

**Te Pātaka o Rākaihautū Banks Peninsula Community
Board
MINUTES ATTACHMENTS**

Date: Monday 26 June 2023
Time: 10 am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

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LOCAL RETAIL FEEDBACK

C R U I S E S H I P
S E A S O N 2 0 2 2 -
2 0 2 3

Impact on our Businesses

- **We are smaller independent retailers**
 - the type Lyttelton is known and loved for
 - If the season upcoming is handled the same way as the last, one of us will probably go out of business
- **Our experiences are not unique – just unheard**
 - Loss of revenue on cruise ship days –
 - locals stay away
 - passengers don't buy much
 - people don't come through the tunnel if a ship is in
 - Increased stress on staff- questions, lines, etc
 - Shops look busy but not selling (same for Farmer's Market)
 - Loss of revenue and increased shoplifting
- **Some other business owners feel the same but do not wish to comment publicly**
- **Overwhelm/Loss of Community**
 - Port is being overwhelmed on cruise ship days; people are staying away
 - If left unchecked, we will lose our special character
- **We want to welcome manuhiri**
 - but to do that, we need to meaningfully engage – which means smaller numbers



Our Requests of you...

- Conduct a thorough debrief of last year – businesses, community, etc.
- Get the Shuttles off the street – boat side or Norwich Quay - only
 - They were a safety hazard
 - Need strategies to reduce the ‘overwhelm’ in Port
- Make substantive changes for the upcoming season – based on the feedback
- Reduce number and size of boats coming
 - In the DMP consultation process in May 2023, 96% of respondents were in favour of reducing size and numbers of ships – even many local businesses
 - That would be better for our businesses



**THANK
YOU.**





ASRU COMMUNITY REPORT

A REVIEW OF THE OPTIONS TO REDUCE THE IMPACT OF ANTI-SOCIAL ROAD USERS ON THE LYTTELTON HARBOUR COMMUNITY

AUTHORED BY COMMUNITY RESIDENTS SCOTT ADAMS AND GARY FREEDMAN WITH INPUT FROM CATHY LUM-WEBB OF THE COMMUNITY BOARD AND ANDREA WILD OF CHRISTCHURCH CITY COUNCIL AND BY SERGEANT ANNA PARTRIDGE, AT LYTTELTON POLICE

Version 0.8

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THE ASRU ISSUE - SUMMARY

Anti-Social Road Users (ASRU) also known as Boy Racers, have found a road from Lyttelton to Governors Bay where they can drive loudly and quickly at little risk of getting caught by the Police. It has been a consistent problem for the residents who otherwise have a quiet and idyllic place to live.

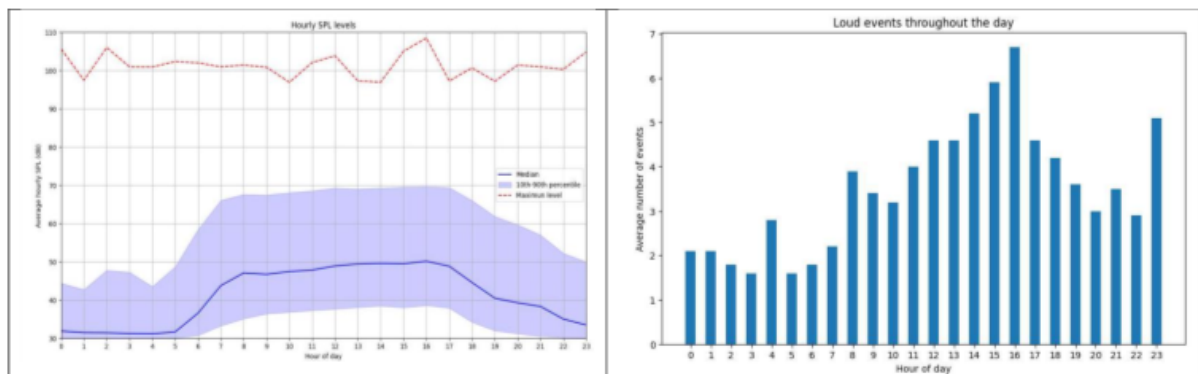
The communities of Governors Bay, Rapaki, Cass Bay and Corsair Bay (the Community) are fed up with this situation and are wanting a solution that eliminates the problem or reduces it to a much more acceptable level. The ASRU problem is defined by:

1. Vehicles which are excessively loud and often have an illegal exhaust modification;
2. ASRU illegally racing and/or driving recklessly particularly in the more built-up areas;
3. The combination of excessive noise and speed at all hours including early hours of the morning.

A member of our community has expressed how this has impacted her in an open letter in Appendix A.

Validation

Dr Rob Wareing, an Acoustic Engineer, from Altissimo Consulting has completed a report, please see Appendix B and the charts below, that confirms that ASRU are excessively loud and are frequently out on the road particularly in the evening with Thursday to Saturday nights being the most common.



