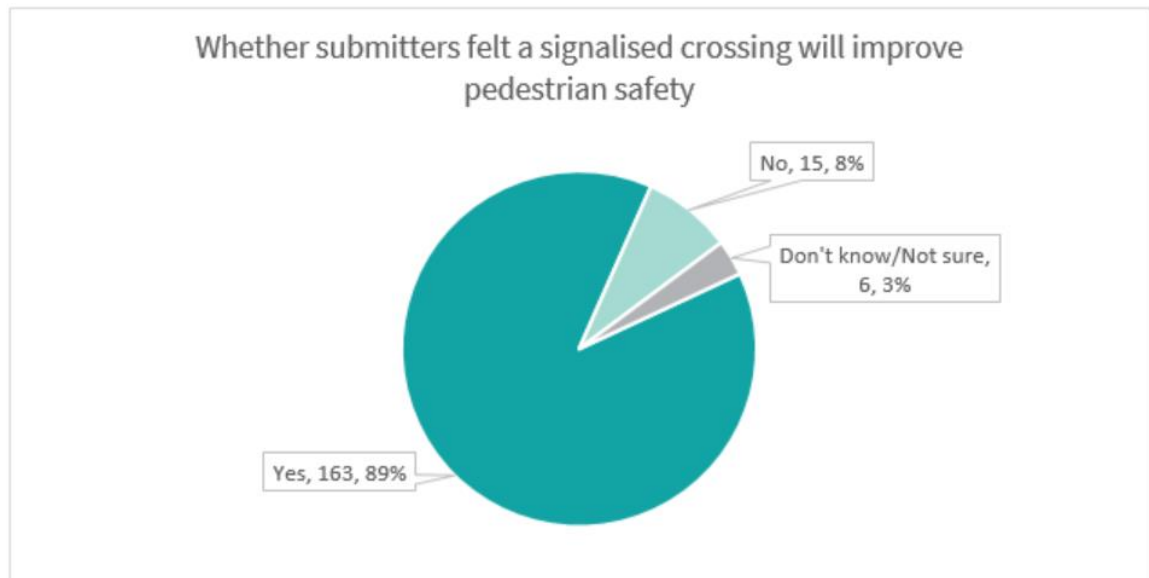
- 6.5 Submissions were made by four recognised organisations and 180 individuals. All submissions are available [online](#) and attached.
- 6.6 135 submissions were received from the Heaton Intermediate School community:
 - 49 from students

- 76 from family/parents/caregivers
- 10 from staff

6.7 The majority of submitters (143, 78%) thought pedestrian safety was an issue on Heaton Street.



6.8 The majority of submitters (163, 89%) thought a signalised crossing would improve pedestrian safety on Heaton Street.



6.9 A minority of submitters didn't think a pedestrian crossing would improve safety on Heaton Street (15, 8%), the majority of those (12, 80%) also didn't think pedestrian safety was an issue on Heaton Street.

6.10 **Key themes raised by submitters**

- 46 submitters made positive comments about the overall project.
- 17 submitters wanted slower speeds around the school.

- 12 submitters made positive comments about the raised safety platform, five of which were students.
- 13 submitters made negative comments about the raised safety platform, however six of those were still supportive of the traffic lights.
- 11 submitters shared concerns about safety issues with the current kea crossing.

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

6.11.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

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

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

7.2.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.4 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.

7.5 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.

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.7 This proposal includes measures to encourage walking and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

7.8 This proposal improves accessibility for pedestrians, by providing a safer means of crossing Heaton Street.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

8.1 Cost to Implement – \$500,000

8.2 Maintenance/Ongoing costs – Maintaining the proposed traffic lights is expected to cost approximately \$5,500 per year. Maintenance of the other proposed treatments and road markings will be covered under the area maintenance contract and the cost effects will be minimal when compared to the overall asset.

8.3 Funding Source – Traffic Operations Minor Road Safety Budget.

Other He mea anō

8.4 None identified.

9. Legal Implications Ngā Hīraunga ā-Ture

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

- 9.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 9.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 9.3 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

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

10. Risk Management Implications Ngā Hīraunga Tūraru

10.1 None identified.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Heaton Street - Signalised Pedestrian and Cycle Crossing	23/399270	32
B 	Heaton Street Signalised Crossing - Submission Table	23/495728	33

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

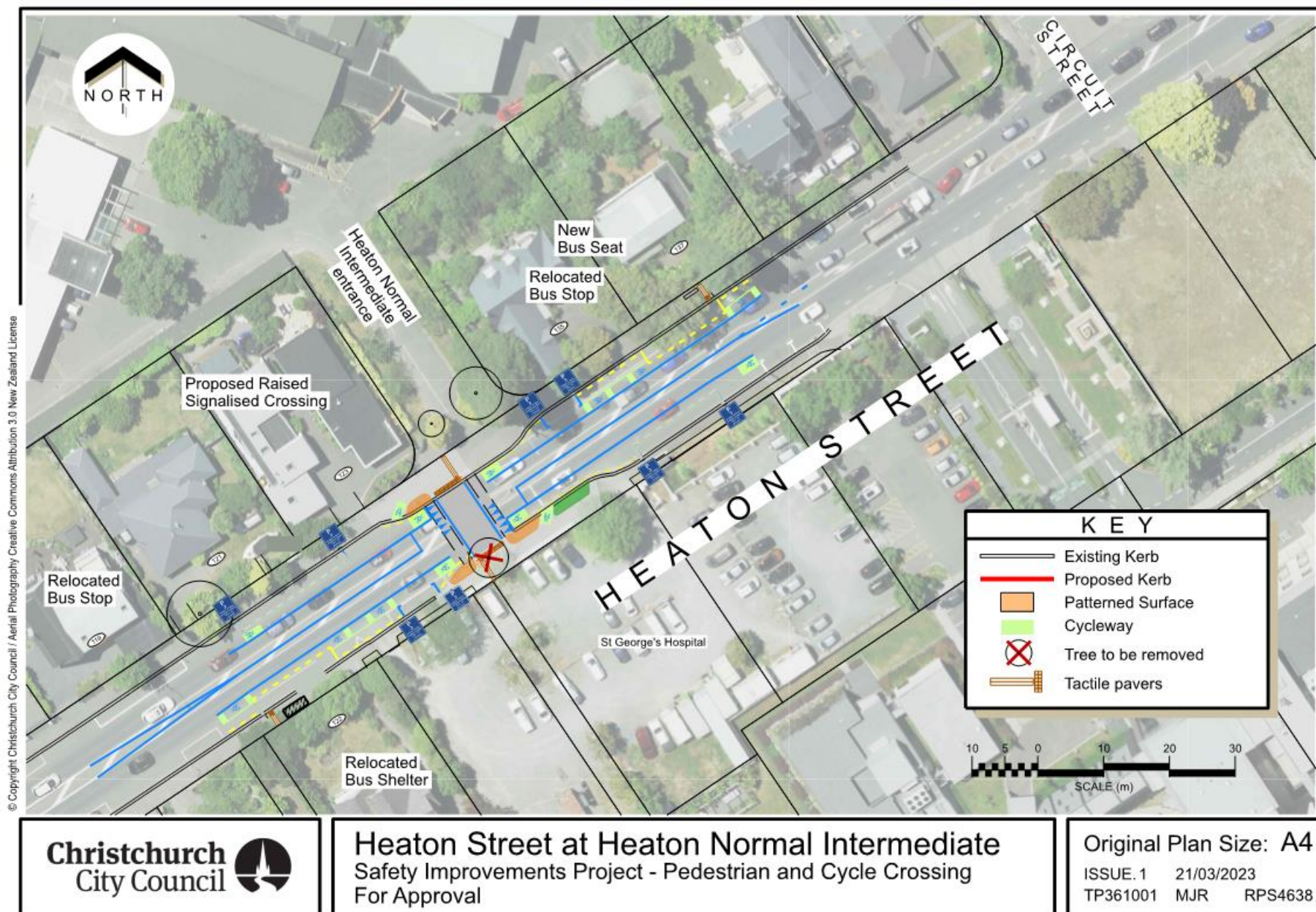
Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Senior Transportation Engineer Gautham Praburam - Traffic Engineer Krystle Anderson - Engagement Advisor
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Submissions received on a way safer crossing on Heaton Street, March 2023

Organisation/Business

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety on Heaton St?	Do you have any other comments?	Organisation - Name
50417	Yes	Yes	The overriding concern for us is all based on the safety of our students while leaving and arriving at school. The current road patrolers are doing a great job but it is dangerous, and every day we have near misses at the crossing. The drivers' behaviour is outside of our control but lights and the proposed changes will help control and remedy some of those road users' poor choices we are seeing. Some of the main problems that we are seeing that are creating dangerous situations for our students are, the speed of traffic past our school, congestion of the traffic (particularly in the afternoon), parent driver/pick-up and drop-off parking behaviours, number of cyclists that have to pass through without clear or designated lanes for their safety - this is both our students and general members to the public on bikes, visibility of our crossing and school with all the other visual stimuli in the immediate area ie. entrances to worksites and St George's Hospital. As teachers, after a road patrol, we are often left traumatised by some of the near misses and terrible driving behaviours that we witness.	Heaton Intermediate School – Katy Smeele – Teacher in charge of road patrol
50731	Not answered (recorded as Don't Know/Not sure)	Not answered (recorded as Yes based on submission content)	See attachment.	Ministry of Education – Jono Gemmell – Consultant
50723	Yes	Yes	Please see full submission attached, the below is an extract only: 6. Te Mana Ora is supportive of the proposal to make crossing safer on Heaton Street. Our rationale for this position is outlined below. 7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely. Given that Heaton Intermediate School has raised concerns about the safety of crossing Heaton Street, Te Mana Ora supports the installation of a safe crossing point for students and community members on Heaton Street. 8. A signalised pedestrian crossing and raised safety platform will slow vehicles on Heaton Street, making it safer for students and community members walking, scooting or cycling. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%3. Therefore, slowing and stopping vehicles on Heaton Street through the signalled safe crossing point will reduce risks for students and community members crossing Heaton Street.	Te Whatu Ora (Health NZ) and the National Public Health Service - Rosa Verkasalo - Policy Analyst
50697	Not answered (recorded as Don't Know/Not sure)	Not answered (recorded as Don't Know/Not sure)	Fire and Emergency NZ, in general, supports the use of measures to increase pedestrian safety and reduce the risk of road accidents. However, when responding to emergencies, Fire and Emergency is most efficient and effective when appliances have fast and clear access. Delays getting to and dealing with a fire or other emergency may risk the safety of people and their property. Because of the functions performed by Fire and Emergency appliances, our vehicles are larger and heavier than those used by other emergency services. The increasing use of raised platforms and speed cushions has an increasing impact on our response times.	Fire and Emergency New Zealand – Steve Kennedy – Assistant District Commander

Submissions received on a way safer crossing on Heaton Street, March 2023

Individuals

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50733	Yes	Yes		Strongly in favour of making this crossing safer for pedestrians and for cyclists. Strongly in favour of slowing down motor traffic to accomplish improved safety.	Richard Abey-Nesbit
50732	Yes	Yes		I hope traffic signal phasing at the Heaton Street / Papanui Road / Innes Road intersection will be coordinated with the new pedestrian crossing signals to ensure traffic flows as efficiently as possible. If the signals aren't coordinated there's the possibility of even worse peak hour tailbacks at the intersection than there are now.	Scott Menzies
50727	Yes	Yes		Please don't cut down the tree at the crossing. As a Heaton Street resident, I have seen so many mature trees cut down to make way for development at St George's Hospital. Can you not find a creative way of putting in the signalised crossing and keeping the tree?? Overall, I think it's a good idea. I also think there should be a signalised crossing opposite Elmwood Park as there are a lot of people who cross the road there.	Teresa Price
50726	Yes	Yes		See attachment I used to be a student at Heaton intermediate and I rode my bicycle to the school and used the main entrance and travel along the road occasionally, so I know the area well. The raised safety platform is a good idea as vehicles will approach and cross the pedestrian crossing at slower speed and the pedestrian crossing surface is level with the footpath. This will greatly improve the safety for everyone. I approve of the bus stop relocation as it will improve sight lines. The lights will need to be responsive to people pressing the button to activate the crossing. It might be a good idea to move the south-east side cycle to footpath entrance further north-east (see attached "easier footpath mounting.jpg") so it's more of a 90degree angle for the bikes to mount the footpath, as trying to go over a 45degree lip is harder. It would then match the north side mounting and would also give the students on bicycles, scooters and walking from their car drop-off more of an area to wait for the lights during the morning ride to school. As a cramped intersection would not be safe, we don't want students waiting on the road.	Dave Gardner
50722	Yes	Yes	Family/Caregiver/Parent		Nick Blackburn
50720	Yes	Yes	Family/Caregiver/Parent		Natalia Suarez
50715	Don't know/Not sure	Yes		I would like to raise a long-standing question. NZ is a new island. Why are the city roads so narrow, why can't the city municipality buy a plot where the streets are so narrow and make it convenient for everyone to pass through? All the more, do not narrow the street where there are pedestrian crossings. This makes it more difficult and dangerous for cyclists to pass. What a bad decision is made when the streets are narrowed with wide curbs. It is difficult and dangerous to turn to the streets. Why are such decisions made?	Milda Beisiniene
50714	Yes	Yes	Student	No	
50713	Yes	Yes		I support this proposal. In particular it is great to see the raised crossing platform which will help improve safety by slowing cars as they travel through the intersection, even when the lights are green, thus reducing the risk of an accident if say a student steps out into the road accidentally. It would be good to see the cycle lanes extended along the length of the road.	Arthur McGregor
50712	Yes	Yes			Sophie Burt
50709	Don't know/Not sure	Yes		See attachment	Simon Kingham
50694	Yes	Yes		This is a very busy road and the crossing will aid pedestrians outside the times the school patrol now operates.	Joy Burt
50687	Yes	Yes	Staff Member	I have been on road patrol twice a week for the last 13 years. On each occasion my heart is in my mouth. Twice I have had cars drive straight through the barriers. I contacted the council about my concerns on several occasions, to no avail. This is a huge responsibility	Fiona TAYLOR

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				for 12 year old children and the teachers on duty. Cars are not keen to stop and are not driving with a more cautious manner in a school zone. The signage for the school zone is poor and is further hampered by ongoing building work on both sides of the street. Why is the speed limit not lower outside a school?	
50684	Yes	Yes	Family/Caregiver/Parent		Jesse Northcoat
50683	Yes	Yes	Family/Caregiver/Parent	Fully support this proposal having observed first hand the issues students have crossing here. The raised safety platform is particularly important to reduce speeds through this crossing point. My youngest son attends Elmwood school and also regularly crosses to Elmwood Tennis and Elmwood Park and it would be great to have a safe crossing point in the vicinity. An example which staff and Councillors should seriously consider is an event a year ago not far from here on the next block in Innes Road, my sons class mate got struck by a vehicle at a crossing point resulting in a 10 year old girl in intensive care and is still undergoing rehabilitation. A raised safety crossing point would quite likely have averted this tragic event and at the very least have resulted in much less severe consequences. More here: https://www.stuff.co.nz/the-press/news/300548465/pedestrian-hospitalised-after-being-hit-by-a-car-in-christchurch Myself and my family fully support the great work council are doing here to make our children's journeys to schools safer and would request that the other uncontrolled crossings on Heaton Street opposite the Elmwood Park and Innes Road opposite Malvern park are also considered for safer raised crossings.	Liz Lowrey
50681	Don't know/Not sure	Yes	Student	its a great idea	
50680	Yes	Yes		I agree with a raised signalised pedestrian crossing, it protects the children crossing more as vehicles need to slow down. The signals will help the traffic run smoothly rather than the current kea crossing, with coordination with signals.	
50679	Yes	Yes	Student	I think it is a very good idea and will prevent acsedints from happening	
50678	Don't know/Not sure	Yes	Student	It is going to be way better thank you.	
50677	Yes	Yes	Student		
50676	Yes	Yes	Student		
50675	Yes	Yes	Student		
50674	Yes	Yes	Staff Member	A signal crossing would make so much difference! Please make it happen.	Beth Walsh
50672	Don't know/Not sure	No	Student		
50671	Don't know/Not sure	Yes	Student	no	
50670	Yes	Yes	Student		
50669	Yes	Yes	Student	We students need to be able to cross a road without having any worry about getting hit by a car, or even get injured. Everyone knows that Heaton street is very busy cause it is connected to Papanui road.	
50668	Yes	Yes	Student	When I go to cross the road to get to school, I watch people speed past. I have thought before " What if they don't stop? ". It would be a good idea to make it more safe for me and my classmates.	
50667	Yes	Yes	Student	I think if any one is moving to fast and a kid does not see them that could be an issue because kids could get hit. I think that the raised crossing and the lights will help.	

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50666	Don't know/Not sure	Yes	Student		[REDACTED]
50665	Don't know/Not sure	Yes	Student		[REDACTED]
50664	Yes	Yes	Student		[REDACTED]
50663	Yes	Yes	Student	My friend today was hit by a car he didn't get seriously injured but i'm a bit scared that that could happen to me thanks.	[REDACTED]
50662	Don't know/Not sure	Yes	Student		[REDACTED]
50661	No	Yes	Student	I think a signalised crossing would make cars be more cautious	[REDACTED]
50660	No	Yes	Student		[REDACTED]
50659	Yes	Yes	Student		[REDACTED]
50658	Yes	Yes	Student		[REDACTED]
50657	Yes	Yes	Student		[REDACTED]
50655	Yes	Yes	Student		[REDACTED]
50654	Yes	Yes		<p>I have lived in the St Albans/Merivale area since 1999. both my daughters attended Heaton (also my wife). I regularly drive in the peak period through this section of Heaton Street and over time the congestion has increased, and so have my safety concerns. I have been a professional engineer for almost 30 years and I specialise in road safety. I provide road safety advice on building safer roads and applying safer speeds to clients in several countries, including Australia, Indonesia, USA and of course New Zealand. Most recently this involved providing advice to the federal government of the USA on best practice in speed management.</p> <p>I support the proposed design by council and in particular the use of a raised crossing. Raised crossings are being increasingly used at pedestrian crossings and intersections to manage speed (and raise awareness) where pedestrians cross. In Melbourne alone there is a plan to raise around 40 major high risk intersections for safety reasons. Given the proximity of the school and the hospital it is important that a safe crossing is provided for both school children and hospital patients and visitors. The safest at-grade form of control for pedestrians across a busy arterial is a signalised crossing on a platform.</p> <p>Another important reason for moving from a school patrol to a signalised crossing is the congestion in this area, especially in the morning peak, where the commuter peak coincides with the drop-to-school peak. Queues from the school crossing can back up through the Papanui/Innes/Heaton intersection (signalised intersection) to the east. A signalised crossing allows coordination with the signalised intersection, reducing the amount of traffic backing back through the intersection. Queues (eastbound) can also extend back from the signalised intersection to the current school crossing, which makes it difficult for the school patrols to safely operate. The use of a platform and also coordination of the traffic signals should result in less traffic straddling the crossing point.</p> <p>I think the raised platform is an essential part of the design, and don't support just a flush crossing. There are still safety concerns raised by the St Albans school with the safety of the upgraded Cranford Street/Westminster Intersection and the new midblock signalised crossing north of Berwick street. Drivers still at time run red lights, especially when turning. The school still has a crossing warden at the Westminster intersection at school drop-off and pick-up times because of this safety concern. These crossing locations would be safer on raised platforms, as platforms both reduce speeds and also raise awareness of the pedestrian crossing area.</p> <p>I also support the new cycle lanes as this is a busy section of road for cyclists in the morning peak period in particular. With the current parking and narrow lanes there are a couple of squeeze points, between the signalised intersection to the proposed signalised crossing. It is important to provide a the cyclists with their own lane, rather than rely on motorists to provide them with space. I often see cyclists</p>	Shane Turner

