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## Waipapa Papanui-Innes-Central Community Board AGENDA

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### Notice of Meeting:

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

**Date:** Thursday 9 May 2024  
**Time:** 4 pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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### Membership

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

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3 May 2024

### Principal Advisor

Emma Pavey  
Manager Community Governance,  
Papanui-Innes-Central  
Tel: 941 5107

Mark Saunders  
Community Board Advisor  
941 6436

[mark.saunders@ccc.govt.nz](mailto:mark.saunders@ccc.govt.nz)  
[www.ccc.govt.nz](http://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.

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

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

**To view copies of Agendas and Minutes, go to:**

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# What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

## Our focus this Council term 2022–2025

### Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

## Our goals for this Long Term Plan 2024–2034

### Draft Community Outcomes



#### Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



#### Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



#### A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



#### Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

## Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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

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## 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 Waipapa Papanui-Innes-Central Community Board meeting held on [Thursday, 11 April 2024](#) be confirmed (refer page 6).

### 4. Public Forum Te Huinga Whānui

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

#### 4.1 Amanda Watkins

Amanda Watkins will report back to the Board further to their Youth Development Fund support for her to attend the Anna Lee School of Dance She Shines On dance tour in New York and Orlando.

#### 4.2 Margot Korhonen

Margot Korhonen will speak as a local resident regarding adding value to the local community.

#### 4.3 St Albans Primary School

Karli Bristed and Andrea Harnett will speak on behalf of St Albans Primary School regarding the safety of children travelling to the school.

#### 4.4 St Albans Catholic School

Abraham Atherton will speak on behalf of St Albans Catholic School regarding the safety of children travelling to the school.



## **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.



Waipapa  
Papanui-Innes-Central Community Board  
OPEN MINUTES

**Date:** Thursday 11 April 2024  
**Time:** 4.01 pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

**Present**

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Ali Jones (via audiovisual link)
	Jake McLellan
	John Miller
	Emma Twaddell

**Principal Advisor**

Emma Pavey  
Manager Community Governance,  
Papanui-Innes-Central  
Tel: 941 5107

Mark Saunders  
Community Board Advisor  
941 6436

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

## Karakia Tīmatanga

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

**Part C**

There were no apologies received.

### 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 PCBCC/2024/00021**

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 14 March 2024 be confirmed.

Victoria Henstock/Emma Twaddell

Carried

Sunita Gautam joined the meeting at 4.04pm during consideration of item 4.

### 4. Public Forum Te Huinga Whānui

**Part B**

**4.1 Emma McKenzie**

Emma McKenzie spoke as a local resident regarding speeding on Philpotts Road, as well as fly-tipping and other anti-social behaviour in the rural area toward QEII Drive, where the speed limit reduces.

The Board requested that staff investigate traffic calming (and undertake speed counts) in relation to the reported regular speeding behaviour of drivers along Philpotts Road coming off QEII Drive in proximity to where the retirement village residents and other local residents walk, and the other anti-social behaviour is being reported.

### 5. Deputations by Appointment Ngā Huinga Whakaritenga

**Part B**

**5.1 Jan Galloway**

Local resident, Jan Galloway's attached pre-circulated presentation was accepted as her deputation in lieu of her being available to speak regarding Item 7, Gambia Street / Grants Road / Rayburn Avenue Intersection – Proposed no stopping restrictions.

**Attachments**

A Jan Galloway's written deputation

**5.2 St Bede's College**

Head Boy, Simon Curnow, and St Bede's College students, Harison Staples and Luke Coyle, spoke on behalf of the College regarding Item 11, Waipapa Papanui-Innes-Central - Better-Off Fund Applications for Consideration, specifically the Northcote Road Corridor Safety Improvements Investigation Project.

**5.3 Marian College**

Marian College students, Ellen Scott and Tessa Jamieson-Timo, spoke on behalf of the College regarding Item 11, Waipapa Papanui-Innes-Central - Better-Off Fund Applications for Consideration, specifically the Northcote Road Corridor Safety Improvements Investigation Project.

**6. Presentation of Petitions Ngā Pākikitanga**

**Part B**

There was no presentation of petitions.

**11. Waipapa Papanui-Innes-Central - Better-Off Fund Applications for Consideration**

**Board Comment**

The Board considered deputations from the St Bede's College and Marian College students (refer items 5.2 and 5.3 above) before resolving to accept Officer Recommendation 5, which was voted on separately.

The Council Officers joined the table to answer the Board's questions in relation to the Northcote Road Corridor Safety Improvements Investigation Project and indicated that they will bring a Project Plan back to the Board in due course. They will also give consideration to how they may report back to the Board regularly and use ideas from students at the nearby colleges in the feasibility investigation.

The Board also requested advice whether granting the funds internally for the project puts the funds at greater risk of being withdrawn, as opposed granting them externally.

**Community Board Resolved PCBCC/2024/00022 Officer recommendations accepted without change**

**Part C**

That the Waipapa Papanui-Innes-Central Community Board:

5. Approves a grant of \$100,000 from its Better-Off Fund to the Christchurch City Council Transport Unit towards the Northcote Road Corridor Safety Improvements Investigation.

Emma Norrish/Victoria Henstock

**Carried**

Emma Twaddell requested that her vote against the above resolution be recorded.

**Community Board Resolved PCBCC/2024/00023 Officer recommendations accepted without change**

1. Receives the information in the Waipapa Papanui-Innes-Central - Better-Off Fund Applications for Consideration Report.
2. Notes that the decisions in this report are of low significance concerning the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$40,000 from its Better-Off Fund to The Ron Proctor Environmental Award Trust towards the Papanui Bush pathway.
4. Approves a grant of \$8,310 from its Better-Off Fund to the Christchurch City Council Parks Unit towards additional planting for Rutland Reserve.

Ali Jones/Victoria Henstock

Carried

**7. Gambia Street / Grants Road / Rayburn Avenue intersection - Proposed no stopping restrictions**

**Board Comment**

The Board considered the written deputation from Jan Galloway (refer item 5.1) before resolving to accept the Officer Recommendations.

**Community Board Resolved PCBCC/2024/00024 Officer recommendations accepted without change**

**Part C**

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Gambia Street, Grants Road and Rayburn Avenue pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in resolution 2 below.
2. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A to the report:
  - a. That the stopping of vehicles be prohibited at any time on the south-west side of Gambia Street from its intersection with Grants Road and extending in a north-westerly direction for a distance of 23 metres.
  - b. That the stopping of vehicles be prohibited at any time on the north-east side of Gambia Street from its intersection with Grants Road and extending in a north-westerly direction for a distance of 31 metres.
  - c. That the stopping of vehicles be prohibited at any time on the north-west side of Grants Road from its intersection with Gambia Street and extending in a north-easterly direction for a distance of 15 metres.

- d. That the stopping of vehicles be prohibited at any time on the south-east side of Grants Road from its intersection with Rayburn Avenue and extending in a north-easterly direction for a distance of 30 metres.
  - e. That the stopping of vehicles be prohibited at any time on the north-east side of Rayburn Avenue from its intersection with Grants Road and extending in a south-easterly direction for a distance of 14 metres.
  - f. That the stopping of vehicles be prohibited at any time on the south-west side of Rayburn Avenue from its intersection with Grants Road and extending in a south-easterly direction for a distance of 14 metres.
  - g. That the stopping of vehicles be prohibited at any time on the south-east side of Grants Road from its intersection with Rayburn Avenue and extending in a south-westerly direction for a distance of 15 metres.
  - h. That the stopping of vehicles be prohibited at any time on the north-west side of Grants Road from its intersection with Gambia Street and extending in a south-westerly direction for a distance of 30 metres.
3. Approves 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).

Jake McLellan/Emma Norrish

Carried

## 8. Papanui Primary School - Proposed Parking Changes

**Community Board Resolved PCBCC/2024/00025 Officer recommendations accepted without change**

### Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on both sides of Fraser Street from its intersection with Cranford Street, and extending in a north-easterly direction to its intersection with Winters Road, pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in resolution 3 below.
2. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on Winters Road from its intersection with Fraser Street, and extending in a south-easterly direction for a distance of 127 metres, pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in resolution 3 below.
3. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A to the report:
  - a. That the stopping of vehicles be prohibited at any time on the western side of Fraser Street from its intersection with Cranford Street and extending in a north-easterly direction for a distance of 34 metres.



- b. That the stopping of vehicles be prohibited at any time on the eastern side of Fraser Street from its intersection with Cranford Street and extending in a north-easterly direction for a distance of 23 metres.
  - c. That the stopping of vehicles be prohibited at any time on the eastern side of Fraser Street from its intersection with Winters Road and extending in a south-westerly direction for a distance of 13 metres.
  - d. That the stopping of vehicles be prohibited at any time on the north-east side of Winters Road commencing at a point 98 metres south-east of its intersection with Fraser Street and extending in a south-easterly direction for a distance of 29 metres.
  - e. That the stopping of vehicles be prohibited at any time on the south-west side of Winters Road from its intersection with Fraser Street and extending in a south-easterly direction for a distance of 13 metres.
  - f. That the parking of vehicles be restricted to a maximum period of three minutes between the times of 8.15am to 9.15am and 2.30pm to 3.30pm, school days only on the south-west side of Winters Road commencing at a point 39 metres south-east of its intersection with Fraser Street and extending in a south-easterly direction for a distance of 54 metres.
  - g. That the stopping of vehicles be prohibited at any time on the south-west side of Winters Road commencing at a point 93 metres south-east of its intersection with Fraser Street and extending in a south-easterly direction for a distance of 26 metres.
4. Approves pursuant to Clause 6(2) of the Christchurch City Council Traffic & Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of three minutes between the times of 8.30am to 9.30am and 2.30pm to 3.30pm, school days only on the south side of Fraser Street commencing at a point 13 metres south of its intersection with Winters Road and extending in a southerly direction for a distance of 47 metres be revoked.
  5. Approves 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).

Emma Twaddell/Emma Norrish

Carried

## 9. Chester Street East - Resident Permit Only and Angle Parking

### Board Comment

The Board requested that the Road Maintenance Team respond to it being queried in considering the report whether there is an inadequacy in the sign-off process for maintenance work that enabled the situation to occur that the parking lines were not reinstated at this site before the resealing work was signed off.

**Community Board Resolved PCBCC/2024/00026 Officer recommendations accepted without change**

### Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Chester

Street East from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 88 metres, pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in resolutions 2 to 5 below.

2. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A (Drawing: TG148302, Issue: 30/01/2024) that the stopping of vehicles be prohibited at any time on the south side of Chester Street East from its intersection with Barbadoes Street and extending in westerly direction for a distance of 17 metres.
3. Approves, pursuant to Clause 10 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A (Drawing: TG148302, Issue: 30/01/2024), that the parking of vehicles be reserved for vehicles with an approved Resident's Parking Permit, prominently displayed in the vehicle, on the south side of Chester Street East, commencing at a point 17 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of 10 metres. This restriction is to apply at all times and be restricted to 90 degree angle parking.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A (Drawing: TG148302, Issue: 30/01/2024) that the parking of vehicles be restricted to 90 degree angle parking on the south side of Chester Street East commencing at a point 27 metres west from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 28 metres.
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A (Drawing: TG148302, Issue: 30/01/2024) that the stopping of vehicles be prohibited at any time on the south side of Chester Street East commencing at a point 55 metres from its intersection with Barbadoes Street and extending in westerly direction for a distance of 33 metres.
6. Approves 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).

John Miller/Sunita Gautam

**Carried**

## **10. Innes Road/Malvern Park Pedestrian Crossing - Proposed No Stopping Restrictions**

**Community Board Resolved PCBCC/2024/00027 Officer recommendations accepted without change**

### **Part C**

That the Waipapa Papanui-Innes-Central Community Board:

1. Revokes any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with resolution 2 below.
2. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of vehicles be prohibited at all times on the south-east side

of Innes Road commencing at a point 98 metres south-west of its intersection with Roosevelt Avenue and extending in a south-westerly direction for a distance of 46.5 metres.

3. Approves 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).

Ali Jones/Sunita Gautam

Carried

## **12. Waipapa Papanui-Innes-Central 2023-24 Discretionary Response Fund Application- Edgware Tennis Club Incorporated and Morrison Avenue Bowling Club (Inc)**

**Community Board Resolved PCBCC/2024/00028 Officer recommendations accepted without change**

### **Part C**

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$10,000 from its 2023-24 Discretionary Response Fund to Edgware Tennis Club Incorporated towards the drainage repair and replace project.
2. Approves a grant of \$15,000 from its 2023-24 Discretionary Response Fund to Morrison Avenue Bowling Club (Inc) towards the Accessible Club Building project.

Ali Jones/Pauline Cotter

Carried

## **13. Waipapa Papanui-Innes-Central Community Board Area Report - April 2024**

**Community Board Resolved PCBCC/2024/00029 Officer recommendations accepted without change**

### **Part B**

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for April 2024.

Simon Britten/Pauline Cotter

Carried

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

### **Part B**

Board members exchanged information on their activities, including in relation to:

- Eid al-Fitr celebrations
- Phillipstown Gala

- Edgware Village
- Richmond Village
- Investigation work for three waters and transport projects in Bishopdale
- Rotary request to erect Peace Poles in Papanui
- St Albans School concerns for student cycle safety on nearby streets

## **Karakia Whakamutunga**

**Meeting concluded at 5.56pm.**

**CONFIRMED THIS 9<sup>th</sup> DAY OF MAY 2024**

**EMMA NORRISH**  
**CHAIRPERSON**

7. Correspondence

Reference Te Tohutoro: 24/719341  
 Responsible Officer(s) Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori – Community Board Advisor  
 (Mark.Saunders@ccc.govt.nz)  
 Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Karyn Baylis	Prestons Road Safety

2. Staff Recommendations / Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the correspondence attached to the agenda report.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Correspondence from Karyn Baylis	24/719454	16

**From:** Karyn Baylis  
**Sent:** Friday, April 26, 2024 11:38 AM  
**To:** Cotter, Pauline  
**Subject:** Preston's Road Safety

Hi Pauline,

I was given your details regarding fixing the Preston's Road bike lane just after the Hills Road intersection. My eldest boy has started attending St Bedes this year and we at this stage won't be letting him cycle because of a small section that has a very narrow section for bikes. I even asked a couple of friends who are police officers for their thoughts and both told me there is no way they would let their kids bike down there. I guess they see the damage at the other end of dangerous roads.

We drive to St Joseph's every day and there is a huge increase in cyclists. I see about 30 boys biking to Bedes on my commute and roughly 6 girls biking to Marian (which I'm sure will increase). These are also kids biking to St Joseph's. Along with multiple cyclists commuting to work, and other cyclists wanting to get safely to the northern corridor bikeway. Many have said they avoid Preston's road due to its unsafe nature .... and they are experienced cyclists and adults! I've also seen elderly people walking on that stretch which is concerning.

I also really wanted to acknowledge the work done this week to get rid the grass. I'm really hope we can get it sealed too so it's safe to bike on without slipping. Winter is coming and there is only shade in that section meaning it will be mucky and slippery. Widening the road would also be amazing but I realise it's not always possible. I feel like though there will be a serious accident there in time. I've included photos of locals keen to see it fixed so it can be used safely and I'll share your response on our local group to update them. As you can see from the comments Henry a Year 12 at Bedes was hit and knocked into the ditch. Luckily he wasn't injured badly but the driver didn't even notice they clipped him 😞

Thanks heaps  
Karyn Baylis



## 8. Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound)

Reference Te Tohutoro: 24/440241

Responsible Officer(s) Te Lindsay White, Senior Project Manager Transport

Pou Matua: Gemma Dioni, Principal Advisor Transportation - Safety

Accountable ELT

Member Pouwhakarae: Jane Parfitt, General Manager City Infrastructure

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

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve a proposal for safety improvements at the McFaddens Road/Cranford Street intersection.
- 1.2 The report has been written in response to safety issues raised through the independent post-construction safety audit process for the Christchurch Northern Corridor relating to the signalised pedestrian crossing on Cranford Street just north of McFaddens Road.
- 1.3 This issue was being monitored and more recently, a ticket via the Community Board concerning this same issue which has prompted the move towards additional measures being taken.
- 1.4 The report is staff generated.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound) Report.
2. Approves the scheme design as detailed on plan RD3716S112 dated 12/04/2024 in **Attachment A** to the agenda report.
3. Notes that this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by completing a Significance and Engagement Assessment.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Christchurch Northern Corridor (CNC) independent post-construction Safety Audit (see **Attachment B**) identified a 'Serious' issue relating to left-turning vehicles from McFaddens Road running the red light at the pedestrian crossing on Cranford Street. The audit also raised a 'Significant' issue around red light running. A safer speed platform (raised platform) was recommended by the audit team as a solution to these issues.
- 3.2 The project team in response to the audit items agreed to monitor the issue. In June 2023 a ticket was received via the Community Board raising further concerns about the crossing on Cranford Street.
- 3.3 As per the audit recommendation, a safer speed platform is being recommended as a solution to the issue. The platform is to be in advance of the crossing point on Cranford Street, to provide a physical traffic calming solution for drivers who are exiting McFaddens Road.

- 3.4 The safer speed platform is the cheapest and lowest risk option to Council.
- 3.5 Localised engagement with affected businesses and residents started on 28 March 2024 and ran for two weeks, closing on 11 April 2024. See section 6.7 for further detail.

#### 4. Background/Context Te Horopaki

- 4.1 As part of the transport project process at Council, independent safety audits are completed at various stages through the design of a scheme: scheme stage, detailed design stage and post-construction.
- 4.2 The Christchurch Northern Corridor (CNC) Post-Construction Safety Audit completed in 2021 (**Attachment B**) identified the following issues:
  - 4.2.1 a 'Serious' issue (see audit item 3.2.1 in **Attachment B**) relating to left-turning vehicles from McFaddens Road running the red light at the pedestrian crossing on Cranford Street. Through the safety audit process, it was agreed to monitor the situation.
  - 4.2.2 a 'Significant' issue (see audit item 3.2.2 in **Attachment B**) around red light running. Again, it was agreed to monitor the situation.
- 4.3 Regarding 3.2.1 (in **Attachment B**), the Auditor noted:
  - 4.3.1 Multiple vehicles exiting from the McFaddens Road western approach and driving through the pedestrian crossing without realising the light was red. This could be due to the close proximity of the crossing and the signal aspects for the pedestrian crossing being located outside of the immediate field of vision of drivers when exiting from McFaddens Road.
  - 4.3.2 The issue is exacerbated by the sight distance to the right for vehicles exiting McFaddens Road due to a property boundary fence close combined with traffic speeds on Cranford Street likely to exceed the 50km/h speed limit.
- 4.4 The Safety Audit team recommended three options for remediation which the project team investigated further:
  - 4.4.1 Remove the left-turn from McFaddens Road onto Cranford Street;
  - 4.4.2 Signalise the intersection; or
  - 4.4.3 Raise the pedestrian crossing.
- 4.5 In the safety audit and as per the safety audit process, the Designer agreed to Option 3 the raised pedestrian crossing, should this be necessary. A raised platform was a recommended solution to item 3.2.2 (in **Attachment B**) to deal with the red-light running concern.
  - 4.5.1 Raised platforms are a proven technique for reducing both the incidence and impacts of crashes, by reducing speeds in localised areas of concern. Lower speeds provide more time for drivers to react to situations, and should a crash occur, is the key factor in determining whether it will result in death or serious injury.
  - 4.5.2 At this location, it will also act as a reminder to drivers that there is a crossing.
  - 4.5.3 Lower vehicle speed is particularly important for vulnerable road users, who include children, the elderly and those with visual or mobility impairments. For example, the survival rate of people over 60 is half that of people younger than 60 at most vehicle impact speeds.
- 4.6 In June 2023, a ticket was received by the Transport Operations team via the Community Board and Councillor Henstock (Ticket: H01250777) raising concerns about safety at this location.

- 4.7 This pedestrian crossing is the only cycle and pedestrian signalised crossing north of Innes Road and a key link across Cranford Street for the St Albans community. Staff initiated a count at the crossing point to understand the current use. This was completed on 7 November 2023. The counts showed that the busiest time in the morning for the crossing was between 7.15am and 8.15am when 41 people crossed (people walking and cycling). The highest demand was for people crossing westbound. In the evening, the highest demand was for eastbound movements, and 36 people were observed crossing between 5pm and 6pm.
- 4.8 In October 2023, the Project Team briefed the Community Board on the issue and proposed some possible solutions for feedback from the Community Board. The Community Board discussed these options at the briefing and requested further information around these options and suggested some other options to be reviewed. The Project Team took this away and responded to these queries via memo in November 2023. (See **Attachment C**)
- 4.9 In December 2023, the Principal Advisor for Transportation Safety briefed the Board on the options for the intersection of McFaddens Road and Cranford Street (northbound), building on the information provided by memo following the previous briefing. The Community Board requested some further information around timeframes, budget and the engagement approach which was provided by memo in February 2024. (See **Attachment D**)
- 4.10 The following related memos/information were circulated to the members of the meeting:

Date	Subject
22/11/2023	Memo- Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound)- Further information requested by the Community Board at the briefing on 26/10/2023
29/02/2024	Memo- Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound)- Further information requested by the Community Board at the briefing on 14/12/2023

- 4.11 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
26/10/2023	Community Board briefing - Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound)- Feedback session
14/12/2023	Community Board briefing - Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound) – Feedback session

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.12 The following reasonably practicable options were considered and are assessed in this report:
- Option 1- Remove left turn from McFaddens Road onto Cranford Street
  - Option 2- Signalise the McFaddens Road intersection with Cranford Street.
  - Option 3- Install a raised table in advance of the pedestrian crossing.
- 4.13 The following options were considered but ruled out:

Option #	Advantages	Disadvantages
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<p><b>Option 4 – Use an active warning ‘Prepare to Stop’ sign on the exit of McFaddens to inform drivers the crossing is in operation (similar to Travis Rd/Frosts Rd</b> As suggested by Community Board member Emma Norrish.</p>	<ul style="list-style-type: none"> <li>Highlights to drivers that the crossing is in operation.</li> </ul>	<ul style="list-style-type: none"> <li>There is already a large amount of signage on the McFaddens Road approach, installing another sign could lead to information overload or draw awareness away from other signs. A full review of all signs would need to be completed.</li> <li>Unlikely to address the safety issue of a person being hit on the crossing, if a driver is still looking right to turn left.</li> </ul>
<p><b>Option 5 – Install red-light running cameras and speed cameras through NZ Transport Agency - Waka Kotahi (NZTA)</b> As suggested by Community Board member Emma Twaddell.</p>	<ul style="list-style-type: none"> <li>The speed camera would slow speeds approaching the pedestrian crossing</li> <li>The red-light running camera would address the red-light running issue and deter people</li> </ul>	<ul style="list-style-type: none"> <li>Would not address the left turning traffic exiting McFaddens missing the traffic lights due to proximity to the pedestrian crossing.</li> <li>NZTA is not currently considering redlight cameras at signalised pedestrian crossings.</li> </ul>
<p><b>Option 6 – Move the crossing north away from McFaddens Road</b> As suggested by Community Board member Ali Jones.</p>	<ul style="list-style-type: none"> <li>Would remove the issue of drivers exiting McFaddens and driving through the red light.</li> </ul>	<ul style="list-style-type: none"> <li>There are a significant number of high-volume driveways north of McFaddens preventing a suitable and safe location.</li> <li>One alternative location would be outside Reece Plumbing where the current bus stop is, however, it would involve the closure of the U-turn bay to provide a safe crossing, and the bus stop would also need to be relocated which would require parking spaces to be removed.</li> <li>Would impact the right turns into businesses along that stretch of Cranford Street as there could potentially be a closure of the U-turn bay.</li> <li>High cost to relocate underground services and re-build the crossing - materials may/may not be able to be reused.</li> <li>Additional cost as this option would include moving the pedestrian crossing on the southbound side as well.</li> <li>Likely to be significantly higher cost due to the increased work required.</li> </ul>

### Options Descriptions Ngā Kōwhiringa

#### 4.14 Preferred Option: Option 3 - Install a raised table in advance of the pedestrian crossing.

##### 4.14.1 Option Description:

Install a raised table in advance of the pedestrian crossing. This would reduce vehicle speeds and therefore the resulting collision severity, as well as drawing the driver's attention to the crossing point.

##### 4.14.2 Option Advantages

- Placing the raised table in advance of the crossing provides a physical traffic calming solution for drivers who are exiting McFaddens Road.
- It provides traffic calming measures for Cranford Street traffic.
- Relatively low-cost solution.
- Ability to deliver a solution quickly to address the concern of residents and the safety audit.