Possible Solutions

The impact of ASRU on our community is not only a nationwide problem, but also a global problem where it is clear that loud disruptive noise is detrimental to mental health. In Appendix C, there is a list of global activity that provides good guidance on the solutions being applied.

The global lesson for finding and implementing a solution is a community focused effort with multiple stakeholders committed to the process. Solutions that have been successful include:

1. Increased and targeted Police activity including blitzes and blocking off roads
2. Legislation that can be effectively applied to reduce noise and speed
3. Technology based like number plate recognising cameras that can detect loud exhaust noise and/or speed
4. Road adjustments like speed tables (less impacting than speed bumps) with signage that slow private vehicles but do not majorly affect larger vehicles including buses and trucks.

THE STORY SO FAR

The Scale of the Problem

Police are the primary stakeholder to address the illegal behaviour but given the large number of hours in a week, and the scale and shape of the geography, it is not feasible for Police to have enough resources to address this situation on their own for the Community. They have therefore engaged with the Community to report on incidents and to also record and report ASRU activity, as per the following chart, which shows during November and December 2022 that ASRU activity is heaviest late on Friday and Saturday nights.

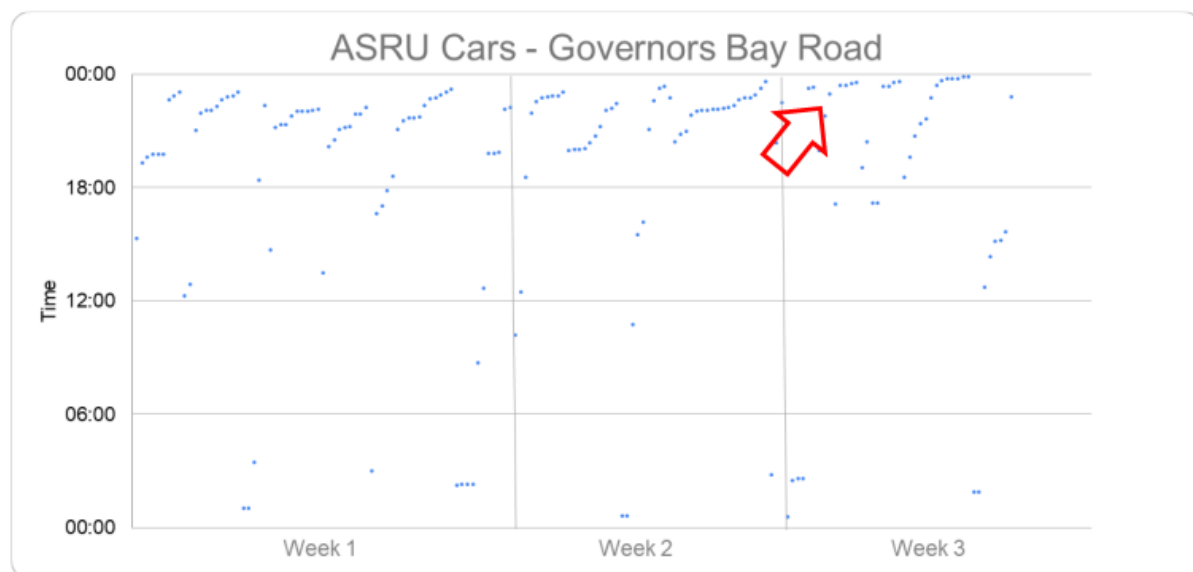


Figure 1
Chart of incidences of noisy cars passing through Cass Bays for three weeks in late 2022

The total recorded number of vehicles making excessive noise over the three-week period was 223 so around 75 per week with over half (133) recorded on the weekend which is characterised by loud motorbikes during the day and loud fast cars in the late evenings and often early in the morning. Information like this is helping the Lyttelton Police target the best times to patrol the road and as per the red arrow the activity dropped to just one car when the Police were active on this Friday night.

Towards piloting a technology-based solution and also to provide a more scientific approach to the recordings on 3rd April 2023 a noise sensor was installed by an Acoustic Engineering Consultant, Dr Rob Wareing, of Altissimo Consulting, near the road in Cass Bay that continuously detected noise level in decibels and also recorded all of the noise. The full report is available in Appendix B.

Health and Safety of the Community

The most impactful result of ASRU behaviour is noise which impacts the Community in various harmful ways including loss of sleep and increased stress. Implementation of ASRU solutions globally have often been based on the impact noise has on mental health. When the Community says they are sick of the constant noise, it literally is true.

Noise is not the only impact, speed and reckless driving has also had significant impact with several fatalities on the road. As per the picture from Waka Kotahi below, there are numerous incidents on the road, and this is a real concern for mana whenua in the area particularly given the closeness of houses to the road in Rapaki with kaumatua living in fear of a very real risk that a car will plunge into their homes.