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				mounting the footpath as they cant get through on the road. In conclusion, while my daughters no longer go to Heaton Intermediate (one is at high school and the other at university), I would have felt a lot happier with this new crossing in place. My daughters scooted to school 95% of the time. I am happy to see vulnerable users prioritised over cars, as we look to encourage more walking and cycling to reduce the impact of climate change.	
50653	Yes	Yes	Staff Member	This crossing can be very dangerous for our school community	Joan Green
50651	Yes	Yes	Student	We have filled this form in as a classroom. We are a group of year 8 students. My students are concerned about how to get safely to school if/when this gets constructed. Will the temporary crossing be safe?	
50650	Yes	Yes	Student		
50648	Yes	Yes	Student	I think this would be very helpful because heaton street is a very busy street	
50647	Yes	Yes	Student	Nah but it's a good idea	
50646	Yes	Yes	Student	I think this is a Great idea and I can't wait	
50645	Yes	Yes	Student	Nah ah ah	
50644	Yes	Yes	Student		
50643	Yes	Yes	Student		
50642	Yes	Yes	Student		
50641	Yes	Yes	Student		
50640	Yes	Yes	Staff Member		Jarrad Brown
50638	Yes	Yes	Student		
50637	No	No	Student	I think the construction will take too long, it will cause more traffic while building and it will take much longer to cross.	
50636	Yes	Yes	Staff Member	This is a great idea. I am a Heaton staff member who walks to and from school and use this crossing every school day. This will be so much safer for all who use this crossing whether it be local residents, the Heaton school community, St Andrews school community and those visiting St George's Hospital.	Sue Sugrue
50634	Yes	Yes	Family/Caregiver/Parent		Blair Milne
50633	Yes	Yes	Staff Member		Amber Osborn
50632	Yes	Yes	Student		
50631	Don't know/Not sure	Yes	Student		
50630	Yes	Yes	Student	People need to stop at the lights and slow down	
50629	Yes	Yes	Student		
50628	Yes	Yes	Staff Member	Very dangerous road I do road patrol every week. I have seen through the volume of traffic and the speed lots of near misses with students. It is a very high need otherwise something bad will happen. Love the raised crossing idea.	Janiene Hill
50625	Yes	Yes	Family/Caregiver/Parent	A right hand turn signal added to the Papanui Road/Innes Road intersection is essential. I cannot believe this has still not happened. That intersection is so dangerous at peak times with turning cars taking risks as they have been waiting for far too long to turn.	Emma Jeffery
50616	Yes	Yes	Student		
50615	Yes	Yes	Student	Safety would be an issue when school crossing people not there	
50613	No	No	Student		
50612	No	Yes	Student		
50610	Don't know/Not sure	Yes	Student		

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50609	Don't know/Not sure	Yes	Student		
50608	Yes	Yes	Family/Caregiver/Parent		Nicole Zhang
50607	Yes	Yes	Family/Caregiver/Parent	Fully support platform with crossing to slow traffic down	Marta Alfaro
50606	Yes	Yes	Family/Caregiver/Parent		Vivian Fang
50604	Don't know/Not sure	Yes	Student		
50602	Yes	Yes	Family/Caregiver/Parent		Amber Harvey
50601	Yes	Yes	Family/Caregiver/Parent		Nancy Li
50599	Yes	Yes	Family/Caregiver/Parent		Jihyung Cho
50594	Yes	Yes		This would be a great solution to the pedestrian safety issue at Heaton. I attended school in Merivale as a child and crossing the road was always terrifying experience, and this road that Heaton sits on is mostly congested and is in a dense activity area so high speeds shouldn't be a priority through here even outside of school times.	Charlotte French
50593	Yes	Yes	Family/Caregiver/Parent	My daughter used to go (2023), and my sons are planned to attend. As a parent, i was always concerned about the vehicle movements at the school and pedestrians crossing. The signalised intersection will improve this for users as it will provide a safe place to cross at all times. The introduction of the raised table will also control speeds and reduce the risk.	Andrew Fergus
50592	Yes	Yes		The raised safety platform really enforces the slow speed that drivers should be travelling along this section of Heaton Street. It's great to see another safe system treatment being installed in a busy pedestrian area.	Penny Gray
50546	Don't know/Not sure	Yes		I suppose traffic lights are best option as not everyone stops for 'zebra' crossings. Also road is west/east facing which can cause sunstrike issues.	Margaret Grace
50544	Yes	Yes		Kia ora, I think that pedestrians should be prioritised in this area - especially since it is outside of a major hospital and a busy school. It would be great if the junction was future proofed to protect cyclists that are going up towards the rail cycle ways as well	M Grace-Stent
50534	Yes	Yes	Family/Caregiver/Parent		Emmy MA
50533	Yes	Yes	Family/Caregiver/Parent		Jeremy Leeming
50517	Yes	Yes			Cameron Bradley
50508	Yes	Yes	Family/Caregiver/Parent		Jane Dixon
50501	Yes	Yes	Family/Caregiver/Parent	Traffic is difficult all around Heaton and St Albans. I would suggest this is a great idea to slow traffic and improve safety for all. I am also very concerned about the very unsafe condition of Rutland St. In the last 3 weeks a lone I have witnessed 2 cyclists get hit off their bikes as cars turn left and don't look for pedestrians or bikes!	Natasha Leith
50499	Yes	Yes	Family/Caregiver/Parent	It's a busy road. I would hope that something could be done with bike lanes as well.	Nick Ryan
50477	Yes	Don't know/Not sure	Family/Caregiver/Parent	Future Heaton Intermediate parent and already dreading my daughter having to cycle/ walk to school, so many traffic improvements needed in the St Albans area to make an active commute truly safe for our kids.	Alice Holmes
50476	Yes	Yes	Family/Caregiver/Parent	Papanui/Innes Road intersection is also very busy with many vehicles running orange lights into red lights. How about some red light cameras or random patrols here.	Deborah Granger
50473	Yes	Yes		The safety of children walking, cycling and scootering to school should be prioritized over those coming by car particularly at Intermediate age. The 3 minute parks should be moved at least 50M from the crossing on both sides to stop cars pulling in and out so	Anne Scott

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				close to the crossing and, just like the buses, should preferably be restricted to after the crossing on each side. Care should be taken to keep the hospital turn in and out available. The crossing should be a pedestrian and cycle crossing.	
50472	No	No		How about less money on speed bumps, cycle lanes and reduced speed limits and more money on fixing the roads. What's the point in taking submissions if you go against what the majority want?	Nathan Bloomfield
50469	Yes	Yes	Family/Caregiver/Parent		Karli Bristed
50468	Yes	Yes	Family/Caregiver/Parent		Stacey Milne
50451	Yes	Yes	Family/Caregiver/Parent		Alice Walsh
50448	Don't know/Not sure	No		Traffic signals are ok and a sensible addition near a school, as clearly identify people crossing. Raised platforms are dangerous, inefficient, increase emissions and cause unnecessary wear and damage on vehicles. The Road to Zero strategy is a fallacy led by ideological zealots who do not understand reality and councils would be better served listening to the majority within a community that they serve. Why do you not have a question differentiating signals from raised platforms? That would provide you with a better balanced response	James Crowson
50444	Yes	Yes	Family/Caregiver/Parent		Mindy McPherson
50424	No	No		Stop trying to wrap everything in cotton wool. People need to be responsible for their own actions (there used to be this thing called common sense) Spend the money on road infrastructure that desperately needs attention rather than all this spending on unnecessary cycle lanes and pedestrian areas. The city centre is dying with all these restrictions placed on cars. A thriving city has traffic, noise, congestion.	Dean Currie
50423	Yes	Yes	Staff Member		Jackie Hawthorn
50422	No	Yes	Family/Caregiver/Parent	You'd better make sure you put a whole lot of bushes in drivers' lines of sight and drop the speed limit to 5kph too to make things extra safe. Please grow brains Nothing wrong with traffic lights, everything wrong with a raised crossing on a main road that will be used a tiny percentage of the time. This should be clear to anyone with an ounce of intelligence, or with genuine intentions	Michael S
50421	Yes	Yes		You don't need a raised speed bump. They do more damage than good. Lights are good, raised speed bump creates more problems and is a waste of money.	Luke Bennett
50420	No	Yes	Family/Caregiver/Parent	Curb protrusions decrease cyclist safety, a girl was killed in invercargill due to these, and Europe are moving away from speed humps and lumps, having a decluttered space to drive with minimal lines etc around schools gives your eyes time to pay attention to kids crossing rather than all the painted obstacles every where	Richard Wansink
50416	No	No		You got to be kidding Speed bumps.. get real. Teach learn Speeding drives need to be dealt with You can't stop idiots. You could put the bump 1 metre high it would be a more death trap. I have a chevy and if I go over these Speed bumps does it do damage to my car and if so is the council going to pay for it I bet you know	Annie Mc Ewen
50415	Yes	Yes	Family/Caregiver/Parent	Please don't add a raised platform. Pedestrian lights similar to that on Papanui Rd near St Andrew's would be great, but it really seems too much for the heavy traffic on that road to deal with a hump for the significant amount of the day and year not in use by the school.	Deb Robinson
50414	No	No	Family/Caregiver/Parent	waste of ratepayer funds which can be spend on other council projects . Raised crossing are not safer than original ones	Paul Lowe
50413	Yes	Yes	Family/Caregiver/Parent	Children's safety around all schools should be prioritised and it's wonderful you are wanting to do this. Having driven on the road for years, traffic is busy and drivers not always paying attention to students.	Heidi Wigley
50410	Yes	Yes		Can you also make the speed limit 30kph at school pick up & drop off times	Rohan van Soest

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50408	No	Yes		If the raised platform is the same style that has been installed at Lincoln Road & Whiteleigh Ave, then do everyone a favour & DONT DO IT. Those raised platforms are the stupidest inventions known to mankind. They create more havoc than anything ever. You literally can't go more than 5km an hour over them; which means only like 8 cars get through a change of lights. Creating more annoyance in drivers, forcing them to try hit gaps & potentially crash. Be realistic when making changes. For once; think of yourself as a public member, & not just some councillor behind a desk.	Travis Moody
50407	Yes	Yes	Family/Caregiver/Parent		Kazue Uchica
50406	Yes	Yes	Family/Caregiver/Parent	Right arrows at Papanui Rd into Heaton/Innes would be strongly recommended as this is an extremely busy & dangerous intersection for turning right.	Anna Gibb
50405	Yes	Yes	Family/Caregiver/Parent	Hi, we live on Heaton Street and it is a very busy road and tough on the intermediate school to have to cross the students m. We would also appreciate a safe place for our own children to cross. Please make this happen!	Caroline Kilday
50404	No	No		At the hours the school kids are crossing the road it is bumper to bumper traffic anyway so adding lights is a complete waste of money and just back up an already congested street more. Also a large number of kids cross down by the park where there is an island with no issues and they are of an age where they should know about road safety being an intermediate. If kids/parents are concerned about crossing the road there are lights 150m - 200m up from the school. The best solution would be just to put a pedestrian crossing (one with white strips not a raised courtesy crossing) as this would take any ambiguity away of who has the right of way essentially giving to the kids not the cars, also the most cost effective for rate/tax payers	Chris Foster
50402	Yes	Yes		As well as pedestrian safety at the school, serious attention should be made to include right turning arrows at the nearby intersection of Papanui Road and Heaton / Innes Street. Turning from Papanui Road is very dangerous.	Sharon Spear
50401	Yes	Yes	Family/Caregiver/Parent	Safer roads encourage more cycling & scootering, walking by our tamariki which aides better health & a better environment for all!	Anna Parbury
50400	Yes	Yes	Family/Caregiver/Parent		Leisha Broxton
50399	Don't know/Not sure	Yes		I think you need to do this further along on Innes road outside St Francis school. I've been nearly hit many times across the pedestrian crossing there, drivers are often speeding to 70km/h as the road is too wide.	Matt Claridge
50393	Yes	Yes	Family/Caregiver/Parent		Barbara Marshall
50391	Yes	Yes	Family/Caregiver/Parent		Jess Saywood
50389	No	No		It a Waste of money be of putting it elsewhere	Mark Stone
50388	Yes	Yes	Family/Caregiver/Parent		Anne Shivas
50387	No	No		Keep road surface level through the crossing. No raised crossing Kind regards My details attached to the bottom of this submission are not to be stored by CCC for any other reason other than attached to this submission	Tim Ro
50386	Yes	Yes	Family/Caregiver/Parent	My main concern with the proposal is how the traffic flow will be managed from the Innes Rd/Papanui Rd intersection? Will the light sequence between the signalised crossing and the main intersection be managed so that smooth / non disrupted traffic flow can be managed?	Pariya Behnami
50385	Yes	Yes	Family/Caregiver/Parent	Safety first is safety always and it's everyone's responsibility.	Ayesha Hussain
50384	Yes	Yes	Family/Caregiver/Parent	We need to make the area safe for all road users. This is a congested high volume area for buses, passenger vehicles, cyclists and pedestrians alike. Compounding this is the school pick up and drop off area. Safety in this area is a necessity.	Paul Knight
50383	Yes	Yes	Family/Caregiver/Parent		Lara Durand
50382	Yes	Yes	Staff Member	Great idea - needs to happen.	Ross Cooper
50380	Yes	Yes			Brittany Earl
50379	Yes	Yes	Family/Caregiver/Parent		Ali Jafri

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50377	Yes	Yes	Family/Caregiver/Parent		Rebecca Mitchell
50376	Yes	Yes		Would it not make more sense to leave the bus stop locations where they are to ensure that buses are easily let in by vehicles approaching the new crossing, which are more likely to be going slower? If the bus stops are moved to the opposite sides of the crossing as proposed, buses will need to wait until a red light to re-join the traffic. The South side bus stop in its existing location is also closer to the hospital.	Daniel Hyndman
50375	Yes	Yes	Family/Caregiver/Parent	Great initiative! This has been a safety issue for far too long.	Kelly LaValley
50374	Yes	Yes	Family/Caregiver/Parent		Kelly Spratt
50373	Yes	Yes	Family/Caregiver/Parent	While I think the signaling is a great idea, I do not feel the raised platform is required and will only serve to frustrate drivers outside of school hours.	Jess Wilson
50372	Yes	Yes		I support the new automated crossing. I don't support the platform though because if it's like Lincoln rd it will be so hard for small cars. Not well thought out. I'd prefer some speed bumps all along that road near the crossing to slow traffic and I'd support that. Anything BUT those awful car damaging platforms.	Hayley Young
50371	No	Don't know/Not sure	Family/Caregiver/Parent	I would like to report the issue about the crossing on Papanui Rd and Heaton St. Vehicles coming down Papanui Rd from the north must have a traffic light that allows a right turn. Vehicles in the right lane often have long traffic jams in the morning as only one or two vehicles can pass per signal. Sometimes I see cars that are about to crash.	Yukiko Kosaka
50370	Yes	Yes		Can the 3min parks either side of the crossing be removed to make it easier to see people, cyclists and motor vehicles? That would also make it easier for the buses to get in and out of their bus stops.	David Rowland
50369	Yes	Yes	Family/Caregiver/Parent	This is a great idea!	Amanda Goodman
50368	Yes	Yes	Family/Caregiver/Parent		Anthea Taylor
50367	Yes	Yes	Family/Caregiver/Parent	On multiple occasions we have nearly been hit by a car. Each of these occasions have occurred when one car lets your cross and other doesn't but you aren't sure because they are going slow. The entire flow of traffic down this road is a logistical nightmare.	Dearnna Geer
50366	Yes	Yes		I live in St Albans and cycle this way - see lots of near misses near the school and absolutely support this work to make it safer for students and others at the school.	Jessica Halliday
50365	Yes	Yes	Family/Caregiver/Parent	Absolutely brilliant plan. Thank you!	Emily Cook
50364	Yes	Yes	Family/Caregiver/Parent	This is brilliant!	Ronald Aliwate
50363	Yes	Yes			Renee Kake
50362	Yes	Yes	Family/Caregiver/Parent		Sarah Druce
50361	Yes	Yes	Family/Caregiver/Parent		Lisa McNabb
50360	Yes	Yes		Any action to increase safety for vulnerable road users is critical. Pedestrians and cyclists need good safe infrastructure. School students need safety to engage in active transport. I support this design.	Mikaere Greenslade
50359	Yes	Yes	Family/Caregiver/Parent		Maire Andersen
50358	Yes	Don't know/Not sure		As someone who has to drive past Heaton Intermediate to get to my destination every day, the school crossing operated by the school kids can be very frustrating as they often stop traffic for a single child to cross rather than waiting for a group. For this reason, I would rather an automated signal that would continue to allow traffic flows at a reasonable interval than a school child or teacher operated crossing. Teachers have done the same. I have seen cars stopped one at a time to let a child cross one at a time, leading to traffic being backed up to Rutland Street. It seems ridiculous to have two sets of lights so close to one another. The school has two driveways. Has there been any thoughts on allowing parents dropping off children to utilise it as drive through to drop their children off? It would reduce the amount of cars stopping at the side of the road which would also increase safety.	C Chan
50357	Yes	Yes	Family/Caregiver/Parent	The crossing design currently is inadequate for the number of users and puts the children at risk on a daily basis. I think this is a great initiative thank you.	Jane Rennie

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
50356	Yes	No	Family/Caregiver/Parent	There has been a signalised crossing installed at St Albans school. It is now more unsafe here than it would be to walk to one of the other nearby crossings as drivers often drive straight through the red lights.	Kathleen Bremner
50355	No	No	Family/Caregiver/Parent	I think this will hold up traffic coming through over Papanui road at an already busy time. Why are the children not able to use the crossing at the lights on Papanui road?	Laura O'Donnell
50354	Yes	Yes	Family/Caregiver/Parent	Please do the same on Milton St crossing with Simeon St: super dangerous for cyclists, pedestrians and cars: e.g. 3 cars car crash on Saturday two weeks ago... One car ended up in middle of the "protected" island... Please pass to transport team....	Nat LB
50353	Yes	Yes		Love the work being done to improve pedestrian and cycling safety. Keep it up!	David Moore
50352	No	No		There is already the fixed crossing here managed by the school, which operates just fine. I drive through it most days on my way to University, and have never encountered any issues there. It would be more reasonable to have staff at the Papanui Road crossing if they are concerned for students crossing at those lights. I believe adding lights and a raised platform, as proposed, would have a further negative effect on traffic flow through this area - as the crossing would be operational at all hours, and in peak traffic this would be disruptive. There are perfectly functioning pedestrian crossings at the lights on Papanui Road that people can use, without disturbing traffic flow so significantly.	Aimee Whalley
50351	Yes	Yes	Family/Caregiver/Parent		Jen Anderson
50350	No	No		Raised platforms have proven to let less traffic through in a time frame. Most accidents happen due to impatience. If we keep using these platforms we will build traffic up and thus worsen the traffic safety with frustrated drivers that make rash decisions.	James Foster
50349	No	Yes	Family/Caregiver/Parent	Even as a parent of Heaton, I wouldn't want to see more lights. During peak traffic, it is already very slow driving down there.	Jon Henderson
50348	Yes	Yes		This is a good idea, I drive along Heaton St every day on my way to & from work. I have regularly witnessed a parent letting their child out of the car without pulling over & the kid running across the rd.	Becky Johnson
50347	Yes	Yes	Family/Caregiver/Parent		Douglas Hetherington
50346	Yes	Yes		The cycling improvements included are especially poor. One kilometre west is the Northern Line cycleway; one kilometre east is the Papanui Parallel cycleway. If a painted cycleway apart of the improvement, why not go a bit further and connect the cycleways that the students are most likely to use? This is a school of over 500, if this improvement is centred on safety from cars, shouldn't removing cars completely through students getting to school by bike be a no-brainer? Connecting Heaton Intermediate via a painted cycleway as well as signage to the Papanui Parallel and Northern Line cycleways will go a long way towards improving safety for Heaton students, easing congestion around the school and encouraging healthier choices. Heaton is placed perfectly to benefit from the existing cycle infrastructure, this safety improvement should include a connection to benefit from them.	Jack Halliday
50345	Don't know/Not sure	Yes		I'm in support of this plan	Geoffrey Sugden
50344	Yes	Yes	Family/Caregiver/Parent	Aside from the crossing, I would love to see a clearer entrance to Heaton, and also a safe solution for child cyclists that takes them off the footpath along Heaton St, but keeps them separate from traffic, because it must be mayhem before and after school. I am fortunate not to witness it.	Helen Cook
50343	Yes	Yes	Family/Caregiver/Parent	Signals make the crossing much safer for kids and drivers.	Adrienne Mcenaney
50342	Yes	Don't know/Not sure	Family/Caregiver/Parent	You don't seem to have learnt from the St Andrews/Papanui road crossing implementation. In this case you would be better combining a crossing with the entry/exit to St George's hospital with a pedestrian crossing to the west side of the exit to St Georges which could at the same time provide a safe east bound exit for vehicle traffic exiting St Georges, reducing tension between pedestrians and other forms of traffic as it wouldn't only be pedestrians that the peak flow traffic is stopping for. It will also be important to phase the proposed Heaton crossing with the lights at Papanui Rd.	Aaron Tunnicliff