#### 4.14.3 Option Disadvantages

- Potentially not supported by through drivers, as the raised table will impact their speed along Cranford Street on the approach to the motorway.
- Potential increase in noise for local residents should drivers not slow down to travel over the raised table.

### 4.15 **Option 1- Remove left turn exit from McFaddens Road onto Cranford Street.**

#### 4.15.1 Option Description:

This would eliminate the issue by re-routing vehicles to access Cranford Street via roads such as Knowles Street and Weston Road which are not directly adjacent to a pedestrian crossing.

#### 4.15.2 Option Advantages

- The safety issue of drivers exiting McFaddens Road and driving through the pedestrian crossing on a red light would be eliminated completely.

#### 4.15.3 Option Disadvantages

- Public support may not be high due to detours required for local residents and businesses located on McFaddens Road.
- The closure of McFaddens Road has been modelled and would result in a significant increase of traffic to Weston Road and Knowles Street in the evening peak, and increased demands on Papanui Road, Innes Road and Philpotts Road.
- The Downstream Effect Management Plan (DEMP) project puts requirements on Council to manage issues where traffic volumes increase at 30% or more above those expected. This option has the potential to breach these limits, and require Council to carry out more works.
- For example, it would very likely require traffic calming or similar on Weston Road.
- May increase complaints due to rat-running.

### 4.16 **Option 2- Signalise the McFaddens Road intersection with Cranford Street**

#### 4.16.1 Option Description:

This provides all the McFaddens Road approaches with a dedicated phase that can be used to separate pedestrian crossing movements from conflicting vehicle movements. There is the option to combine this with a raised platform to reduce vehicle speeds and further reduce the severity of a collision with a pedestrian should a vehicle run the red light.

#### 4.16.2 Option Advantages

- This would control traffic exiting McFaddens Road on both sides of Cranford Street and could be coordinated with the pedestrian crossing removing the safety issue.

#### 4.16.3 Option Disadvantages

- High cost.
- Journey delays to both McFaddens Road and Cranford Street users as Cranford Street vehicles would have to wait for the McFaddens phase to clear.
- The signalisation of the intersection has been modelled. The modelling showed that a signalised intersection is expected to disrupt the "free" flow of traffic on Cranford Street, by imposing substantial delays on the approaches. As the delays accumulate, this leads to traffic using alternative routes, potentially breaching the DEMP requirements, and opening Council up to significant costs.
- Enabling the through movement between McFaddens Road is anticipated to attract additional traffic demand, further deteriorating the performance of the Cranford Street corridor. The associated adverse effects resulting from the proposed signalisation are considered to be more than minor.

#### Analysis Criteria Ngā Paearu Wetekina

4.17 The recommended option of a raised safety platform, by the independent Safety Audit team, is a Standard Safety Intervention. The options were assessed against relevant industry-standard guidance including the Standard safety intervention toolkit handbook produced by NZTA Waka Kotahi, the Austroads design guides and design guidance by Waka Kotahi NZTA. The recommended option will also be subject to a Safety Audit.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option Install a raised table in advance of the pedestrian crossing	Option 1 Remove left turn from McFaddens Road onto Cranford Street.	Option 2 Signalise the McFaddens Road intersection with Cranford Street
Cost to Implement	\$100,000 - \$130,000. This estimate is based on current rates.	High-level estimate \$250,000 based on closing the exit only.	\$1m+ This approximate cost includes the works required on Cranford Street to install the signals and cabling.
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset- no increase expected.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset- no increase expected.	This option would incur additional maintenance costs due to the change in use on the road. This option also requires traffic signal maintenance which comes from operational budgets.
Funding Source	#232 Northern Arterial Extension including Cranford Street Upgrade	#232 Northern Arterial Extension including Cranford Street Upgrade	#232 Northern Arterial Extension including Cranford Street



			Upgrade but additional funding would be required- source unknown.
Funding Availability	Available	Available	Additional budget required.
Impact on Rates	None	None	0.006%

- 5.1 It should be noted that the above costs are high-level estimates and not tendered prices as Options 1 and 2 are options that have been discounted. Options 1 and 2 would also require a wider engagement process due to the impact of the changes on the directly affected community. Some allowance has been made for this in the costs above.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that if this report is not approved then the safety issue, as identified in the independent post-construction safety audit, will remain.
- 6.2 There is a risk that if this report is not approved then Council remains liable for the safety issue identified by the independent safety audit.

### Legal Considerations Ngā Hiraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 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.
- 6.3.2 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.
- 6.3.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#). Providing safe crossing points for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.
- 6.4.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by completing a Significance and Engagement Assessment.
- 6.4.3 Is consistent with Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.6 Transport
- 6.6.1 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

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Localised engagement with affected businesses and residents started on 28 March 2024 and ran for two weeks, closing on 11 April 2024. The intention of the localised engagement was to reach residents and businesses directly affected by the proposal, and this approach was shared with the Community Board at the briefings in 2023.
- 6.8 Staff visited three businesses located near the intersection and delivered letters to the local residents in the area from Cranford Street to Redwood Place, see **Attachment E** for a copy of the letter. The letter was also shared via email with the wider Transport Stakeholder list with a request for feedback.
- 6.9 Staff received six submissions by the closing date, see **Attachment F** for the table of submissions and Project Team responses.
- 6.10 Staff met with G J Gardiner who had no concerns regarding the proposal but commented that they have other issues with drivers driving through their car park to access McFaddens Road. This exit onto McFaddens Road is currently fenced with a chain fence in response to this. They also raised issues of drivers driving south in the northbound lane to access McFaddens Road.
- 6.11 Staff met with Montessori STARS and Minerva House Preschool. Neither preschool raised concerns regarding the proposal, but both preschools raised wider concerns about the speed of drivers using McFaddens Road on the approach to Cranford Street and requested a speed reduction measure be installed such as a speed hump.
- 6.12 Both preschools also commented on the queue lengths of traffic existing McFaddens Road onto Cranford Street, that extends along McFaddens Road. Both the speed of traffic and the queue length issues make it harder for parents and staff to exit the preschool driveways safely.
- 6.13 As part of the Downstream Effects Management Plan (DEMP), traffic counts are required to be undertaken to monitor traffic levels on streets connected to or affected by the Northern Corridor.
- 6.13.1 Recent traffic counts have been checked with the DEMP project team and are below the 30% increases as specified in the Resource Consent. Therefore, no traffic calming is required based on the conditions of the consent. However, the counts confirmed that some vehicles are travelling above the legal speed limit on McFaddens Road. The Project Team have raised this issue with the DEMP Project Team for review.
- 6.14 The decision affects the following wards/Community Board areas:
- 6.14.1 Waipapa Papanui-Innes-Central Community Board.
- 6.15 At previous briefings, as listed above, the options have been discussed and the Community Board has supported the project team progressing with the preferred option.

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

- 6.16 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.
- 6.17 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.

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








- 6.18 The decisions in this report are likely to:
- 6.18.1 Contribute neutrally to adaptation to the impacts of climate change.
- 6.18.2 Contribute positively to emissions reductions.

- 6.19 The emission reductions associated with this project have not been estimated.
- 6.20 Improving the ability for people to walk and cycle are a key part of council’s emissions reduction efforts by providing a safe, low emission way for residents to move around the city.
- 6.21 Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The next steps will be to complete the Detailed Design and construction.

Attachments Ngā Tāpirihanga

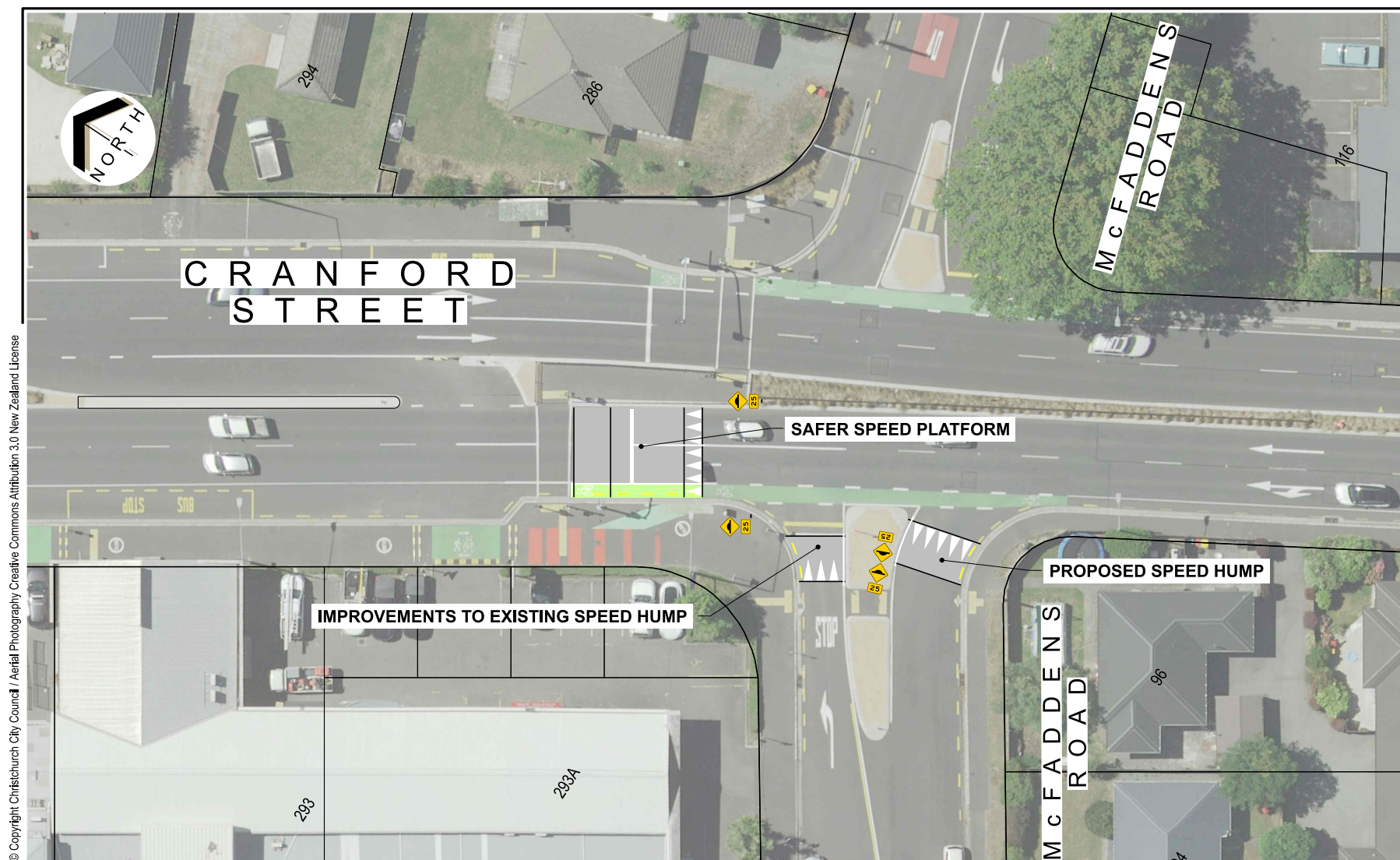
No.	Title	Reference	Page
A  	McFaddens Road Plan- For Approval	24/633408	26
B  	CNC Post-Construction Road Safety Audit_McFaddens Rd	24/749975	27
C  	Internal or External Memos Christchurch Northern Corridor - McFaddens Road at its intersection with Cranford Street (northbound) 30 November 2023 Report	23/1867376	35
D  	Internal or External Memos Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street(northbound) 29 February 2024 Report	24/142124	38
E  	McFaddens Road - Engagement Letter and Plan	24/633756	40
F  	McFaddens Road Submissions and Meetings Table	24/634703	42

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Lindsay White - Senior Project Manager Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Peter Langbein - Finance Business Partner Jane Parfitt - General Manager City Infrastructure





Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)

### 3 Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)

#### 3.1 Package Scope

This audit package was limited to the northbound pedestrian crossing on Cranford St, adjacent to McFaddens Rd shown in Figure 3-1. The pedestrian crossing has recently been completed as part of the Christchurch Northern Corridor project. A site visit was conducted on Monday 22 February during the PM peak traffic period. The study primarily focused on left turning traffic from McFaddens Rd as this is where a number of safety complaints were raised by the community.

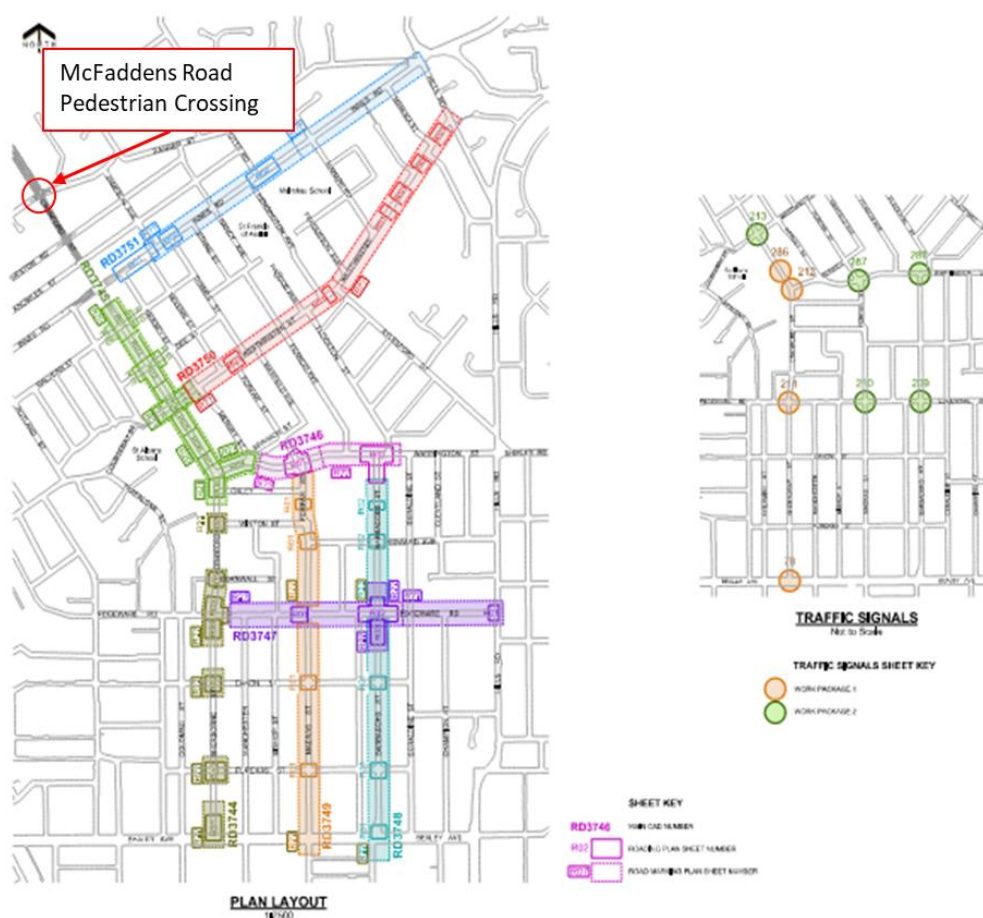


Figure 3-1: Scope of McFaddens Road pedestrian crossing

Since the SAT undertook the site visit, a new fence has been installed on the pedestrian crossing as well as a speed hump and an additional Stop sign has been added on McFaddens Road resulting gated Stop signs for McFaddens Road. This additional infrastructure has been not been taken into account as of this audit.

Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing) |

## 3.2 General Issues

### 3.2.1 Serious – Left turning vehicles from McFaddens Rd running red at pedestrian crossing

Probability of crash occurring: Frequent

Likelihood of Fatal/Serious injury: Likely

**Outcome: Serious**

The SAT team observed multiple vehicles exiting from the McFaddens Rd eastern approach and driving through the pedestrian crossing without realising the light was red. This is likely to be due to the close proximity of the crossing and the signal aspects for the pedestrian crossing being located outside of the immediate field of vision of drivers when exiting from McFaddens Road. As vehicles approach the intersection, the pedestrian signal heads are to the left of drivers vision as shown in Figure 3-2.

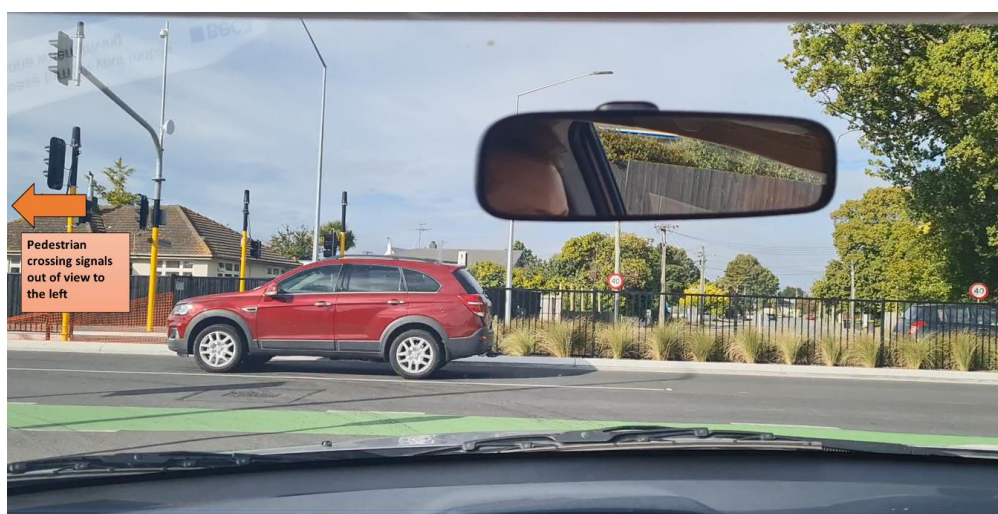


Figure 3-2: View of drivers waiting at the McFaddens Road limit line

This issue is exacerbated by the sight distance to the right for vehicles exiting McFaddens Road due to a property boundary fence close combined with traffic speeds on Cranford St likely to exceed the 50km/h speed limit. This makes gap selection more difficult and as a result, drivers are concentrating more on selecting a suitable gap than observing the pedestrian crossing.

#### Recommendation

There are several different options to mitigate this issue. The following is the order preference for delivering safe system outcomes:

#### 1. Remove left turn from McFaddens Rd

Consider removing the left turn out of McFaddens Rd and leave only the option of a left turn in. This would eliminate the issue by re-routing vehicles to access Cranford Street via roads such as Knowles St and Weston Road which are not directly adjacent to a pedestrian crossing.

#### 2. Signalising intersection

The McFaddens Rd / Cranford St intersection could be signalised as an extension of the existing pedestrian crossing signals. This provides McFaddens Rd with a dedicated phase that can be used to separate pedestrian crossing movements from conflicting vehicle movements. This could be combined with a raised platform to reduce vehicle speeds and reduce the severity of a collision with a pedestrian should a vehicle run the red light.



Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)

### 3. Raised Pedestrian Crossing

Raising the pedestrian crossing would reduce vehicle speeds and the resulting collision severity as well as drawing the drivers attention to the crossing point.

Options 2 & 3 could be combined with adding new signal heads which are closer to eye level to make the pedestrian crossing more conspicuous to turning drivers. The new signal head should be angled to be readily visible to drivers exiting from McFaddens Road.

Designer Response:	<p>1 – Disagree – While this is the preference of the design team, due to the layout being determined as part of the consenting process for the CNC the legal advice received is that this cannot be restricted at this stage.</p> <p>2 – Disagree - The signalisation of the intersection has been modelled and would result in a substantial increase in traffic using McFaddens Road which would be the proposal in contravention of the requirement to keep the increase in traffic on residential roads to less than 30%.</p> <p>3- Agree – this would be a short term solution which can be monitored while the removal of the left turn lane is further investigated.</p>
Auditors Comment:	No further comment
Safety Engineer Comment:	Agree with auditor. Raised Safety Platform with additional red coloured surfacing would highlight the crossing. The designers response is unclear, recommendation accepted but then refers to removing a left turn that has been dismissed in option 1.
Client Decision:	Agree with auditor and designer.
Action Taken:	<i>Monitor and review the Raised Safety Platform option if required April 2023</i>

#### 3.2.2 Significant – Red light running

Probability of crash occurring: Common

Likelihood of Fatal/Serious injury: Likely

**Outcome: Significant**

Several northbound vehicles were observed running the red at the pedestrian crossing by the SAT. A potential factor may be that drivers have experienced queuing and congestion to travel through Innes Road intersection beyond which the traffic and the road environment becomes less constrained for northbound vehicles. As a result drivers may be focussed on approaching the roundabout and the Christchurch Northern Corridor motorway ahead of them, increasing their speeds in anticipation of the motorway rather than focussing on the pedestrian crossing. The SAT observed a large proportion of vehicles appeared to be travelling faster than 50km/h. The SAT is concerned that if a collision were to occur between a vehicle and a pedestrian on the crossing, the severity would be high.

#### Recommendation

Provide a raised pedestrian crossing, this will increase driver awareness of the crossing as well as reduce approach speeds to the crossing. A raised platform with a design speed of 40km/h, could be used which would decrease the severity of a crash towards safe system speeds whilst also not being too onerous to through traffic. This could be combined with a red light camera if red-light running continues to be an issue.

Designer Response:	Agree – pedestrian crossing should be raised.
Auditors Comment:	No further comment
Safety Engineer Comment:	Agree with auditor and designer. It is recommended that this is full height between kerbs to remove the desire by drivers to move to the sides to reduce impact of platform.

Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)

Client Decision:	Agree with auditor and designer.
Action Taken:	<i>Monitor and review the Raised Safety Platform option if required April 2023</i>

### 3.2.3 Moderate – Central median fence

Probability of crash occurring: Infrequent

Likelihood of Fatal/Serious injury: Likely

**Outcome: Moderate**

At the time of the site visit there was orange netting on the western side of the pedestrian median island where there should be fencing (as there is on the rest of the section). This means pedestrians currently have no protection from northbound vehicles on Cranford St if they stray toward the live lanes. If the fencing that is used to replace the orange netting is the same as the fencing used on the rest of the median island the SAT is concerned that pedestrians may be less visible to vehicles as at a certain angles, where the vertical bars foreshorten to form a continuous wall.

The SAT believe that the lack of fencing or installation of the wrong fencing type may pose a risk to pedestrians due to the heightened risk of vehicle / pedestrian collisions.

#### Recommendation

Installing an appropriate fence such as VisiRail or similar should make pedestrians more visible and reduce the risk to their safety.

Designer Response:	Agree – the fence type should be changed to provide improved visibility.
Auditors Comment:	No further comment
Safety Engineer Comment:	Agree with auditor and designer.
Client Decision:	Agree with auditor and designer.
Action Taken:	<i>Works completed by others RM 19/10/22</i>

### 3.2.4 Minor – Excess signage on McFaddens Rd

Probability of crash occurring: Occasional

Likelihood of Fatal/Serious injury: Unlikely

**Outcome: Minor**

There were up to nine signs (ten signs following installation of additional Stop sign following the site visit) observed on the McFaddens Rd approach to the McFaddens Rd / Cranford St intersection as shown in Figure 3-3. This requires drivers to decipher a large amount of information in a relatively short section that may be overwhelming for drivers. This may result in drivers diverting their attention from other critical issues, such as the presence of a signalised pedestrian crossing on the intersection exit. This could exacerbate the issue discussed in 3.2.1 or may result in collisions at the McFaddens Rd / Cranford St intersection.

Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)



Figure 3-3: Signage visible to drivers on the McFaddens Road approach to the McFaddens Rd / Cranford St intersection

Recommendation

Rationalise signage to communicate hazards to drivers more effectively.

Designer Response:	Agree – signs should be rationalised.
Auditors Comment:	No further comment
Safety Engineer Comment:	Agree with auditor and designer.
Client Decision:	Agree with auditor and designer.
Action Taken:	<i>Works completed by others RM 19/10/22</i>

3.2.5 Moderate – Gap in central median

Probability of crash occurring: Occasional

Likelihood of Fatal/Serious injury: Unlikely

Outcome: Minor

There is a gap in the central median just north of the pedestrian crossing which is intended for use by southbound vehicles turning right into the businesses to the west of Cranford St (G.J Gardiner etc). There is currently no “no U-turn” signage provided at this location to inform drivers approaching from the south that U-turns are not permitted at this location. The SAT observed this gap being used by vehicles making a U-turn after approaching from the south and in one case by a cyclist crossing Cranford St from McFadden’s Rd west to the eastern leg as shown in Figure 3-4. The SAT is concerned that this arrangement could result in unexpected manoeuvres resulting in conflict.

Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)



Figure 3-4: Cyclist crossing Cranford Street at gap in the median

Recommendation

Consider extending the nose of the median to further deter U-turning vehicles. Investigate if there is an appropriate location to install a ‘No U-turn’ sign for northbound vehicles.