A letter from a Rapaki resident and Community Board member Luana Swindells is in Appendix A that reflects how this ASRU issue directly impacts residents and describes a number of incidents including a fatality that has damaged the victim's family irreparably.

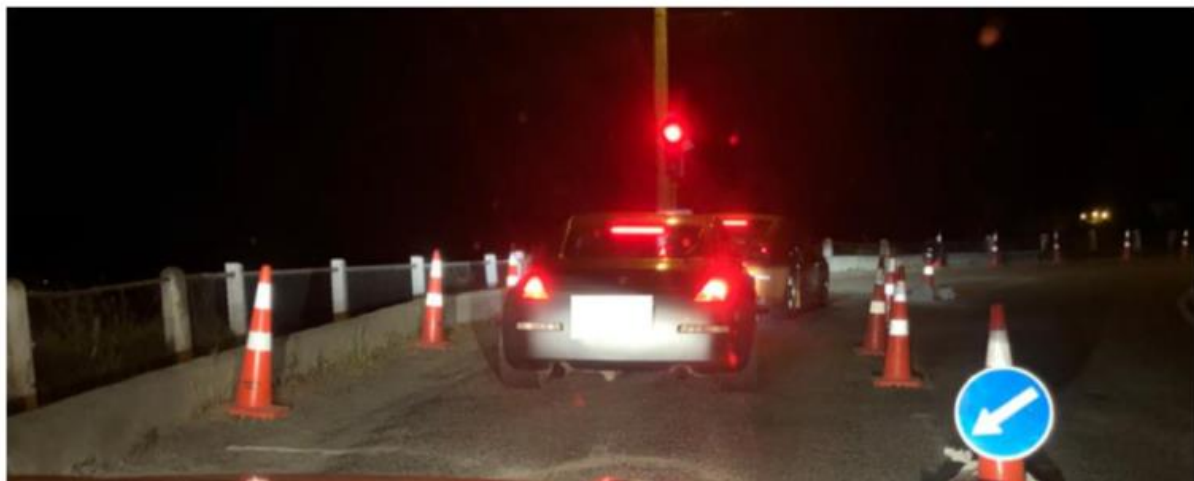


Figure 2
Two cars photographed by the Community Patrol in Lyttelton that then raced through Cass Bay at ~100 kmh.

SOLUTION EVALUATION

The following list of solutions are probably the most likely to be effective:

1. Adjustments to the road to make it more difficult to speed.
2. Increase Police presence on the road at times ASRU are most prevalent with the power to impose penalties for illegal behaviour with noise and speed that exceed the legal limits
3. Install cameras on the road with suitable technology like number plate recognition and noise/speed detection and recording to gather information that can be used to deter or pursue illegal activity

Though each of the solutions has merit, the members of the Community who have been evaluating solution options believe that the focus should be on excessive noise and how best to feed that information to the Police. Advice from Police and Christchurch City Council (Council) has been to focus on speed as noise is difficult to measure and to apply legislation.

However, globally noise has been the common element globally in addressing ASRU issues. In New Zealand we have clear laws that prohibit the use of a vehicle which has had its exhaust modified specifically to create more noise. Applying that law is the challenge and would possibly require legislation change to enforce which could take years to occur.

Road Adjustments

As per the following picture Speed Tables are commonly used on busy roads and intersections where there are lots of vehicles and pedestrians and reducing the speed of cars is desirable but it should not too adversely impact heavy vehicles including Buses and Trucks because of their longer wheel base.



If a vehicle travels too quickly the speed table creates a significant impact for the vehicle but at 30 kmph they are much more pleasant to pass over than a speed bump. There are many considerations,

aside from cost, before they are implemented including impact on driveways and also whether it causes ASRU to make more noise due to rapid deceleration and acceleration for the speed table.

Council response is that Governors Bay Road is not suitable for most road adjustments including narrowing the road and speed tables. They do have plans to reduce speed through another means, speed limits.

Speed Limits and Speed Cameras

Governors Bay Road is signposted 40 Kmph from Lyttelton to Cass Bay and 50 Kmph to Rapaki. Council have advised there are plans to reduce the speed limits further particularly in busy areas where there are no footpaths and people are forced to walk on the road. One fault with reducing speed limits is that ASRU are already breaking the current speed limit so the impact will largely only affect the community.

In combination with reduced speed limits the Council have advised that Waka Kotahi will be installing stationary speed cameras on Governors Bay Road in 2024. There are some limits where Speed Cameras can be installed and though they may be an initial deterrent for ASRU the camera location will become common knowledge.