Submissions received on a way safer crossing on Heaton Street, March 2023

ID	Do you think pedestrian safety is an issue on Heaton St?	Do you think a signalised crossing will improve pedestrian safety?	If from Heaton or surrounding school	Do you have any other comments?	Name
				Lastly as a cyclist who rides this route regularly PLEASE don't make it a raised crossing, on wet days they pool water in front of them and at all times they are just one more hazard/thing to slow us down and make cycling less attractive.	
50341	No	Don't know/Not sure	Family/Caregiver/Parent	I live further down Innes road so am familiar with this area. I don't quite understand the need for this proposal given that even with this in place it sounds like the school is going to have to manage the crossing during student peak flow times (which is the same as it is currently). The school patrol from my knowledge is in place for only about 15-20minutes twice a day. For the rest of the time it seems that traffic will need to stop for whoever pushes the button. This particular section of road has terrible congestion at peak time and this will make that situation worse. I see that there is a greater need elsewhere along this road an example is no right hand turning signal from Papanui Road onto Innes Road. So many close calls every single day. I have experienced cars rushing through red lights almost hitting kids at that intersection. Kids tend to step out onto the road when they hear the signal noise. Fix that before committing to such a larger expenditure. I would also point out that Heaton street has a number of central pedestrian central islands which assist people traversing half the road at a time. If you carry on with the proposed traffic lights are those to be removed to force people to use the "safer" option? Also if traffic lights were to be integrated why wouldn't they be aligned with the entrance to St Georges Hospital?	Gareth Hammond
50340	Yes	Yes	Family/Caregiver/Parent		Stelios Michaelides
50339	Yes	Yes	Family/Caregiver/Parent	Great initiative. Good to see this safety improvement being implemented.	Dale Harris
50338	Yes	Yes	Family/Caregiver/Parent		Bill Walker
50337	Yes	Yes	Student		
50336	Don't know/Not sure	Yes		I think it is important to improve pedestrian safety, particularly around our school zones. I would also like to see the speed limit reduced and safer cycleways in this location to encourage cycling rather than driving through this area. I would like to comment that I find it very frustrating as a resident located on the East of Christchurch that so much council finding is going to improve infrastructure in our wealthier suburbs while the infrastructure on the east is crumbling. For goodness sakes, some of our roading and infrastructure is still awaiting EQ repairs!	Stephen East
50335	Yes	Yes	Family/Caregiver/Parent		Amy Henry
50334	Yes	Yes	Family/Caregiver/Parent	This will be a great initiative. It does not address the problem of cycling on heaton street, which is also a major concern for our tamariki. Many students cycle to school, either Heaton, or to access the rail line/bike track further down the road. Cycle ways are not clearly marked and it feels very unsafe biking there, even as an adult.	Betsy Ryan
50333	Yes	Yes	Family/Caregiver/Parent		Nicki Myles
50332	Yes	Yes			Thomas Blakie
50331	Yes	Yes	Family/Caregiver/Parent	Please put a crossing on rossal St too for the Elmwood kids!	Ashleigh Williams
50330	Yes	Yes	Family/Caregiver/Parent	An turning arrow from Papanui Road onto Heaton Street would be helpful.	Pamela Walker
50329	Yes	Yes	Student	Thank you for making our Kura safe.	Ben and Josh Rooney
50328	Yes	Yes	Family/Caregiver/Parent	Kids safety should be high priority at this age kids enjoy getting themselves to school and as a parent knowing this is safe put minds at ease.	Gemma Baynas
50327	Yes	Yes	Family/Caregiver/Parent		Sam Langlet
50325	Yes	Yes			Stephan Lloyd

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Te Whatu Ora
Health New Zealand

14/03/2023

Christchurch City Council
PO Box 73012
Christchurch 8154

Tēnā koutou,

Submission on Safer Crossing on Heaton Street

1. Thank you for the opportunity to submit on the proposed changes to Heaton Street. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission sets out particular matters of interest and concern to Te Mana Ora.

General Comments

3. We welcome the opportunity to comment on the Safer Crossing on Heaton Street. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
4. Transport and urban design are important determinants of health and can impact people's everyday behaviours and experiences. Road safety, vehicle emissions and air quality, physical activity levels and accessibility are some of the many factors associated

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Te Whatu Ora
Health New Zealand

with transport and urban design that have a profound impact on population health and wellbeing¹.

5. When transport and urban planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs².

Specific comments

6. Te Mana Ora is **supportive** of the proposal to make crossing safer on Heaton Street. Our rationale for this position is outlined below.
7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely. Given that that Heaton Intermediate School has raised concerns about the safety of crossing Heaton Street, Te Mana Ora supports the installation of a safe crossing point for students and community members on Heaton Street.
8. A signalised pedestrian crossing and raised safety platform will slow vehicles on Heaton Street, making it safer for students and community members walking, scooting or cycling. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%³. Therefore, slowing and stopping vehicles on Heaton Street through the signalled safe crossing point will reduce risks for students and community members crossing Heaton Street.

¹ Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities. *N Z Med J*. 2018;131(1472):64–72. Epub 2018/03/23. pmid:2956593

² Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. *PLoS ONE* 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

³ Fridman, L., Ling, R., Rothman, L. et al. (2020). Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study. *BMC Public Health* 20, 56 <https://doi.org/10.1186/s12889-019-8139-5>

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Supporting Active Transport

9. Te Mana Ora supports this proposal as it will enable more students and community members to walk, scooter and cycle on Heaton Street.
10. A signalised crossing point on Heaton Street will likely mean that students and parents, and community members *feel* safer on Heaton Street, which could mean that more students and community members walk, scoot and cycle.
11. Parental concerns about road safety can mean that they drop off their children at school, rather than risk them walking, scooting, or cycling to school⁴. Students may also feel unsafe and lack the confidence to navigate crossing a busy street walking, scooting, or cycling⁵. Supportive infrastructure, such as a signalised crossing point, can reduce safety concerns for parents and students, and increase student's engagement in active transport and physical activity.
12. Supporting students and wider community to use active transport is important as the way that we get around daily has a significant impact on how much physical activity that we get regularly. New Zealand research shows that people who walk or cycle to their main activity (e.g. school or work) have a 76% higher odds of meeting NZ physical activity guidelines⁶.

Transport and Wellbeing

13. Additionally, recent research by Waka Kotahi NZ has highlighted the strong relationship between wellbeing and mental health and transport, noting that transport choices have an impact on mood, transport satisfaction, life satisfaction, subjective wellbeing, and psychological distress⁷. Increased car traffic and high traffic speeds have a negative impact on social cohesion and connectedness; whereas active transport increases

⁴ Carver, A., Timperio, A., & Crawford, D. (2008). Playing it safe: The influence of neighbourhood safety on children's physical activity—A review. *Health & place*, 14(2), 217-227.

⁵ Wilson, K., Coen, S. E., Piaskoski, A., & Gilliland, J. A. (2019). Children's perspectives on neighbourhood barriers and enablers to active school travel: a participatory mapping study. *The Canadian Geographer/Le Géographe Canadien*, 63(1), 112-128.

⁶ Shaw, C., Keall, M., & Guiney, H. (2017). What modes of transport are associated with higher levels of physical activity? Cross-sectional study of New Zealand adults. *Journal of Transport & Health*, 7, 125-133.

⁷ Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

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physical activity and has also been shown to increase levels of social connectedness and daily social contact, which are all critical for wellbeing and positive mental health⁸.

Supporting Healthy Streets

14. Te Mana Ora recommends that the Christchurch City Council also considers applying the Healthy Streets Indicators to the street improvements and developments on Heaton Street⁹. While addressing the safety concerns on Heaton Street, there is an opportunity to also make small and significant changes on Heaton Street to further benefit the health and wellbeing of students, community members, and residents on the street.



15. The current Heaton Street proposal already contributes positively to several Healthy Streets Indicators, specifically: **Easy to cross**, **People feel safe**, and **People choose to walk and cycle**.

⁸ Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

⁹ Healthy Streets. 2022. Introduction: What is Healthy Streets? Accessed from: <https://www.healthystreets.com/what-is-healthy-streets>

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Te Whatu Ora
Health New Zealand

16. Heaton Street could be further improved and encourage a healthier street with:

Places to stop and rest: Seating close to the safe crossing point on Heaton Street would provide a space for people to rest.

Things to see and do: Street art and colourful planter boxes could further support the wellbeing and experience for students and community members on Heaton Street.

Conclusion

17. Te Mana Ora does not wish to be heard in support of this submission.

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

19. Thank you for the opportunity to submit on Safer Crossing on Heaton Street.

Ngā mihi,



Vince Barry

Regional Director Public Health Te Waipounamu
National Public Health Service

Te Kāwanatanga o Aotearoa
New Zealand Government



Sensitivity: General

Submission ID 50731



Item 7

Attachment B

Feedback on the Christchurch City Council – Heaton Street safety improvements

To: Christchurch District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO Box 13960
Christchurch 8141

Attention: Jono Gemmell

Phone: [REDACTED]

Email: [REDACTED]

This is feedback on the Heaton Street safety improvements

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Christchurch district.

The Ministry of Education's feedback is:

The Christchurch City Council (CCC) are proposing various safety improvements on Heaton Street directly outside Heaton Normal Intermediate Schools' northern entrance. The proposal area is heavily used by people catching the bus, cycling, driving, and walking. This includes school-aged tamariki and rangatahi from nearby Heaton Normal Intermediate School.

The Ministry has an interest in the effects of the proposed safety improvements on Heaton Normal Intermediate School. The proposal seeks to install traffic safety improvements on Heaton Street. The proposed improvements include the following:

- Installation of a signalised pedestrian crossing.
- Installation of a raised safety platform at the signalised crossing to slow traffic, reducing the likelihood and severity of collisions.
- Painted cycle lanes in the vicinity of the crossing.
- Relocation of the bus stops and shelters so buses enter and exit the bus stops after the crossing.

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Sensitivity: General

Submission ID 50731

- Moving the P3 parking to support the bus stop relocation.

This Ministry acknowledges that this approach supports Road to Zero, New Zealand's national road safety strategy where everyone, regardless of the mode of transport, can get to where they're going safely.

The Ministry's position on the proposed improvements

The proposed safety improvements will have a positive effect on Heaton Normal Intermediate School and will provide a safer transport environment for tamariki, rangatahi, and kaiako travelling to and from kura along this section of Heaton Street.

The proposed safety enhancements aim to improve the safety of pedestrians and users of active modes of transport commuting to and from school as such, the Ministry is supportive of the proposal.

To ensure safety is not impacted during the construction phase, the Ministry requests Council appropriately mitigate potential construction impacts (including dust, noise, heavy vehicle movements) and provide for appropriate traffic management methodologies to mitigate any potential safety risks during this phase.

The Ministry would also request that Christchurch City Council keep the Heaton Normal Intermediate School and the Ministry informed of the likely programme timeframe.

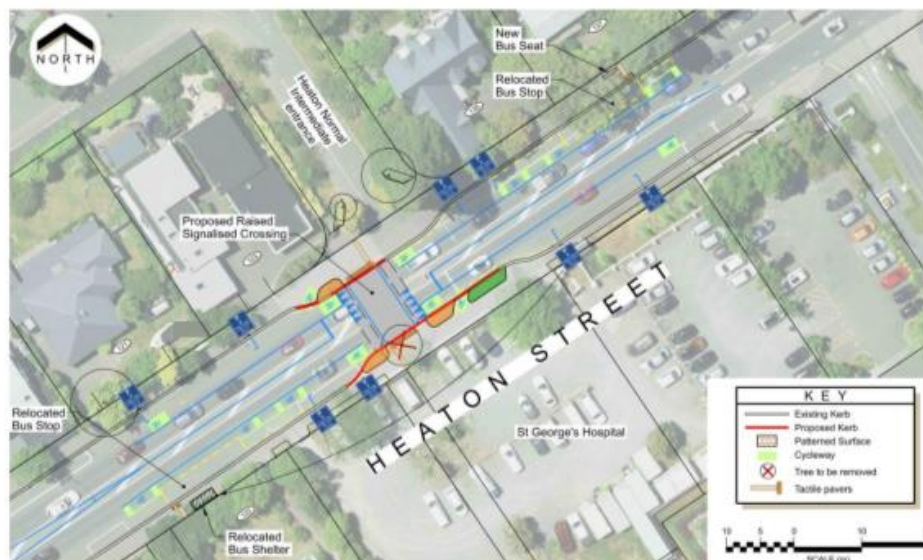


Figure 1: Works In proximity to Heaton Normal Intermediate School

The Ministry contact person for asset planning is Stuart Graham. Contact details for Stuart are:

Stuart Graham
Infrastructure Manager- Asset Planning



Stuart Graham

Sensitivity: General

Submission ID 50731

Jono Gemmell
Planner – Beca Ltd
(Consultant to the Ministry of Education)
Date: 08/03/2023

Item 7

Attachment B

Submission to '*Way safer crossing on Heaton Street*'

Name: Simon Kingham

Email: [REDACTED]

MY SUBMISSION

Submission

This initiative is a great way to improve the safety and wellbeing of our tamariki. As this road has high traffic volume and is adjacent to a school, the lack of safe crossing is undoubtedly going to deter people from crossing and therefore travelling actively and independently to school. A school kea crossing can help during school travel hours, but school and sports fields are used at other times. We have to create a safe and healthy transport system where everyone can get where they are going safely. The current situation does not do this.

I am particularly pleased to see the inclusion of a raised safety platform. These are a relatively new engineering solution, but one that is necessary and the research is clear, **they deliver great safety improvements** as demonstrated by these two Australian studies^{1,2}. This is largely by slowing and stopping traffic which has the added benefit of helping us create a more liveable city.

I wish to be heard in support of this submission.



Thanks

Simon Kingham

9th March 2023

Appendix: Context of my submission

I am not a resident who lives in the vicinity of the proposed crossing, but I work nearby and would use it on some occasions. My submission is based more on my professional expertise.

I am a Professor of Geography at the University of Canterbury where I have been for the past 23 years; I previously held similar posts in the UK. I was also a member of the Regional Transport Committee (and its predecessor, the Regional Land Transport Committee) from 2002-16; and was on the Christchurch Urban Development Strategy Forum. I research and teach on urban issues specifically transport and health, and have developed international reputations in these fields and have published widely on a variety of research projects. In addition I teach on a number of topics related to sustainable transport on a range of courses. This combination of in-depth up-to-date research and the broader knowledge required for teaching means I have a great deal of expertise on issues relating to urban transport. In addition since 2018 I have been seconded two days a week from the University to the Ministry of Transport as their Chief Science Advisor. This job entails me advising Ministry of Transport officials and ministers on the evidence base of their policies.

¹ Lawrence B, Fildes B, Cairney P, Davy S & Sobhani A, 2022, Evaluation of Raised Safety Platforms (RSP) On-Road Safety Performance. Sustainability 14, 1, 138. <https://doi.org/10.3390/su14010138>

² Makwasha T & Turner B, 2017. Safety of raised platforms on urban roads. Journal of the Australasian College of Road Safety, 28, 2, 20-27. <https://search.informit.org/doi/abs/10.3316/INFORMIT.839879623223300>

8. Idris Road - No Stopping Restrictions

Reference Te Tohutoro: 22/1289543

Report of Te Pou Matua: Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz

General Manager: Mary Richardson, General Manager Citizens & Community

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider approval of No Stopping restrictions on Idris Road.
- 1.2 This report has been written in response to a concern raised about pedestrian safety when crossing Idris Road at the pedestrian crossing point.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted at all times on the west side of Idris Road, commencing at its intersection with Jeffreys Road and extending in a southerly direction for a distance of 42 metres.
2. Revoke any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking and stopping restrictions described in resolution 1 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).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Recommendations in this report will provide pedestrians with the recommended crossing sight distance when crossing Idris Road at the pedestrian refuge island.
- 3.2 It is considered that the disadvantages of the staff recommendations are outweighed by the expected safety benefits.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing

- 4.1 The advantages of this option include:

- 4.1.1 Retain 2 on street parking spaces at this location.
- 4.2 The disadvantages of this option include:
 - 4.2.1 Does not provide the adequate sight distances for pedestrians crossing at this location.

5. Detail Te Whakamahuki

- 5.1 Safety concerns were raised by a parent of a student at St Patricks School on Jeffreys Road, about difficulty crossing Idris Road when vehicles are parked outside number 79.
- 5.2 Pedestrians currently have to walk out on to the road to see around vehicles parked at this location. When vehicles are parked up to the yellow lines, intervisibility between pedestrians and vehicles is limited to about ten metres. This is well below the recommended approach sight distance of 46 metres or crossing sight distance of 69 metres for this location, and is considered unsafe.
- 5.3 Extending the no stopping restrictions will increase the intervisibility between pedestrians and vehicles to about 70 metres, which meets the recommended approach site distance and the crossing site distance.
- 5.4 After staff received feedback from the community through consultation, the possibility of removing only one parking space was investigated. Removing only a single parking space would increase the intervisibility to about 20 metres, however this is still well below the recommended approach or crossing sight distances, so is not considered a safe option.
- 5.5 Pedestrian counts done in November 2022 showed 19 people using the crossing within a 20 minute period between 3-3:20pm.
- 5.6 It was raised through consultation that the crossing is well used by elderly people throughout the day.
- 5.7 The speed limit on Idris Road is currently 50km/h and does not have a school speed zone. This location is proposed to be a variable 30km/h speed limit as part of the Speed Management Plan. Implementation is proposed for financial year 2023/24.
- 5.8 Installing additional no stopping restrictions will also increase visibility for motorists at the Jeffreys Road/Idris Road intersection.

Community Views and Preferences

- 5.9 Five consultation letters were sent out to affected residents and property owners on 4 November 2022.
- 5.10 Four submissions were received in response to the proposed changes. One in support, two opposed, and one neutral. Submissions opposed to the changes were concerned with the removal of on-street parking.
- 5.11 Three submitters wanted additional measures to make the crossing safer, including kerb build outs, and complete upgrade of the crossing. This currently cannot be funded for out of the Traffic Operations road safety budget but has been put on the future potential projects list. This may not be prioritised for funding against other safety issues around the City and parking would likely need to be removed as part of further upgrades. Installing no stopping restrictions is a low cost option to improve visibility at this crossing.
- 5.12 The Team Leader Parking Compliance supports the recommended option.