Review the need for a cycle crossing facility at this location.

Designer Response:	Agreed - the nose of the median should be extended
Auditors Comment:	No further comment
Safety Engineer Comment:	Agree with auditor. No designer response provided.
Client Decision:	Agree with auditor and designer.
Action Taken:	Completed ,No U turn sign installed RM 18/10/22

Sensitivity: General

Road Safety Audit Findings (McFaddens Road Pedestrian Crossing)

### 3.3 Audit Statement

We certify that in carrying out this audit we have inspected the site and used the drawings and listed in **Appendix A**. We have endeavoured to identify features that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

The problems identified have been noted in this report together with recommendations that should be studied for implementation. Readers are urged to seek further specific technical advice on matters raised and not rely solely on the report. Where recommended actions are not taken, this should be reported in writing, providing the reasons for that decision.

Signed: [Redacted] Date: 23/03/2021  
Marcus Brown, Principal – Transportation, Beca

Signed: [Redacted] Date: 23/03/2021  
Hayden Trumper, Senior Transportation Engineer, Beca

Signed: [Redacted] Date: 23/03/2021  
Alex Lumsdon, Senior Transportation Engineer, Beca

**Designer:** Name: Bill Homewood Position: Senior Traffic Engineer  
Signature: [Redacted] Date: 17/08/2021

**Auditor:** Name: Marcus Brown Position: Principal - Transportation  
Signature: [Redacted] Date: 18/08/2021

**Safety Engineer:** Name: Gemma Dioni..... Position: Senior Transportation Engineer.  
Signature: [Redacted] Date: 15/08/2022.....

**Project Manager:** Name:..... David Sun Position:... Project Manager  
Signature: [Redacted] Date:.....23/06/2023

**Action Completed:** Name:..... David Sun Position:... Project Manager

Sensitivity: General

| Road Safety Audit Findings (McFaddens Road Pedestrian Crossing) |

Signature:...

Date:.....23/06/2023

***Project Manager to distribute audit report incorporating decision to Designer, Safety Audit Team Leader, Technical Services & Design Manager and project file.***

**Date:** Click or tap to enter a date.

Item 8

Attachment B

Memos



# Memo

Date: 22 November 2023  
From: Lindsay White, Senior Project Manager  
Gemma Dioni, Principal Advisor Transportation - Safety  
To: Waipapa Papanui-Innes-Central Community Board  
Cc:   
Reference: 23/1867376

## Christchurch Northern Corridor - McFaddens Road at its intersection with Cranford Street (northbound)

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide further information to the Community Board following the briefing undertaken on 26<sup>th</sup> October 2023 regarding Cranford Street north of McFaddens Road and the safety issue relating to the pedestrian crossing.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update Te take o tēnei Pānui

- 2.1 At the Community Board briefing, members asked for further information on the three options provided by staff and raised three further options for staff to investigate.  
**Further information requested.**
- 2.2 Community Board members asked how well the crossing is being used. In response, staff initiated a count, which was completed on 7 November 2023. The counts showed that the busiest time in the morning for the crossing was between 7.15am and 8.15am when 41 people crossed (people walking and cycling). The highest demand was for people crossing westbound. In the evening, the highest demand was for eastbound movements, and 36 people were observed crossing between 5pm and 6pm.
- 2.3 Board members also requested if the issue had been raised in the pre-construction safety audits. Staff confirmed that the pre-construction audits were completed by the Alliance for Waka Kotahi NZ Transport Agency as part of the wider Christchurch Northern Corridor project.
- 2.4 The scheme stage safety audit raised the following issues relating to McFaddens Road:
  - 2.4.1 **Issue 10.7 Signalised Crossing north of McFaddens Road (Moderate)** - this issue related to the crossing, its proximity to McFaddens Road and motorists turning left from McFaddens Road not seeing the red light or pedestrians starting to cross the road. The issue also concerned southbound traffic on Cranford Street and the closure of the southbound left-turn into McFaddens Road.
  - 2.4.2 The auditor recommendations were:
    - Relocate the signalised crossing across Cranford Street so that it is not immediately north of McFaddens Road.



Memos



- Remove the left turn lane for southbound traffic turning left into McFaddens Road and construct a kerb extension where the lane is currently shown so that pedestrians, and the pedestrian traffic signals, will be more in direct line of sight of southbound traffic.
- 2.4.3 The Project Team agreed to look at the relocation of the crossing and removal of the left run lane during Detailed Design. This was subject to careful consideration of the bus stop and commercial accesses, as well as a safety review of any new location and the impact on 'rat-running' on surrounding streets.
- 2.5 On confirmation with the previous Project Manager, it was found that due to the location of the right-turn into GJ Gardner, which was a resource consent condition, the pedestrian crossing could not be moved further north.
- 2.6 On review of other locations since the last Board briefing, it has been confirmed that there are no other suitable locations for the crossing north of McFaddens Road due to existing driveways and resulting safety issues for pedestrians and road users- see Attachment A.
- 2.7 The Detailed Design audit did not mention the above issue, but contained the following issues relating to McFaddens Road:
  - 2.7.1 **Issue 2.6 Mid-block signalised crossing (Significant)**- this issue related to the original design not having overhead traffic signals and the location of the tertiary lanterns, directional tactiles being added and a query relating to a cycle handrail. All issues were addressed through the design except for the cycle handrail which was not required with this type of crossing.
- 2.8 The Board requested information regarding the fence at 96 McFaddens Road and the visibility for drivers exiting McFaddens Road. Staff are looking into the options around improving visibility and seeking legal advice about the fence. Information regarding this will be brought back to the Board at a later date.
- Additional options**
- 2.9 The three further options suggested by the Community Board were:
  - 2.9.1 Implement a PW-64 "Prepare to stop" for traffic signals activated warning sign.
  - 2.9.2 Implementing a safety camera at the crossing point.
  - 2.9.3 Relocating the crossing point away from the intersection. Regarding this point, please refer to paragraph 2.4 - 2.6 above.
- 2.10 Regarding 2.9.1, staff approached Waka Kotahi about the use of this sign on State Highway 74 Travis Road that was installed when the raised pedestrian crossing was introduced on Frosts Road. The sign was installed as there was a concern that traffic from Travis Road would be looking right at the roundabout and not notice that a queue was extending back from the signalised crossing to their left. Waka Kotahi have confirmed that they are not aware of any known issues with the crossing, however children at Shirley Boys High School have commented through engagement on the Travis/Bower/Rookwood intersection that red light running is occurring.
- 2.11 Regarding 2.9.2, staff have approached Waka Kotahi about including this site in the safety camera programme. Waka Kotahi have confirmed that a safety camera would not be supported at this location at this stage.
- 2.12 A table is provided in Attachment A that summarises the options and the advantages and disadvantages for all users.



Memos



3. Conclusion Whakakapinga

- 3.1 Following a review of the information, and weighing up the options presented in Attachment A, staff recommend pursuing Option 3 based on cost and deliverability to address the issue.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	CNC - McFaddens Road - Options assessment	23/1744159

Signatories Ngā Kaiwaitohu

Authors	Lindsay White - Senior Project Manager Gemma Dioni - Principal Advisor Transportation - Safety
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

Memos



# Memo

Date: 28 February 2024  
From: Lindsay White, Senior Project Manager- Transport  
To: Waipapa Papanui-Innes- Central Community Board  
Cc:   
Reference: 24/142124

## Christchurch Northern Corridor- McFaddens Road at its intersection with Cranford Street (northbound)

### 1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The purpose of this memo is to provide further information to the Community Board following the briefing undertaken on 14 December 2023 relating to works proposed at McFaddens Road, at its intersection with Cranford Street.
- 1.2 The information in this memo is not confidential and can be made public.

### 2. Update Te take o tēnei Pānui

- 2.1 At the briefing on 14 December, the Community Board requested additional information on the following items:
- 2.2 **What is the budget and where is it coming from / who is responsible for funding the project between the Council and Alliance?**
  - 2.2.1 This work is estimated to cost approximately \$100,000 to complete and will be funded from #232 Northern Arterial Extension including Cranford Street Upgrade. This is within the Council section of the project so is solely Council funded and not through the Alliance.
- 2.3 **What is the timeframe for reporting back to the Board and construction?**
  - 2.3.1 Consultation will be undertaken over March so the decision report to the Community Board is programmed for April/May. Construction is estimated for July 2024, however this will be confirmed closer to the time.
- 2.4 **What is the engagement approach? Suggestion of consideration of whether an engagement, rather than consultation, approach appropriate to circumstances.**
  - 2.4.1 It has been confirmed that the engagement approach will be a localised engagement approach targeting affected stakeholders with a letter and face-to-face meeting rather than a full Have Your Say consultation. The Transport stakeholders list will also be engaged with.
- 2.5 **Request to include nearby pre-school on the list of those to be engaged with.**
  - 2.5.1 This has been noted and the Preschools will be included in the engagement.

Memos



Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Lindsay White - Senior Project Manager
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport



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Christchurch 8013

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Christchurch 8154

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Attachment E

Kia ora,

A safety issue has been identified at the intersection of McFaddens Road and Cranford Street. Currently, drivers exiting McFaddens Road are looking to the right along Cranford Street to choose a gap to join the traffic. When pulling out in a hurry, drivers sometimes miss the traffic signals at the pedestrian crossing, and drive through the crossing when the signals are on red.

In response, we're proposing to install a raised safer speed platform before the pedestrian crossing on Cranford Street. These platforms encourage drivers to travel at a safer speed, providing people more reaction time and reducing the risk of a crash with a person crossing at the lights. At lower speeds, there's also a better chance of people surviving a crash.

Additionally, we're planning to install a speed hump on the entrance to McFaddens Road to slow turning traffic, as well as improve the existing speed hump on the exit of McFaddens Road by increasing it in height and updating the line marking. We'll also reduce the number of signs on McFaddens Road, as you approach Cranford Street, to make it clearer what's ahead.

**You can see the plan on the back of this letter.**

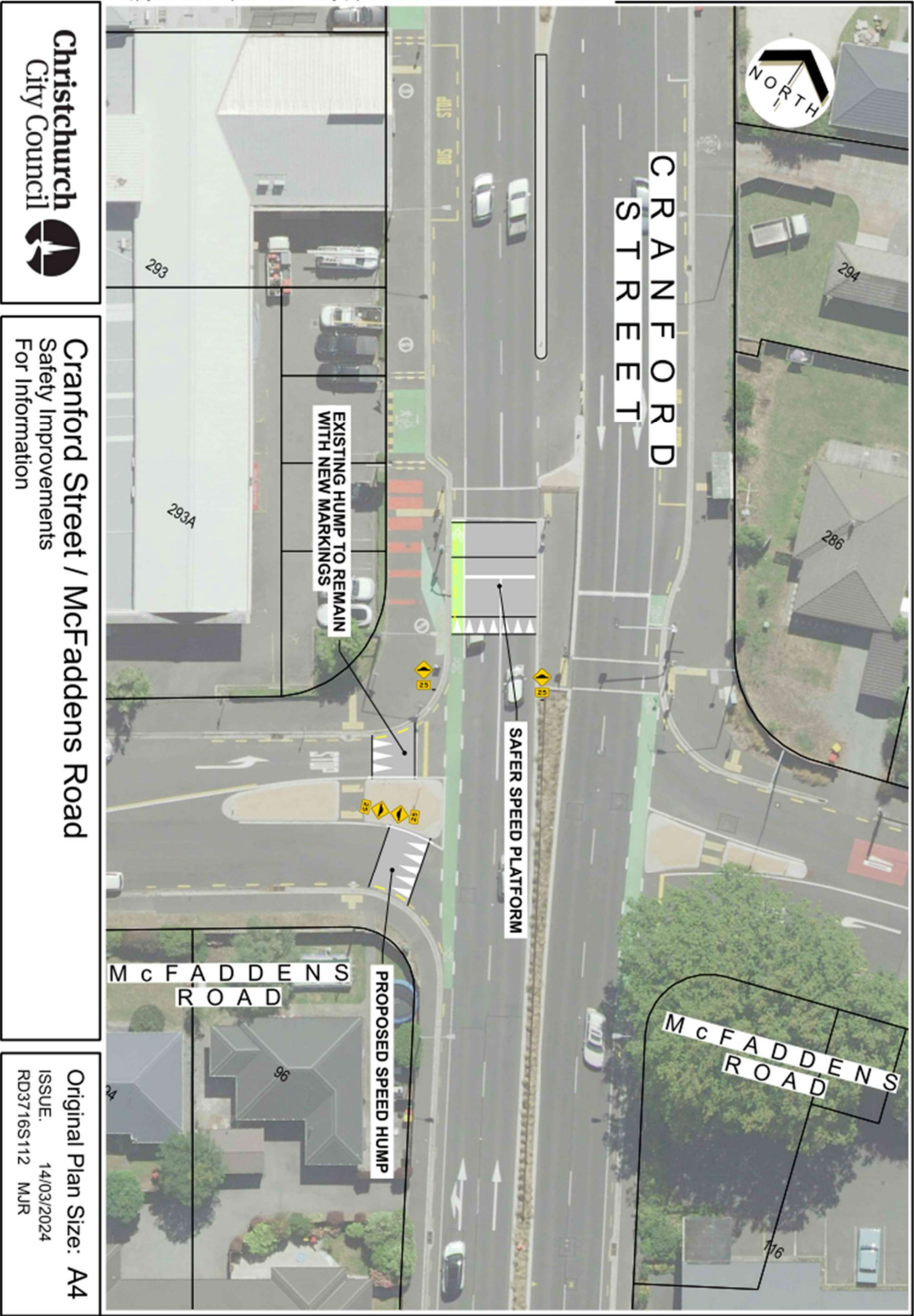
Let's talk

As an affected property, we'd like to hear any feedback you have about the plans before we take this project to the Community Board for a decision.

Please let me know your feedback **before 11 April** by emailing [Lindsay.white@ccc.govt.nz](mailto:Lindsay.white@ccc.govt.nz) (with your address as reference) or by calling 03 941 8286.

Ngā mihi,

**Lindsay White**  
**Senior Project Manager – Transport**  
Christchurch City Council



McFaddens Road and Cranford Street Submissions Table

#	Name	Company	Submission	Project Team Response
1	Steve Kennedy	Fire and Emergency New Zealand (FENZ)	<p>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.</p> <p>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.</p> <p><b>Offered a meeting by reply email and response below:</b></p> <p>Thanks for the meeting offer which will not be required. The proposal is pretty simplistic but just adds another speed hump to the roading network.</p>	<p>The concern from FENZ is acknowledged and the design of the platform does give consideration to the larger and heavier vehicles that use Cranford Street.</p>
2	Robert Fleming		<p>Thank you for this letter and plan, forwarded to me from Don Babe, Chair, Spokes Canterbury. Some thoughts.</p> <p>- I cross Cranford Street at this intersection from east to west each day at approx 5.30pm using a large cargo bike. It isn't surprising to learn that a safety issue has been identified. To cross safely requires waiting until both lanes of traffic have come to a complete standstill; then count a few seconds to be absolutely sure.</p> <p>- It is logical and not difficult when there's been two years of practice, but not for those who hope or expect to be able to cross when the light is green by default and without the repetitive experience I've been fortunate to have. I've witnessed too many instances when people using the crossing are startled by the presence of a vehicle once having taken that first step. I'd fully support the suggested changes. Could two signs be placed on the median fence ( one for each direction ) to advise the importance of delaying crossing until assured traffic has stopped.</p> <p>- To slow traffic earlier and further, when preparing to turn on approach to Cranford St could the two northside car parks be removed ? ( outside G J Gardiner - west of their entry way ) If the lane marking was changed to produce a narrower lane, plus the speed bumps made more prominent it would provide a slower, safer turn onto Cranford St. I note that vehicles parked in the position outside G J Gardiner create a visibility problem for drivers who turn right from the car park into McFaddens Road. Some of these turns are by those who use the park as a cut through from Cranford Street to get onto McFaddens Road directly. At peak time they can be quite a nuisance for all.</p> <p>Because of an incident I experienced when crossing the shared path at the exit from Waitomo Fuel ( a couple of thousand dollars of damage to my bike ) I no longer ride on the shared path heading north, at least until the Placemakers entranceway. It is good to see the changes made at Waitomo, which do improve visibility, but do not prevent drivers from entering the shared path at speed without looking first. Much safer to be in the road lane.</p> <p>For that reason I turn directly into the left side road lane going north from the median refuge. There is however potential conflict with, firstly drivers doing a U turn directly but more seriously those who are crossing the lane to turn into the G J Gardiner car park heading for McFaddens Road. Whilst courtesy generally prevails it is unnerving to be the recipient of wrath, from those who are performing a questionable turn to those making a turn on a green light, I'd be happy to talk some more if required.</p>	<p>There is currently no approved signage by Waka Kotahi about reminding people who are walking to stop and wait for the cars to come to a halt before stepping out on the roadway when the green man is in operation. This could be discussed with the Agency.</p> <p>The parking removal on McFaddens Road could lead to increased speeds as by having on street parking it encourages people to travel at a lower speed. Installing any yellow lines also has to be approved by the local Community Board, and we often get residents oppose it due to the loss of parking.</p> <p>Through our discussion with GJ Gardiner, we were notified of the closure of their access onto McFaddens Road to reduce the ability for people to continue to drive through their property.</p>
3	Jason Elley	Resident	<p>Have just looked at the letter dropped off today, am concerned that the raised platform on Cranford Street may not have the intended action as assuming the platform will be low to accommodate buses which many motorists ignore. It may also significantly slow down the high volume of traffic coming down Cranford Street.</p> <p>Would a better solution be to add a traffic light at the end of McFaddens that is synced with the crossing lights so that no car can turn onto Cranford Street while the light is red and someone crossing?</p> <p>Definitely would like to see improvements on the corner coming into McFaddens though as can be difficult to cross there as hard to see any traffic coming around the corner and often cars will come round at speed, which is a concern for children crossing.</p> <p>Separately will there be any other plans for improvements along McFaddens Road? The centre strips were renewed as part of the Norther Arterial work but the kerbing on both sides was left in anticipation of future road calming measures which did not eventuate. Would be good to know if anything will be done to complete work on renewing the kerbing which in some places is cracked and in dis-repair and although traffic volume may not have increased, cars do tend to speed down the street so would be good to see something to manage this similar to the other neighbouring streets i.e. Weston road.</p>	<p>The aim of this project is to address an ongoing safety risk to people who travel outside of vehicles at this crossing point. The platforms are designed to lower vehicle speeds down to 30km/h and as such, at the most congested times of the day (where travel speeds are lower) they are not expected to be detrimental to the efficiency of Cranford Street or exacerbate any existing congestion related issues. The ramps are designed to slow vehicle speeds to the advisory speed for traversing the platform, however the down ramp is more gradual to reduce the impact on large goods vehicles and buses.</p> <p>A full signalisation of the Cranford Street/McFaddens Road intersection was considered, which is included in the options section of the report to the Community Board. Introducing new signal hardware and cabling to signalise the t-intersection would be of a higher cost. What is being proposed as part of this project does not preclude anything further being installed at a later date should requirements change.</p> <p>As there are existing dish channels on McFaddens Road, it is likely that this will be on a Renewals programme for future changes. This project is solely focussing on the current safety issue on Cranford Street. The information provided however, can be passed to our Network and Asset Planning teams.</p>
4	John Skevington	Chair for Canterbury/West Coast Automobile Association District Council.	<p>Thank you very much for the chance for our Canterbury/West Coast Automobile Association District Council to submit our thoughts on the proposed changes. My Council is responsible for approximately 150,000 members in our territory and we are fully supportive of roading improvements where a genuine benefit can be shown to aid safety. However, I am sorry that we can not support the changes relating to proposal.</p> <p>1.Cranford Street at peak times is the most congested it has ever been for traffic movements, often relating in a gridlock situation manifesting into poor driver behaviour. The fitting of yet more Safety Platforms my Council see as counterproductive to traffic flows in the area and a waste of valuable ratepayers money. It seems during the past year or two that every intersection up for redevelopment have been proposed to have these platforms installed as an unnecessary impediment to further restrict vehicle movements, add to wait times and increase emissions. These platforms also hinder emergency vehicles during the course of their work and create a danger to motorcyclists during adverse weather conditions such as rain and frost.</p> <p>2.We also object to installation of a further raised platform on McFadden's Road along with increasing the height of an existing one due to a lack for statistical evidence provided. We would appreciate a breakdown of accidents involving pedestrians in the area during the past few years please.</p> <p>Again, thankyou for the chance to submit.</p> <p>Best regards, John Skevington. Chair for Canterbury/West Coast Automobile Association District Council.</p>	<p>No one expects a crash, but people make mistakes – including those who are careful and responsible drivers. Whether driving, walking or cycling, we need to build a safe road system that is designed for people. We can prevent serious injury or harm through a safe system approach, which incorporates safe vehicles, safe speeds and safer infrastructure. Raised safety platforms (RSPs) are designed to encourage vehicle speeds of around 50km/h, at locations where the predominant risk relates to side-impact vehicle-to-vehicle crashes and 30km/h at locations where there is a heightened risk of crashes involving pedestrians or cyclists, like at the crossing point where people travel across the community for work and education on foot, by bicycle and to catch the bus.</p> <p>Improvements to the efficiency of the Cranford Street corridor is not the main objective of the project. The raised safety platforms are designed to control speeds to 30km/h and as such, at the most congested times of the day (where travel speeds are less) they are not expected to be detrimental to the efficiency of the intersection and exacerbate further any existing congestion related issues.</p> <p>It is important that everyone, including elderly and children, have access to safe and convenient means of travel. Making it safer and easier for people to walk, scooter, cycle and take the bus to get around– can reduce serious injury, ease traffic congestion and lower emissions.</p> <p>The project has taken a balanced approach to reduce the ongoing occurrence of serious injury and harm, and also maintain the competing needs of all users including cars, cyclists, pedestrians and public transport.</p> <p>The traffic calming device on the entry to McFaddens Road is to support safer crossing for people walking along Cranford Street or wanting to cross McFaddens Road. It will slow vehicles in advance of the existing uncontrolled crossing on McFaddens Road. This is a standard treatment at a gateway into a local residential street.</p>