Automatic Number Plate Recognition (ANPR) Cameras with noise detection

The ANPR Cameras solution design for the Community ASRU issue has not been defined in detail, though several elements of it are likely to be in the list below:

- More than one camera near the road would be required to provide a higher level of consistent information and to increase the chances of capturing an ASRU issue
- Noise detection capability to provide an effective means of providing essential information to the Police for action so needs to be of good quality with consideration for its limitations in terms of background noise, other vehicles, vehicle direction and speed
- Cameras are installed with good field of vision so are preferably on a pole on a property next to the road or on a light pole
- Collected camera data, which is large, has good connectivity to a database in a nearby computer using a wired or WiFi link and then uploaded to a cloud database via an unlimited broadband link
- Recorded data must be carefully obtained, stored, shared and managed with different stakeholders so that it can be used by Police in confidence.
- Automated and manual intelligence is applied including:
 - number plate recognition is possible for day and night and to record potentially speeding vehicles which can be linked with a database to identify vehicles of interest and potentially with the NZ Police database to help them with prosecution
 - noise detection is matched with the law on illegal exhaust noise to provide intelligence that can be used for Police prosecutions
 - measurement of average speed between cameras which is not enforceable but is useful intelligence

Through Dr Rob Wareing, Waka Kotahi have an ANPR noise detecting camera that they are offering to be used as the next step in assessing the impact of ASRU on the community. There are some permission and installation steps to take but it is expected this could be achieved in the next few months.

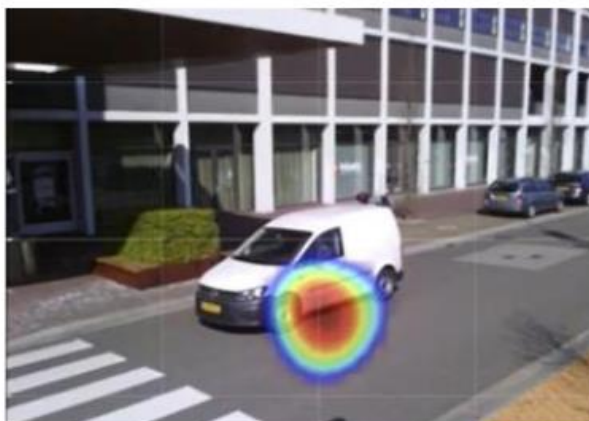
There is a good deal of interest with camera technology by the NZ Police including the ANPR cameras which are used in patrol cars. Static cameras coupled with automation have some challenges, but progress is being made globally including for the Department for Transport in the UK in 2022 where a report on their pilot is available at the following website location. It is filled with useful information on lessons learned including that noise detecting cameras will work better in non-urban areas where there is less noise pollution and less potential for confusion when identifying which car made the excessive noise.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805940/roadside-vehicle-noise-measurement-phase-1-study-report-and-technology-recommendations.pdf

In both Paris and in New Delhi hundreds of ANPR cameras have been setup that automatically book infringements and there have been Council initiatives in the UK to tackle local noise issues. Please see the article reported in the National News in Appendix C where 10,000 vehicles in the Chelsea and Kensington area triggered the noise detecting cameras and fines have been issued by the Council. A similar approach has been used by New York City Council so it would be worth reviewing whether it may be feasible for NZ Local Government to use their infringement powers.

The technology appears to have evolved to a point where it is very useful for the purposes of enforcing law on the ASRU issue. The picture at right is of an ANPR camera and noise detecting microphone array jointly developed by Axis Communications and Sorama which, when combined with software, will detect the level, type, and location of the noise as per the following video and picture.

<https://www.youtube.com/watch?v=fQEkkFGPbU8>



The indicative cost for a single camera solution is approximately \$17,000 including software for a 5 year lifespan. There are some significant economies so if we were to have 5 connected cameras then the price is approximately \$38,000 for a 5 year lifespan. It would be wise to budget for some additional costs for networking, power supply, consulting, and setup costs so a total budget of \$50K for five cameras might be reasonable.

It is important to note that NZ Police have responded to Tracey McLellan MP's office with good reasoning as to why ANPR cameras can not be used to issue tickets and to prosecute ASRU. However, the prosecution of ASRU is not necessarily the only deterrent to anti-social behaviour.

Combining Cameras with Signage

Signs as per the following examples would be useful not only to ensure there is legal compliance but also to act as a deterrent to those planning on making excessive noise and speed in the area covered by the ANPR cameras.



Legislation

In 2007 new legislation was put in place in the Land Transport (Road User) Rule to reduce the impact of noisy vehicles. Limits were put in place for certain vehicles which for ASRU is 95 decibels if the car was manufactured before 2008 or 90 decibels if after June 2008. Though there have been some minor changes since that time the legislation that applies is largely the same and difficult to enforce.