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: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
 - Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - $\geq 85\%$ resident satisfaction
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - $\geq 17\%$ of trips undertaken by non-car modes

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal includes measures to encourage walking and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal improves accessibility for pedestrians using the refuge crossing at this location.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – Approximately \$100 for line marking and \$750 for the investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - Will be covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 7.3 Funding Source - Traffic Operations Team Signs and Markings 2022/23 budget.

Other

- 7.4 Not applicable.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 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 None identified.

Attachments / Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Idris Road - Proposed No Stopping Restrictions	23/68343	59

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

Document Name	Location / File Link
Not Applicable	Not Applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Georgia Greene - Traffic Engineer
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



9. Avonhead Road/Withells Road - Safety Improvements

Reference / Te Tohutoro: 23/130500

Report of / Te Pou
Matua:

Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz
Gautham Praburam, Traffic Engineer,
Gautham.Praburam@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve a proposal for safety improvements along Avonhead Road, at and around its intersection with Withells Road near Burnside Park.
- 1.2 This report has been written in response to concerns raised by the community regarding safety for pedestrians and inappropriate vehicle speeds at this location.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to implement the proposed changes in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves pursuant to Section 334 of the Local Government Act 1974, the installation of a pedestrian refuge island:
 - a. On Withells Road, at its intersection with Avonhead Road, in accordance with Attachment A.
 - b. On Avonhead Road, immediately east of its intersection with Withells Road, in accordance with Attachment A.
 - c. On Avonhead Road, approximately 117 metres east of its intersection with Withells Road in accordance with Attachment A.
2. Approves pursuant to Section 334 of the Local Government Act 1974, a flush median along Avonhead Road, kerb alignment changes, kerb extensions and other pavement markings as shown in Attachment A.
3. Approves 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 west side of Withells Road, commencing at its intersection with Avonhead Road and extending in a southerly direction for a distance of 27 metres.
 - b. The east side of Withells Road, commencing at its intersection with Avonhead Road and extending in a southerly direction for a distance of 17 metres.

- c. The south side of Avonhead Road, commencing at its intersection with Withells Road and extending in an easterly direction for a distance of 20 metres.
 - d. The south side of Avonhead Road, commencing at a point approximately 116 metres east of its intersection with Withells Road and extending in an easterly and then in a southerly direction for a total distance of 84 metres.
 - e. The north side of Avonhead Road, commencing at its intersection with Withells Road and extending in an easterly direction for a distance of 10 metres.
 - f. The north side of Avonhead Road, commencing at a point approximately 117 metres east of its intersection with Withells Road and extending in a easterly direction for a distance of 8.5 metres.
4. Approves that the northern approach of Withells Road at its intersection with Avonhead Road be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
 5. That 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 above in 1, 2, and 3 are revoked.
 6. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the 1, 2, and 3 are in place.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Feedback was received from members of the public regarding the lack of safe crossing facilities for pedestrians along Avonhead Road near Burnside Park. Residents' feedback has also indicated that some vehicles travel at inappropriate speeds along this section of Avonhead Road.
- 3.2 The recommended safety improvements outlined in this report will help address the concerns raised by the road users and the nearby community.
- 3.3 The proposed treatments include installing pedestrian refuge islands on Avonhead Road and Withells Road near Burnside Park. A flush median along Avonhead Road and kerb extensions are also planned as part of this proposal.
- 3.4 The recommendations will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing

- 4.1 The advantages of this option include:
 - 4.1.1 No cost to Council
- 4.2 The disadvantages of this option include:
 - 4.2.1 Does not address the concerns of the road users (especially pedestrians) at this location.

5. Detail Te Whakamahuki

- 5.1 Improving safety on local roads in Christchurch is a priority for Council. Providing safe infrastructure is key to ensure people get to where they are going safely regardless of how they are travelling.

- 5.2 Burnside Park generates high vehicle and foot traffic along Avonside Road and Withells Road, especially on game days and weekends.
- 5.3 Feedback was received from the community through the Community Board regarding the lack of safe pedestrian crossing facilities around this location and also inappropriate vehicle speeds along this section of Avonhead Road.
- 5.4 The Waka Kotahi Crash Analysis System (CAS) was used to gain an understanding of any underlying safety issues at this location. Eight crashes have been reported in the section of Avonhead Road between Withells Road and Kyeburn Place and within 50m radius of the Avonhead Road / Withells Road intersection since 2013. They resulted in minor injuries to six people.
- 5.5 Though there were no crashes involving pedestrians / cyclists, the lack of formal and safe crossing facilities near the park was considered as a serious safety concern by the local community and the road users.
- 5.6 Staff acknowledge the concerns of the road users and feel that these treatments are warranted at this location.
- 5.7 The distance for pedestrians to cross Withells Road at the intersection is 20 metres. Avonhead Road (at Withells Road intersection) has a crossing distance of 23 metres, and at the existing build out to the east of Withells Road, 17 metres. All of these distances are beyond best practice guidance of a recommended maximum distance of 9m for non-priority crossings (as outlined in Waka Kotahi Pedestrian Network Guidance - Non-Priority Crossing Aids, Kerb crossings).
- 5.8 The proposed treatments present a visually narrower carriageway, thereby encouraging lower vehicle speeds as people drive through this location, improving overall road safety.
- 5.9 The Board was briefed on the project at the 30th January Board briefing. An outcome of the briefing staff were asked to investigate two issues:
 - Alternative locations for the crossing near Withells Road
 - The impact on traffic on Withells Road from narrowing this intersection approach to accommodate the proposed refuge island
- 5.10 The proposed crossing location to the immediate east of Withells Road aligns with the existing path and cut-down on the northern side of Avonhead Road, adjacent to the Burnside Rugby clubrooms and Burnside Squash Club. This is the desire line for people leaving the clubrooms. To the west of Withells Road there are currently no connecting pathways on the northern side of the road nor within Burnside Park.
- 5.11 Council's Parks team confirmed that they do not have any current plans nor budget to support the installation of new pathways, or realignment of the existing pathways in Burnside Park.
- 5.12 With regard to the impact of narrowing the Withells Road approach to the effective width of a single traffic lane, staff undertook additional site visits and traffic turning movement counts during morning and afternoon peak periods to assess this issue.
- 5.13 The turning movement counts indicate there is little demand for right turning traffic out of Withells Road (see figures 1 & 2). This is likely a reflection of the layout of the local road network as it is likely more convenient to use Strathean Avenue or Merrin Street to access Avonhead Road to head south.
- 5.14 On this basis staff are of the view that reducing the width of this approach will have negligible impact on traffic operations at the intersection.

- 5.15 The project is being funded from the Minor Safety Interventions budget, which is used to fund low-cost safety improvements in the city's local road network. This programme is focussed on delivering smaller scale projects which generally originate from community requests, that might otherwise struggle to get funded when ranked against other safety initiatives around the city.

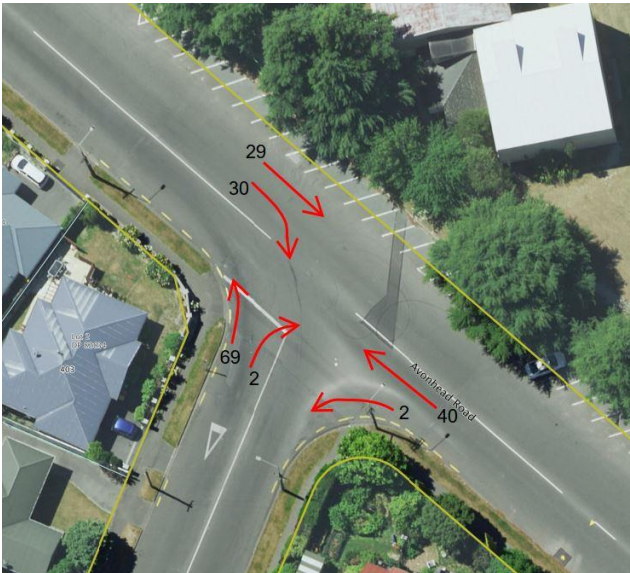


Figure 1: Traffic counts taken in a 15 minute period (morning) at the Withells Road/Avonhead Road intersection.

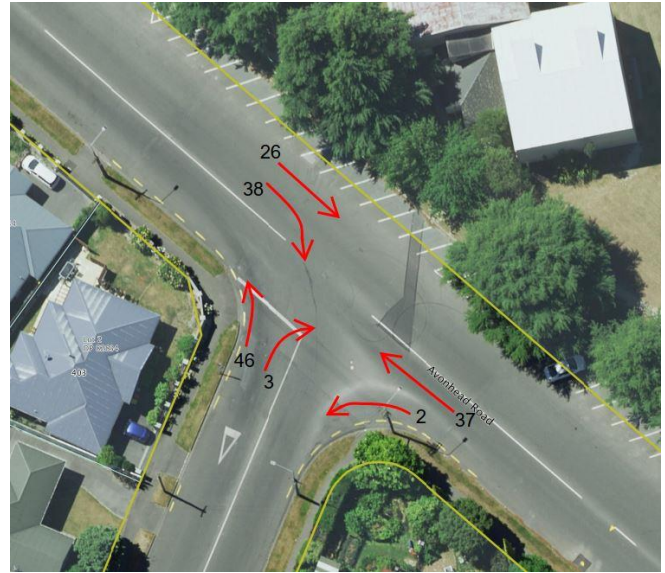


Figure 2: Traffic counts taken in a 15 minute period (afternoon) at the Withells Road/Avonhead Road intersection

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Consultation started on 15 March and ran until 29 March 2023. The consultation was posted on the Have Your Say [webpage](#) and shared to community Facebook pages.
- 6.2 Staff visited 28 directly affected properties and spoke with 15 residents on Wednesday 15 and Thursday 16 March. Letters outlining the proposed changes and how to provide feedback by Wednesday 29 March 2023 were left in the letterbox of residents who were not home.
- 6.3 An email was also sent to sports groups who use Burnside Park.

Summary of Submissions Ngā Tāpaetanga

- 6.4 Submissions were made by eight individuals. All submissions are available [online](#) and attached.
- 6.5 In addition, staff received informal feedback from 12 residents and one business while doorknocking.
- 6.6 The majority of feedback (19) clearly supported the plan, this included the business. One individual indicated they did not support the plan.
- 6.7 Three said they thought the crossing may be too close to the bend in Avonhead Road and were concerned about the safety of pedestrians.
- 6.8 Five said speeds were an issue on Avonhead Road and/or requested the speed be lowered.
- 6.9 See attachment for issues or suggestions raised and staff responses.

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 7.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 7.2.1 Activity: Transport
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤100 crashes
 - Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction
 - Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes

Policy Consistency Te Whai Kaupapa here

- 7.3 The recommendations in this report are consistent with Council's Policies and Plans.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 7.4 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.
- 7.5 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.
- 7.6 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 7.7 This proposal includes measures to encourage walking/cycling/public transport and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 7.8 This proposal improves accessibility for pedestrians/drivers/cyclists, by providing a safer environment for all road users.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 8.1 Cost to Implement – Approximately \$150,000.
- 8.2 Maintenance/Ongoing costs – Approximately \$2000 per year.
- 8.3 Funding Source - Traffic Operations Minor Safety Interventions Budget 2022/23.

Other He mea anō

- 8.4 None identified.

9. Legal Implications Ngā Hīraunga ā-Ture

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

- 9.1 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.

- 9.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 None identified.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Avonhead Road/Withells Road - Safety Improvements	23/387512	67
B 	Submissions received and issues raised on the safety improvements for Avonhead, Withells Roads	23/464634	68

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

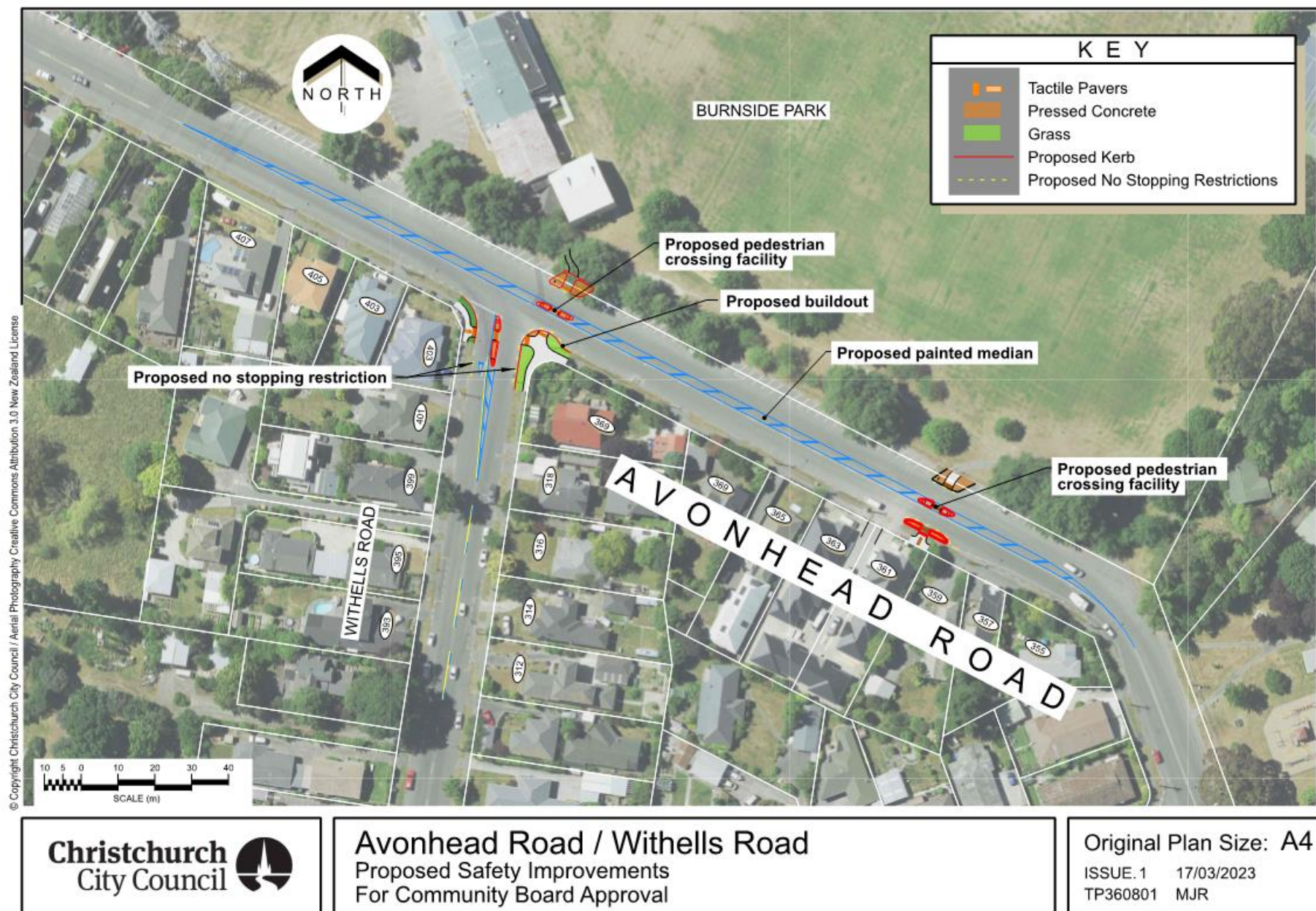
Document Name – Location / File Link
Not applicable

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

Authors	Georgia Greene - Traffic Engineer Gautham Praburam - Traffic Engineer Lachlan Beban - Senior Transportation Engineer Krystle Anderson - Engagement Advisor
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Submissions received on safety improvements for Avonhead Road and Withells Road, near Burnside Park - March 2023

ID	Name	Do you have any comments on the plan?	Staff response to questions or concerns (if applicable)
In person		Request for signage before the bend in Avonhead Road to alert drivers to the pedestrian crossing ahead.	Pedestrian warning signs will be included in the detailed design.
50882	Fiona Bennetts	I support the proposed installations to provide better access for pedestrians. Please also reduce the speed limit and consider how cyclists use this area, including using the shared paths (which are too narrow) through Burnside Park.	Feedback regarding speed limit reduction is noted and can be considered for further investigation. The Parks team will be notified regarding the concerns associated with the shared path widths through Burnside Park.
50854	Richard Abey-Nesbit	I am strongly in favour of adding the two pedestrian refuge islands. I am strongly in favour of building out the curb to reduce the road width, which should slow vehicles through traffic calming on top of decreasing the crossing distance for pedestrians. I would also be in favour of reducing the speed limit in this area to 40 km/h.	Reducing the speed is outside the scope of this project. Feedback regarding speed limit reduction is noted and can be considered for further investigation.
50843	Godo Miyazaki	I agree this is a good plan	
50769	Sarah Hamzah	This is a great idea, I used to live in this area for quite a few years and would always find it a bit difficult to cross in this area on the way to the bus stop. Plus when there are events on there are so many cars and children everywhere, a safe crossing is a huge benefit to the community	
50751	Emma Paulin	Yes, this is a great idea. I think you should consider this further down avonhead road towards avonhead school and how this could link into the university cycle lanes to the city. I try promote cycling to my daughters school in ilam, coming from avonhead. However it is very unsafe crossing both avonhead road and peer street. The metal bike leaner is wobbly where you cross on peer street. We had an accident because this is not cemented into the ground. I lost balance due to it not being stable with my daughter close to a busy road. Not ideal.	Out of scope for this project but will pass on to the Planning team to investigate cycle lane connections. Pedestrian improvements near Avonhead School are currently on potential projects list and will need to be prioritised against other safety issues around the city. <i>Staff have contacted submitter for the exact location of the metal rail arrange for it to be fixed.</i>
50734	Rodrigo Haro	Great initiative however don't forget about the cyclist on Avonhead road. Avonhead road is wide and cyclist can easily stay out of the way of the cars specially the kids. With the improvements you are mentioning I wonder if you will make the cyclist go closer to the cars.	The proposed changes will visually narrow the road to encourage lower vehicle speeds. The width of the lanes aligns with guidance to accommodate cyclists and vehicles within a wide kerbside lane (Waka Kotahi Cycle Network Guidance).
50729	Connor McIver	I strongly support this plan. However, I wonder if there would be value in extending the painted median further northwest, given that the whole field is busy on game days.	There are no formal pedestrian paths along the northern side of Avonhead Road at this location beyond the extent of the painted flush median currently proposed. Pedestrians will be encouraged to use the proposed crossing facilities once built to cross Avonhead Road.
50728	Karen Smith	As a resident of the area I believe the pedestrian crossing proposed is too close to the bend in Avonhead Road by Burnside Park. It is a blind bend and I believe for the safety of crossing pedestrians it would be better situated between 363 and 365 Avonhead Road, not the proposed 361/359 site. We quite often get drivers speeding down Avonhead Road towards the Park. This may be an accident waiting to happen by the time they realise someone is already crossing. I also would like to propose that there be a bike lane down Memorial Avenue, especially between Roydvale Avenue and the Christchurch International Airport. I work at the Airport and bike everyday, along with many other people. There is already a bike lane just by the over pass, but I would like to propose this bike lane be extended. This is a really busy and dangerous road. Currently drivers park their vehicles just past the Commodore Hotel on both the left and right hand side of Memorial Ave all the way down to the overpass on the corner of Russell Road and Memorial Ave. Owners leave their vehicles there for extended periods of time while they catch flights at the airport. These vehicles are often being tampered with and having their windows smashed, as well as on some occasions where passing vehicles have crashed into them. As a cyclist biking to work at the airport it is extremely dangerous and scary passing these parked cars while having buses and other vehicles speeding along Memorial Ave. My proposal would easily combat this problem, by putting yellow lines along these parts of Memorial Ave and make it a continued bike lane. Vehicles park along this area so as not to pay fees for parking in the long stay at the Christchurch International Airport. If you did mark this area with yellow lines and make it a cycle lane (infrastructure already in place) these vehicles would be forced to pay the fee at the airport.. which in turn is more money in the Christchurch City Councils pocket, as well as making a safe journey for cyclist along this straight.	The crossing has been proposed at this location to tie in with the existing path in Burnside Park. The proposed location meets the crossing sight distance requirements for vehicle speeds expected around this corner and means that pedestrians can cross the road in two stages rather than crossing the whole road at once. Warning signs to indicate the presence of pedestrians are also planned to inform vehicles approaching the bend. The proposed treatments are expected to provide some management of the speeds of vehicles entering or exiting the bend at this location. The bike lanes are outside the scope of this project. There are currently investigations into installing cycle lanes down Memorial Ave and this project is being pushed by the Network Planning team for inclusion in the Long Term Plan.