5	Derek Walsh	Environment Canterbury (Ecan)	<p>Thank you for the opportunity to provide feedback on the Christchurch City Council’s Cranford St safety improvement consultation. Environment Canterbury is the main public transport provider in the Canterbury region. Our network in Greater Christchurch consists of urban buses, school buses and a ferry service. Please find our comments below.</p> <p>Environment Canterbury overall supports raised safe speed platforms however has comments to provide. Please find detailed comments on the proposals below.</p> <ul style="list-style-type: none"> <li>• Environment Canterbury are supportive of the provision of measures to improve the safety of all users of the transport network. We support lowering vehicle speeds to enhance safety.</li> <li>• However, we believe that the provision of speed platforms/ tables on roads used by our high frequency routes unfairly disadvantage public transport in relation to private cars, which is contrary to the intent of CCC’s Strategic Transport Plan.</li> <li>• On our high frequency routes our buses will traverse speed platforms multiple times each day, increasing wear and tear on suspension components (and therefore increasing our operating costs) and causing discomfort for our passengers. To partially mitigate this, buses will have to travel very slowly over the platforms, increasing our journey times in comparison to private cars that can traverse the tables faster and with less wear and tear consequences due to the relative infrequency of their movements.</li> <li>• While Environment Canterbury are supportive of safe speed measures on our high frequency routes, we would prefer to see full consideration of alternatives to speed platforms / tables such as lowering speed limits and actively enforcing the lower limits before speed platforms / tables are constructed on these routes. Where such measures have proven ineffective, we would support the use of speed platforms / tables and would seek PT friendly design elements such as lower gradients, suitable lengths and placement to ensure that vehicles track over them in a straight line.</li> <li>• In addition, as part of these projects, we would like to see measures to increase the relative competitiveness of public transport incorporated into the planning and delivery of such interventions. This could include measures such as dedicated slip lanes, queue jump arrangements, signal priority, bus stop improvements and increased safety of access to bus stops.</li> </ul> <p>For the intersection of McFaddens Rd and Cranford St, Environment Canterbury does not support the proposed changes in its current form, please see our comments below.</p> <ul style="list-style-type: none"> <li>• We believe the signal crossing on Cranford St has been installed very close to McFaddens Rd. Instead of installing a raised platform on Cranford St we would suggest improving the existing speed hump and road markings on McFaddens Rd, as well as installing warning signs to motorists exiting McFaddens Rd.</li> <li>• We would suggest that monitoring then takes place at this location to judge whether the speed platform on Cranford St is still needed.</li> </ul> <p>Next steps</p> <ul style="list-style-type: none"> <li>• We request that Environment Canterbury’s Public Transport team are included in the project team working on the detailed design.</li> <li>• We also request that Environment Canterbury’s public transport operations team is notified of any temporary traffic management in advance of implementation to ensure impacts to customers is minimised.</li> </ul>	<p>The NZTA Waka Kotahi Public Transport Design Guide supports the use of safety platforms on bus routes. The recommendation from Waka Kotahi is that raised safety platforms with bus friendly profiles should provide a much better experience for buses if the bus drivers traverse them at an appropriate speed.</p> <p>Supporting a Safe System involves using different layers of interventions (e.g. reviewing speed limits, enforcement, infrastructure) but infrastructure design can provide the greatest contribution to safe system outcomes. In addition to potentially reduced death and serious injuries, raised safety platforms can provide accessibility benefits as well. In the context of bus routes where people are likely to be crossing to get to or from stops this is particularly important as this is often the riskiest part of customers’ public transport journeys.</p> <p>Changes to the speed hump and line marking on McFaddens Road are part of the current proposal. The safety issues that have been raised where through the Post-construction Safety Audit, which was undertaken on completion of the works several years ago. The monitoring has been undertaken and the project looks to implement the recommendations of the safety audit.</p> <p>We would welcome ECan staff to be part of the detailed design team, and engagement on the Temporary Traffic Management Plan can be undertaken by the contractor when planning for these works.</p>
6	Anne Scott	SPOKES	<p>Spokes Canterbury supports these changes at the Cranford Street and McFaddens Road intersection where there have been numerous near misses as vehicles fail to give way to pedestrians and cyclists.</p> <p>There are problems with the G J Gardiner carpark with cars cutting through to McFaddens Road and sometimes going the other way. The speed bumps may make this worse as more vehicles may use this method to avoid the safer speed platform and hump. Reducing parking on McFaddens Road on the West side close to the intersection would help with visibility. The best outcome would be closing one of the entrances to this carpark as it would be a lot safer as only genuine customers would enter.</p> <p>A warning sign to look out for traffic lights may help on the McFaddens Road corner, with a pedestrian sign.</p> <p>Cranford Street has become problematic for pedestrians and cyclists ever since the changes have been made and the volume of traffic increased. Could you also have a look at Westminster Road intersection where cars push into the cycle lanes when turning. See the article in the Press.</p>	<p>Through our discussion with GJ Gardiners, we were notified of the closure of the access on to McFaddens Road to reduce the ability for people to continue to drive through their property. Council can not require property owners to close access points. The parking removal on McFaddens Road could lead to increased speeds as by having on street parking it encourages people to travel at a lower speed. Installing any yellow lines also has to be approved by the local Community Board, and we often get residents oppose it due to the loss of parking. Additional signage has been implemented on McFaddens Road through the project, including warning signs for the signals and for pedestrians. It is proposed to rationalise the signage so that the most important information is provided to drivers when approaching Cranford Street.</p> <p>The query relating to Westminster Street has been referred to the Project Manager for the Downstream Effects Management Plan.</p>



McFaddens Road and Cranford Street Meetings

Date	Company	Meeting notes	Project Team Response
2/04/2024	GJ Gardiner Cranford Street	<b>Attendees: Lindsay White- CCC Project Manager, Gemma Dioni- CCC Designer, Mike Fraser- Franchise Owner</b> - Project Team ran through the design, no specific comments on the plan. - GJ Gardiner have issues with people driving through their car park so have blocked off their private exit onto McFaddens Road. - They also mentioned the issue of people using the right/u turn bay to then drive the wrong way down the northbound lane to access McFaddens Road.	There are limited options for improvement of the issue with drivers using their car park due to driveway location and retaining U-turn at traffic signals.  GJ Gardiner have installed a chain fence on their exit which is effective in blocking through-traffic.
3/04/2024	Montessori STARS Preschool McFaddens Road	<b>Attendees: Lindsay White- CCC Project Manager, Gemma Dioni- CCC Designer, Sharon Anderson- Owner</b> - Preschool opens at 8am - Cars parked on both sides of the driveway are an issue for teachers and parents seeing what traffic is coming along the street when to pulling out. We said we would look at this and see if there was anything that could be done such as making the spaces time restricted so people can't park there all day. - Sharon commented there are high traffic numbers on McFaddens Road – Project Team to check recent traffic counts. - Sometimes the queue for Cranford Street backs up all the way down McFaddens Road, past their driveway. - Cars travel very fast along McFaddens Road – Sharon requested if a speed hump be installed further back to slow traffic. - No questions on safety improvements proposed on Cranford Street/McFaddens Road.	The project team has passed a request to the Area Engineer to review the parking spaces on either side of the driveway.  Recent traffic counts have been checked with the Downstream Effects Management Plan (DEMP) project and are below the 30% increases as specified in the Resource Consent. Therefore, no traffic calming is warranted based on the conditions of the consent. However, the counts confirmed that some vehicles are travelling above the legal speed limit on McFaddens Road. This has been passed to the DEMP project team to review.  To record instances of speeding or antisocial road users, this can also be targeted through Police enforcement. Reporting or continuing to report these drivers to the Police when it happens is the best way to log this and can be done by phoning 105, phoning *555 from a cell phone, or going online to <a href="http://www.105.police.govt.nz">www.105.police.govt.nz</a> or to <a href="https://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver">https://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver</a> . It would aid the Police that you collect data on the day, time and possibly the registration numbers of cars before lodging a report.
3/04/2024	Minerva House Preschool McFaddens Road	<b>Attendees: Lindsay White- CCC Project Manager, Gemma Dioni- CCC Designer, Peter Wortley - Owner</b> <b>Notes:</b> -Peter was concerned that this will not fix the wider problems with McFaddens Road -Peter commented that he thought the McFaddens Road traffic numbers are very high and it feels busier. Discussed the 30% increase threshold on side streets - project Team to review with Downstream Effects Management Plan (DEMP) Project Manager. -There are current issues where parents can't turn right out from the preschool car park due to queue length which can back up along McFaddens Road. -Peter commented that McFaddens Road feels very wide and open for faster speeds. -Speeding traffic especially at off peak, is a concern – Peter also suggested a speed hump further down McFaddens Road – Project Team to discuss with the DEMP Project Team and investigate. -Discussed traffic calming measures on other streets and driver route choice for using other side streets to access Cranford Street.	Recent traffic counts have been checked with the Downstream Effects Management Plan (DEMP) project and are below the 30% increases as specified in the Resource Consent. Therefore, no traffic calming is warranted based on the conditions of the consent. However, the counts confirmed that some vehicles are travelling above the legal speed limit on McFaddens Road. This has been passed to the DEMP project team to review.  To record instances of speeding or antisocial road users, this is best targeted through Police enforcement. Reporting or continuing to report these drivers to the Police when it happens is the best way to log this and can be done by phoning 105, phoning *555 from a cell phone, or going online to <a href="http://www.105.police.govt.nz">www.105.police.govt.nz</a> or to <a href="https://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver">https://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver</a> . It would aid the Police that you collect data on the day, time and possibly the registration numbers of cars before lodging a report.



## 9. Lancaster Park changing rooms and community facility construction

Reference Te Tohutoro: 24/629433

Responsible Officer(s) Te Pou Matua: Dr Richard Gibbs, Senior Project Manager, Parks

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

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

- 1.1 The purpose of this report is to present the recommended design of the Lancaster Park changing rooms and community facility for approval by the Community Board for construction.
- 1.2 The report is staff generated and represents the next stage of redevelopment of Lancaster Park as outlined in the briefing given to the Waipapa Papanui-Innes-Central Community Board on 16 December 2022.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the Lancaster Park changing rooms and community facility construction Report.
2. Approve the site selection and final concept design for the Lancaster Park changing rooms and community facility as shown in **Attachment B** to the agenda report, and that staff proceed to detailed design and construction of the selected design of the buildings.
3. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Two approved concept designs were commissioned for the proposed changing rooms and community facilities at Lancaster Park following public engagement that provided clear guidance for the community aspirations for the future of Lancaster Park. The buildings are needed so that the park can be fully activated for sport and community use.
- 3.2 Both designs were tendered first through an expression of interest on the open market and then through an invited request for a proposal. The procurement plan allowed tenderers to choose one of the two concept designs to be delivered under a fixed price, lump sum design/construct contract.
- 3.3 Following tender evaluation, a contractor has now been selected to design and build the new facilities.
- 3.4 This report presents the recommended design and seeks approval by the Community Board to build the new facilities.

#### 4. Background/Context Te Horopaki

- 4.1 Lancaster Park was re-opened to the public in June 2022 for community use.
- 4.2 The Park now requires changing rooms and a shared community space to fully function as a sporting, recreational and community venue.
- 4.3 Two approved concept designs were produced in late 2022 for the changing rooms and shared community space with public and stakeholder input. Both concept designs met the design brief in terms of the preferred location from community engagement, with each design having a similar cost estimate and an internal layout that provided spaces for wider community use, not just sports use.
- 4.4 Both approved designs were tendered using a two stage process (an open market expression of interest [EOI] followed by an invited request for a proposal [RFP] to design and construct the buildings using a fixed price design/build contract). The tenderers had to select one of the approved concept designs.
- 4.5 A contractor has now been appointed following a robust tender evaluation. The winning tenderer selected Building Option 1 as shown in the Community Board briefing given on 16 December 2022.
- 4.6 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
16/12/2022	Lancaster Park redevelopment update – Community Board briefing

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
  - Lancaster Park Pavilion Building Option 1.
- 4.8 The following options were considered but ruled out:
  - None. All four tenderers who responded to the RFP returned compliant submissions. The tenderer's proposal that gave the highest score based on a combination of non-price and price attributes was therefore selected.

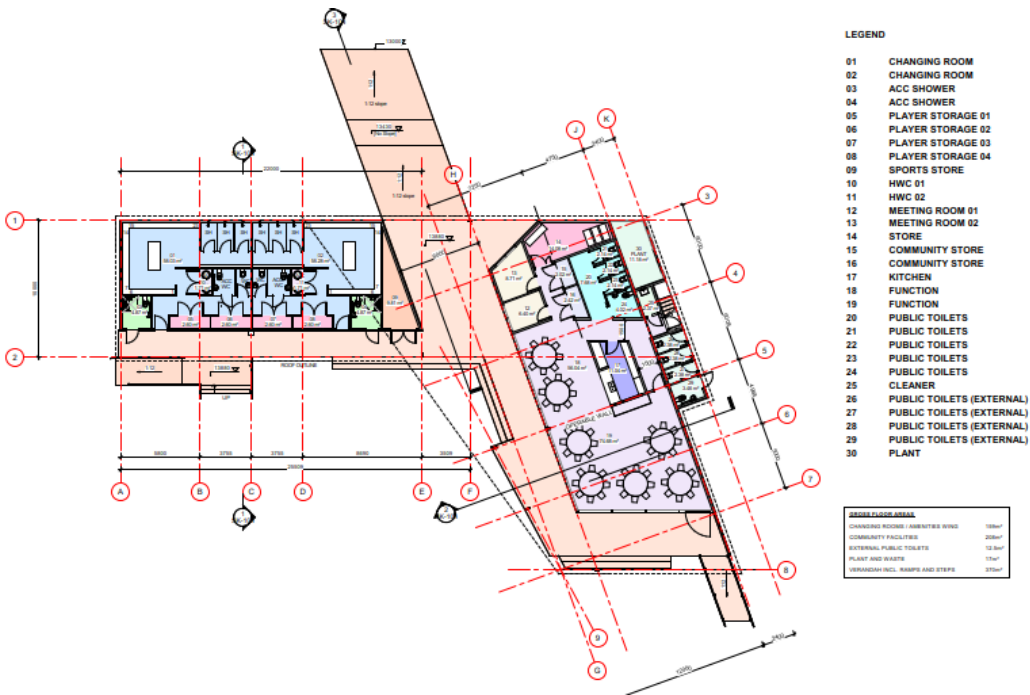
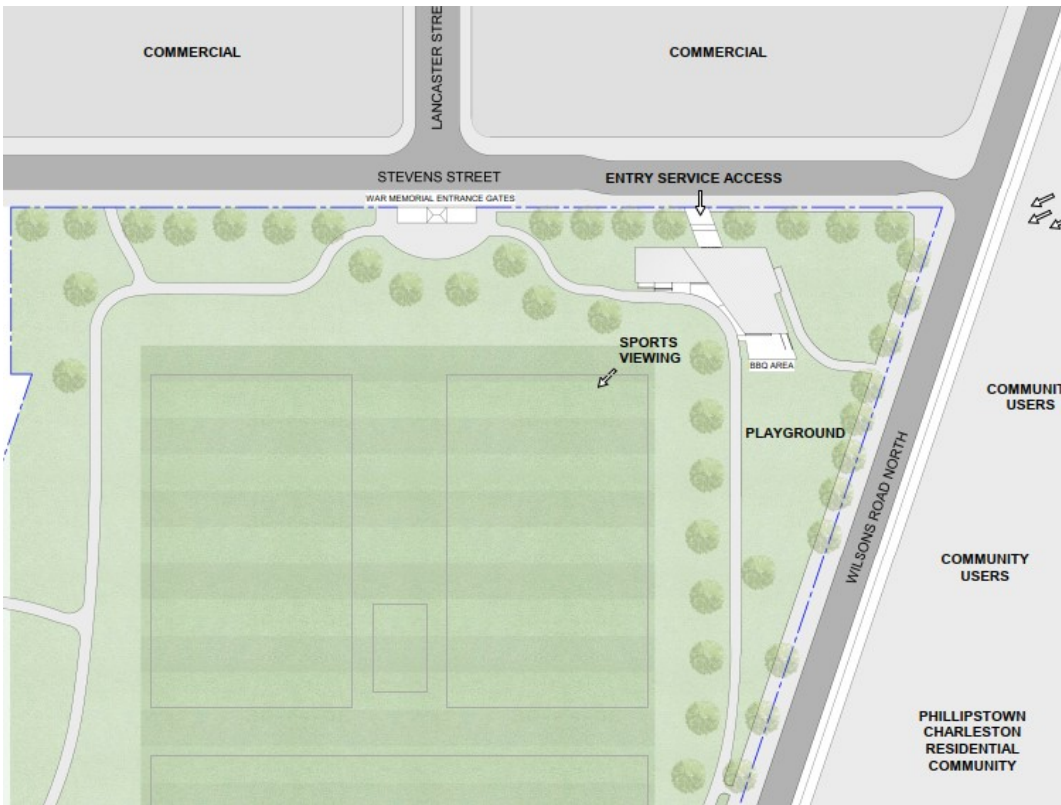
#### Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option:** Lancaster Park Pavilion Building Option 1.
  - 4.9.1 **Option Description:** the winning tenderer's option is based on Building Option 1 as shown in the Community Board briefing given on 16 December 2022:

Original concept design layout (Building Option 1)



Winning tenderer’s design layout



4.9.2 Option Advantages

- The winning tenderer’s proposal meets the design brief and fixed price, lump sum budget requirement.

4.9.3 Option Disadvantages

- There are no specific disadvantages to this option as it meets the Principal’s Requirements in terms of design, layout and construction cost.

Analysis Criteria Ngā Paearu Wetekina

- 4.10 The tender process considered the tenderer’s health, safety and wellbeing; financial viability; sustainability; relevant skills; and methodology.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2	Option 3
Cost to Implement	\$3,193,000	n/a	n/a
Maintenance/Ongoing Costs	c. \$20,000 p.a.	n/a	n/a
Funding Source	#61801 (Lancaster Park redevelopment)	n/a	n/a
Funding Availability	Funds already drawn down into FY24, FY25 and FY26	n/a	n/a
Impact on Rates	Nil	n/a	n/a

- 5.1 The funding for this project is already accounted for in the current LTP.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The risk of not constructing the facilities would be contrary to the Christchurch City Council (Lancaster Park) Land Vesting Act 2008, for which the primary purpose of the land is for sport with ancillary activity relating to more passive recreation. Not constructing the facilities would also be contrary to the publically-consulted Spatial Plan which was developed as the old stadium buildings were being demolished.
- 6.2 In terms of actual construction, there are no risks specifically identified beyond risk management associated with working in a public park environment. The land has been significantly remediated following the demolition of the original stadium buildings and construction of the new sports field profile.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 The Christchurch City Council (Lancaster Park) Land Vesting Act 2008 provides the necessary delegation for the new facilities to be built on the land.
- 6.4 Other Legal Implications:
- 6.4.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.5 The required decision:
- 6.5.1 Aligns with the [Christchurch City Council’s Strategic Framework](#). In particular this recommendation is strongly aligned with the community outcomes of a collaborative confident city, giving residents the opportunity to actively participate in community and



city life, and supporting the community to pursue their arts, cultural and sporting interests.

- 6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the fact that this is a construction project to build facilities in the park without which the park cannot be fully activated for sport and community use.
- 6.5.3 Is consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.7 Citizens and communities
- 6.7.1 Activity: Community Development and Facilities
- Level of Service: 2.0.1.1 Support the development of strong, connected and resilient communities by supporting the provision of a sustainable network of community facilities.
- 6.8 Parks, heritage and coastal environment
- 6.8.1 Activity: Parks and Foreshore
- Level of Service: 6.8.5 Satisfaction with the overall availability of recreation facilities within the city's parks and foreshore network. Resident satisfaction with the availability of recreation facilities across the parks and foreshore network: >= 70%.

### Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.9 The recommendation for the building location is consistent with the feedback resulting from the stakeholder, public and community engagement carried out in 2022.
- 6.10 The decision affects the following wards/Community Board areas:
- 6.10.1 Central Ward, Waipapa Papanui-Innes-Central Community Board.
- 6.11 The Community Board expressed positive support for the redevelopment of Lancaster Park during the briefing given on 16 December 2022 and on a subsequent tour of the park in January 2023.

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

- 6.12 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.
- 6.13 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.
- 6.14 Lancaster Park was initially privately owned, but in 1919 the Victory Park Act vested title to the land in the Crown, for it to be used for cricket, rugby, and other sports, amusements, entertainment, and events. The land was to be held in trust for those activities in commemoration of the Canterbury soldiers who died in World War 1. As a consequence of this the Crown, the Council, and Ngai Tahu negotiated the repeal of the Victory Park Act 1919, the vesting of the Crown-owned land in the Council, and the protection of Ngai Tahu's right of first refusal in respect of that land. These were given effect to in the Act, along with the Board's land being transferred to the Council. The right of first refusal is provided for in the Ngai Tahu Claims Settlement Act 1998. Ngai Tahu agreed to defer this right so long as Lancaster Park was being used for the purposes specified in the Act.



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.15 The proposal in this report is unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, the design brief and Principal’s Requirements for the new buildings contained a requirement to maximise sustainable design and operational efficiency considerations relating to sustainability, approached from a whole-building, whole-of-life perspective.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, the project will continue into detailed design and construction, due for completion in late July 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Power point presentation Lancaster Park Papanui-Innes-Central 15-12-2022	24/674316	52
B 	Lancaster Park changing room and community facility final concept design	24/674324	100

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Richard Gibbs - Senior Project Manager
Approved By	Rupert Bool - Acting Head of Parks

# Lancaster Park Redevelopment

Briefing to Papanui-Innes-Central  
Community Board

15 December 2022

1



# Purpose of the briefing:

2

# Purpose of the briefing

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- To introduce the new Community Board to redevelopment programme of work for Lancaster Park, and to
- Inform the Community board of up coming decisions that will need to be made in the new year

## Background- Significance

- Lancaster Park was initially privately owned, but in 1919 the Victory Park Act vested title to the land in the Crown, for it to be used for cricket, rugby, and other sports, amusements, entertainment, and events. The land was to be held in trust for those activities in commemoration of the Canterbury soldiers who died in World War 1.
- As a consequence of this the Crown, the Council, and Ngai Tahu negotiated the repeal of the Victory Park Act 1919, the vesting of the Crown-owned land in the Council, and the protection of Ngai Tahu's right of first refusal in respect of that land. These were given effect to in the Act, along with the Board's land being transferred to the Council.
- The right of first refusal is provided for in the Ngai Tahu Claims Settlement Act 1998. Ngai Tahu agreed to defer this right so long as Lancaster Park was being used for the purposes specified in the Act.

## Background – impact of 2011 Earthquakes

- Known as AMI stadium at the time, the park and building were severely impacted by the 2011 Canterbury Earthquake sequence.
- Feasibility of a rebuild of the stadium was completed and repair or rebuild was discounted due to the significant risks.
- A decision was made in December 2016 to decommission the Stadium including demolition of the buildings and grandstands.
- Demolition took place between July 2017 – April 2019.

# Background – Demolition



Acknowledgements: Wikipedia, Stuff, Otago Daily Times and Christchurch City Libraries



# Background – Demolition result



Acknowledgement Stuff

# Post demolition Where to next

8

# Options for redevelopment

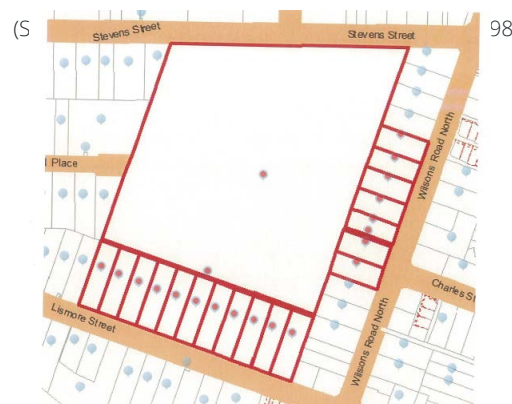
Several options were considered with regard to the future of Lancaster Park.

Land is in shared ownership However Council has management responsibilities for the land on behalf of the Crown.

## Council Owned Land



## Crown Derived Land





# Options for redevelopment

Several options were considered with regard to the future of Lancaster Park

1. Retain and continue using the land for the current purposes of the land vesting Act (Option 1)
2. Seek an amendment of the Act to enable the majority of the land to be used for its current purposes, with the balance being available for another use, not restricted to being ancillary to those purposes (Option 2)
3. Seek to repeal the Act to enable the Crown-derived portion of the land to be returned to the Crown and the Council to develop the balance for commercial, or any other purposes (Option 3);
4. Seek an amendment that would enable the transfer of the relevant provisions in the Act from Lancaster Park to the site of the proposed multi-purpose arena (Option 4).

# Options for redevelopment

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Several options were considered with regard to the future of Lancaster Park

1. Retain and continue using the land for the current purposes of the land vesting Act (Option 1);

Resulted in the development of a publically consulted Spatial plan

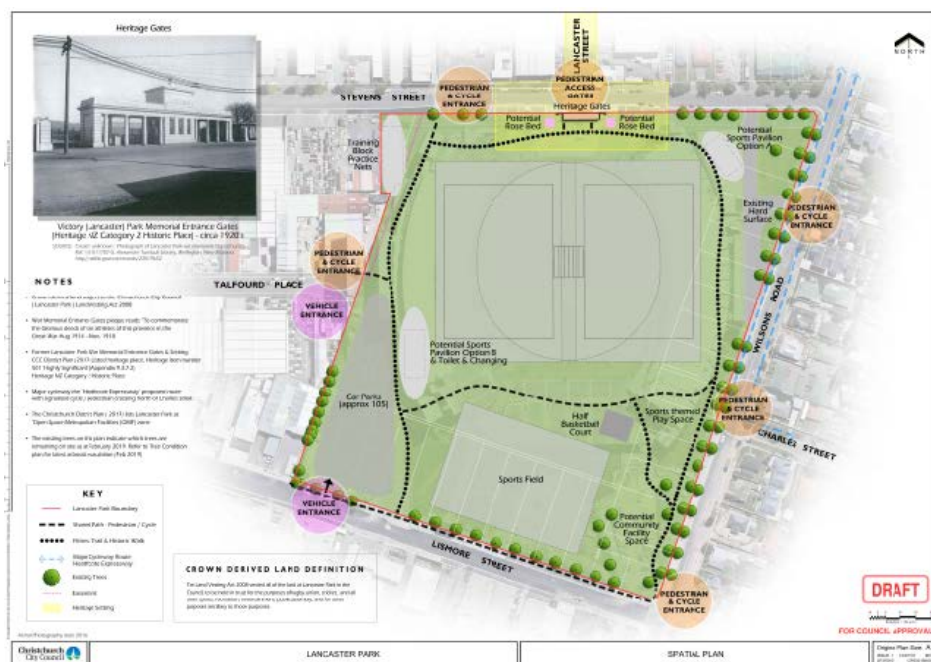
# Options for redevelopment

Restoration of the World War 1 Memorial gates which were built to commemorate the sacrifice of Canterbury athletes during World War I was a given.