There are two tests for noise; subjective which the Police can apply to Green Sticker a car off the road if the noise exhaust is noticeably louder than what the manufacturer would have provided and then an objective test which measures the actual noise in normal conditions.

Councils have no legislative authority with noisy moving vehicles in New Zealand. There are bylaws for no cruising zones and for prohibited hours particularly in commercial zones. This is interesting because most of the global noise-based solutions for ASRU are through Councils imposing fines.

Police Support

Because only the Police have powers to directly address the ASRU issue including imposing fines and removing vehicles from the roads there is no effective forward path without Police guidance. As has been established throughout this document the Police are in charge of the ASRU issue and the Community is only trying ways to help. It must be acknowledged that this might not be welcome by the NZ Police as there is potential for inadvertently creating problems by not managing the solution.

appropriately or by implementing a solution that does not comply with what the Police are planning for ANPR cameras as per the following policy released in September 2022.

<https://www.police.govt.nz/sites/default/files/publications/automatic-number-plate-recognition-210922.pdf>

ANPR cameras could help the Police in their role so there is interest but there are also rules. For instance, a camera recording the number plate of a vehicle of interest to the Police with a date and time stamp and location would be useful but only if the data is appropriately managed for privacy and is compatible with Police process and systems. At this time, it seems unlikely that the information could be used to issue an infringement.

Suggested next steps

The successful use of a noise recorder by Dr Rob Wareing scientifically validated the impact felt by the community. These very loud vehicles are repeatedly breaking the law with 100-110 decibels of noise with 90 or 95 decibels being the legal limits.

The general advice at a 9th of June 2023 meeting at Tracey McLellan MP's office from the Police and the Council was to focus on speed rather than sound largely due to legislation. This included installing Waka Kotahi safety cameras, reducing the speed limits in the Bays and increasing Police presence with a focus on speeding cars. There is some logic in this approach with a general reduction in speed translating to a general reduction in noise. On average this would have to be the case but it is the 5% of drivers that are causing the Community a problem and their main impact on the Community is noise and they do not seem to notice speed limits.

The Community would therefore still like to pursue noise based solutions with a next step being the installation of a Waka Kotahi donated ANPR noise detecting camera on the Governors Bay Road with support from Christchurch City Council. This is likely to include Orion and Enable to provide power and broadband for the camera and it is hoped that this can be installed in the next few months.

It would also be useful to explore whether there are any Rooding adjustments with Council that could be applied but it seems that those options have all been considered and are not applicable.

Regardless of what direction this takes it is the collaboration of NZ Police (national, local and the ASR Unit) with Christchurch City Council and Tracey McLellan's office to explore and identify what needs to change with legislation and what solution mix could best be applied to the ASRU problem. Towards that end it is important to keep the communication lines open to help with assisting the New Zealand Police to tackle the ASRU problem.

APPENDIX A

Letter from Luana Swindells, resident of Rāpaki and Mt Herbert Community Board member

Tēnā koe

Thank you for the opportunity to speak on behalf of our community (Rāpaki bay) regarding the ongoing issue of boy racers a.k.a. 'car enthusiasts'.

For several years (mostly post-earthquake), communities throughout Banks Peninsula have witnessed (and endured) an increase in boy racer numbers; unfortunately, this has coincided with an influx of heavy vehicles (including logging and transport vehicles, road cyclists, motorcyclists), and other road users. As anyone familiar with the Peninsula knows, our roads were not designed to manage the number of vehicles we now have, and nor are they maintained to a standard that would be considered 'reasonable'. The absence of road barriers, lighting, and footpaths throughout the Peninsula only increases the potential for harm; as a parent, it terrifies me to think that my children could be killed by reckless road users who routinely pass on blind corners.

Within Rāpaki Bay, alone, I have personally witnessed several accidents and near misses by drivers speeding and driving recklessly. As a dog walker, I (and my husband) have had several near misses with speeding and dangerous drivers. These drivers show no regard for residents or for the state of the roads they travel. I have seen boy racers accelerate off from the bus stop at Rāpaki Bay – and the gravel road above it – and lose control, going off the side of the road onto private properties. Unless the driver (who typically absconds from the scene) is caught, the vehicles are often left for the property owners to remove at their own cost. If the owner wishes to pursue costs, they must go through the Court system. This is another potential cost and there is no guarantee of recouping this money. There have been further instances of boy racers showing up in the early morning to remove the VIN number from the vehicle (so ownership can't be traced) or burning the car beyond recognition.