10. Peel Street - Proposed P120 Parking Restrictions

Reference Te Tohutoro: 23/280062

Report of Te Pou Matua: Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz

General Manager Mary Richardson, General Manager Citizens & Community

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider the approval of P120 parking restrictions on Peel Street.
- 1.2 This report has been written in response to correspondence and a petition received at the 7 February 2023 Community Board meeting where staff presented the Merivale traffic and parking issues report.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install P120 parking restrictions on Peel Street in accordance with Attachment A.

2. Staff Recommendations / Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of motor vehicles be restricted to a maximum period of 120 minutes between the times of 9am and 4pm school days on the southeast side of Peel Street, commencing at a point six metres southwest of its intersection with St Andrews Square (the section that aligns with Hartley Avenue) and extending in a south westerly direction for a distance of 195 metres.
2. Revoke any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking and stopping restrictions described in this report.
3. Approve that these resolutions take effect when parking signage and/or road marking 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 Staff received a petition from residents in Peel Street asking for P120 parking restrictions to be installed. Staff have further investigated the parking demand down Peel Street and have recommended P120 parking restrictions to the Board.
- 3.2 The recommendations in this report will allow for short term parking availability on the southeast side of Peel Street. Unrestricted parking will remain on the northwest side of the street.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing

- 4.1 The advantages of this option include:
 - 4.1.1 Retain unrestricted on-street parking spaces on Peel Street.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address the issues raised by the residents of Peel Street.

5. Detail Te Whakamahuki

- 5.1 Peel Street currently has unrestricted parking on both sides of the road. High school students and staff park down Peel Street on school days.
- 5.2 Staff recently looked into parking issues around St Andrews College and recommended parking restrictions where the average occupancy was over 75% (as per the Christchurch City Council Suburban Parking Policy) and where there were no existing restrictions on either side of the road.
- 5.3 At the time the surveys were completed Peel Street recorded an average occupancy of 51% on the northwest side and 39% on the southeast side. On this basis, parking restrictions were not recommended on Peel Street as part of the wider area parking plan.
- 5.4 As staff received a petition for parking restrictions down Peel Street, staff have further investigated and recommended P120 parking restrictions to be installed.

Community Views and Preferences

- 5.5 In response to the petition, staff verified the petition signatures.
- 5.6 15 out of 23 residents responded to consultation.
- 5.7 13 people were in support of the restrictions, and two were neutral.
- 5.8 The majority of respondents did not show a preference of what side they wanted restrictions installed on, however two residents indicated that they preferred the south side.

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 not consistent with the [Christchurch Suburban Parking Policy](#).
- 6.4 Parking restrictions have been recommended on Peel Street due to high community support.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal improves accessibility by providing room for short term parking.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – Approximately \$600 for the installation of signs and \$750 for the investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - To be covered under the area maintenance contract, the effects will be minimal to the overall asset.
- 7.3 Funding Source – Traffic Operations Signs and Markings budget 2022/23

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 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 None identified.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Peel Street - Proposed P120 Parking Restrictions	23/371474	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 Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

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



11. Memorial Avenue at Burnside High Safety Improvements & Greers Road Parking Improvements

Reference / Te Tohutoro: 23/353821

Report of / Te Pou Matua:	Georgia Greene, Traffic Engineer, Georgia.Greene@ccc.govt.nz Gautham Praburam, Traffic Engineer, Gautham.Praburam@ccc.govt.nz
General Manager / Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider approval of the proposed safety and parking improvements around Burnside High School Te Kura o Waimairi-iri and Christ The King School. This includes a pedestrian crossing on Memorial Avenue and parking changes on Greers Road.
- 1.2 This report has been written in response to concerns raised by the schools, and from community requests to address safety issues at these locations.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to implement the proposed changes in accordance with Attachments A, B, C and D.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board pursuant to Section 334 of the Local Government Act 1974, approves:

1. A pedestrian crossing facility on Memorial Avenue approximately 225 metres northwest of its intersection with Greers Road along with all associated kerb extensions, road surface treatments, road markings, tactile pavers and changes to the existing median island, as shown in Attachment A.
2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times along;
 - a. The southwest side of Memorial Avenue, commencing at a point approximately 201 metres northwest of its intersection with Greers Road and extending in a north westerly direction for a distance of 37 metres, as shown in Attachment A.
 - b. The northeast side of Memorial Avenue, commencing at a point approximately 222 metres northwest of its intersection with Greers Road and extending in a north westerly direction for a distance of 15 metres, as shown in Attachment A.
 - c. The northwest side of Greers Road, commencing at a point approximately 168 metres northeast of its intersection with Memorial Avenue and extending in a north easterly direction for a distance of 19 metres, as shown in Attachment B.

3. Pursuant to Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of three minutes between the times of 8am and 9am, and between 2:15pm and 3:30pm, on School Days along the southeast side of Greers Road, commencing at a point 70 metres northeast of its intersection with Memorial Avenue and extending in a north easterly direction for a distance of 17 metres, as shown in Attachment C.
4. Revoke any previous resolutions made pursuant to any bylaw to the extent that they are in conflict with the ones described in resolutions 1-3 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The recommendations outlined in this report will help to address the concerns relating to road safety on Memorial Avenue that have been raised by Burnside High School Te Kura o Waimairi-iri, and parking improvements to address concerns raised by Christ the King School and the local community.
- 3.2 The proposed crossing facility will improve safety for Burnside High School students who use the pedestrian entrance/exit on the western corner of the school to cross Memorial Avenue.
- 3.3 Changing parking restrictions to allow for short-term parking on Greers Road will encourage a higher turnover of vehicles for parents to drop off and pick up children at school times.
- 3.4 No stopping restrictions on Greers Road will provide increased visibility for motorists exiting Burnside High School.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing

- 4.1 The advantages of this option include:
 - 4.1.1 No cost to Council.
 - 4.1.2 Retains two parking spaces outside of Burnside High School.
- 4.2 The disadvantages of this option include:
 - 4.2.1 Does not address the parking issues at this location raised by the schools and the nearby community.

5. Detail Te Whakamahuki

- 5.1 Burnside High School have been advocating for a crossing facility on Memorial Avenue for many years. This was raised again more recently through the school travel planning process.
- 5.2 Students currently cross Memorial Avenue near the existing side gate at the western end of the school site. The development of a drop off and pick up bay on the western corner and a footpath leading to this corner will further create a desire line for students to use this exit and cross at this location, rather than using the traffic signals at the Greers Road/Memorial Avenue intersection.
- 5.3 There have been no recorded crashes involving pedestrians around this location since 2013. While there have been no crashes, the high traffic volumes on Memorial Avenue and the high

number of school children crossing at this location means that the risk of a collision remains. Improving the crossing point would help children cross more safely.

- 5.4 Burnside High School also raised issues with exiting their carpark onto Greers Road. No stopping restrictions are proposed at this location to improve visibility for vehicles departing the school car park. This is consistent with the no stopping restrictions near the school's other exits. The proposed length of no stopping restrictions meet the 30km/h approach site distance requirements. Currently a 40km/h variable speed limit operates at school times, this is proposed to be lowered to 30km/h through the speed management plan. Most vehicle movements out of the driveway are likely to occur during these times, therefore the 30km/h approach site distance is adequate.
- 5.5 A request for parking restrictions on Greers Road was raised through the Christ the King School travel plan. The school currently has a drop off/pick up area on site. However, the school found the drop off/pick up area to be frequently used by the parents of Burnside High School students, thereby limiting it for their own parents.
- 5.6 There are limited opportunities for parents to stop on the southeast side of Greers Road, due to no stopping restrictions running from the Greers Road/Memorial Avenue intersection up to Jellie Park. Providing short term parking outside the school during school time will provide more parking opportunities for parents wanting to pick up / drop off their children.

Community Views and Preferences Ngā mariu ā-Hāpori

- 5.7 Staff visited 10 directly affected properties and spoke with five residents on Friday 10 February 2023. Letters outlining the proposed changes and how to provide feedback by Friday 17 February were left in the letterbox of residents who were not home. Staff have also been in contact with Burnside High School.
- 5.8 At the time of writing this report, staff received feedback from four residents in person and one by phone.
- 5.9 Four were happy with the proposed pedestrian crossing, with one resident raising concerns about the space to turn into their driveway. Changes were made to the kerb design on the southwest side to make sure vehicles can enter and exit number 203, without being impeded by the crossing.
- 5.10 One resident did not support the proposal due to the loss of on-street parking and the potential congregation of school students immediately outside their property. Additional no stopping restrictions were initially recommended outside 206 Memorial Avenue. Based on the feedback from the resident and the Community Board, staff decided to move the crossing point south by up to one metre. As a result, the extent of the proposed No Stopping restrictions will be reduced, thereby retaining space to park one vehicle at this location. The traffic lane markings were amended to ensure that visibility for pedestrians was still being achieved.
- 5.11 Burnside High School indicated they were happy with the proposed plan. No feedback was received from Christ the King School.
- 5.12 The decision affects the following Community Board areas:
- 5.12.1 Fendalton-Waimairi-Harewood Community Board

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with the [Christchurch Suburban Parking Policy](#).

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 This proposal includes measures to encourage walking and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 This proposal improves accessibility for pedestrians, by providing a safer means of crossing Memorial Avenue.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – Approximately \$50,000 for the installation of the pedestrian crossing on Memorial Avenue, approximately \$800 for the installation of signs and markings on Greens Road.
- 7.2 Maintenance/Ongoing costs - \$2500 per year.
- 7.3 Funding Source – Traffic Operations School Safety Budget 2022/23.

Other He mea anō

- 7.4 None identified

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install 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 None identified.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Memorial Avenue crossing - TG142502	23/175797	81
B  	Greers Road - Proposed No Stopping Restrictions - TG144359	23/210270	82
C  	Greers Road P3 parking restrictions - TG142034	23/175917	83

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

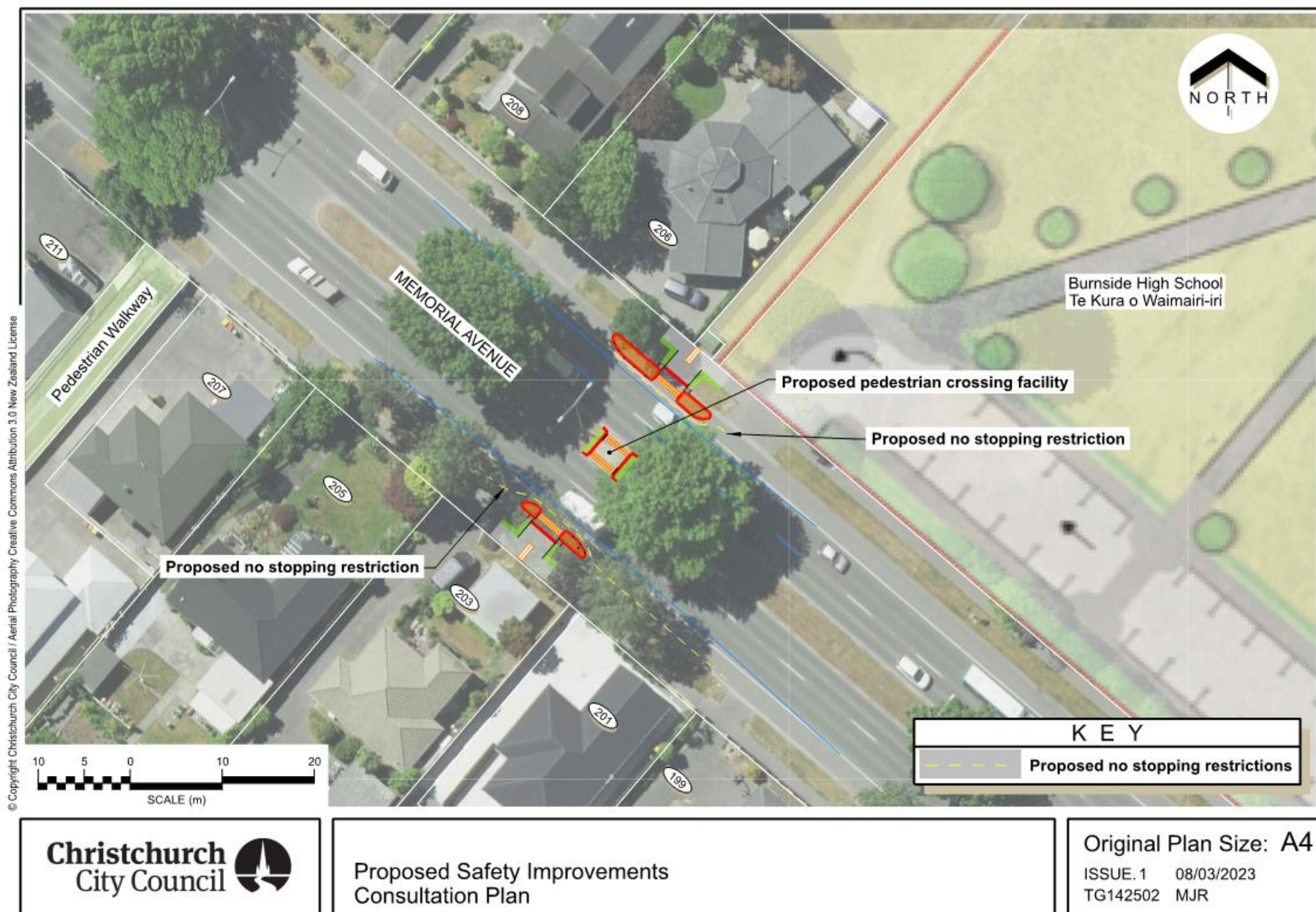
(a) This report contains:

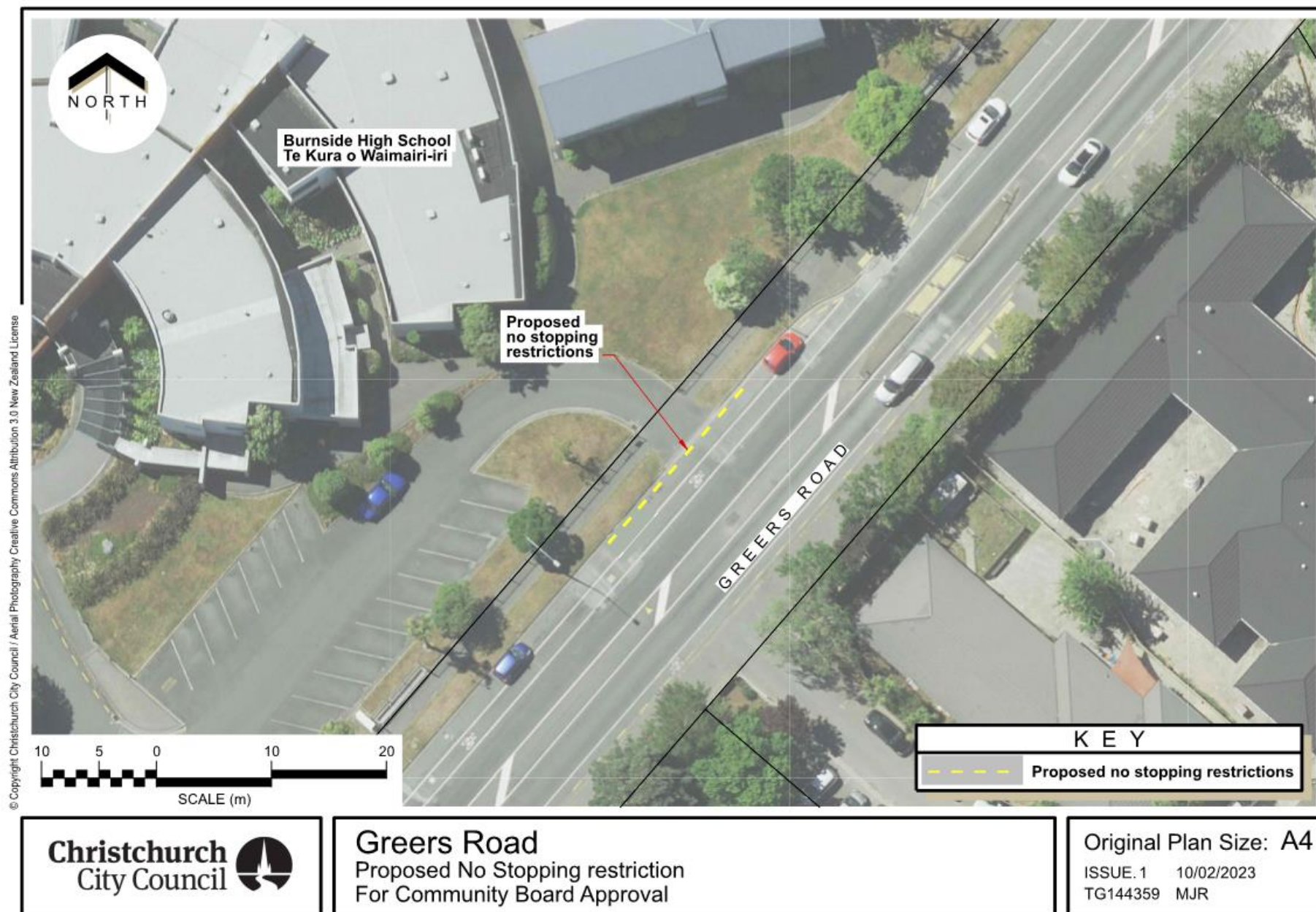
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

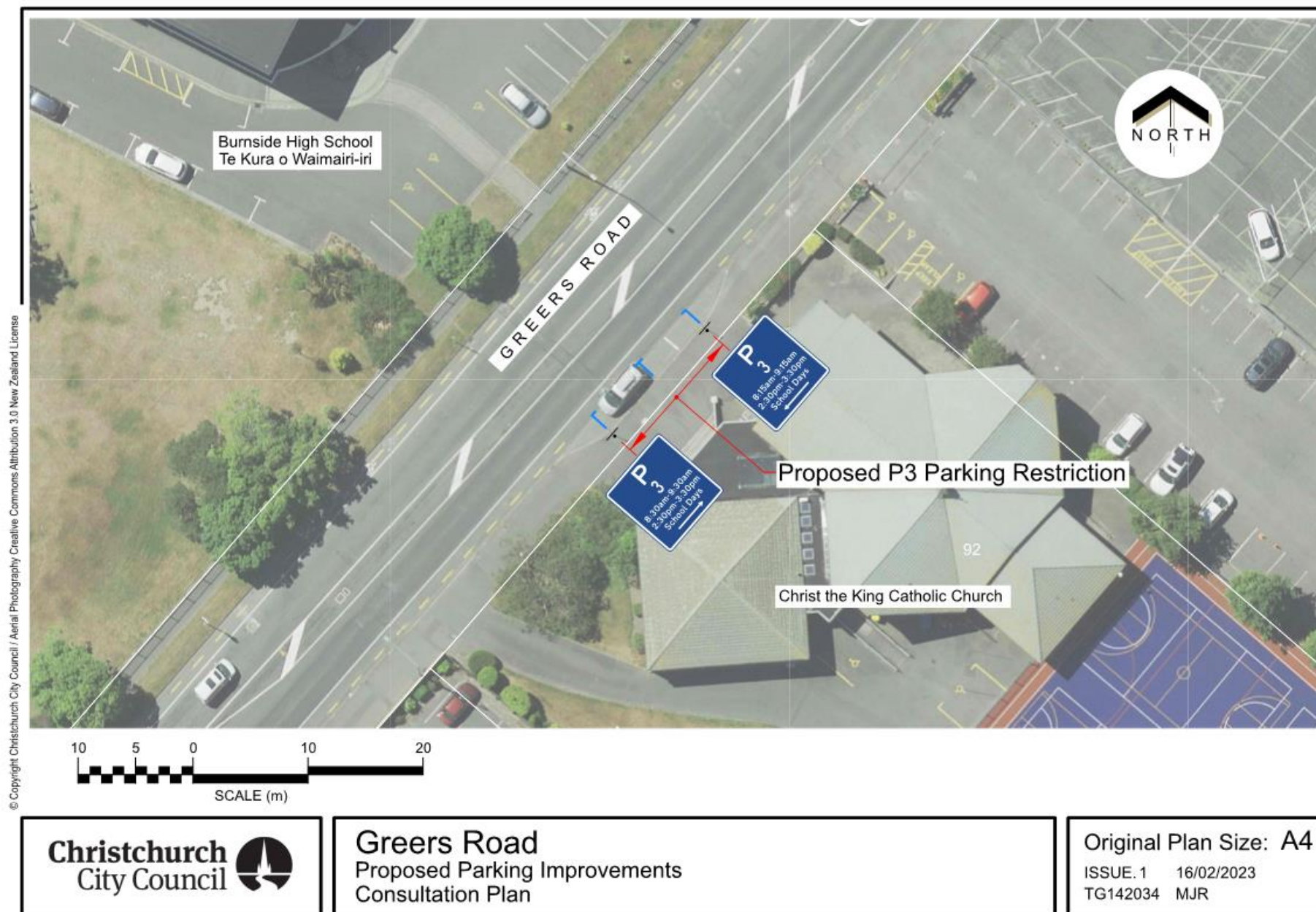
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

Authors	Georgia Greene - Traffic Engineer Gautham Praburam - Traffic Engineer Krystle Anderson - Engagement Advisor Gemma Dioni - Senior Transportation Engineer
Approved By	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management







12. Ka Putahi Creek at Englefield Reserve - Willow Removal and Native Forest Planting

Reference / Te Tohutoro: 23/302461

	Antony Shadbolt – Team Leader (Biodiversity) antony.shadbolt@ccc.govt.nz
Report of / Te Pou Matua:	Toby Chapman – City Arborist toby.chapman@ccc.govt.nz Key Chen – Project Manager (Stormwater & Waterways Delivery) key.chen@ccc.govt.nz
General Manager / Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 Approval to remove mature willow trees and undertake replacement planting enabling a waterway enhancement project to proceed.