This work is progressing with an anticipated completion in the first quarter of 2023 and is being completed with funding assistance from CEAT and the Lotteries Commission



# Options for redevelopment



The demolition programme was a long process.

The local community and wider public had a high level of interest in what the new Lancaster park would provide, so the initial spatial plan was developed as the demolition programme was proceeding.

A cultural narrative was developed by Matapopere and incorporated into the design thinking for the spatial plan.

To be consistent with the Vesting Act the primary purpose of the land was for sport with ancillary activity relating to more passive recreation.

# Options for redevelopment



A public blessing was held before the reconstruction proper commenced



Work commenced in earnest in April 2021



# Reconstruction of a Parkland

Stage 1 involved breaking out foundations to enable the development of the sports fields

4000 truck and trailer-loads worth of gravel and soil would need to be taken to the site.

Large amounts of reinforcing were recovered and recycled.



JOHN KIRK-ANDERSON/STUFF



JOHN KIRK-ANDERSON/STUFF

# Reconstruction of Lancaster Park Sports Surfaces

Large amounts of the foundations remain in place under the new park





# Reconstruction of Lancaster Park Sports Surfaces



# Lancaster Park re-opens for Community Sport on the 19<sup>th</sup> of June 2022

18

# Celebration

This programme of redevelopment has attracted significant nationwide media, which continues as we move forward



JOHN KIRK-ANDERSON/STUFF



# Next steps

20

# Ongoing Community Engagement

Both the wider public and key stakeholders have been involved in the development of the designs for the new park.

Recent public engagement has provided clear guidance for the communities aspirations for the future of Lancaster Park.

This information has been utilised to inform design briefs and the evolution of the spatial plan as development proceeds.

key stakeholders include:

*Charlesworth Residents Association*  
*Cashmere Technical Football Club*  
*Lancaster Park Cricket Club*  
*Ōtautahi Rugby Club*  
*Phillipstown Community Hub*  
*Regional Sports Organisations*

# Supporting infrastructure

---

The next stage of the development relates to the development of important supporting infrastructure required to support the primary activity on site, including;

Change facilities

Public Convenience

Storage



# Temporary Facilities

Public toilets are required to support the ongoing activity whilst permanent solutions are developed.

A portacom building is being installed currently to replace portaloos

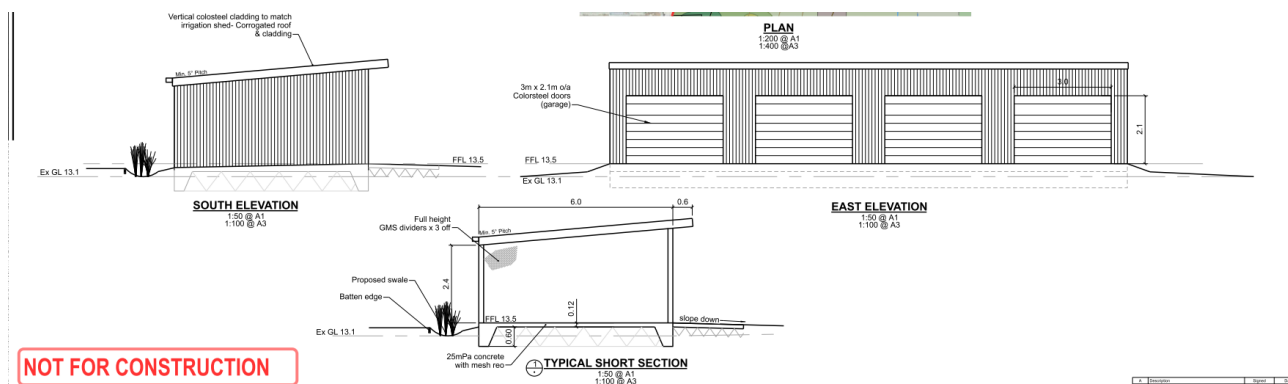
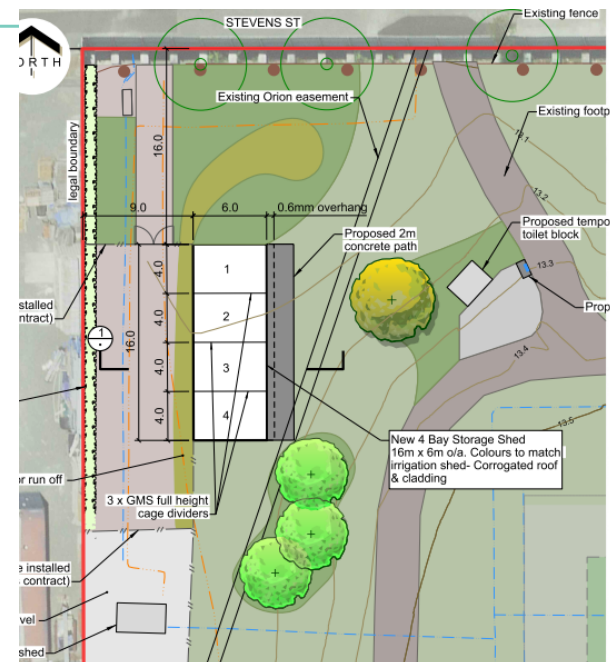
The permanent installation will be completed within the next 18 months.





# Storage

A four bay shed to provide ability to safely and securely store sports and maintenance equipment will be installed in the north west corner of the park .





# Updated Spatial plan



The updated plan shows the proposed locations for key development activities including;

Historical recognition area

Change facilities and community space

Feature Play Space and food forest

Native planting areas and stormwater flow management





## Current Activity – Community building/ Change facility and Public Convenience



Current project activity relates to the development of two options for the change facilities, public toilets and a shared bookable community Space.

The options are being developed with input from the key stakeholders

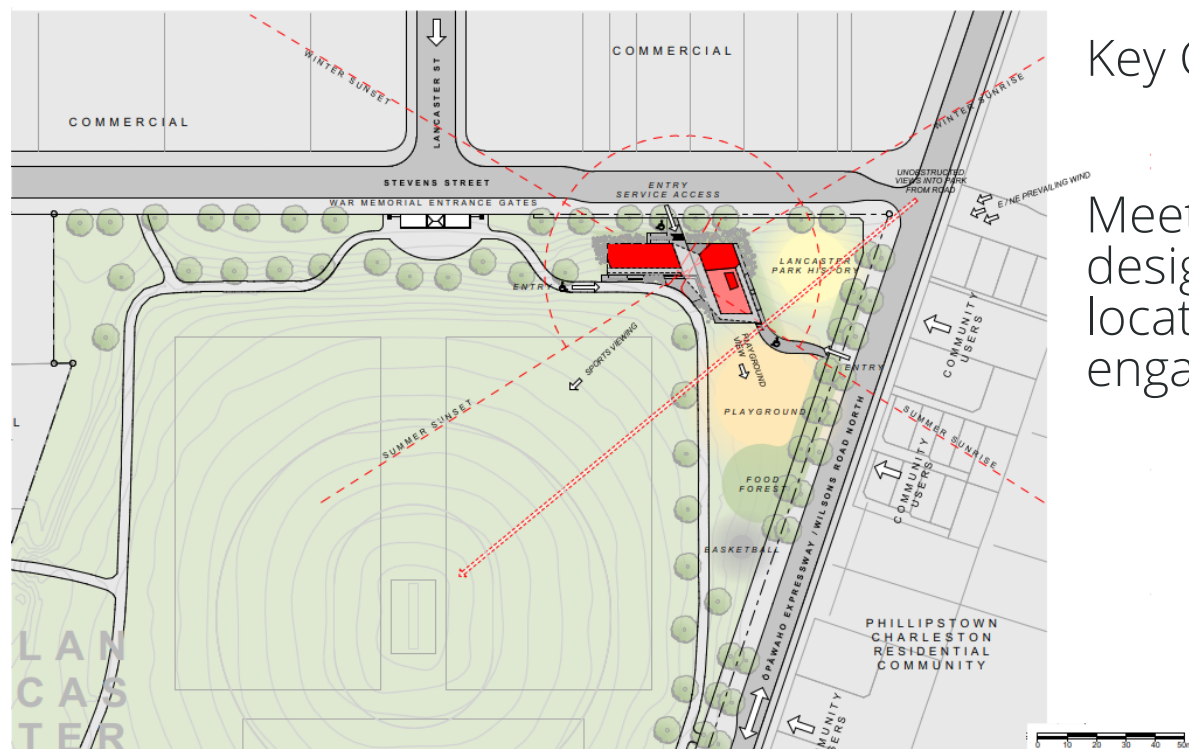
Important legacy build on a historically important site

Two options are being developed to enable active participation and analysis for the stakeholders

Strong feedback from the public engagement on the appropriate location for any building as well as areas to avoid. The preferred area is shown to the left in pink

Community Engagement feedback formed the basis of the design briefs

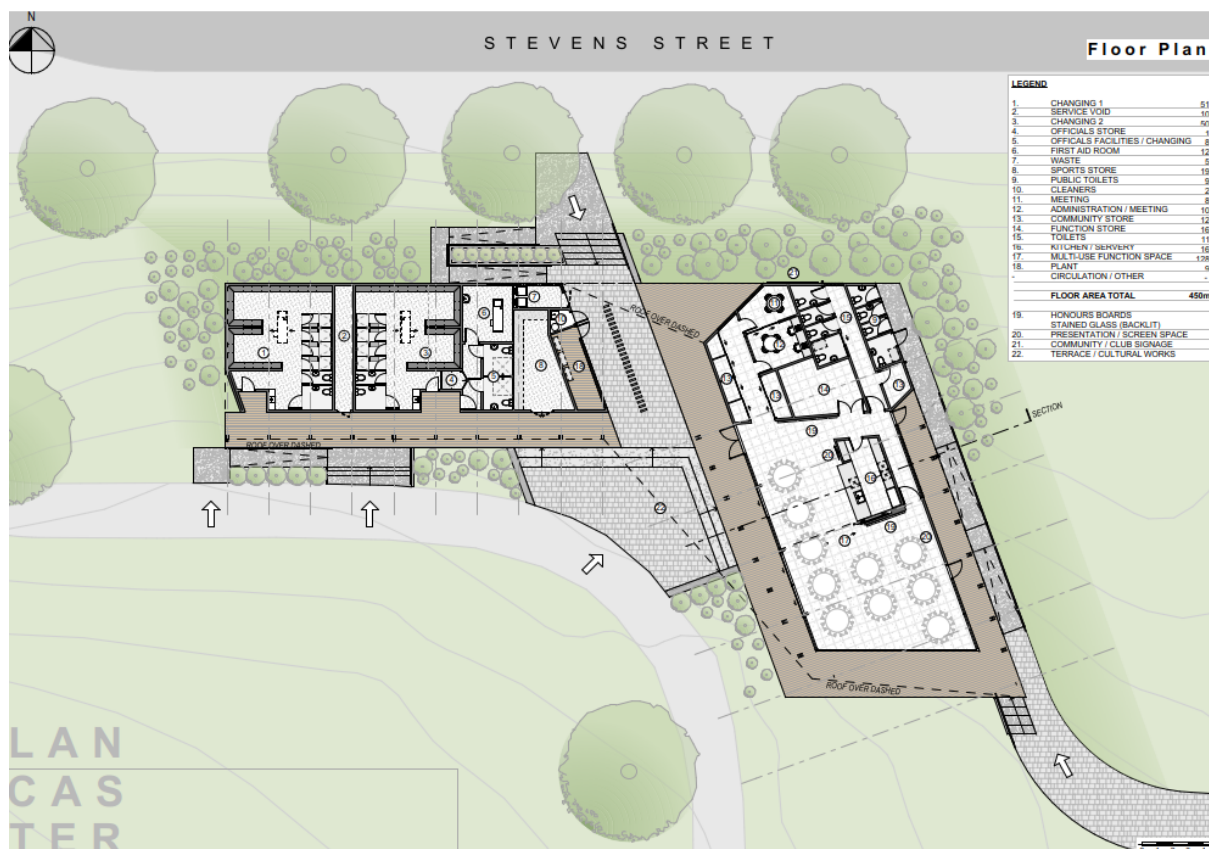
# Main Building Option 1



## Key Considerations

Meets the requirements of the design brief in terms of preferred location from community engagement

# Main Building Option 1



Key Considerations

Internal layout provides spaces for the wider community user not just sports entities



# Main Building Option 1



## Key Considerations

Exterior fits well into the environment. Concept suggests a generous use of timber so it would be likely to have a low carbon footprint

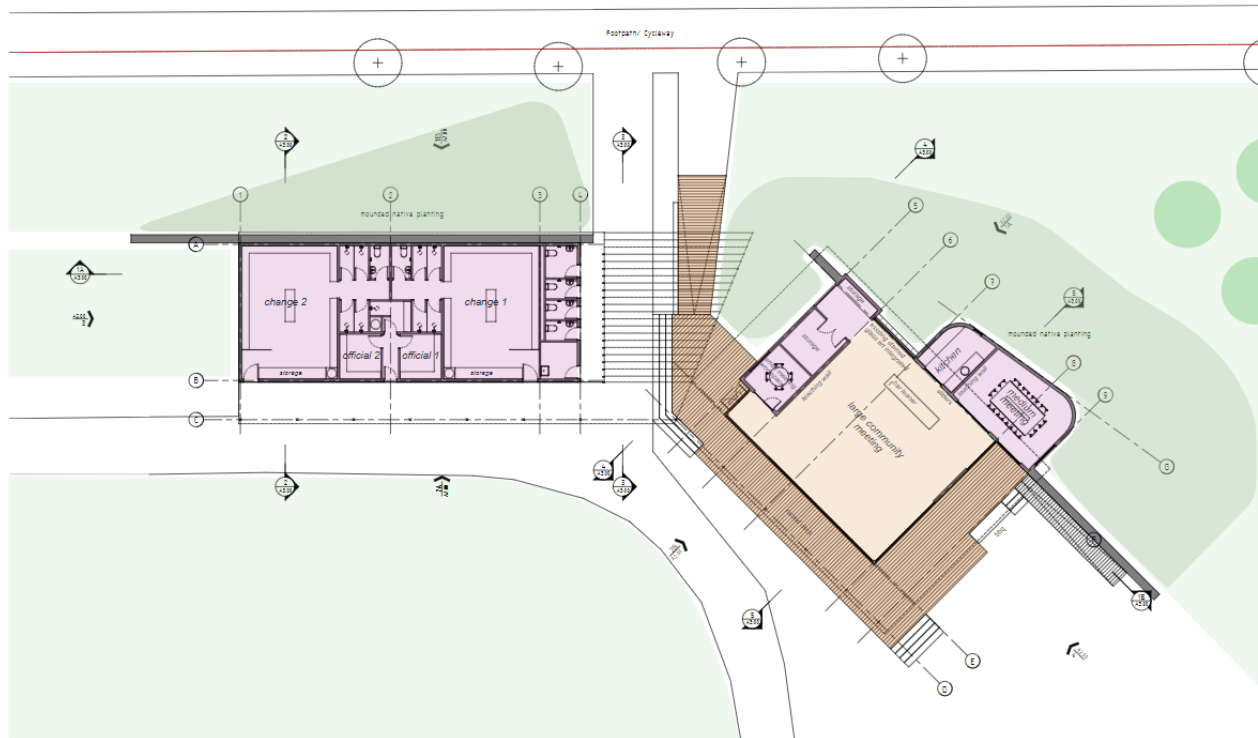
# Main Building Option 2



## Key Considerations

Meets the requirements of the design brief in terms of preferred location from community engagement

# Main Building Option 2



## Key Considerations

Internal layout provides spaces for the wider community user not just sports entities

# Main Building Option 2



Key Considerations

Covers a wider area than option 1

# Main Building Option 2

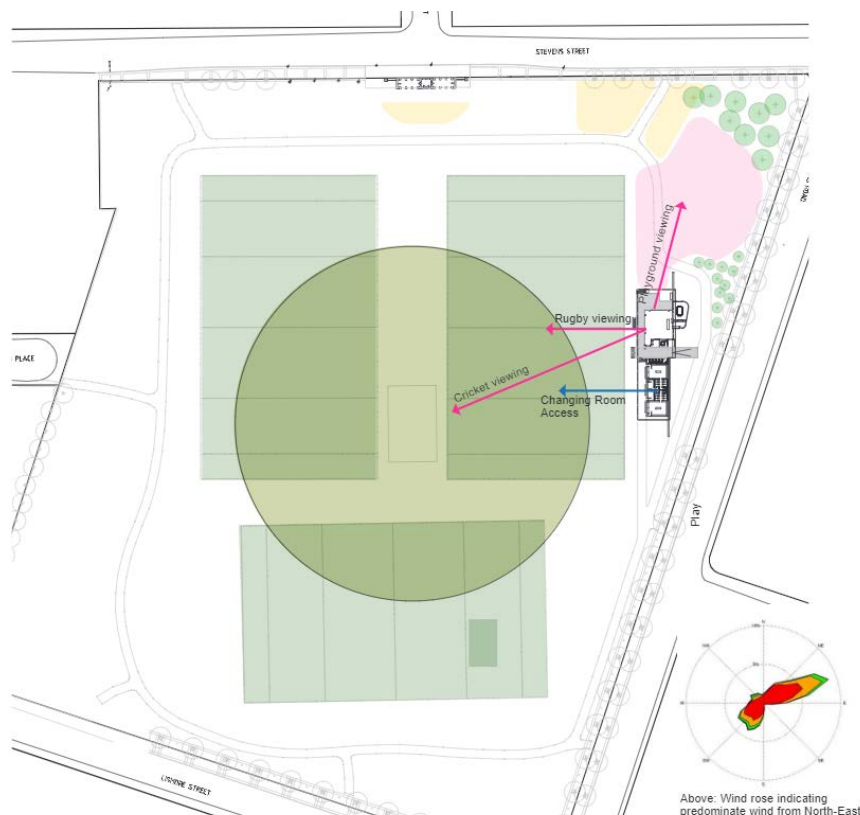


## Key Considerations

Exterior fits well into the environment. Concept suggests use of timber so it would be likely to have a reasonable carbon footprint



# Main Building-Alternative location proposed



## Key Considerations

Does not meet the requirements of the design brief in terms of preferred location from community engagement.

Location offered as it favours the summer sporting users predominately

Would require a full public consultation process as it is in conflict with the results of the previous public engagement result

# Next Steps



Feedback being collected from Stakeholders on preference

Stakeholders have been notified that if the desire was to proceed with the alternative location, this will generate a delay due to the requirement of additional public consultation

Preliminary estimates of construction budgets are very similar for both options

Procurement options for development are being progressed

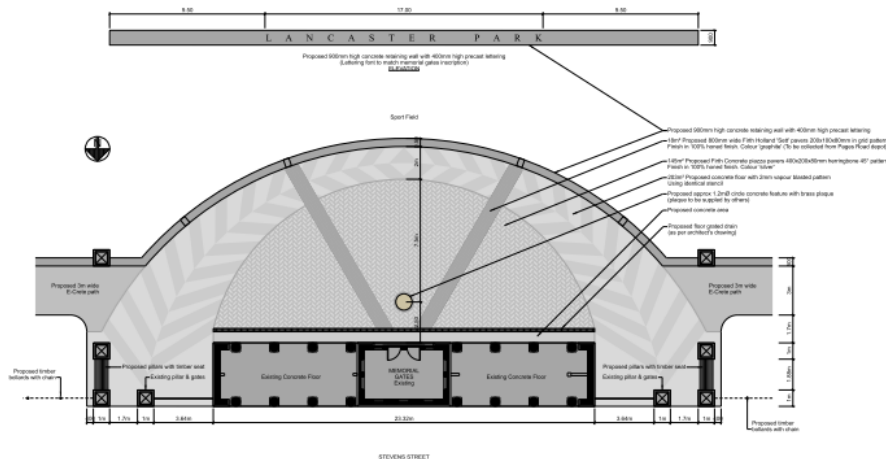


# Next Steps



A decision report to the community board will be forthcoming when a preferred option is apparent to enable the development to proceed.

# War Memorial Gates



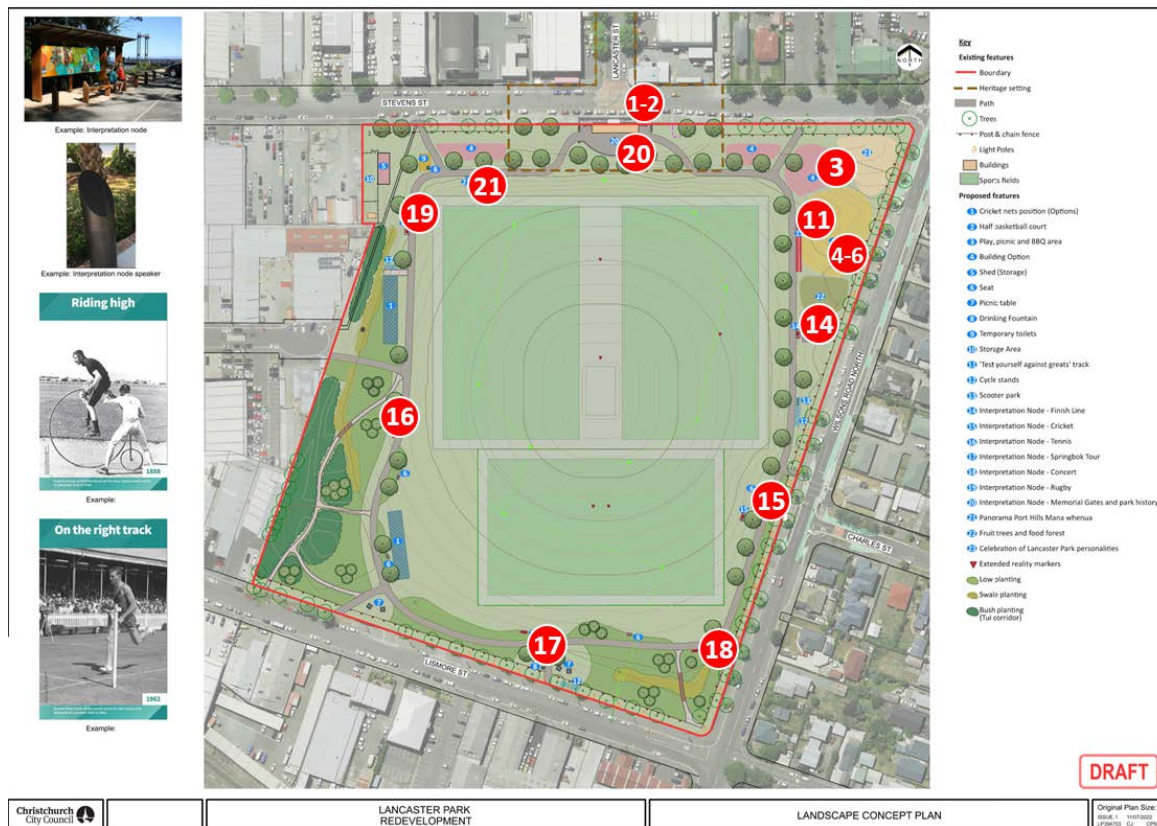
Currently finishing the structural repairs

Next will be plaster and paint

Adjacent paving works will commence once structural repairs are complete

Works are on programme to be completed in time for ANZAC day 2023

## Capturing and Protecting the Rich s History of the Park



We are progressing a number of activities associated to ensure that the rich sporting and cultural history of the park is retained and where possible displayed for all to see.



## Capturing and Protecting the Rich s History of the Park



Arc of History:

Twenty graphic panels installed along a curved wall just inside the memorial gates. Loosely chronological, and will feature big images with minimal text.

These are roughly laid out for now. Once the text is more final and we've sourced copies of the images, our design team can start creating a proper look and feel.

The twentieth panel is a montage of the 'big moments' not covered, and invites the reader to explore the rest of the park and find those stories

## Capturing and Protecting the Rich s History of the Park





## Capturing and Protecting the Rich s History of the Park



Concrete Stories:

A series of about 20 single-sentence stories to be engraved in the concrete path around the perimeter.

These are currently formatted in a “headline style” with a year alongside, and are in chronological order.

A reference group which includes former members of the Victory Park Board, and sports historians are supporting and guiding the work



## Capturing and Protecting the Rich s History of the Park

### EXTENDED REALITY

We are in consultation with HIT Lab at University of Canterbury to assess the viability of augmented reality interpretation. Concepts include viewing historic footage, recreating lost buildings, or creating an interactive game experience.



We are also developing as much video and audio material as possible to enable people to visit the park snap a QR code and re-live some of their favourite memories whilst standing on location.