I have witnessed another boy racer speed off from gravel and hit the vehicle of a local resident and his young daughter as they were exiting from Rāpaki Drive. This was opposite the bus stop at 5pm in the afternoon – a busy time for other public and road transport users. Although the Police attended on this occasion, the driver was not prosecuted. There have been several incidents of boy racers going off the road near Pony Point (Otuherikio) between Rāpaki and Cass Bays – one car had 4 bald tires (two were spacers), an empty beer box in the front seat, and a baby seat in the back (a photo was sent via the 105 police reporting line and to the Council). It is not unusual to see empty beer/mixer bottles littering the side of the road. In Rāpaki, again, we have also had an instance of a local resident being driven off the road (as a boy racer sped around the corner on the wrong side), causing him to drive off a steep bank. That he was not killed is a miracle. These are just a few of the incidents that have occurred.

In 2021, we thought the authorities might take this issue more seriously when a young boy was killed when driving at speed. Inexplicably, it has not.

<https://www.stuff.co.nz/national/crime/127293843/teen-charged-following-fatal-crash-that-killed-his-best-friend#:~:text=Dylan%20Bruce%20Taylor-McCutchan%2C%2018%2C%20was%20killed%20in%20July,on%20Wednesday%20charged%20with%20careless%20driving%20causing%20death>.

<https://www.odt.co.nz/star-news/star-christchurch/ill-never-forgive-you-grieving-mums-strong-words-teen-who-killed-her-son>

More recently, the influx of boy racers through the Peninsula has increased from Friday, Saturday, and Sunday nights to every night (and day) of the week. Residents who live next to the road are terrified that a car will drive through their house, and many residents in the bays get little sleep from the constant noise of cars accelerating, revving their engines, and doing burnouts. It is intolerable.

APPENDIX B



Project	Cass Bay – Traffic Noise Monitoring
Subject	Preliminary assessment of loud vehicles
Attention	Gary Freedman (gary@garyfreedman.com), Scott Adams (scott.adams@xtra.co.nz)
Date	4 June 2023
Prepared by	Robin Wareing, Principal Acoustics Engineer

1 Introduction

Altissimo Consulting has been engaged to provide acoustic advice on the mitigation of noise from loud vehicles passing through Cass Bay and Corsair Bay. Between 4th March 2023 and 7th May 2023 a noise logger was installed at the driveway of 60 Governors Bay Road, the logger installation is shown in Figure 1 and the location of the site installation is shown in Figure 2.



Figure 1: Noise Logger Installation

23-110/LO1/8

2



Figure 2: Location of Noise Logger



2 Results

2.1 Average levels

The 1-hour average noise levels throughout the day for the entire measured period are shown in Figure 3.

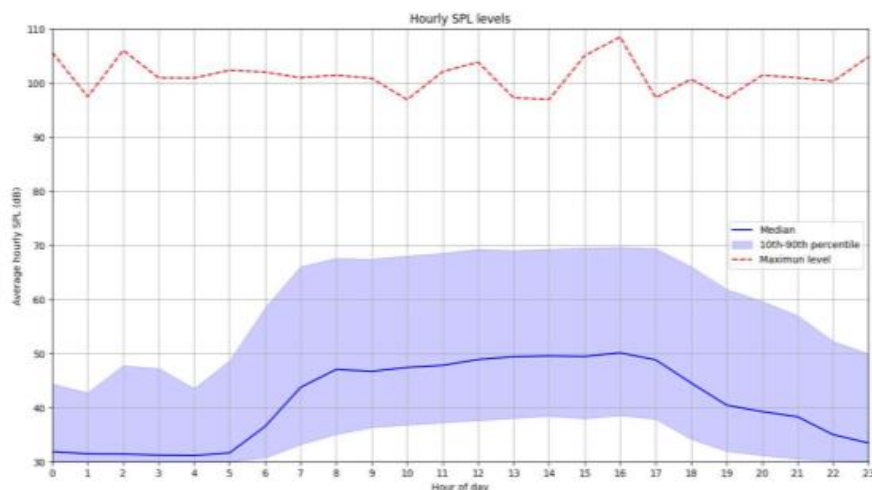


Figure 3: Variation in average noise levels throughout the day

The variation in average noise levels throughout the week are shown in Figure 4.

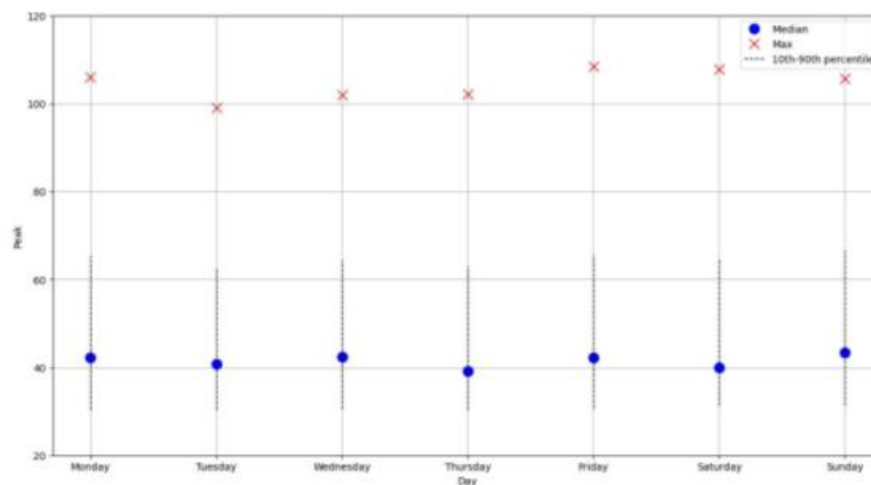


Figure 4: Variation in average noise levels throughout the week



2.2 Specific events

Specific high noise events were extracted from the logged data using the method described below:

- Isolated peaks higher than the 95th percentile of noise in each 1-hour recording were identified.
- The rise and fall of the noise surrounding each peak was extracted from the signal.
- Data that occurred on days with rainfall or high wind were excluded.
- High-noise events were identified based on a threshold level of 95 dB L_{Apeak} at the logger.

The average number of these events per day is given in Table 1 and the diurnal pattern is shown in Figure 5

Table 1: Average number of high-noise events per day

Day of the week	Number of loud events per day
Monday	53
Tuesday	43
Wednesday	35
Thursday	83
Friday	34
Saturday	56
Sunday	59

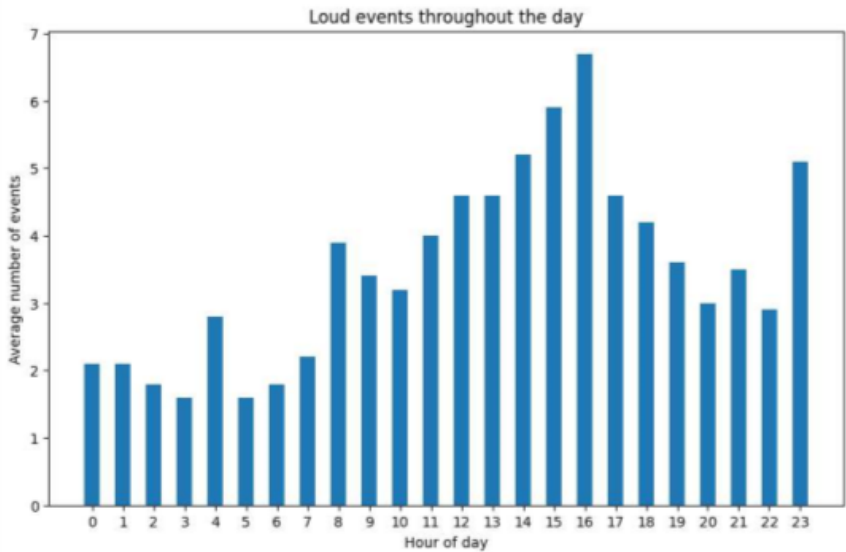


Figure 5: Diurnal pattern of events

It should be noted that the number of loud events is based on an arbitrary threshold, this is useful for comparison with future levels but does not definitively represent the number of “potentially objectionable noise events”.



2.3 Manual review

Two days of events were manually reviewed by listening to the audio files. These events were classified and the percentage of events in assigned classes are shown in Table 2.

Table 2: Loud event types

Event type	Percentage of loud events
Bangs and rattles	13%
Trucks	26%
Weather or other extraneous event	15%
Loud cars / motorbikes	46%

During the review it was noted that after 18:00 the proportion of loud events due to loud cars / motorbikes increased. The classification and proportions of events detected after 18:00 is presented in Table 3.

Table 3: Loud event types after 18:00

Event type	Percentage of loud events
Bangs and rattles	3%
Trucks	11%
Weather or other extraneous event	11%
Loud cars / motorbikes	74%

2.4 Summary

The average noise levels show typical diurnal patterns that would be expected from traffic noise. Much lower average levels are measured at night, but the peak measured levels remain constant throughout the day. No significant changes occur in the average noise levels or the peak noise levels throughout the week.

The highest number of loud events occur on Thursday and Saturday. No significant changes occur in the levels associated with loud events throughout the week.

This pre-mitigation data will be further analysed following any mitigation trials to allow comparisons between the number and/or severity of loud events.