Approval for additional native forest planting in reserve to be completed by a community group.

- 1.2 This report has been written to support a council Three-Waters project for the enhancement of the Ka Putahi Creek in Englefield Reserve
- 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 having a low (if any) impact on a small number of people, whilst having benefits for current and future social, cultural, and environmental wellbeing.
- 1.4 This decision will support the Styx Vision 2000 – 2040 Vision-1 (a Viable Spring-fed River Ecosystem) through the removal of pest species, improving in-stream habitat quality, and assisting the existing native forest understorey.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approve the removal of the majority of willows on the true left bank of Ka Putahi Creek in Englefield Reserve whilst retaining at least five willows in the medium term to provide habitat and shelter to existing and proposed understorey plantings as shown in Attachment A (as per 4.7 of the Tree Policy)
2. Approve the planting of native trees as shown in Attachment A

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Willow removal and new native riparian forest plantings are proposed to be carried out in accordance with the Council's Styx Vision 2000 – 2040 (to support a viable spring-fed river ecosystem), and also to increase city-wide tree canopy cover, sequester carbon and reduce mowing-related greenhouse gas emissions.

- 3.2 Increased native forest plantings will provide opportunities for urban wilderness, nature play, and help actively engage local communities in developing and managing their park.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The alternative is to not remove the willows and not to re-plant with native trees. However this will mean that the willows will continue to decline in health and will continue to degrade Ka Putahi Creek and suppress the native forest understorey. It will also mean that the tree canopy in this reserve is not increased.

5. Detail Te Whakamahuki

- 5.1 In 2000, the Council adopted the Styx Vision 2000 – 2040. This planning document included a vision (Vision-1) of restoring and establishing a viable spring-fed river ecosystem throughout the length of the Pūharakekenui-Styx River and its tributaries including Kā Pūtahi Creek.
- 5.2 The Council's Three Waters delivery team is planning to naturalise the streambanks along both sides of Kā Pūtahi Creek through Englefield Reserve, Northwood, as part of their rolling waterway bank renewal programme. In order to carry out this work, up to 40 willow trees will need to be removed along the true left bank (north side) of the stream, and re-planted with native riparian forest plantings (Refer Attachments A & B).
- 5.3 The Three Waters Kā Pūtahi Creek Bank Renewal project will renew ineffective bank linings and carry out embankment contouring with planting to reduce chances of sediment migration as a result of bank erosion. New plantings are planned to augment and enhance what has already been established within the reserve corridor. Continued enhancement of the site will assist with minimising sedimentation of the Kā Pūtahi Creek and provide significant habitat improvements.
- 5.4 Willow trees are pest trees on waterways where they spread prolifically. They not only suppress native plantings and regeneration, but also contribute to poor waterway health by contributing heavy leaf-fall in autumn. This leaf-fall de-oxygenates the water, making it difficult for aquatic life to survive, e.g. fish and invertebrates. The willows, therefore, compromise our ability to achieve Vision 1 of the Styx Vision 2000 – 2040.
- 5.5 The Council's Technical Services & Design Team's arboricultural advisor surveyed the willows and classed many of the trees to be either unhealthy and/or structurally unsound, which is typical of older willow trees growing along waterways in the Pūharakekenui-Styx catchment.
- 5.6 The tree survey identified that the trees range from mature to over mature in age class. Several trees along this waterway have failed recently, and one tree (Tree ID 126752) has already failed at the base and is currently lying in situ. Numerous trees have significant visible deadwood, stress cracks at the base, and epicormic growth sprouting. Now is an ideal time to begin removing and replacing the large trees, as the trees are beginning to decline and fail.
- 5.7 While 82 trees along the waterway are in an unhealthy and/or structurally unsound condition, this project relates to only the 40 trees growing in Englefield Reserve on the true left bank of the stream (shown as areas E08 – E11 in Attachment B). Trees growing on the true right bank in Northwood Park will be unaffected by the bank re-lining project, and it is envisaged that these remaining 42 trees in Northwood Park will be managed as part of a separate Parks-led project as budget becomes available.
- 5.8 Up to five willows will be retained where they have benefits to native wildlife such as decay cavities for nesting. We anticipate removing these trees in the future as the native trees mature and provide these habitat features.

- 5.9 As per 1.9 of the Tree Policy, we are required to plant a minimum of two trees for every tree removed. We also need to ensure that our replacement planting has the ability to replace the canopy cover that was lost within 20 years.
- 5.10 Throughout the length of the project site, the willow understorey is typified by previous native forest, shrubland and wetland plantings that are being suppressed by the willow canopy. These include a number of kahikatea estimated to be >15 years old.
- 5.11 Because of this existing understorey, even though willows will be removed the actual loss of existing tree canopy will be minimal. However, as part of the waterway bank renewal project, the Three Waters Team will be planting approximately 2800 riparian plants throughout the riparian area, including more than 1000 eco-sourced canopy-forming native trees as shown in Attachment A. These replacements are therefore far in excess of the two-for-one replacement requirement of the Tree Policy, and will easily replace any lost canopy within 20 years.
- 5.12 Furthermore, between the project site and the Englefield Reserve playground is a 15 – 20 m wide area of low wet floodplain that is ideally suited to additional native forest planting. This area is currently managed as rough-mown grass, however it is wet throughout the year - particularly in winter months - making mowing difficult.
- 5.13 The Styx Living Laboratory Trust would like to support the Council's efforts to increase city-wide tree canopy by expanding native kahikatea dominated forest into this wet floodplain area. The Trust have site-appropriate eco-sourced native plants available (donated from Tree Tech's 'Green Gear' subsidiary company and Garage Project Brewery via Trees for Canterbury).
- 5.14 The Trust will cover the cost of plants, prepare the site for planting, arrange public/community planting days in partnership with Tree Tech and Trees for Canterbury, and carry out maintenance of the planted site for 12 months using their Ministry for the Environment (MfE) funded field staff and resources.
- 5.15 The Styx Living Laboratory Trust and Trees for Canterbury are planning their first community planting for Sunday 2nd July 2023.
- 5.16 The proposed Styx Living Laboratory Trust planting area and confirmed species list is included on Attachment A.
- 5.17 The Council's Three Waters team plan to complete the willow removal work in April/May 2023 to allow for the community to commence their site preparation between May and July 2023. The Council's streambank renewal and instream enhancement work will take place over the summer months, and the final re-planting of the riparian corridor will take place immediately after and will be completed by June 2024.
- 5.18 The decision affects the following wards/Community Board areas:
 - 5.18.1 Waimāero Fendalton, Waimairi, Harewood Community Board

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.1.1 Activity: Parks and Foreshore
 - Level of Service: 6.8.2.1 Increasing tree canopy in Parks - A net increase in total number of trees is achieved (1:2 replacement policy), with a minimum of 50% of the trees being medium to very large species.

Policy Consistency Te Whai Kaupapa here

- 6.2 The decision is consistent with the Styx Vision 2000 – 2040, as well as the Christchurch Biodiversity Strategy, Public Open Space Strategy, Surface Water Strategy.
- 6.3 The removal of the trees is in alignment with 4.7 of the Tree Policy which states:

4.7 Approval by Council for the removal of trees to facilitate projects on Council Land will take into account the value of the project to the community, including public health and/or the local environment and considerations taken for retaining existing trees compared with the loss of the benefits provided by the trees.

- 6.4 Furthermore the replanting of native vegetation will meet the replacement planting requirements of the tree policy, specifically 1.9 and 1.11.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 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.
- 6.6 However, the decision involves a matter of interest to Mana Whenua. They were actively involved in development of the Styx Vision and are involved in its implementation. It is consistent with our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 6.7 Mana Whenua seek to protect, naturalise, provide access to their awa, and provide opportunities to support mahinga kai values. Restoration of Kā Pūtahi Creek and its environs at Englefield Reserve and throughout the Pūharakekenui-Styx River catchment will have a positive impact on mana whenua's aspirations for their natural environment. They are supportive of the work that the Council and the Styx Living Laboratory Trust are doing throughout the catchment.
- 6.8 This project is consistent with the aspirations of the Mahaanui Iwi Management plan.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.9 Increase of tree canopy resulting in increased sequestering of CO₂.
- 6.10 Reduced mowing requirements resulting in reduced carbon emissions.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.11 N/A

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 The cost to implement the Council's component of the willow removal, planting (Areas 3 & 4 on Attachment A) and 12 month establishment is estimated at approximately \$47,000, and will be funded from the Three Waters streambank renewals budget (refer 7.4 below).
- 7.2 Areas 1 & 2 (refer Attachment A) will be fully funded by the Styx Living Laboratory Trust, at no cost to the Council.
- 7.3 Maintenance/Ongoing costs – Following the establishment period, the plantings will be handed over to the Urban Parks Operational team who will continue to manage the site under their reactive maintenance contract.
- 7.4 Funding Source – 65148 SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve) is funded by Three-Waters Stormwater Drainage.

Other He mea anō

- 7.5 N/A

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 The Community Board has the delegated authority to determine to plant, maintain and remove trees on reserves within the policy set by the Council.


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 is a low risk of the Council's component of the works running over-budget, however this is considered unlikely. If this situation occurs, we propose to either scale-back the extent of the project or to use a proportion of the Styx Living Laboratory Trust's plants, field staff and/or community volunteers, corporates or school groups to assist with the planting. This will either mean that the additional planted areas on the grassed floodplain areas (Areas 1 & 2 on Attachment A) will be reduced or staged over two planting seasons (or as plants become available).
- 9.2 There is a minor risk of ecological, cultural or heritage accidental discoveries occurring, however this is considered unlikely. Accidental discovery protocols will be used, and in the event that these do occur, a suitably qualified and experienced consultant will be engaged, which may result in changes in the methodologies, or minor variation to approved plans.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Ka Putahi Creek at Englefield Reserve Planting and Willow Removal Plan	23/481365	91

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

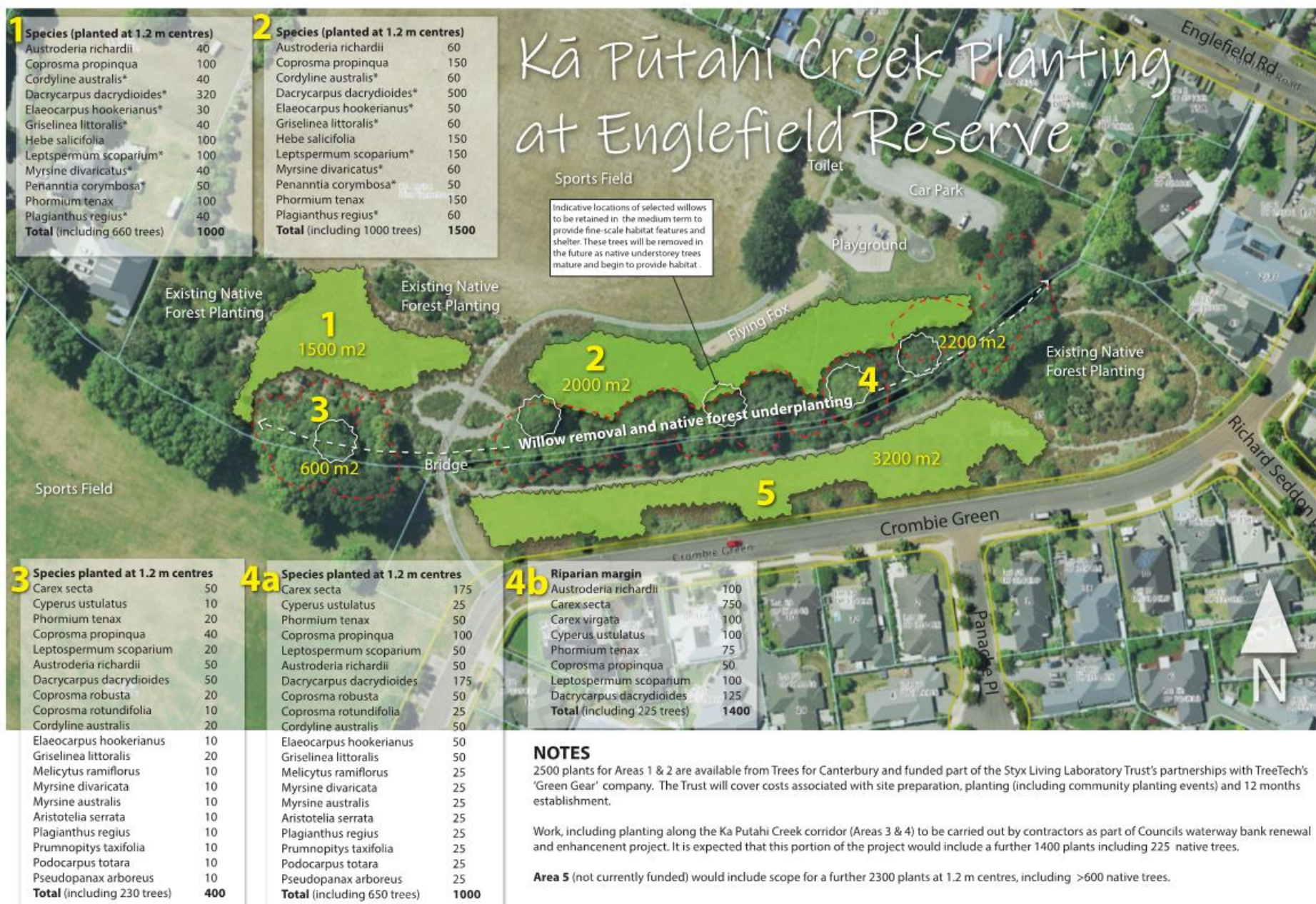
(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Authors	Antony Shadbolt - Team Leader Biodiversity Toby Chapman - City Arborist Key Chen - Junior Project Manager
Approved By	Andrew Rutledge - Head of Parks



13. Fendalton-Waimairi-Harewood 2022-23 Discretionary Response Fund Applications - Family History Society, Bishopdale Community Trust, Nor'west Brass, Papanui RSA

Reference / Te Tohutoro: 23/352329

Report of / Te Pou
Matua: Natalie Dally, Community Development Advisor,
natalie.dally@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider applications for funding from its 2022-2023 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00065139	The Family History Society of New Zealand	Operational Costs	\$3,000	\$600
00065150	Bishopdale Community Trust	Discos for Young People with Disabilities and Increased rent	\$5,000	\$3,000
00065289	Nor'west Brass Band	New Zealand National Brass Band Championships	\$10,790	\$1,000
00065369	Papanui RSA	ANZAC Day Service and Street Parade	\$4685	\$1,000

- 1.2 There is currently a balance of \$35,716 remaining in the fund.

2. Staff Recommendations / Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

- Approves a grant of \$600 from its 2022-2023 Discretionary Response Fund to the Family History Society of New Zealand towards operational costs.
- Approves a grant of \$3,000 from its 2022-2023 Discretionary Response Fund to the Bishopdale Community Trust towards increased rental costs and youth discos, excluding food costs.
- Approves a grant of \$1,000 from its 2022-2023 Discretionary Response Fund to Nor'west Brass Band towards attending the New Zealand National Brass Band Championships 2023 in Dunedin.
- Approves a grant of \$1,000 from its 2022-2023 Discretionary Response Fund to the Papanui RSA towards their 2023 ANZAC Day Service and Parade.

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 Resilient Communities. The projects recommended above also align with the four pillars of the Te Haumako Te Whitingia Strengthening Communities Together Strategy - People, Place, Participation and Preparedness.

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 2022-2023 Discretionary Response Fund is as below.

Total Budget 2022/23	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$122,766	\$87,050	\$35,716	\$30,116

- 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 	Fendalton-Waimairi-Harewood Discretionary Response Fund Matrix - April 2023	23/420871	96

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	Natalie Dally - Community Development Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

2022/23 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00065139	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	The Family History Society of New Zealand Inc.	Ongoing support for the running of the Society A contribution towards annual operational costs of the Society.	\$ 3,000 Requested \$ 3,000 (100% requested)	Rent, Power, Hall Hire - \$2,000 Internet, Printing, PO Box - \$1,000	\$ 600 That the Waimāero Fendalton-Waimairi-Harewood Community Board approves a grant of \$600 from its 2022-23 Discretionary Response Fund to The Family History Society of New Zealand towards operational expenses.	2

Organisation Details

Service Base: Various meeting venues and a Private Address in Strowan
Legal Status: Incorporated Society
Established: 30/05/1969
Target Groups: Community Development
Annual Volunteer Hours: 300
Participants: 80

Alignment with Council Strategies

- Strengthening Communities Together Strategy
- Ageing Together Policy

CCC Funding History

None in the past three years.

Other Sources of Funding

Donations from U3A members and magazine - \$500 (estimated)
Subscriptions - \$2,000 (estimated)

Staff Assessment

Each year the Family History Society of New Zealand struggles to work inside its budget. All of the costs associated with the organisation are about providing the service to and for people. The greatest costs involve providing internet service for Wi-Fi research e.g. Ancestry.com, printing costs for the magazine and monthly newsletters, rent and power.

Another ongoing cost is the printing of brochures to promote the Society at such places as the Heritage Festival, Family History EXPO, Hororata Highland Games and U3A meetings. They have other expenses that they have not been able to afford but need such as contents insurance as they have computers and a printer that if stolen would see them unable to operate.