## Ongoing developments – Tree Plantings/ Urban Forest



The urban Forest is increasingly important for Christchurch and its ability to mitigate the impacts of a warming climate in the City.

We will be planting as many trees as possible in the park to compliment the development, but also provide as much canopy cover as possible to enhance the urban forest in the Charlesworth area.

# Tree plantings



## Park Canopy Cover Summary

- Existing number of trees (CCC proposed and existing): 119
  - Existing canopy cover (CCC proposed and existing, incl. garden bed): approx. 19%
  - Proposed number of new trees: 147
  - Proposed net canopy cover (existing vegetation and proposed): approx. 31%
- Differential against 40% canopy cover target: approx. -9%

# Play Development

There is an aim to produce a significant destination play space within Lancaster Park. Its location would be complimentary to the New Community Buildings for ease of access to Public toilets etc

Themes that have been shared so far from the public engagement include, nature play, youth activity and finding a way to incorporate the sporting history

Scope and design for this element will progress in early FY 2023.

Community engagement with schools will be a key component of the scope development process





# Questions?

48

CO-



# LANCASTER PARK

CONCEPT 1 - REVISED  
16/04/2024

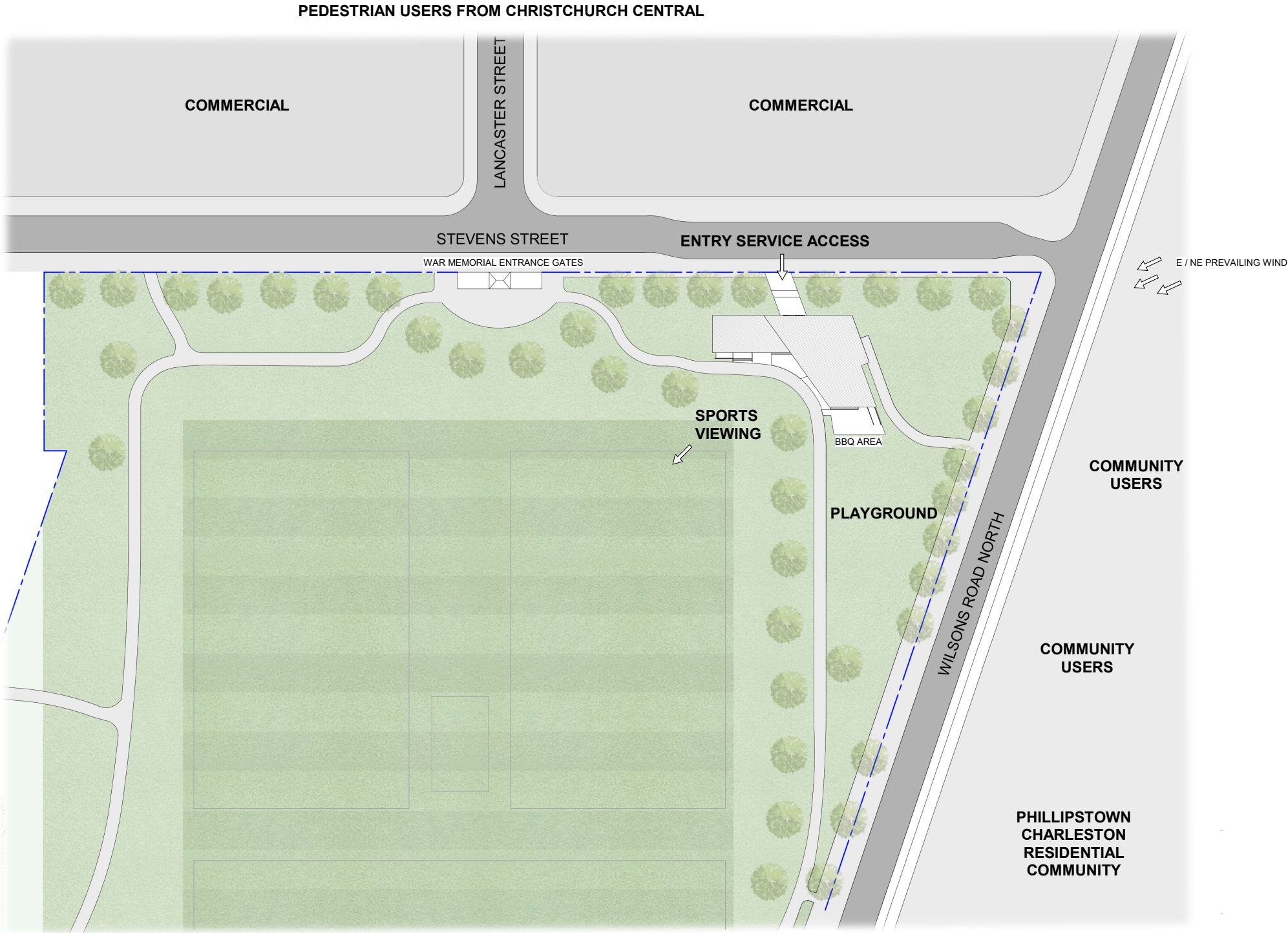
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Christchurch  
City Council



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1 SITE PLAN  
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REVISION	DATE	PREP	REVIEW
A CONCEPT DESIGN	2023.11.10	RR	IM
B PRICING ISSUE	2023.11.22	RR	DC
C CLIENT REVISIONS	2024.04.12	AC	IM

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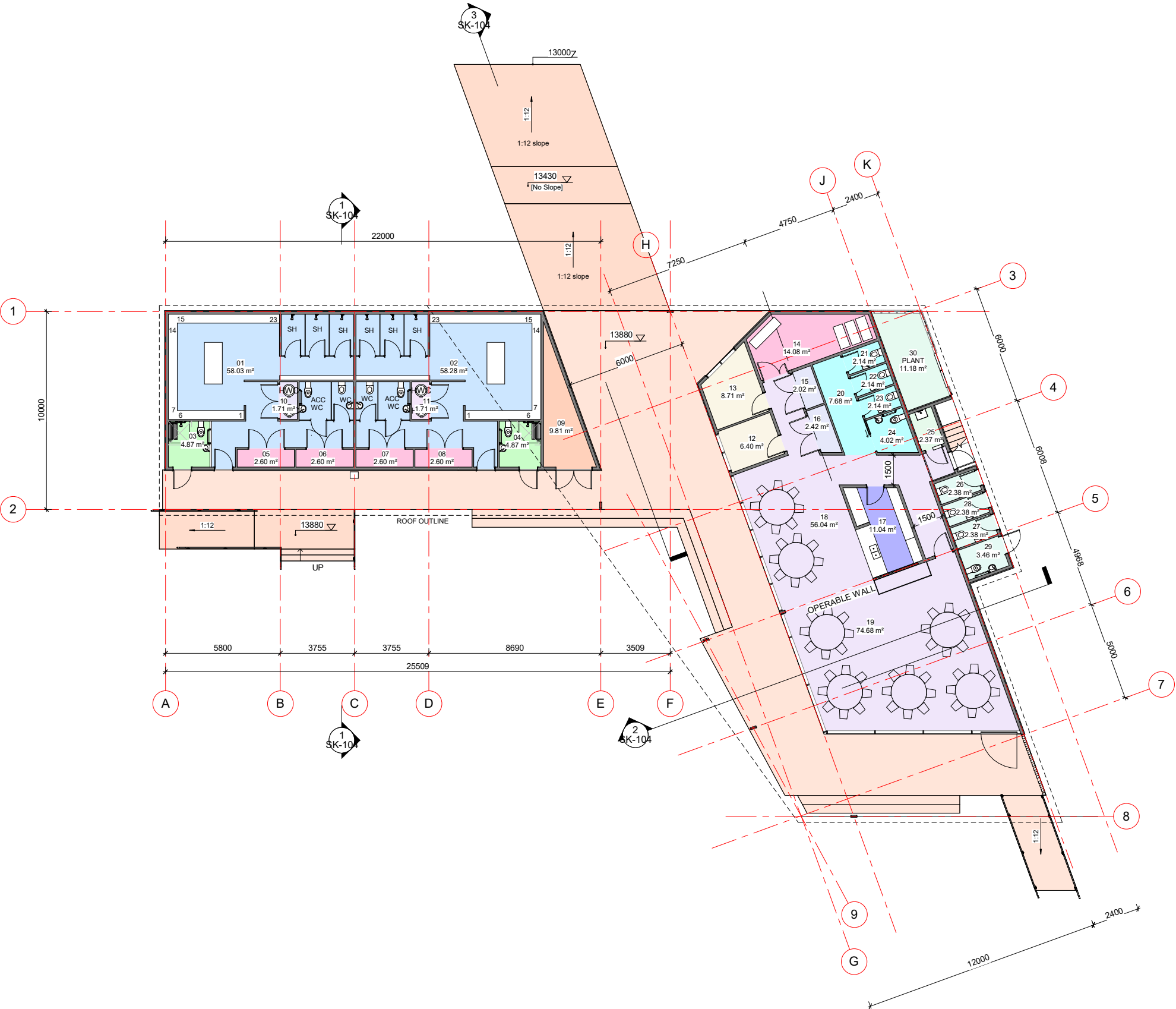
PROJECT  
 LANCASTER PARK  
 30 STEVENS STREET, WALTHAM  
 DRAWING TITLE  
 SITE PLAN

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 PP-24693 SK-101  
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LEGEND

- 01 CHANGING ROOM
- 02 CHANGING ROOM
- 03 ACC SHOWER
- 04 ACC SHOWER
- 05 PLAYER STORAGE 01
- 06 PLAYER STORAGE 02
- 07 PLAYER STORAGE 03
- 08 PLAYER STORAGE 04
- 09 SPORTS STORE
- 10 HWC 01
- 11 HWC 02
- 12 MEETING ROOM 01
- 13 MEETING ROOM 02
- 14 STORE
- 15 COMMUNITY STORE
- 16 COMMUNITY STORE
- 17 KITCHEN
- 18 FUNCTION
- 19 FUNCTION
- 20 PUBLIC TOILETS
- 21 PUBLIC TOILETS
- 22 PUBLIC TOILETS
- 23 PUBLIC TOILETS
- 24 PUBLIC TOILETS
- 25 CLEANER
- 26 PUBLIC TOILETS (EXTERNAL)
- 27 PUBLIC TOILETS (EXTERNAL)
- 28 PUBLIC TOILETS (EXTERNAL)
- 29 PUBLIC TOILETS (EXTERNAL)
- 30 PLANT

GROSS FLOOR AREAS	
CHANGING ROOMS / AMENITIES WING	159m²
COMMUNITY FACILITIES	208m²
EXTERNAL PUBLIC TOILETS	12.5m²
PLANT AND WASTE	17m²
VERANDAH INCL. RAMPS AND STEPS	370m²



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A CONCEPT DESIGN	2023.11.10	RR	IM
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D CLIENT REVISIONS	2024.04.16	AC	IM

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 DRAWING TITLE  
 FLOOR PLAN

CLIENT  
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SCALE  
 A1 As indicated<sup>A3</sup>

PROJECT NO  
 PP-24693 SK-102

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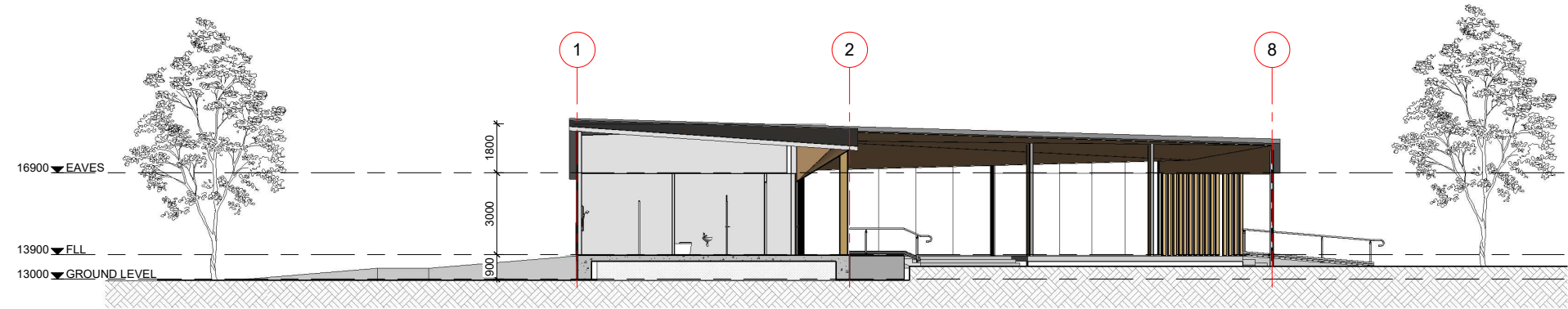
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PROJECT  
 LANCASTER PARK  
 30 STEVENS STREET, WALTHAM  
 DRAWING TITLE  
 ELEVATIONS

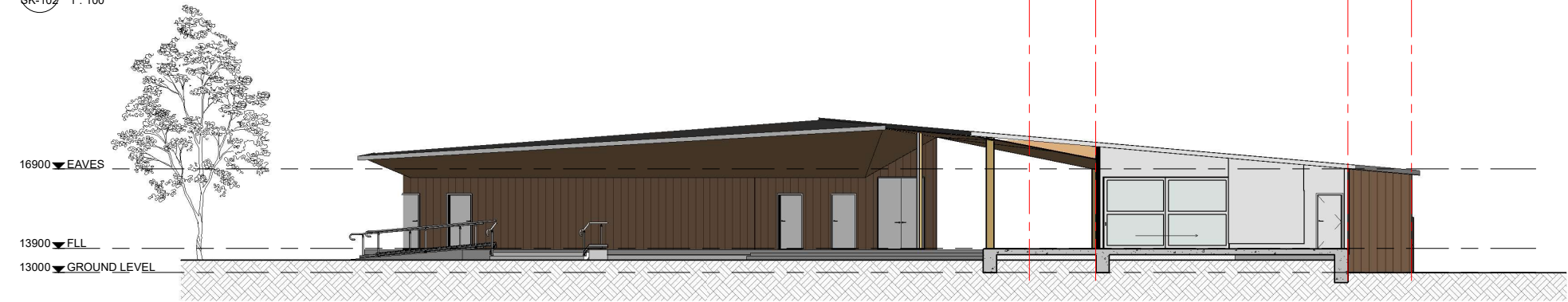
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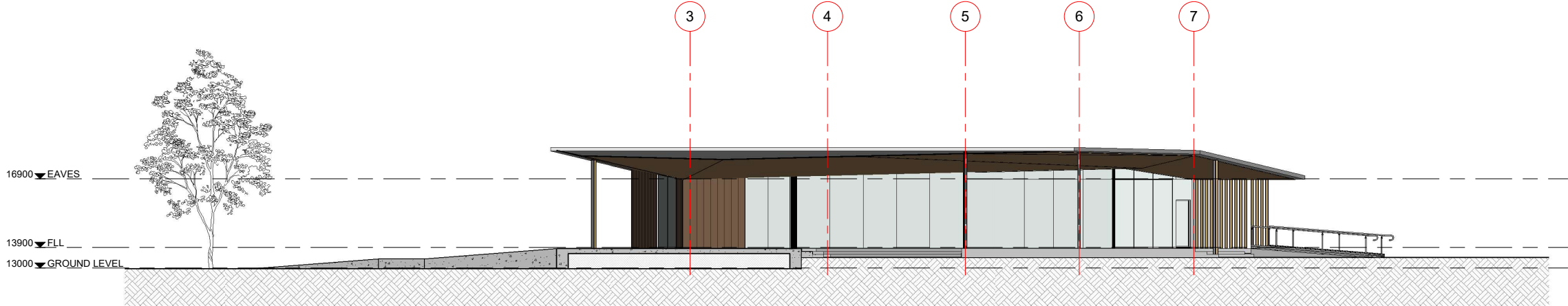
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 PP-24693 SK-103  
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1 SECTION THROUGH CHANGING  
 SK-102 1 : 100



2 SECTION THROUGH FUNCTION SPACE  
 SK-102 1 : 100



3 SECTION THROUGH WALKWAY  
 SK-102 1 : 100

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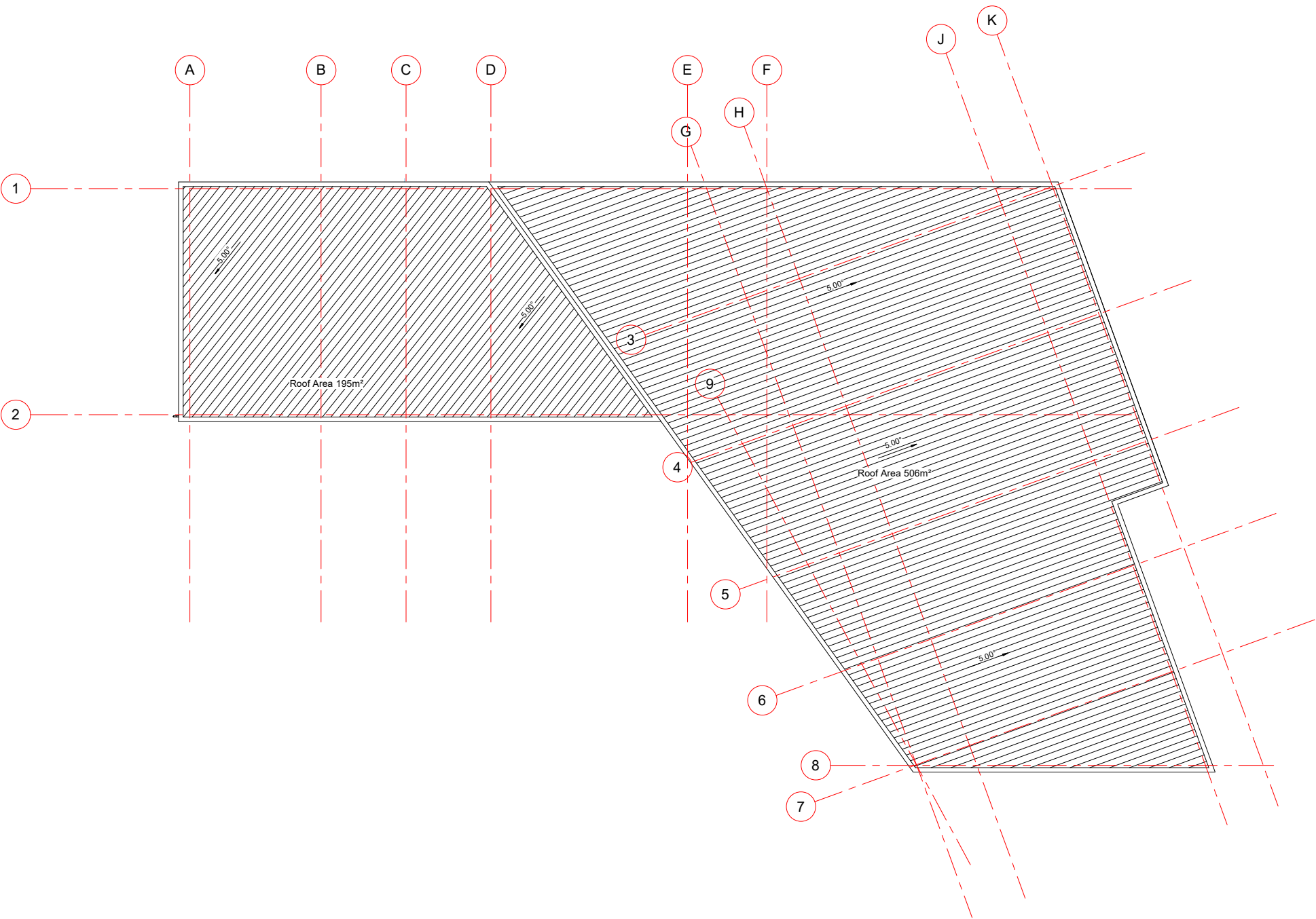
+64 3 974 1968  
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PROJECT  
 LANCASTER PARK  
 30 STEVENS STREET, WALTHAM  
 DRAWING TITLE  
 SECTIONS

CLIENT  
 ABL

SCALE  
 A1 1 : 100 A3

PROJECT NO  
 PP-24693 SK-104  
 DRAWING NO  
 REVISION  
 C



Published: 16/04/2024 2:40:15 pm  
Model: Autodesk Docs://24693 (LPP) Lancaster Park/24693 (LPP) Lancaster Park\_ARCH\_R22.rvt

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REVISION	DATE	PREP	REVIEW
A CONCEPT DESIGN	2023.11.10	RR	IM
B PRICING ISSUE	2023.11.22	RR	DC
C CLIENT REVISIONS	2024.04.12	AC	IM

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PROJECT  
 LANCASTER PARK  
 30 STEVENS STREET, WALTHAM  
 DRAWING TITLE  
 ROOF PLAN

CLIENT  
 ABL

SCALE  
 A1 1 : 100

PROJECT NO  
 PP-24693 SK-105

DRAWING NO

REVISION

C





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PROJECT  
 LANCASTER PARK  
 30 STEVENS STREET, WALTHAM  
 DRAWING TITLE  
 PRESPECTIVE VIEWS

CLIENT  
 ABL

SCALE  
 A1 A3

PROJECT NO  
 PP-24693 SK-106  
 DRAWING NO  
 A3  
 REVISION  
 C



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REVISION	DATE	PREP	REVIEW
A	CLIENT REVISIONS	2024.04.12	AC IM

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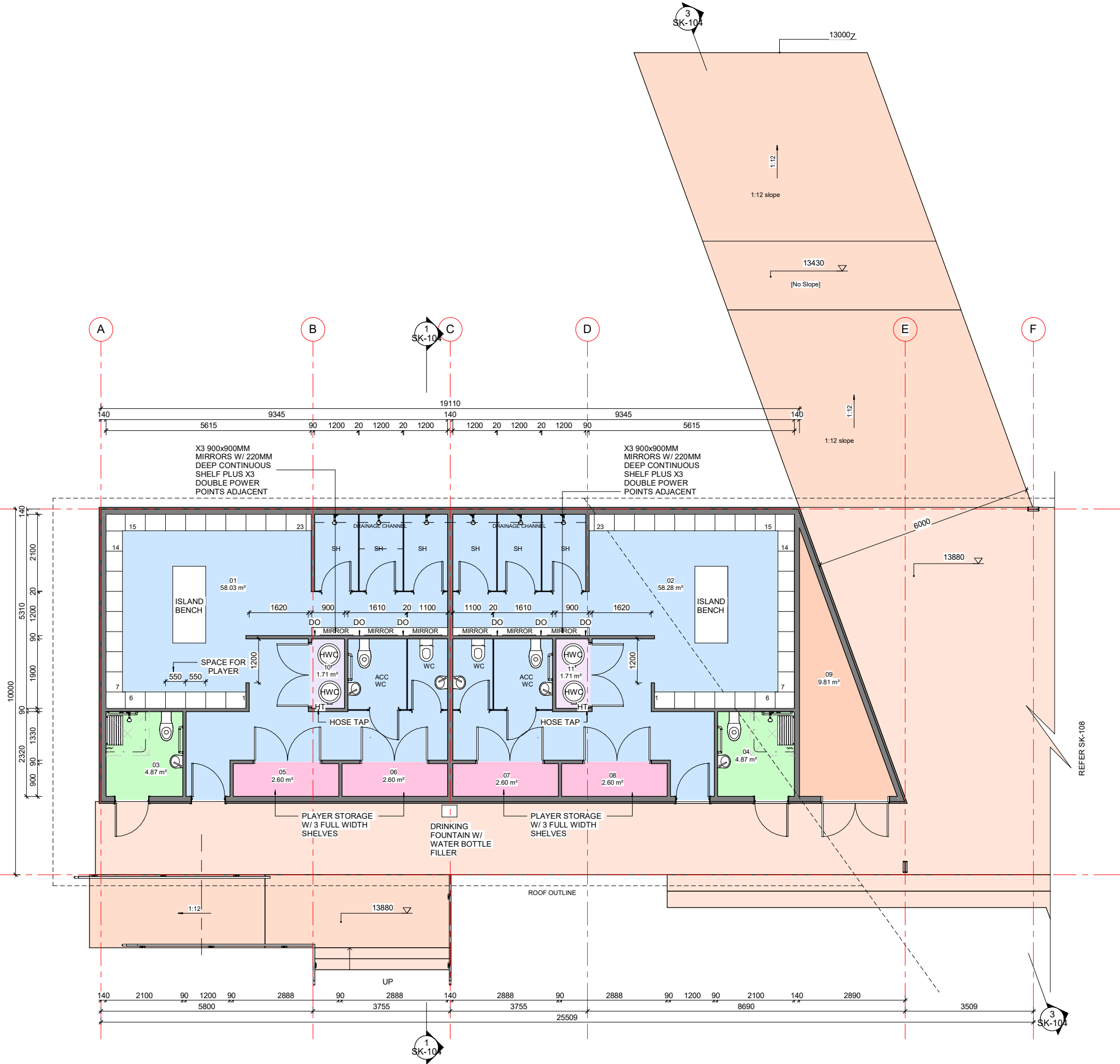
+64 3 974 1968  
www.co-studio.com

PROJECT  
**LANCASTER PARK**  
30 STEVENS STREET, WALTHAM  
DRAWING TITLE  
**FLOOR PLAN - CHANGING WING**

CLIENT  
**ABL**

SCALE  
A1 **1 : 50**

PROJECT NO **PP-24693 SK-107** DRAWING NO **A** REVISION **A**





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PROJECT NO. PP-24693      DRAWING NO. SK-108      REVISION B

## 10. Waipapa Papanui-Innes-Central 2023/24 Discretionary Response Fund Application - Neighbourhood Trust

Reference Te Tohutoro: 24/607141

Responsible Officer(s) Te Trevor Cattermole, Community Development Advisor

Pou Matua: (Trevor.Cattermole@ccc.govt.nz)

Accountable ELT

Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

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

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2023/2024 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067270	Neighbourhood Trust	Parenting Adventures 2024 Workshop	\$5,000	\$2,500

- 1.2 There is currently a balance of \$52,622 remaining in the fund.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2023/24 Discretionary Response Fund Application - Neighbourhood Trust Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$2,500 from its 2023/2024 Discretionary Response Fund to the Neighbourhood Trust towards Parenting Adventures 2024 Workshop.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned to the Council's Strategic Framework and in particular the strategic priorities of a Collaborative and Confident City and A Cultural Powerhouse City. The projects also align with the Te Haumako Te Whitingia Strengthening Communities Together Strategy.