Yours sincerely
Altissimo Consulting
Robin Wareing
Principal
rob@altissimo.nz



APPENDIX C

Websites of global efforts dealing with ASRU

<https://motofomo.com.au/uncategorized/noisy-motorcycles-break-the-silence-in-paris-after-quiet-of-lockdown/>

<https://www.nokia.com/about-us/news/releases/2021/12/15/nokia-deploys-ai-powered-smart-city-trial-to-address-vehicle-based-noise-pollution-in-the-city-of-genk-belgium/>

<https://www.thenationalnews.com/world/uk-news/2022/03/07/supercars-10000-caught-by-central-london-noise-cameras-since-june/>

<https://www.startrescue.co.uk/news/motoring-news-2/drivers-with-noisy-exhausts-targeted-in-new-trial-anpr-system>

<https://touch.policeoracle.com/news/article.cfm?id=109038>

<https://www.thehindu.com/news/national/kerala/traffic-enforcement-to-go-digital/article33824033.ece>

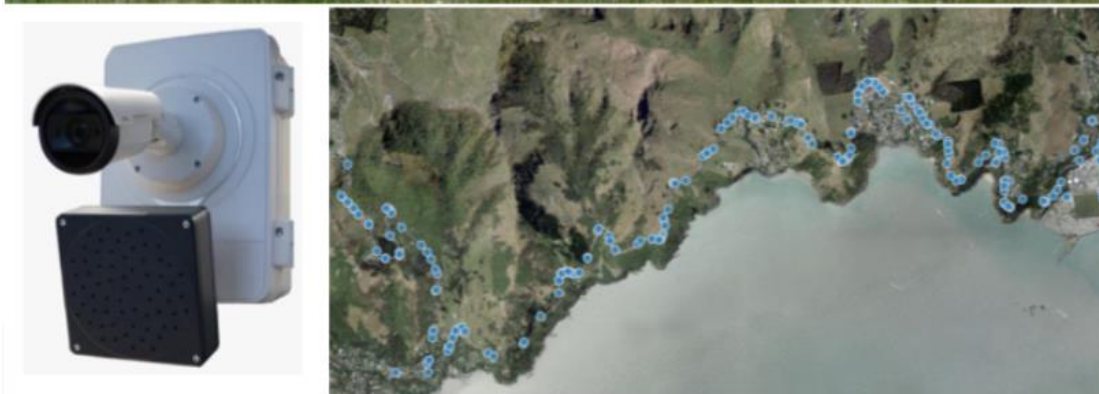
<https://www.transportxtra.com/publications/local-transport-today/news/66302/clampdown-on-noisy-motorbikes-gains-pace-post-lockdown/>



Anti-Social Road Users Community Report

A review of the options to
reduce the impact of Anti-
social Road Users on the
Lyttelton Harbour Community

Te Pātaka o Rākaihautū - Hui a Hāpori
Banks Peninsula Community Open Forum
June 26th 2023



The Impact on the Community



Anti-social road users (ASRU) or Boy Racers are less than 5% of the traffic but are almost 100% of the nuisance noise.

There are on average 75 incidents each week with excessive noise levels (~100 decibels).

Friday and Saturday nights are the busiest times, but early morning is the most annoying.



Solving this problem has been difficult for the Police because of:

- The remote location
- Legislation for excessive noise is not easily enforceable
- ASRU's know this and exploit it fully

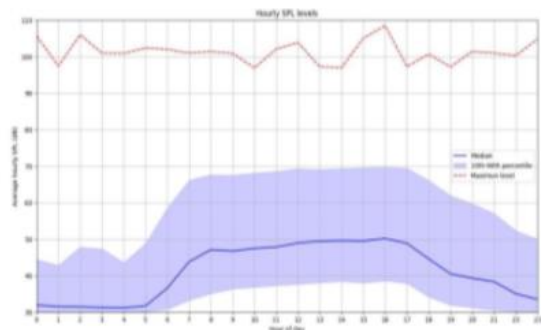


Arguably the Community have been quite patient as the ASRU problem has been relatively constant for many years. What we know has worked:

- Police blitzing the road issuing fines and removing cars from the road
- CoVID 19 lockdown!
- Dyers Pass roadworks reduced ASRU traffic but in contrast opening up Evans Pass increased ASRU traffic

What have we been doing?

Validating what we are experiencing



Exploring what is happening globally and what can be done in NZ?



Investigating options for detecting noise and/or reducing speed



Where to go from here – next steps

The NZ Police own the ASRU issue and support is being provided by Waka Kotahi (safety cameras), local (CCC) and central government exploring legislation and roading solutions and by the Community who are prepared to keep advocating for change in a collaborative and supportive manner.

We will keep pointing out that it is not just a speed problem. Excessive noise is what affects us most though we all agree speeding is a problem to be addressed.

We need to identify it as a New Zealand wide problem that needs to be solved locally. ASRU are affecting the mental health of many communities and it should not be accepted as a problem that is too hard to solve. Legislation should support the Police to enforce compliance and remove the impact. The use of technology should support this ambition.

Provide regular clear communications on what is happening.

And in the next few months we will have:

1. Increased Police presence in this Community by the ASR Unit
2. A Waka Kotahi donated noise detecting camera with number plate recognition that could be installed on Governors Bay Rd provided it is suitably compliant as assessed by Police and Christchurch City Council