The work is mainly around supporting people to search for their ancestry and connect through genealogy libraries and publications. From time to time they also undertake localised history publications which they seek separate funding for.

Currently they have approximately 74 members who each pay a subscription of \$50 for a family and \$40 for an ordinary membership. This income tends to cover basic operations of the organisation. Forty percent of those who attend or use the services live in the Fendalton ward area.

Rationale for staff recommendation:

- The organisation contributes to the Pillars of the Strengthening Communities Together Strategy: Pillar 1: - Actively promote a culture of equity by valuing diversity and fostering inclusion across communities and generations.
- Pillar 2: Place - Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.

2022/23 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00065150	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Bishopdale Community Trust	Discos for Young People with Intellectual disabilities and Increased Rent To meet increased rental costs of moving into The Hub at St Margaret's Church on Farrington Avenue and costs associated with holding two Discos for Youth with Intellectual disabilities.	\$ 5,485 Requested \$ 5,000 (91% requested)	Rent / Venue Hire (Unbudgeted rent increases for four months) - \$3,500 Catering for Discos - \$1,000 Administration - \$500	\$ 3,000 That the Waimāero Fendalton-Waimairi-Harewood Community Board approves a grant of \$3,000 from its 2022-23 Discretionary Response Fund to the Bishopdale Community Trust towards new premises increased rental costs and youth disco, excluding food.	2

Organisation Details

Service Base: 100 Farrington Avenue, Bishopdale
 Legal Status: Charitable Trust
 Established: 2/12/1999
 Target Groups: Community Development
 Annual Volunteer Hours: 1282
 Participants: 150

Alignment with Council Strategies

- Strengthening Communities Together Strategy
- Equity and Access for People with Disabilities Policy
- Youth Policy
- Ageing Together Policy

CCC Funding History

2022-23 - \$21,000 (Sundbye Community House) SCF FWH
 2021-22 - \$21,500 (Sundbye Community House) SCF FWH
 2020-21 - \$21,500 (Sundbye Community House) SCF FWH

Other Sources of Funding - Funds on Hand (Power and Rent) - \$485

Staff Assessment

The Bishopdale Community Trust was established in 1999 as a pro-active, community-focused organisation which advocates for and encourages connectedness and resilience in the wider Bishopdale area. They have been based at Sundbye House on Farrington Avenue for most of this time and provide the bulk of their activities from there.

Sundbye House is leased from St Margaret's Church and is being sold. The trust will be moving to The Hub at St Margaret's Church on Farrington Ave (next door) in April 2023. Whilst being a neighbouring property keeps it familiar for participants, it is an increased rent that was not originally budgeted for.

The Hub is a larger space that will allow the organisation to meet a wider range of community needs, increase the range of activities, widen the age groups attending and be more responsive to the community. The organisation has four months of increased rent to cover before their next round of funding applications.

They are also building a partnership with the Kimi Ora (special needs) unit at Papanui High School and will use the bigger space at the Hub to initially organise 2 discos/social events, for their students as well as any other young people in the community with intellectual disabilities.

Young People with intellectual disabilities often end up missing out on social activities which can leave them feeling disconnected from their communities. Music and dance are important activities for many of these young people. Often their families also struggle with finding connections in their communities, so parents will be invited to come and have a coffee and an opportunity to chat with others whilst their young people are enjoying the singing and dancing of the discos. Funding is being sought to hold and support the discos.

Rationale for staff recommendation:

- The organisation contributes to all four Pillars of the Strengthening Communities Together Strategy, particularly Pillar1: Actively promoting a culture of equity by valuing diversity and fostering inclusion across communities and generations.
- And Pillar 2: Place - Objective 2.1: Encourage communities to create and sustain a sense of local identity and ownership.

2022/23 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00065289	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Nor'west Brass Incorporated	2023 New Zealand National Brass Band Championships Dunedin Split - FWH 46% / PIC 54% To assist the Nor'west Brass Band to send a team to Dunedin 5-8 July 2023 to compete in the New Zealand National Brass Band championships.	\$16,690 Requested \$10,790 (65% requested)	Travel - \$600 (two minibuses and fuel) Rehearsal Venue Hire - \$190 Accommodation - \$10,000	\$ 1,000 That the Waimāero Fendalton-Waimairi-Harewood Community Board approves a grant of \$1,000 from its 2022-23 Discretionary Response Fund to the Nor'west Brass Band to support them to attend the 2023 New Zealand National Brass Band Championships in Dunedin in July.	2

Organisation Details

Service Base: Merivale, Christchurch
 Legal Status: Incorporated Society
 Established: 14/03/2014
 Target Groups: Arts
 Annual Volunteer Hours: 2480
 Participants: 35

Alignment with Council Strategies

- Strengthening Communities Together Strategy
- Ageing Together Policy
- Children's Policy
- Youth Policy

CCC Funding History

2022-23 - \$6,000 (Running a Community Brass Band)
 SCF PI
 2022-23 - \$3,000 (Running a Community Brass Band)
 SCF FWH
 2021-22 - \$6,000 (Running a Community Brass Band)
 SCF PI
 2021-22 - \$3,500 (Running a Community Brass Band)
 SCF FWH
 2020-21 - \$6,000 (Running a Community Brass Band)
 SCF PI
 2020-21 - \$3,500 (Running a Community Brass Band)
 SCF FWH

Other Sources of Funding

Members Fundraising - \$5,900 (Ongoing)

Staff Assessment

Nor'west Brass was formed in 2014 to address the shortage of opportunities to learn and play brass instruments and to create a training environment within the North West area of Christchurch. The band is a community-based programme open to all ages. For Nor'west Brass, attending the New Zealand National Brass Band championships is not a cheap exercise so the band only competes in the National Competition every second year when it is held in the South Island.

This year 35 members of the band will travel to Dunedin to compete in solo, ensemble and party events over the course of three days in July 2023. Included in the competition is a popular street march. The ages of the Band members competing range from 12 to 71 years old, with nine members under 21 years old (as is the volunteer conductor).

The competition provides the band members with the challenge of playing against players in a similar grade from throughout New Zealand and Australia. This aligns with the band's goal of training players to strive for excellence, as well as raising the standard of playing to make for a better and more professional band.

The National competition is contested within a competitive format. With the band's inclusive environment for ages and cultures experiencing these opportunities together creates lasting bonds that are musical, intergenerational and social. The Nor'west Brass motto is "Banding together for a creative community".

Rationale for staff recommendation:

- This application supports the Pillars of the Strengthening Communities Together Strategy of providing support towards artistic, social, and recreational initiatives, which build and develop community wellbeing, intergenerational learning, training and musical development.

Papanui-Innes-Central staff recommendation - \$2,000.

2022/23 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00065369	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Papanui Returned And Services Association Incorporated	Anzac Day Service and Street Parade 2023 To hold an ANZAC Service and Street Parade for 2023.	\$ 4,685 Requested \$ 4,685 (100% requested)	Press Advertising - \$175 Administration - \$460 RSA Wreaths - \$400 Brass and Pipe Bands - \$1,000 Marquee, hire of portaloos, sound equipment - \$1,000 Military support vehicles - \$150 Catering - \$1,500	\$ 1,000 That the Waimāero Fendalton-Waimairi-Harewood Community Board approves a grant of \$1,000 from its 2022-23 Discretionary Response Fund to the Papanui RSA towards costs associated with their 2023 ANZAC Service and Street Parade.	2

Organisation Details

Service Base: 55 Bellvue Avenue, Papanui
Legal Status: Incorporated Society
Established: 1/01/1973
Target Groups: Social Services
Annual Volunteer Hours: 1500
Participants: 4,000

Alignment with Council Strategies

- Strengthening Communities Together Strategy
- Ageing Together Policy, Our heritage, Our Taonga - Heritage Strategy 2019-2029

CCC Funding History

2018/19 - \$2,300 (ANZAC Day Citizens Service) SCF PI
2018/19 - \$800 (ANZAC Day Citizens Service) SCF FWH

Other Sources of Funding

Nil

Staff Assessment

The Papanui RSA is an organisation providing welfare to veterans and serving members of the services and their families. They are seeking funding support towards the annual ANZAC Day celebrations and Street Parade held in Papanui. The parade is from St James Avenue and loops around to come into the Papanui RSA carpark off Bellvue Avenue. The service is then held in the carpark if fine or in the RSA building if not.

With Covid disruptions in previous years many people in the community are looking to get involved in community events and to connect. A big crowd is expected this year, they estimate a possible 4,000 people may attend. Of these around 40% will come from the Fendalton-Waimairi-Harewood area.

The Papanui RSA are seeking support towards hosting the event including; hire of a sound system, portable toilets, food, wreaths, and volunteer expenses which cover donations to the musicians and acknowledgement of other volunteer time given to the event.

Rationale for staff recommendation:

- The application contributes to the Pillars of the Strengthening Communities Together Strategy by actively promoting a culture of equity by valuing diversity and fostering inclusion across communities and generations and encouraging communities to create and sustain a sense of local identity and ownership.

Papanui-Innes-Central staff recommendation - \$2,000.

14. 2022-23 Fendalton-Waimairi-Harewood Youth Development Fund Top-Up

Reference / Te Tohutoro: 23/347535

Report of / Te Pou
Matua: Lisa Gregory, Community Recreation Adviser,
lisa.gregory@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application for funding from its 2022-23 Discretionary Response Fund for the project listed below:

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00065316	Fendalton-Waimairi-Harewood Community Board	2022-23 Fendalton-Waimairi-Harewood Youth Development Fund Top-Up	\$2,500	\$2,500

- 1.2 There is currently a balance of \$35,716 remaining in the fund

2. Staff Recommendations / Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Allocate a further \$2,500 from its 2022-23 Discretionary Response Fund to top-up the 2022-23 Fendalton-Waimairi-Harewood Youth Development Fund.

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 Community Outcome of Resilient Communities.

Decision Making Authority Te Mana Whakatau

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

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

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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


Discussion Kōrerorero

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

Total Budget 2022/23	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$122,766	\$87,050	\$35,716	\$33,216

- 3.7 Based on the current Discretionary Response Fund criteria, the application listed above is 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 	2022-23 Fendalton-Waimairi-Harewood Discretionary Response Fund - Youth Development Fund Top-Up Decision Matrix	23/353081	104

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Lisa Gregory - Community Recreation Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

2022-23 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00065316	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Fendalton-Waimairi-Harewood Community Board	<p>2022-23 Youth Development Fund Top-up</p> <p>The purpose of the Youth Development Fund is to celebrate and support young people living in the Fendalton-Waimairi-Harewood Community Board area by providing financial assistance for their development.</p> <p>This request seeks to increase the budget of the 2022-23 Fendalton-Waimairi-Harewood Youth Development Fund to allow for any requests which may receive prior to 30 June 2023.</p>	<p>\$ 2,500</p> <p>Requested</p> <p>\$ 2,500</p> <p>(100% requested)</p>	Various event related costs - \$2,500	<p>\$ 2,500</p> <p>That the Waimāero Fendalton-Waimairi-Harewood Community Board allocate a further \$2,500 from its 2022-23 Discretionary Response Fund to top-up the 2022-23 Fendalton-Waimairi-Harewood Youth Development Fund.</p>	1

<p>Project Details</p> <p>Target Groups: Young people aged 12 to 22 years living in the Fendalton-Waimairi-Harewood area.</p> <p>Participants: Approximately 50</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy Physical Recreation and Sport Strategy Youth Strategy <p>CCC Funding History</p> <p>2022/23 - \$7,500 (Youth Development Fund) DRF 2021/22 - \$5,000 (Youth Development Fund) DRF 2020/21 - \$10,000 (Youth Development Fund) DRF</p> <p>Other Sources of Funding</p> <p>Nil</p>	<p>Staff Assessment</p> <p>This project is recommended as a Priority One due to its reach into the community and value for money.</p> <p>The Community Board will consider applications for the following activities:</p> <ul style="list-style-type: none"> Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra-curricular educational opportunities. Representation at Events - Applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events. <p>At their meeting on 12 April 2021, the Board approved staff delegation to the Community Governance Manager to approve Youth Development Fund requests up to \$350.</p> <p>On 15 August 2022, the Board allocated \$7,500 from its 2022-23 Discretionary Response Fund to establish the 2022-23 Youth Development Fund. It was noted that due to COVID travel restrictions, the number of applications had decreased and that the Board would have the opportunity to allocate further funding to this scheme if this situation was to change.</p> <p>Since 15 August 2022, 22 applications have been approved from this fund. The current balance now sits at \$180. Staff are requesting the Board consider allocating an additional \$2,500 to allow for any further applications that may be received before 30 June 2023.</p> <p>Any remaining funds at 30 June 2023 will be returned to the Board's Discretionary Response Fund and carried forward into the 2023-24 funding year.</p>
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15. Fendalton-Waimairi-Harewood 2022-23 Youth Development Fund Application - Damon Tsiaprazis

Reference / Te Tohutoro: 23/399762

Report of / Te Pou
Matua: Lisa Gregory, Community Recreation Advisor,
lisa.gregory@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application received for funding from its 2022-23 Youth Development Fund.
- 1.2 The report is staff generated as a result of applications being received.
- 1.3 The current balance of the fund is \$180.

2. Officer Recommendations / Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Subject to the Community Board approving a top to the 2022-23 Youth Development Fund, approve a grant of \$500 from its 2022-23 Youth Development Fund to Damon Tsiaprazis towards competing at the U19 World Handball Championships in Croatia, from 1 to 13 August 2023.

3. Key Points / Ngā Take Matua

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 To consider applications received to support the development and achievements of young people living in the Fendalton-Waimairi-Harewood area.

Strategic Alignment / Te Rautaki Tīaroaro

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

Decision Making Authority / Te Mana Whakatau

- 3.3 Determine the allocation of the discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.5 The Fund does not cover:
 - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions

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

Assessment of Significance and Engagement / Te Mana Whakatau

- 3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.7 The level of significance was determined by the number of people affected and/or with an interest.
- 3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

4. Applicant/ Te Kaitono 1 – Damon Tsiaprazis

- 4.1 Age: 18
- 4.2 Suburb: Fendalton
- 4.3 Event seeking support for: U19 World Handball Championships in Croatia, from 1 to 13 August 2023.
- 4.4 Damon began playing handball in 2020 after Covid-19 lockdown and was selected into the NZ Men's beach handball squad for 2021 as well as the NZ handball youth team in 2022.
- 4.5 Damon has played with the Canterbury Quakes for two years and has attended the NZ club championship with them. He was part of the U18's national handball team that played in the Oceania IHF Trophy competition in Cook Islands in December 2022, where they finished 2nd by one point.
- 4.6 In 2022 Damon became an official NZ referee for handball. He is also on the UC committee for handball and hoping to raise further awareness of the sport. Damon is studying a double major in Biology and Bio Chemistry and in his spare time he likes to go for tramps and hikes around Canterbury.
- 4.7 The following table provides a breakdown of costs for the trip:

EXPENSES	Cost (\$)
Airfares	\$4,500
Accommodation and registration fees	\$3,500
Training camp expenses in Hungary	\$1,000
Training camps and Auckland tournament in New Zealand	\$2,000
Training and playing uniforms	\$1,000
Total per participant	\$12,000

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Lisa Gregory - Community Recreation Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

16. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2023

Reference / Te Tohutoro: 23/353714

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

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

1. Purpose of Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for April 2023.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
2023 Community Profiles	<p>The Ward profiles are compiled each year and provide an overview of demographics, facilities and amenities, community infrastructure and key issues.</p> <p>The 2023 profiles are now available on the Council's website or by clicking the links below:</p> <p>Fendalton</p> <p>Waimairi</p> <p>Harewood</p>	Completed	<ul style="list-style-type: none">• Strengthening Communities Together Strategy• Resilient Communities
Waimāero Fendalton-Waimairi-Harewood Community Liaison Meeting	<p>The last meeting was held on 22 February 2023 with a good turnout of 27 attendees, including community groups, elected members, and staff.</p> <p>Guest speaker Steve Jones Poole discussed the importance of community-led development and networks, and the Community Led Development Network's support in</p>	Ongoing	<ul style="list-style-type: none">• Strengthening Communities Together Strategy• Resilient Communities

	<p>providing training opportunities to groups.</p> <p>Staff provided information on upcoming capacity-building training opportunities, including mental health and funding hui, and sought feedback on connecting with funders and offering more flexible training options.</p> <p>CCC funding information was also shared, including an overview of the Strengthening Communities Fund, Discretionary Response Fund, and Youth Development Fund.</p> <p>The next meeting will take place Wednesday, 26 April 2023.</p>		
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3.2 Waimāero Fendalton-Waimairi-Harewood Edible Garden Awards 2023

The inaugural Waimāero Fendalton-Waimairi-Harewood Edible Garden Awards ceremony was held at Mona Vale Homestead on Friday 17th March 2023.

There were 12 awards winners, with most of these electing to attend the ceremony to receive their award.

It was an informal occasion with the opportunity for gardeners to share stories. Some of the highlights included Aimee McQuillan-Reese from Orana Wildlife Park speaking about their edible garden to feed the wildlife at the park and Ivan Hibberd from Belfast sharing his vast knowledge as well as seeing him connect with a close neighbour he had not meet before who also received an award.



Ivan Hibberd in his garden and receiving his award



Aimee McQuillan-Reese and Catherine Roughton from Orana Park

3.3 Fendalton-Waimairi-Harewood Summer with Your Neighbours

The Waimāero Fendalton-Waimairi-Harewood Community Board allocated money towards 32 Summer with your Neighbours events at their Community Board meeting held on 12 September 2022.

The Summer with your Neighbours period ran from 22 October 2022 to 31 March 2023.

Some of the benefits of having a gathering, as identified by the participants include:

- Getting to know new faces
- Connecting neighbours, welcoming newcomers, and promoting Neighbourhood Support
- Getting to connect with neighbours in the whole street
- Knowing your neighbours better, interacting and welcoming new neighbours
- Socialisation, inclusion

Quotes from participants:

- *“We are grateful to the FWH Board for the subsidy which enables us to have a lovely gathering and support each other and strengthen neighbourly relationships.” Vilna Gough-Jones*
- *“Thank you for supporting our community event. It is a great investment in strengthening the neighbourhood.” Jeffrey Ross*
- *“This is a very well received and appreciated event.” Peter Boock*



Photos from event held in Natalie Reserve, Harewood

3.4 Waimairi Tennis Club update

We have had another busy year at the club with lots of great events and fun coaching activities for all our junior members. We hosted a great junior Xmas party and breakup and ran tennis hotshots in our local primary schools before the summer holidays.

Over the remainder of this month we will be building up for our end of season activities and club championships for all our juniors. Our 40 junior interclub teams are into the playoff stages of their seasons and we look forward to seeing how they all go.

On Tuesday 7 March the club was delighted to deliver an introduction to tennis programme to the wonderful students from Papanui High School Adult ESOL classes and their teachers Rebekah, Megan and Janine.

Andrew and Huk, our coaches, did a great job entertaining the 50 students from Taiwan, South Korea, China, Japan, Malaysia, Vietnam, Afghanistan and India, who loved the trip to the club and the new skills they learnt.

The club is very grateful for all the support we get from the Council and the Boards and we look forward to developing this great relationship.



Participants from the ESOL class

3.5 NorWest Sport and Community Hub

The NorWest Sport and Community Hub Inc is a newly established sport, recreation and community hub based in the northwest of Christchurch. The organisation is a partnership of six sporting clubs covering the sports of football, rugby, netball and bowls. They also work in partnership with the YMCA.

Local Council staff are working to support the group and the Fendalton-Waimairi-Harewood and Papanui-Innes-Central Community Governance Teams provided a small amount of funding towards their establishment costs and setting up a website.