#### 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 assessed as low significance based on 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 2023/2024 Discretionary Response Fund is as below.

Total Budget 2023/24	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$132,315	\$79,693	\$52,622	\$50,122

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

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Decision Matrix - Neighbourhood Trust)	24/645254	111

Signatories Ngā Kaiwaitohu

Author	Trevor Cattermole - Community Development Advisor
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

## 2023-24 DRF PAPANUI-INNES-CENTRAL DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> 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.

00067270	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Neighbourhood Trust	<b>Parenting Adventures 2024 Workshop.</b>  A free one-day Parenting event at the McFaddens Centre on Saturday 24th August 2024, focusing on how parenting is a journey which presents different adventures along the way.	\$14,933  <b>Requested</b> \$ 5,000 (33% requested)	Workshop costs - \$5,000	<b>\$ 2,500</b>  That the Waipapa Papanui-Innes Community Board approve a grant from its 2023/2024 Discretionary Response Fund of \$2,500 to The Neighbourhood Trust as a contribution towards Parenting Adventures 2024 Workshop.	<b>1</b>

### Organisation Details

Service Base: McFaddens Road (Golden Programme and other Programmes).  
 Nancy Avenue - Whanau Centre (Counselling and other Programmes, Kai Distribution).  
 Mairehau Primary - OSCAR Programme and Counselling  
 Francis of Assisi - OSCAR Programme.  
 Legal Status: Charitable Trust  
 Established: 19/05/1999  
 Target Groups: Education, Children, Youth, Parents and Caregivers.  
 Annual Volunteer Hours: 2135  
 Participants: 500

### Alignment with Council Strategies

- Strengthening Communities Together Strategy
- Objective 1.4 Harness the strengths of diverse communities and address issues of social inclusion.
- Objective 1.6 Facilitate and promote lifelong learning opportunities for all.

### CCC Funding History

2023/24 - \$52,000 (Operations Year 1-3) SCF PI  
 2022/23 - \$55,000 (Operations Year 3-3) SCF PI  
 2021/22 - \$1,000 (Parenting Adventures) DRF PIC  
 2021/22 - \$1,000 (Parenting Adventures) FWH PIC  
 2020/21 - \$8,000 (Whanau Centre and Golden Connections Post COVID Response) DRF PI  
 2020/21 - \$55,000 (Operations) SCF PI

### Other Sources of Funding

Tindall - \$7,500  
 Neighbourhood Trust - \$2,500 (this is a free event to the public).

### Staff Assessment

This project is recommended as a Priority One due to its strong alignment to the Funding Outcomes, Priorities, and contribution to building resilient communities and its reach and value for money.

The Neighbourhood Trust (The Trust) has been coordinating this event every second year since 2009.

This free event is focusing on the different adventures parents experience in raising children and teens. The event will begin with a seminar by keynote speaker, Richard Black (Mind Health). This will be followed by a choice of morning and afternoon workshops. Workshop speakers are Jenny Hale (behaviours around eating) Sheridan Hale (Tricky dynamics), Kelly Penny (behaviour and sibling dynamics), Don Benn (Positive role modelling), and Victoria Holden (Gaming). As with the previous Parenting Event it is planned that an Expo of service providers will be run concurrently, including organisations such as Birthright Canterbury, Pregnancy Infancy Parenting Support (PIPS), Plunket, Parenting Place, Home and Family, Family Help Trust, and The Loft.

The event targets parents of preschoolers through to the teenage years, with a focus on the Mairehau, St Albans, Shirley, Papanui, Fendalton, Harewood areas. The Trust has surveyed parents and caregivers who attend the Trusts Whanau Centre, and the feedback has shaped the topics the speakers will focus on.

Neighbourhood Trust OSCAR staff will provide free childcare for preschoolers and primary school children as required throughout the day.

The rationale for staff recommendation is that:

Providing funding assistance for this programme will allow the Neighbourhood Trust to keep this programme free to the public thus breaking down any financial barriers to participation.

The Waimāero Fendalton-Waimairi-Harewood staff recommendation is - \$2,500.

## 11. Waipapa Papanui-Innes-Central Community Board Area Report - May 2024

Reference Te Tohutoro: 24/600341  
Responsible Officer(s) Te Emma Pavey, Community Governance Manager Papanui-Innes-  
Pou Matua: Central (Emma.Pavey@ccc.govt.nz)  
Accountable ELT  
Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

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

- 1.1 This monthly staff-generated report provides the Board with an overview of initiatives and issues current within the Community Board area.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for May 2024.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
<a href="#">Community Pride Garden Awards 2024</a>	A joint venture between the Community Boards and the Christchurch Beautifying Association since 1997.  The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens.	Certificates have been posted out to recipients as of end of April 2024.	Resilient Communities Te Haumako Te Whitingia Strengthening Communities Together Strategy
<a href="#">Community Service Awards 2024</a>	Community Service Awards give well-deserved recognition to the people who make our communities better places to live. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives.	Nominations have closed and are being processed for the Board to consider at a subsequent meeting.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
<a href="#">Summer with your neighbours (SWYN)</a>	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood.  Below is a report back now received from one of the participants.	Reimbursements are being processed. Still awaiting some claims.	Te Haumako Te Whitingia Strengthening Communities Together Strategy



- **MOA Barbeque - Summer with your Neighbours Event**



The Moa Neighbourhood Group barbeque was held at Moa Reserve on 15 February 2024, with approximately 80-90 residents from the local community gathered to meet, mingle and share food.



Item 11

### 3.2 Community Funding Summary

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

2023/24 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)		
<b>Approved Board Projects:</b>		
• Summer with your neighbours	\$4,500	
• Youth Recreation	\$9,000	
• Community Pride Garden Awards	\$700	
• Community Liaison	\$4,000	
• Youth Development Fund	\$7,500	
• Community Service Awards	\$2,500	
• Rangatahi Civic Awards	\$1,100	
<b>AVAILABLE BALANCE (at time of writing):</b>		<b>\$52,622</b>
<b>Proposed DRF Grants (subject to approval at this meeting):</b>		<b>Recommended:</b>
• Neighbourhood Trust towards Parenting Adventures 2024 Workshop		\$2,500
<b>Prospective remaining balance (if all recommendations accepted):</b>		<b>\$50,122</b>

2023/24 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
<b>Approved under delegation since last report:</b>	
• Grant to Samantha Lascelles (as detailed in <b>Attachment A</b> )	\$350
• Grant to Thomas Vesty (as detailed in <b>Attachment B</b> )	\$350
• Grant to Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang (as detailed in <b>Attachment C</b> )	\$300 (\$100 each)
• Grant to Brock Marshall (as detailed in <b>Attachment D</b> )	\$350
<b>AVAILABLE BALANCE (at time of writing):</b>	
	<b>\$1,750</b>

### 3.3 The Mayor's Welfare Fund

The [Mayor's Welfare Fund](#) provides assistance to families and individuals in the community who are in extreme financial distress as a last resource.

### 3.4 Upcoming Community Events and Activities

- **Volunteer Events**

Visit [this link](#) for the variety of volunteer events held around the city, and [this link](#) to volunteer at a Council-produced event.

There is also information at [this link](#) on becoming a Graffiti Programme volunteer, or register at [this link](#) to join the Parks Volunteers Team.



Some planting events are [eligible for Children's University \(CU\) credits](#), and family-friendly. Or schools can be supported by the 'connect and grow' planting programme: [Manaaki Taiao – Nurture Nature](#).



- **FRESH Events 2024**

Information on events from Youth & Cultural Development (YCD) is available at [this link](#).

- **Christchurch Heritage Festival 2024**

The Christchurch Heritage Festival is an opportunity to share the stories of the past that link us to this place. He tātai muka, he tātai tangata – weave together the strands, weave together the people.

The Council welcomes new and returning event providers to apply to be part of the Christchurch Heritage Festival 2024 programme. [Applications will be open here](#) from Wednesday 8 May to Monday 10 June 2024.

This year's theme looks to explore our heritage in terms of sport, recreation and leisure (it is not compulsory, however, to relate your event to the theme).



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

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

- [Linwood Village Market](#) – 4 May 2024, 10am to 1pm at the Linwood Community Arts Centre car park - Monthly community market: books, crafts, collectibles, plants, boutique op shop, This and That, and tiny fundraisers for local community projects.
- [Open Christchurch 2024](#) – 3-5 May 2024, 9am to 5pm - Building owners/kaitiaki will throw open the doors to their special spaces at various venues across Christchurch, so that the public can have a nosey and experience great design first-hand. This is an opportunity to explore over 45 buildings of architectural excellence, in addition to designed landscapes throughout one weekend.
- [Sign Language Tours](#) – 11 & 12 May 2024, 2-3pm - Celebrate Sign Language Week and tour Christchurch Art Gallery exhibition highlights with a gallery guide and a sign language interpreter.



- [Te Mahi Pāmu Noke/Worm Farm WOF](#) – 15 May 2024, 5.30-6.30pm, Join Miriama from Para Kore to learn about worm farms and hope to maintain them at Riverlution Eco Hub.
- [Bee Day Buzz](#) – 19 May, 11am - Join in at Riverlution (46A Vogel Street) for a morning filled with the magic of bees! Bring your little ones for an educational and fun experience with Bee Awesome!

- [TechFest 2024: Future of health and wellness day](#) – 20 May 2024 at Tūranga - This day is all about the future of health and wellbeing supported by technology.
- [TechFest 2024: Future of big ideas day](#) – 21 May 2024 at Tūranga - This day is all about bringing together our Canterbury start-up community or those with ideas that could be a business.
- [TechFest 2024: Future of sustainability](#) – 23 May 2024 at Tūranga - This day is all about the future of the environment and technology that helps us create a sustainable future and reduce the impact on the environment.

- **Christchurch City Council Libraries Events**

Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).



The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events and related topics like:

- [New Zealand Sign Language Week](#) - NZSL is the language of New Zealand's deaf community and was made an official language by the New Zealand Sign Language Act 2006. NZSL can express concepts from both English and te reo Māori but is itself a distinct language. Find out more about NZSL, NZ Sign Language Week, and browse NZSL resources.
- [New Zealand Music Month - Te Marama Puoro o Aotearoa](#) - Christchurch City Libraries celebrates NZ Music Month during May every year.

- [Youth Week](#) - from 20 to 26 May 2024. The 2024 theme is:  
*'We may not have it all together, but together we have it all'*  
*'Māwherangi a tama roto ka taka, kāpuia ake ka pūrangiaho'*



- [Vaiaso o le Gagana Samoa - Samoa Language Week](#) - from Sunday 26 May to Saturday 1 June 2024, the week celebrates the third most spoken language in New Zealand. The week's theme for 2024 is:  
*'Tautua i le alofa mo se lumana'i manuia'*  
*'Serve in love for a thriving future'*
- [Gasav Ne Fäeag Rotuam Ta - Rotuman Language Week](#) - from Sunday 12 May to Saturday 18 May 2024.



### 3.5 Participation in and Contribution to Decision Making

#### 3.5.1 Report back on other Activities contributing to Community Board Plan

- ***Phillipstown Gala***

Phillipstown Hub organised the Phillipstown Gala free community event on Saturday, 14 April. The Gala aimed to foster connections within the neighbourhood and link it to the local hub.



The day was filled with informative activities and fun. The Gala attracted a steady stream of local residents throughout the day. Highlights included a diverse array of offerings, from Te Puawaitanga's celebration of The Big Latch On for breastfeeding support to activities like flax weaving, mingling opportunities to connect with neighbours, learning all about the community garden, a vaccination clinic, information from the Christchurch City Council about the Long-Term Plan, Canterbury Family Violence Colab and Energy action.

There were also many giveaways of recycled sports gear and pizza made by Skillwise and the White Room. Attendees also enjoyed entertainment from performers, bouncy castles, games hosted by Purapura Whetu, face painting, henna art, and bone carving.





- ***Eid al-Fitr Festival ( NZ Eid Day - Christchurch)***



Eid al Fitr is a worldwide event for Muslims marking the end of the month of Ramadan, during which Muslims around the world fast from dawn until dusk each day.

The Eid al Fitr festival in Christchurch was a public celebration to bring the Muslim community and wider Christchurch community together, increasing connectedness and showcasing cultural traditions in a safe space. The festival attracted approximately 3,000 people with activities for children and young people including bouncy castles, face painting, children's entertainers, amusement devices, along with the many food stalls from an array of countries.



- ***St Albans Skate Skool***



This April, the St Albans Community Activator collaborated with Cheapskates Skates Skool to organise three dynamic "Have a Go" learn-to-skate sessions, marking a shift from the traditional January Skate Jam. With support from the Waipapa Papanui-Innes-Central Community Board, these sessions were met with resounding success, drawing full capacity attendance and enthusiastic participation.

Fostering inclusivity and accessibility, these sessions witnessed a notable presence of female participants, constituting nearly 50% of the attendees. Many newcomers embraced skateboarding for the first time, underscoring the event's welcoming atmosphere.



Cheapskates Skates Skool skilfully facilitated the sessions, ensuring a safe and enjoyable learning environment for all.

The St Albans Community Activator also used this opportunity to gain valuable insights into the interests and aspirations of local youth and children, fostering community engagement and empowerment.



- **The Kūmara Awards**



The [Kūmara Awards](#) are a celebration of fabulous placemaking happening across Aotearoa New Zealand.

Congratulations are in order for [Richmond Community Garden](#) and [Riverlution](#) winning the category "Tiakina te whenua, ka manaakitia te tangata" - Caring For the Land, Caring For the People.

Their reflections on this achievement summarise well why they are so deserving of this recognition: *"At the core of our work is a deep respect for nature, and this recognition means the world to us. The Kūmara Awards provided us with an incredible opportunity to reflect on our achievements and witness the outstanding mahi happening across our city. We couldn't be prouder of our community and the positive impact we are making together."*



- **Parks Team Update**

The Community Partnerships Ranger recently on 11 April 2024 facilitated a daffodil/maintenance session in Oliviers Reserve with the Garden Facilitator from Philipstown Hub, and the Sailsbury St Foundation. This was also joined by the local police officer who works in

the area, among others, making for some positive local interaction and mahi to take good care of this community space.





- **ANZAC Day service**

In addition to the ANZAC dawn service in Cathedral Square, the Papanui service (pictured below) offered the occasion to remember New Zealand's fallen soldiers.



The Chair laid a wreath in remembrance on behalf of the Board (fourth from the right below) at the memorial outside the Papanui RSA.



### 3.5.2 Council Engagement and Consultation

- **Tree Planting Plans** - The Council is seeking feedback on the following plans until 20 May 2024, with more plans being released in the coming weeks:
  - Bayswater Reserve - Bromley
  - Denton Park - Hornby
  - Evora Park - Halswell
  - Fairway Reserve - Shirley
  - Franco Park - Halswell
  - Holmes Park - Upper Riccarton
  - Lamorna Reserve - Queenspark
  - Mandeville Reserve - Riccarton
  - Showgate Reserve - Sockburn
  - Simeon Park - Spreydon
  - Washington Way Reserve - Sydenham



### 3.6 Governance Advice

#### 3.6.1 Waipapa Papanui-Innes-Central Community Board Submissions

Since the last Area Report, a Board submission on the Council's Ōtākaro Avon Stormwater Management Plan (**Attachment E**), and on the Council's Draft Long Term Plan 2024-34 (**Attachments F**), have been approved.

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

Refer to **Attachment G** for the 1 March – 31 March 2024 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

#### 3.6.3 Climate action

The Board's vision statement reflects its commitment to supporting the [Ōtautahi Christchurch Climate Resilience Strategy's climate goals](#) and the [Ōtautahi-Christchurch Urban Forest Plan](#).

Another resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the [Council's Climate Action webpage](#). At present relevant community events in the Board area include 'Repair Revolution' at Riverlution Eco Hub and Richmond Community Garden.



Collectively, petrol and diesel vehicles are our biggest sources of emissions. Walking or going by bike, bus, scooter, ride-share or an elective vehicle (EV) instead are all ways to help and can also save time and money.

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit [getting to work](#) or [getting to school](#).

We also recognised that our tamariki and rangatahi are the leaders of tomorrow. The [Learning Through Action programme](#) encourages students to get creative and find innovative ideas for meaningful climate action.

#### 3.6.4 Community Patrols

The [Community Patrols of New Zealand website](#) hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their [statistical information](#) can be found on the website.

#### 3.6.5 Planned road works and closures

Planned road works and closures are indicated on the map at the [Traffic Updates page at this link](#). Additionally, a Smartview of nearby road works and closures is available at the following link: <https://smartview.ccc.govt.nz/travel/roads>.

- [Public Notices](#) – *proposed temporary road closures for events*
  - [Black Ferns Vs Canada](#)

### 3.6.6 School travel



The Council offers a wealth of resources [at this link](#) relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.

[Good-to-go ways to get to school](#) is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.



### 3.6.7 Travel Planning

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available [at this link](#), which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

### 3.6.8 SmartView



The Council's [SmartView page](#) gives users access to a range of real-time information about the

city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures.



## 4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

### 4.1 Start Work Notices (SWN)

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

- Aorangi Road - investigation works (*circulated 29 April 2024*)
- Condell Avenue – investigation works (*circulated 22 April 2024*)
- Major Cycle Route (MCR) Northern Line Cycleway - railway crossing upgrade (*updated SWN circulated 19 April 2024*)
- Bishopdale and Papanui investigation works - Harewood Road between 251 and 252, and Greers Road (*circulated 18 April 2024*)
- Park Terrace – bus stop, cycle, and pedestrian safety improvements (*circulated 17 April 2024*)



- Shirley Road, Marshland Road, North Parade and New Brighton Road intersection - investigation work (*circulated 16 April 2024*)
- Aorangi Road/Condell Avenue/Matsons Avenue - investigation work (*updated SWN circulated 16 April 2024*)
- Aorangi Road - investigation works (*circulated 16 April 2024*)
- Aorangi Road/Condell Avenue/Matsons Avenue - investigation work (*circulated 15 April 2024*)
- Bishopdale and Papanui investigation works - Harewood Road between Greers Road and 84/91 Harewood Road (*circulated 12 April 2024*)
- Kilmore Street, Fitzgerald Avenue and Avonside Drive Intersection – signals recabling (*circulated 11 April 2024*)
- High Street Upgrade - road closure between Tuam and St Asaph Streets (*circulated 8 April 2024*)
- Linwood Avenue/Buckleys Road/Aldwins Road – intersection safety improvements – night works (*circulated 8 April 2024*)
- Bishopdale and Papanui investigation works - Harewood Road and Greers Road intersection (*circulated 3 April 2024*)

#### 4.2 Graffiti Snapshot

The Graffiti Snapshot for March 2024 can be found as **Attachment H** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).









#### 4.3 Memoranda

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

- CCC: Frontrunner Christchurch Marathon – CBD road closures (*email circulated 16 April 2024*)
- CCC: Stop Road (airspace) and Dispose to Adjoining Owner (*circulated 12 April 2024*)
- CCC: Shirley/Hills Safety Improvements - Construction Approach (*circulated 12 April 2024*)
- CCC: Transport Capital Programme Additional External Funding (*circulated 8 April 2024*)
- CCC: Ministry for the Environment food scraps collection research project (*circulated 5 April 2024*)

## Attachments Ngā Tāpirihanga



No.	Title	Reference	Page
A 	Youth Development Fund Grant under Delegation for Samantha Lascelles	24/645328	125
B 	Youth Development Fund Grant under Delegation for Thomas Vesty	24/645451	127
C 	Youth Development Fund Grant under Delegation for Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang	24/747015	129
D 	Youth Development Fund Grant under Delegation for Brock Marshall	24/747018	131
E 	Board Submission on the Ōtākaro Avon Stormwater Management Plan	24/651920	133
F 	Board Submission on the Council's Draft Long Term Plan 2024-34	24/651921	136
G 	Customer Service Request Report - March 2024	24/645330	151
H 	Graffiti Snapshot - March 2024	24/645331	152

### Signatories Ngā Kaiwaitohu

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

Memos

Christchurch  
City Council 

# Memo

Date: 9 April 2024  
From: Lyssa Aves, Support Officer  
To: Emma Pavey, Community Governance Manager  
Cc: Mark Saunders, Community Board Advisor  
Reference: 24/572500

## Waipapa Papanui-Innes-Central 2023/24 Positive Youth Development Application - Samantha Lascelles

### 1. Application Details Ngā Taipitopito Tono

Date of Decision Meeting: 9 April 2024

Venue: Papanui

Date Application Received: 3 April 2024

Applicant: Samantha Lascelles

Application Assigned to: Lyssa Aves, Support Officer

Total Budget Costs: \$1,906

Funding Requested: \$1,200

Staff Recommendations: That the following is paid:

- \$350 for Samantha Lascelles towards costs associated with competing at the Australian National Athletics Champs in Adelaide from 11 to 14 April 2024

### 2. Background Te Horopaki

- 2.1 This Positive Youth Development Application is for Samantha Lascelles to assist her in competing at the Australian National Athletics Championship in Adelaide from 11 to 14 April 2024.
- 2.2 Staff support this application as it meets all the Positive Youth Development Criteria.
- 2.3 Samantha is 14 years old and attends Year 13 at St Margarets, Christchurch. She does well at school and is very focused.
- 2.4 Samantha began training at six as she enjoyed sports and participating in competitions. Her interest has turned into a passion, and she has now won medals at national levels in three sports: surf lifesaving (medalled at every Ocean Surf Lifesaving event attended), rowing (selected for the New Zealand Development Camp 2023) and athletics.
- 2.5 This year she has decided to concentrate on her running and is attending 10-12 training sessions per week working on the 400, 800 and 1500 metre events. She recently raced in the New Zealand National Athletics Championship and came third overall, winning the 800m and

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breaking the South Island under 19 record and was one second off qualifying to represent New Zealand at international levels.

- 2.6 She has been unable to fundraise towards costs as the opportunity to qualify to represent New Zealand at the Australian National Athletics Championship came up very suddenly.
- 2.7 Samantha's goal is to represent New Zealand in athletics at the Olympics.
- 2.8 The cost for Samantha to compete is:

EXPENSES	Cost (\$)
Return Airfare - Adelaide	\$1,906
Total	\$1,906

3. Summary He Whakarāpopototanga

- 3.1 Staff recommend \$350 from the Waipapa Papanui-Innes-Central 2023-24 Positive Youth Development Fund to Samantha Lascelles towards costs associated with competing at the Australian National Athletics Champs in Adelaide from 11 to 14 April 2024.