To read more about the group you can visit their website at www.nwsch.org



The NWSCH team at Celebrate Bishopdale

The group had an information stall at Celebrate Bishopdale and are keen to get work together with the Community Board and other local organisations.

3.6 Community Funding Summary

3.6.1 A status report on the Board's 2022-23 Discretionary Response Fund and Youth Development Fund as at 13 March 2023 is attached (refer to **Attachment A**).

3.6.2 Anglican Parish of Burnside Harewood

On 7 November 2022, the Board made a Discretionary Response Fund grant of \$1,000 to the Anglican Parish of Burnside Harewood towards the purchase and installation of an Automated External Defibrillator (AED) at St Tim's, Kendal Avenue. This life-saving device provides 24/7 access to anyone in the community and has been registered with St Johns and added to the AED location app, ensuring easy and quick access in an emergency.

In addition to the installation, St John's will be providing training to members of the Church, key users, and the MenzShed to ensure the proper use of the AED.

The Parish of Burnside-Harewood and Bishopdale Men's Shed would like to express their deep appreciation to the Waimāero Fendalton-Waimairi-Harewood Community Board for their invaluable support in making this device available to the community. A plaque acknowledging their support has been placed next to the cabinet.



Richard Rendle from the Bishopdale MenzShed and Chris Ponniah from St Tims

3.6.3 Burnside Squash Rackets Club

On 7 November 2022, the Board made a Discretionary Response Fund grant of \$6,500 to the Burnside Squash Rackets Club to replace their squash court lighting with LED lights. The project involved replacing the lighting on all four of their courts as well as the common area lighting.

The club has reported that for their players (particularly high level players) it has been very advantageous to have good quality lighting with minimal shadows on the court. There is also no flickering or blown bulbs, which was often an issue with their old fluorescent lights. The club are also looking forward to savings in power costs.



New court lighting

3.6.4 Youth Development Fund grants made under staff delegation:

- Zara Goodman - 2023 Australia and NZ Drilldance and Marching Tattoo on the Gold Coast (\$250 approved 31 January 2023)
- Emily Prebble - Rhythmic Gymnastics Nationals in Tauranga (\$250 approved 31 January 2023)
- Soeren Wells - NZ National Age Group Swimming Championships in Hawkes Bay (\$150 approved 22 February 2023)
- Anna Lee School of Dance - Lily Wells - Hip Hop International Nationals in Auckland (\$150 approved 22 February 2023)
- Erin Yamada - Aotearoa Academy Choir (\$200 approved 10 March 2023)
- Shona Beedie - Girls' Choir Otautahi Camp (\$95 approved 10 March 2023)
- Olivia Zeng - Girls' Choir Otautahi Camp (\$50 approved 10 March 2023)

3.7 Participation in and Contribution to Decision Making

3.7.1 Report back on other Activities contributing to Community Board Plan

- At the time of writing this report, the Community Board's Draft Board Plan priorities are out for community consultation. Feedback closes on 26 March 2023 and a further workshop with the Board will be held on 11 April 2023 to consider the feedback and finalise the plan.

3.7.2 Council Engagement and Consultation

- **Draft Annual Plan 2023/24**

Like all local councils, every three years we prepare a Long Term Plan (LTP), including a 30-year infrastructure plan, outlining what we plan to achieve over the next 10 years, and how we'll pay for it. Our last LTP covers 2021–2031.

In the years between Long Term Plans, we develop an Annual Plan that sets out what we want to achieve, and funding for the year ahead.

An annual plan has two main purposes:

- It sets out our budget for the next financial year, providing information about how much our activities will cost and how we'll fund them, including the setting of rates.
- It highlights any key changes from the Long Term Plan for that year.

This Draft Annual Plan covers financial year 3 of the Long Term Plan (LTP), from 1 July 2023 to 30 June 2024.

Consultation closes on 10 April 2023. You can provide feedback on the Council's Have Your Say website or by clicking [here](#).

- **Proposed Housing and Business Choice Plan Change (PC14)**

Population growth, housing issues – including housing affordability – and climate change are prompting a re-think of some of Ōtautahi-Christchurch's planning rules.

The purpose of this proposed change is to bring our District Plan in line with government direction that has been given via the National Policy Statement-Urban Development (NPS-UD) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (The Act) to enable more development in the city's existing urban footprint.

Feedback is open from 17 March 2023 to 3 May 2023. You can make a submission on the Council's Have Your Say website or by clicking [here](#).

- **Proposed Heritage Plan Change (PC13)**

The Council is proposing changes to our District Plan to provide for our continued growth and prosperity.

Eleven new residential heritage areas across the city are identified for protection in the District Plan to recognise Ōtautahi Christchurch's special identity and we're adding around 60 buildings, items and building interiors to the Schedule of Significant Historic Heritage.

Feedback is open from 17 March 2023 to 3 May 2023. You can make a submission on the Council's Have Your Say website or by clicking [here](#).

- **Draft Ōtūkaikino Stormwater Management Plan**

The Ōtūkaikino Stormwater Management Plan has three key purposes:

- To propose targets for lowering stormwater contaminants
- To describe the ways stormwater discharges will be improved over time to meet environmental objectives.
- To discuss how flooding risks will be dealt with, if there are any.

Feedback on the draft plan is open from 7 March to 2 May 2023. To view the draft plan and make a submission, you can visit the Council's Have Your Say website or click [here](#).

- **Recently closed consultations** (Fendalton-Waimairi-Harewood):




- Waimāero Fendalton-Waimairi-Harewood 2023-25 Community Board Plan Draft Priorities - consultation closed 26 March 2023
- Heaton Street School Crossing - consultation closed 16 March 2023

- Safety Improvements for Avonhead Road and Withells Road – consultation closed 29 March 2023

4. Advice Provided to the Community Board

- 4.1 Customer Service Request Report - Hybris monthly report for February 2023 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Report – February 2023 (refer to **Attachment C**).
- 4.3 Chateau Drive and Pasadena Reserve Tree Planting Plans (*circulated 23 February 2023*)
- 4.4 Huihui Mai Greater Christchurch - community engagement on a plan for our future (*circulated 24 February 2023*)
- 4.5 Arundel Gate and Hadfield Place - tree removals and replacement planting plans (*circulated 28 February 2023*)
- 4.6 SWN - Elmwood Park - sports surface upgrade and irrigation renewal (*circulated 28 February 2023*)
- 4.7 SWN - Tullet Park - footpath renewals (*circulated 2 March 2023*)
- 4.8 SWN - Styx Mill Road - stormwater facility construction (*circulated 14 March 2023*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Fendalton-Waimairi-Harewood Board Funding Update - March 2023	23/353715	117
B 	Fendalton-Waimairi-Harewood Hybris Ticket Report - February 2023	23/353878	119
C 	Fendalton-Waimairi-Harewood Graffiti Report - February 2023	23/399122	120

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi Harewood Board Funding Summary

Updated – 13 March 2023

Fendalton-Waimairi-Harewood Discretionary Response Fund	Allocation 2022-23	Board Approval (Date)
Budget 2022-23		
<i>Carried Over from 2021-22</i>	\$63,761	
<i>Bishopdale Regeneration funding (accrued from 2021/22)</i>	- \$9,000	
<i>2022 Community Service Awards (accrued from 2021/22)</i>	- \$1,700	
<i>Remaining Funds from SCF 2022-23</i>	\$59,005	
Total for 2022-23 Financial Year	\$112,066	
Youth Development Fund - Opening Balance allocation	\$ 7,500	15-Aug-22
<i>Allocations made</i>		
Burnside West Christchurch University Cricket Club (Development tour to India)	\$1,225	15-Aug-22
Madison Garrett (Junior World Sprint Kayak Championships in Hungary)	\$500	15-Aug-22
Burnside High School (Spirit of Adventure)	\$1,200	12-Sep-22
Addison Jones (Highland Dancing Virginia Tattoo in USA)	\$500	6-Mar-23
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$350		
Clara Sellier (Spirit of Adventure)	\$150	15-Aug-22
Jayden Smith (NZ Strongest Man Competition)	\$150	19-Aug-22
Madisen Smith (Aotearoa Maori Netball Tournament)	\$150	19-Aug-22
Olivia Lynch (Karate Commonwealth Champs)	\$350	19-Aug-22
Villa Maria College (Catherine Grant - First XI Hockey Team)	\$150	19-Aug-22
Ellie Zhang (ITTF Oceania Championships in Melbourne)	\$250	24-Aug-22
Christchurch Girls' High School (Isabella Botha - Readers Cup Competition)	\$100	31-Aug-22
Jack Griffiths (Spirit of Adventure)	\$150	31-Aug-22
Elise Didierjean (World Artistic Gymnastic Hawaii Participation Tour) - note CGM delegation increased to \$500 during election period	\$500	13-Sep-22
Isabella Cruickshank (Oceania Taekwondo Championships in Tahiti) - note CGM delegation increased to \$500 during election period	\$400	7-Oct-22
Jasmine Cruickshank (Oceania Taekwondo Championships in Tahiti) - note CGM delegation increased to \$500 during election period	\$400	7-Oct-22
Zara Goodman (2023 Australia and NZ Drilldance and Marching Tattoo)	\$250	31-Jan-23
Emily Prebble (Rhythmic Gymnastics Nationals in Tauranga)	\$250	31-Jan-23
Soeren Wells (NZ National Age Group Swimming Championship in Hawkes Bay)	\$150	22-Feb-23
Anna Lee School of Dance - Lily Wells (Hip Hop International Nationals)	\$150	22-Feb-23
Erin Yamada (Aotearoa Academy Choir)	\$200	10-Mar-23
Shona Beedie (Girls' Choir Otautahi Camp)	\$95	10-Mar-23
Olivia Zeng (Girls' Choir Otautahi Camp)	\$50	10-Mar-23
Youth Development Fund Balance - Available for allocation	\$ 180	

Discretionary Response Fund - Total Allocation	\$ 112,066	
<i>Allocations made</i>		
YDF - Isla Kate Martin-McKenzie (NZ Gymnastics Championships)	\$150	11-Jul-22
YDF - Angus Gilbert (U23 Rowing World Championships in Italy)	\$500	11-Jul-22
Celebrate Bishopdale 2022 (Board Project)	\$8,000	15-Aug-22
Culture Galore 2023 (Board Project)	\$12,000	15-Aug-22
2022-23 Youth Development Fund (Board Project)	\$7,500	15-Aug-22
Youth Activities and Events (Board Project)	\$5,000	15-Aug-22
Edible Garden Awards (Board Project)	\$3,000	15-Aug-22
Summer with your neighbours 2022-23 (Board Project)	\$4,000	15-Aug-22
Community Liaison and Events (Board Project)	\$2,000	15-Aug-22
The Village Community Centre (25th Anniversary Celebration)	\$1,250	15-Aug-22
Rewi Alley Chinese School Trust (Rewi Alley Chinese School)	\$3,000	12-Sep-22
Canterbury Muslim Community Trust (Kids Afterschool Programme)	\$5,000	12-Sep-22
Riccarton Leagues Club Inc (Painting of clubrooms)	\$4,000	12-Sep-22
Burnside Squash Rackets Club (Replacement Court Lighting)	\$6,500	7-Nov-22
Burnside West Christchurch University Cricket Club (Grounds Maintenance Equipment)	\$4,000	7-Nov-22
Papanui Community Toy Library (Library Supervisor)	\$2,000	7-Nov-22
Anglican Parish of Burnside Harewood (Purchase of Defibrillator and Storage Box)	\$1,000	7-Nov-22
Anglican Diocese of Christchurch - Parish of Merivale St Albans (Community Care and Christmas activities)	\$1,200	7-Nov-22
Belfast School (Leadership Training Programme)	\$600	12-Dec-22
FC Twenty 11 (Riccarton Sports Hub Multi Sport Festival)	\$650	12-Dec-22
Marist Albion Rugby Club Inc (Repairs to roof of changing sheds at South Hagley Park)	\$5,000	7-Feb-23
Discretionary Response Fund Balance - Available for allocation	\$ 35,716	

Ticket Report

01 02 2023 - 28 02 2023

Fendalton-Waimairi-Harewood

Tickets Reported in February 2023

2520

Reported Tickets last ...

Status as of Report Date

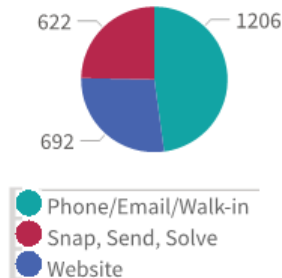
Open

857

Closed/Resolved

1663

Channels



Currently Open Tickets*

3522

Open Tickets all

11

avg open ticket age (days)

25% of open tickets are less than 22 days old

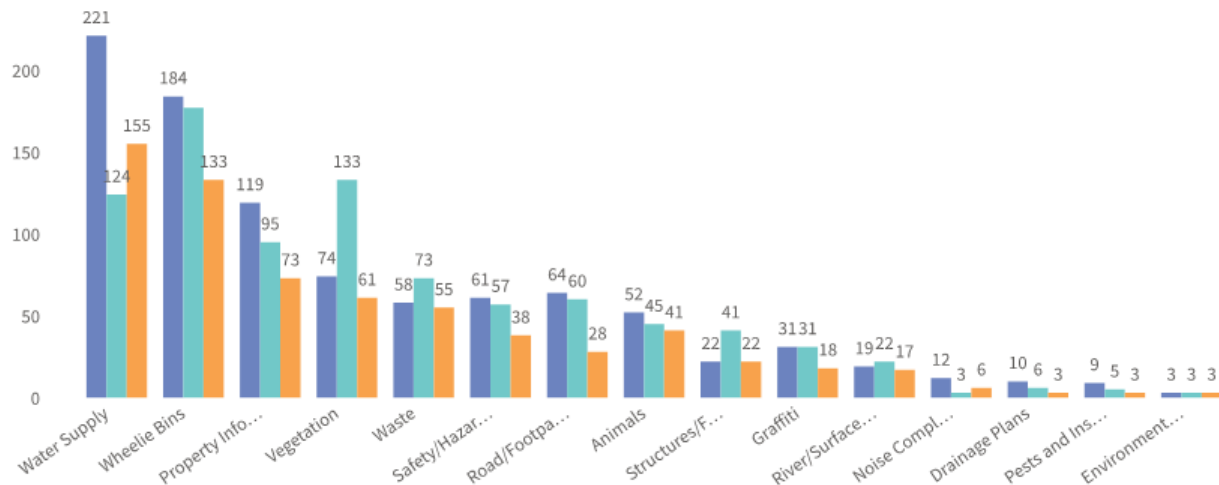
50% of open tickets are less than 99 days old

75% of open tickets are less than 258 days old

*Open as of report date, reported all time

Top 15 Incident Categories

Fendalton Harewood Waimairi



Top 10 Object Categories

# Tickets	ObjectCategory	+/- previous month
351	Water Leak	+ 45
197	Bin Not Collected	- 13
161	Damaged Bin	- 44
147	Litter	- 37
138	Trees	- 9
123	Residential Property Files	- 5
100	Garden/Landscaped Area	- 8
95	Residential LIM	+ 22
80	Graffiti	- 25
53	Blockage/Water Not Draining	not in previous Top 10

Report date:
01 Mar 2023

Graffiti Insight Fendalton-Waimairi-Harewood

February 2023

By Ward

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	# of Tickets	Cleaned Graffiti Square Metres
Fendalton	32	72	-56%	32	81
Harewood	31	27	15%	31	269
Waimairi	27	5	440%	27	722
Total	90	104	-13%	90	1,071

By Suburb

Suburb	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	# of Tickets	Cleaned Graffiti Square Metres
Burnside	27	13	108%	27	754
Bishopdale	14	11	27%	14	52
Fendalton	11	11	0%	11	1
Styx	7	3	133%	7	0
Harewood	5	2	150%	5	170
Avonhead	4	1	300%	4	4
Ilam	4	7	-43%	4	16
Bryndwr	3	11	-73%	3	15
Merivale	3	11	-73%	3	2
St Albans	3			3	
Yaldhurst	3			3	43
Upper Riccarton	2	1	100%	2	2
Belfast	1	7	-86%	1	3
Casebrook	1			1	
Papanui	1	21	-95%	1	0
Russley	1			1	10
Bridgend		1	-100%		
Chaney's		3	-100%		
Riccarton		1	-100%		
Total	90	104	-13%	90	1,071

By Street

Street	# of Tickets - Latest Month	# of Tickets - Previous Month	# of Tickets	Cleaned Graffiti Square Metres
Kendal Avenue, Sledmere to Cranbrook	11		11	491
Kendal Avenue \ Sledmere Street, Burnside	4		4	180
Nunweek Park, Harewood	1		1	90
Nunweek Park	3		3	79
Bishopdale Park	7	3	7	51
Jellie Park	5	5	5	48
Sledmere Street, Mappleton to Epping	1		1	32
Yaldhurst Domain	2		2	29
Barlow Street, Creyke to Wilfrid	2		2	16
Springbank Street	1		1	15
Yaldhurst Domain, Yaldhurst	1		1	14
Crosbie Park	1		1	10
Waterford Reserve	1		1	3
Ashcroft Reserve	1		1	3
Upper Riccarton Domain	2	1	2	2
Avonhead Road, Kingham to Russley	1		1	2
Burnside Park	1		1	2
Bishopdale Court, Bishopdale to Harewood	2		2	1

Graffiti Insight Fendalton-Waimairi-Harewood

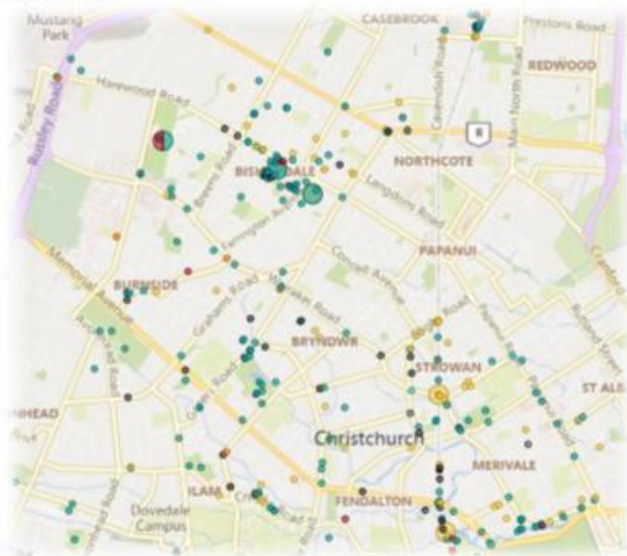
graffiti
PROGRAMME

February 2023

Frequently Reported TAG

IZZO
Kaepe/KP
Basr

Map View



Reported Graffiti

<p>graffiti 15/02/2023</p> <p>Nunweek Park, Harewood Label: (not defined) Ward: Harewood Suburb:Harewood</p>	<p>Graffiti - Yaldhurst Domain, Yaldhurst 04/02/2023</p> <p>Yaldhurst Domain Wall Non ... Label: (not defined) Ward: Harewood</p>	<p>Graffiti - Bishopdale Park 03/02/2023</p> <p>Details: Lsrge amount of Gra... Label: (not defined) Ward: Harewood Suburb:Bishopdale</p>	<p>Graffiti 4 Jeffreys Road 01/02/2023</p> <p>There are two spray-paint ta... Label: (not defined) Ward: Fendalton Suburb:Fendalton</p>
<p>Graffiti 3 Bishopdale Court 28/01/2023</p> <p>Graffiti Spotted on: Footpath... Label: (not defined) Ward: Harewood Suburb:Bishopdale</p>	<p>Graffiti - 200 Ilam Road, Ilam, Christchurch 8041 27/01/2023</p> <p>Willam has called to report s... Label: (not defined) Ward: Fendalton</p>	<p>Graffiti - Ray Blank Park, Ilam 19/01/2023</p> <p>Ray Blank Park - mens toilet ... Label: (not defined) Ward: Fendalton Suburb:Ilam</p>	

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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