4. Decision of Community Governance Manager – Emma Pavey Te Whakataunga a te Kaiwhakahaere Kāwana ā-Hapori

- 4.1 Approved.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Lyssa Aves - Support Officer
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Memos

Christchurch  
City Council 

# Memo

Date: 10 April 2024  
From: Lyssa Aves, Support Officer  
To: Emma Pavey, Community Governance Manager  
Cc: Mark Saunders, Community Board Advisor  
Reference: 24/576530

## Waipapa Papanui-Innes-Central 2023-24 Positive Youth Development Application - Thomas Vesty

### 1. Application Details Ngā Taipitopito Tono

Date of Decision Meeting: 10 April 2024  
Venue: Papanui Service Centre  
Date Application Received: 31 March 2024  
Applicant: Thomas Vesty  
Application Assigned to: Lyssa Aves, Support Officer  
Total Budget Costs: \$6,700  
Funding Requested: \$6,000  
Staff Recommendations: That the following is paid:

- \$350 for Thomas Vesty to represent New Zealand in the U19 New Zealand Beach Volleyball Team at the U19 Asian Championships in Roi Et, Thailand from 22 April to 5 May 2024 (dates include pre-training Camp at Mairangi Bay).

### 2. Background Te Horopaki

- 2.1 This Positive Youth Development Application is for Thomas Vesty to assist him with costs to compete as a member of the New Zealand U19 Beach Volleyball team at the U19 Asian Beach Volleyball Championships in Roi Et, Thailand.
- 2.2 Thomas is a mature 17 year old attending Year 13 at Burnside High School. He is a dedicated student taking a variety of subjects, e.g. Physical Education, Maths, English and Business Studies, to provide options for his future.
- 2.3 His family have always been involved with volleyball both recreational and competitive and he started playing for fun at home at seven years old. His sister is now studying in the US on a volleyball scholarship.
- 2.4 Thomas also plays cricket and was a member of the Northwest Youth Cricket Christchurch Development Tour to India in 2022.
- 2.5 However, Thomas's goal is to achieve a volleyball scholarship to a university in either the USA or Canada. He was selected to attend the national representative volleyball trials in October



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2023 and the follow-up trials in January this year where he was placed on the non-travelling reserves list for the U19 team for the Championships in Thailand. Due to a late withdrawal Thomas has been chosen to join the team so there has been no time to actively raise funds although he hopes to manage some fundraising before he goes.

- 2.6 His family is very supportive of Thomas; however, any financial assistance would be greatly appreciated.
- 2.7 The cost for Thomas to compete is:

EXPENSES	Cost (\$)
Return Airfare - Adelaide	\$6,700
Total	\$6,000

3. Summary He Whakarāpopototanga

- 3.1 Staff recommend \$350 from the Waipapa Papanui-Innes-Central 2023-24 Positive Youth Development Fund to Thomas Vesty to represent New Zealand in the U19 New Zealand Beach Volleyball Team at the U19 Asian Championships in Roi Et, Thailand from 22 April to 5 May 2024.

4. Decision of Community Governance Manager – Emma Pavey Te Whakataunga a te Kaiwhakahaere Kāwana ā-Hapori

- 4.1 Approved.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Lyssa Aves - Support Officer
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Memos

Christchurch  
City Council 

# Memo

Date: Enter Date  
From: Lyssa Aves, Support Officer  
To: Emma Pavey, Community Governance Manager  
Cc: Mark Saunders, Community Board Advisor  
Reference: 24/726696

## Waipapa Papanui-Innes-Central 2023/24 Positive Youth Development Application - Badminton Canterbury for Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang

### 1. Application Details Ngā Taipitopito Tono

Date of Decision Meeting: 1 May 2024

Venue: Papanui Service Centre

Date Application Received: 23 April 2024

Applicant: Badminton Canterbury Inc. for Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang

Application Assigned to: Lyssa Aves, Support Officer

Total Budget Costs: \$1,285 per person, a total of \$3,855 for the three applicants

Funding Requested: \$3,000

Staff Recommendations: That the following is paid:

- \$300 to Badminton Canterbury Incorporated being \$100 per student (Amanda Black, Georgia Barrett-Dobson and Jason [Yulin] Zhang) towards return flights to Palmerston North to compete at the New Zealand Junior Badminton Team Championships in Palmerson North from 7-10 July 2024.

### 2. Background Te Horopaki

- 2.1 This Positive Youth Development Application is from Badminton Canterbury Incorporated seeking funding support to help with the cost of flights for Amanda Black, Georgia Barrett-Dobson and Jason Zhang to compete at the New Zealand Junior Badminton Team Championships in Palmerson North from 7-10 July 2024.
- 2.2 Badminton Canterbury are keen to increase the number of children playing badminton across all levels and wish to support the families of their players by helping with the costs of flights to Palmerston North as it is a considerable financial commitment for parents. The teams have been fundraising by running a café at the hall during local tournaments as well as sausage sizzles.

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- 2.3 This application includes participants over three Community Boards with the following three applicants residing in the Papanui-Innes-Central wards.

Amanda Black

- 2.4 Amanda is a 12 year old student who attends Year 8 at Cobham Intermediate School. Amanda wishes to participate in the Junior Badminton Championships because she would like to challenge herself and play against other players outside of Canterbury to improve her skills. Amanda likes to read for relaxation and run for exercise. Her favourite subject at school is mathematics.

Georgia Barrett-Dobson

- 2.5 Georgia is a 16 year old student who attends Year 12 at Christchurch Girls High School. She plays badminton for Canterbury and at her school. Georgia also plays the French Horn in the school orchestra and at the Christchurch School of Music. Her favourite subjects include chemistry, maths and physical education. Georgia wants to continue playing badminton as she enjoys the competitiveness of the sport and likes that it allows her to keep fit and active.

Jason (Yulin) Zhang

- 2.6 Jason is a 14 year old student who attends Year 10 at Burnside High School. As well as badminton Jason likes to play video games and fun sport activities. At school he likes maths and Business, Economics and Accounting. Jason wants to take part in this event to represent his team and to challenge himself further.

- 2.7 The cost per applicant to compete is:

EXPENSES	Cost (\$)
Return Airfare – Palmerston North per individual	\$563
Total	\$1,689

3. Summary He Whakarāpopototanga

- 3.1 \$300 to Badminton Canterbury Incorporated being \$100 per student (Amanda Black, Georgia Barrett-Dobson and Jason [Yulin] Zhang) towards return flights to Palmerston North to compete at the New Zealand Junior Badminton Team Championships in Palmerston North from 7-10 July 2024.

4. Decision of Community Governance Manager – Emma Pavey, Te Whakataunga a te Kaiwhakahaere Kāwana ā-Hāpori

- 4.1 Approved.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Lyssa Aves - Support Officer
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Memos

Christchurch  
City Council 

# Memo

Date: 1 May 2024  
From: Lyssa Aves, Support Officer  
To: Emma Pavey, Community Governance Manager  
Cc: Mark Saunders  
Reference: 24/737726

## Waipapa Papanui-Innes-Central 2023/24 Positive Youth Development Application - Brock Allan Marshall

### 1. Application Details Ngā Taipitopito Tono

Date of Decision Meeting: 2 May 2024

Venue: Papanui

Date Application Received: 30 April 2024

Applicant: Brock Allan Marshall

Application Assigned to: Lyssa Aves, Support Officer

Total Budget Costs: \$7,487

Funding Requested: \$500

Staff Recommendations: That the following is paid:

- \$350 for Brock Allan Marshall towards travel to compete at the UCI BMX World Championships which are being held in Rock Hill, South Carolina, USA from 12-18 May 2024.

### 2. Background Te Horopaki

- 2.1 This Positive Youth Development Application is from Brock Allan Marshall towards travel to compete at the UCI BMX World Championships which are being held in Rock Hill, South Carolina, USA from 12-18 May 2024.
- 2.2 The application was received after the authorisation deadline for the 9 May 2024 Community Board meeting as Brock's notification of inclusion in the World Championships was only received last week.  
  
Brock Allan Marshall
- 2.3 Brock is a 14-year old student attending Year 10 at Christchurch Boys' High School. His favourite subjects are Woodwork, Digital/Visual Communications (DVC) and he is looking forward to Metalwork classes later this year.
- 2.4 Brock has a wide variety of hobbies that he enjoys – camping, riding his mountain bike, building things in the garage with his Dad and older brother and, of course, training for national and international BMX championships.

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- 2.5 Brock has been riding BMX's since he was six years old and still loves the sport. He currently holds the Number One ranking for the South Island, Mainland South and Mainland North regions and ranks as second overall in New Zealand in his class. To be accepted to compete at the World Championships is a huge opportunity for him and opens up choices for working towards becoming a New Zealand Elite Rider.
- 2.6 To help fundraise Brock has had a lawn mowing job for the last few years and his Mother helped him organise a pie fund raiser. He also makes wooden bird feeders to sell and once race season was over he did some fun racing at the track as a fundraiser as well. All of his earnings go to support his racing – entrance fees, NZ uniforms and the US visa for travel.

### 3. Summary He Whakarāpopototanga

- 3.1 Staff recommend \$350 for Brock Allan Marshall towards travel to compete at the UCI BMX World Championships which are being held in Rock Hill, South Carolina, USA from 12-18 May 2024.

### 4. Decision of Community Governance Manager – Emma Pavey, Te Whakataunga a te Kaiwhakahaere Kāwana ā-Hapori

- 4.1 Approved.

### Attachments Ngā Tāpirihanga

There are no attachments to this memo.

### Signatories Ngā Kaiwaitohu

Author	Lyssa Aves - Support Officer
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central



Waipapa Papanui-Innes-Central Community Board Submission - Ōtākaro Avon Stormwater Management Plan

Councils' Questions	Board's Feedback
<p><i>Do you have any feedback on the proposed goals and actions?</i></p>	<p>The Board generally supports the proposed goals and actions proposed for the Ōtākaro Avon Stormwater Management Plan, subject to the points offered below. The Board recognises the importance of controlling the contaminants in stormwater in reference to the key environmental objectives sought to be achieved.</p> <p>Water quality is important, not just to ecological health, but also to the cultural values, which the Board supports being acknowledged.</p> <p>The Board considers that having such a Stormwater Management Plan is worthy of tremendous support because restoring clean, clear water and natural environment complete with native aquatic life will be a huge attribute to the future of Ōtautahi.</p> <p>The Board generally agree with mitigating the major sources of contaminants using the methods marked as effective and practical, but with the following recommendations:</p> <p>Copper</p> <p>The plan advises that copper surfaces, spouting and downpipes are currently a very low contributor to copper contamination, but are a fast-growing source (albeit from a low base).</p> <p>Most of the existing copper parts were probably built before this was a known problem.</p> <p>For these two reasons it would seem unfair to apply Goal 3.2 ("The Council does not permit stormwater discharges into the network from unprotected copper cladding, spouting or downpipes") to those structures. The cost of compliance could significantly outweigh the small proportion of contamination that this source contributes.</p> <p>For reasons of fairness and affordability it may be appropriate to exempt existing structures, but stridently apply this rule to new builds and upgrades.</p> <p>The plan advises that brake pads are a high source of contaminant city wide, so moves toward copper-free brake pads are encouraged.</p> <p>However, care should be taken not to impose a regressive "tax" upon low-income car owners if copper-free pads become significantly more expensive than what they are replacing. It is encouraged that this be part of the conversation with the motor trade and regulators.</p> <p>E.Coli</p> <p>Support the reduction and/or elimination of introduced invasive species including ducks and geese.</p>

	<p>Would furthermore add measures to reduce (introduced) pigeons and reduce or discourage European starlings, which are both resident contributors of significant density of faecal defecation on and around their nesting sites. (Central city buildings from pigeons, and seasonal nesting sites like Dudley Street from starlings). Encourage creative community approaches to achieve these.</p> <p>Nitrogen and Phosphorus There are residents who feel strongly that commercial farming leases and practices should be reduced or eliminated from the Ōtākaro Avon River Corridor “red zone”.</p> <p>Flooding Apply ample consideration to previously discussed ideas of holding lakes in the lower reaches of the catchment to provide flood “overflow” storage, wetland habitat, recreational resource and added water security.</p>
<p><i>Is there any other specific feedback that you would like to share?</i></p>	<p>The “red zone” river area from city to sea is a golden opportunity to create a world class natural environment that serves the many life forms including the people who live there by providing a healthy and recreative space to commune with nature.</p> <p>There are residents who feel strongly that this can be achieved by a simple approach - native plantings, reviving riparian flood areas, and limiting human intervention to bike paths, bird stands, and toilets (i.e.: minimum cost, maximum effect) - particularly in the area between Fitzgerald Ave and Gloucester St/Gayhurst Rd. It is strongly felt that commercial farming leases and practices should be reduced or eliminated, and thereby aid the reduction of nitrogen and phosphorus runoff (among other things).</p> <p>Finally, the Board has particularly heard from residents in recent years around the issue of surface flooding and has made it a priority to advocate for them in its Community Board Plan 2023-25. Specifically, the Board highlighted the below points in its Plan as reflecting what it has heard, seeking that any opportunities to reflect these aspects be addressed where possible in this context.</p> <p><i>Flooding in the Waipapa Papanui-Innes-Central Board</i></p> <p><i>Why this matters</i></p> <p><i>The community board is well aware of the community concern about localised surface flooding experienced in parts of the board area and across the city caused by the record-breaking rain events of July 2022, and indications that with climate change such events may become more frequent. At a community meeting the residents sought assurances from the community board that the drainage network is working and being maintained as effectively as possible to drain stormwater away rapidly during and after significant rain events. Residents also expressed the need for quicker road closures and more education about the effects on drinking water in flooded areas.</i></p> <p><i>What the board will do</i></p> <ul style="list-style-type: none"> <li><i>Advocate for the prioritisation and inclusion of required flood mitigation projects by identifying in the board submission what options for flood mitigation represent the best value for money, prioritising community safety and wellbeing while recognising</i></li> </ul>

	<p><i>that some street flooding in significant rain events is part of a functional drainage network that avoids inappropriately creating property flooding downstream.</i></p> <ul style="list-style-type: none"> <li>• <i>Advocate for a community adverse-weather resource which will be available for residents to download showing what flooding plans are already in place, what would trigger a Civil Defence response, and what the responsibilities of other government agencies are.</i></li> <li>• <i>Advocate for a resource that helps communities understand what to do, what not to do, and support them more generally in flood events.</i></li> <li>• <i>Advocate for mitigation options to be considered ahead of significant rain events especially around, but not limited to, Francis Avenue, Edgware Village, Emmett Street, and Harris Crescent.</i></li> <li>• <i>Advocate that all residential and commercial impacts are considered when flood mitigation projects are being considered, including in setting levels of service.</i></li> <li>• <i>Advocate that the Council continues to investigate the use of permeable surfaces/rain gardens where applicable.</i></li> <li>• <i>Re-engage with business owners and residents to see what is required from the Edgware Village Master Plan looking at streetscape improvements in Edgware Village.</i></li> <li>• <i>Explore options for an initiative to provide advance notifications to residents in advance of any significant rain events.</i></li> <li>• <i>Consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy in all decision making.</i></li> </ul> <p><i>We will measure our success by:</i></p> <ul style="list-style-type: none"> <li>• <i>The inclusion of flood mitigation projects in the LTP.</i></li> <li>• <i>The creation of a resource to assist the community in responding to flooding and measure the number of downloads.</i></li> <li>• <i>Residents will be well informed and understand the flooding response in their area, and where they can find information about what may be planned or is outside the scope of work.</i></li> <li>• <i>The number of temporary pumps deployed during a rain event and frequency.</i></li> <li>• <i>The introduction of an alert system before any significant rain events.</i></li> <li>• <i>The goals of the Ōtautahi Christchurch Climate Resilience Strategy has been considered.</i></li> </ul> <p>Finally, this Stormwater Management Plan's scope is by-and-large the CSNDC targets. There are other contaminant and management considerations beyond what is stipulated in the CSNDC (including, but not limited to, plastic particulates). The Board hopes that Council's ambitions for restoration of the river corridor's ecology will expand beyond this plan, and that support and resources will be used to encourage the many community led-initiatives (including those within the Ōtākaro Avon River Network) that will help our city restore this priceless asset.</p>
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Waipapa Papanui-Innes-Central Community Board Submission

Christchurch City Council Draft Long Term Plan 2024-34

Council's Questions	Board's Feedback
<p><i>Overall, have we got the balance right?</i></p>	<p>The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on the Council's Draft Long Term Plan 2024-34. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.</p> <p>The Board fundamentally supports keeping the cost of, and any increase in the amount of rates charged, as low as possible while not losing sight of the priorities for the city that the Board understands to be important to residents.</p> <p>The Board supports the overarching proposal to focus on a deliverable capital programme to help drive the city forward, and acknowledges the efforts to ensure that debt repayments are spread fairly across the generations of ratepayers who will benefit from them where there is borrowing for new projects that have long-term value.</p> <p>The Board also supports the efforts to maintain enough financial flexibility to be able to effectively respond to unplanned events, agreeing that this is very important. As a city, region and country, we have much experience in recent times of needing to respond to, and recover from, a range of adverse events.</p> <p>The Board broadly considers that the overall proposal has got the balance right, reflecting that in the 'what matters most' early engagement residents in our Board area prioritised: drinking water, climate change, road and footpaths, travel choice, and parks and gardens, as being important to them.</p> <p>However it may not always be readily apparent to residents how community development is fundamental to making our communities the vibrant, safe and supportive spaces they value living in. The Board obtains and maintains this insight through its work, advancing community development to further advocate for residents' interests, amenity, connection and overall quality of life.</p> <p>Supporting the development of our communities in partnership with them is vital. With the labour of community groups and our council staff often unseen in this respect, there's a risk that the role and significance of community development is not fully understood when it comes to the importance it plays in helping a city flourish and supporting the growth of what really matters to our communities.</p>

Rates	
<p><i>Should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p>The Board appreciates the mahi to minimise rates rises while ensuring that the city and wider region continue to be a great place to live, work and play.</p> <p>The Board observes that many are still struggling with the cost of living, and ratepayers and tenants are facing challenging times. The Board also acknowledges the balance that needs to be struck between minimising rates rises and the need to responsibly invest in the city to ensure it runs efficiently and sustainably, is resilient, and infrastructure and levels of service adequately support us all.</p> <p>The Board broadly considers that the balance has been struck as best it can under the circumstances, subject to reviewing some points as suggested in this submission, and subject to listening to community feedback through the consultation period.</p> <p>The Board appreciates that many will be challenged by the rates increase, but as we know from experience, it is critically important that the city is properly prepared for the future and possible adversity, particularly related to our vulnerability to natural disaster and climate change.</p> <p>The Board also understands from some of our residents that they do not support the city and the levels of service reducing. Where the Council can demonstrate they have exercised due diligence in order to achieve value for money and prioritise the essentials – pulling back from ‘nice-to-haves’ – it is recognised that there is a price worth paying for a having a city that supports dignified living, and people taking enough pride in their city that they see the worth in contributing, with compounding effect, to make this a great place to live. What that price is, will be ascertained through the consultation and resulting consideration by our city councillors, supported by our community boards.</p> <p>The Board considers it important to invest in the city, so that both the current generations can thrive, and our future generations will have a city that is even better than it is now, as they will inherit the consequences of today’s decisions.</p> <p>Furthermore and broadly speaking, the Board is unaware of many, if any, instances to date where residents disagree with at least maintaining existing levels of service financial support for community groups, projects and events. To the contrary, there are reasonably consistent calls to maintain and even increase levels of service and investment, stemming, as indicated, from the pride our residents take in their communities, and a desire to see those communities flourish and strengthen.</p> <p>While the Board certainly supports achieving value for money, we submit that there is not value for money in reducing levels of service which is likely to result in outcomes that are not what we and our residents have come to expect – including but not limited to: well maintained parks and green spaces, outstanding rubbish and recycling services, well used libraries and leisure centres, and improving active transport options. Pride in what we see around us plays a significant part in people wanting to engage and participate, which further strengthens our communities, neighbourhoods and city.</p>



<p><i>Do you have any comments on our proposed changes to how we rate?</i></p>	<p>The Board is broadly supportive of the proposals, noting the following comments from its last Annual Plan submission regarding extending the use of the City Vacant Differential rating in the commercially zoned areas of Linwood Village, Lyttelton, New Brighton and Sydenham:</p> <p><i>The Board is mindful of the tremendous contribution many residents make to the city in their efforts to present their homes, businesses and neighbourhoods in the best form, and wishes to reciprocate by advocating that fair measures should be taken to incentivise new investment and site improvement.</i></p> <p><i>The Board supports the concept and the intent of the proposal, but considers that it needs to be adapted to the circumstances of these areas outside the Central City as having a more suburban context and that could allow for creativity and community contribution/partnership, instead of higher cost options as outlined in the Vacant Sites Improvement Guide.</i></p> <p><i>The Board would also support the differential rating implementation for Linwood Village being aligned with the Linwood Village Streetscape Improvement Project's delayed completion date.</i></p> <p>The Board also supports the intent behind rating visitor accommodation in a residential unit as a business, though on the basis there is some parity with planning rules for such activity.</p>
<p><b>Fees and Charges</b></p>	
<p><i>Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?</i></p>	<p>The Board recognises the metropolitan significance of the Botanic Gardens and Hagley Park, as jewels in the city's crown. It hopes all residents and visitors can continue to enjoy this amazing space in the centre of our city, recognising that many of the Board's residents are fortunate in their proximity to the park and gardens, and may take advantage of active modes of transport to get to them rather than incurring parking charges.</p> <p>The Board is broadly supportive of the proposed changes to fees and charges, however with some reluctance. We understand that such increases are required to be considered in order to help keep rates rises down. The Board strongly suggests that the proposal to apply parking charges in the Armagh Street car park, if approved and implemented, is monitored to ensure that the gardens and park remain accessible and well-used by everyone who wants to use them. They should be there for everyone, and care must be taken to ensure that the cost of parking should not become a barrier as visiting the gardens and Hagley Park is central to living in, and visiting Christchurch.</p> <p>It should be noted that the surface of the entry to the car park as well as the car park itself is in significant need of repair/resurfacing and these improvements prior to new parking costs being applied could be helpful as far as public acceptance is concerned.</p>

Operational spending	
<p><i>Operational spending funds the day to day services that the Council provides.</i></p> <p><i>Are we prioritising the right things?</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p>The Board appreciates the balanced comments in the consultation document. The Council and our staff face significant and conflicting pressures in regard to minimising rates rises, while also recognising that residents provide feedback reflecting that they do not support lowering levels of service, and expect the city to thrive in ways that require continued investment and operational spending to be maintained.</p> <p>Community Development</p> <p>The Board also recognises the many ways, not always apparent, in which community funding, development and resilience are integral to retaining a safe and thriving city that is prepared for dealing with possible adversity. The Council, by far, does not do all the 'heavy lifting' in the city to make it a great place to live; much of that work is community-led, though greatly in need of the Council maintaining its funding support for the groups and organisations on the ground who do the mahi.</p> <p>As previously mentioned, this work is not always apparent but is an essential and fundamental social glue that's key to supporting our wellbeing as citizens – an important part of our social cohesion being reliant on the collective efforts of these volunteers and organisations.</p> <p>Community and Climate Resilience and Civil Defence Emergency Management</p> <p>Similarly, it is only when significant events or challenges occur, as may be increasingly likely as a result of climate change, that we see the importance of maintaining the investment in emergency management and community connection and the resulting resilience.</p> <p>While it is not always clear to see exactly how much of Council and Board spending supports having a safe and strong community, the Board does see and support the importance of this operational spending. As such, the Board recognises the financial relief created by having lower rates, however it is important to consider the negative outcomes and hardships that may also occur as a result.</p> <p>The Board also highlights its support for the Ōtautahi-Christchurch Urban Forest Plan, noting the importance of replacing and improving tree cover and green/parks amenities, particularly as an offset to housing intensification.</p>

	<p><b>Community Safety Initiatives</b></p> <p>The Board indicated in its Board Plan in relation to its prioritisation of safety initiatives that it will, among other things:</p> <ul style="list-style-type: none"> <li>• <i>Advocate for short and medium-term solutions to address youth safety issues at Northlands Shopping Centre and the surrounding area.</i></li> <li>• <i>Where appropriate partner with government agencies, local businesses, and the community to support safety and crime prevention initiatives in our board area.</i></li> <li>• <i>Advocate that Crime Prevention through Environmental Design (CPTED) principles are considered on appropriate projects.</i></li> <li>• <i>Continue to provide community investment through the provision of funding to support community groups addressing harm-reduction initiatives.</i></li> </ul> <p>These prioritisations from the Board Plan have been developed in conversation with the community, and out of the Board's experience of the need for these initiatives to support creating safe places to live. The Board is grateful for being able to effectively support our community through the continued funding of community grants and community development which facilitate a large number of groups and projects, to help address the issues that have required these initiatives.</p> <p><b>Community Funding and Partnerships</b></p> <p>An example of the importance of maintaining the funding to partner with our community is the work being undertaken on the revitalisation of Petrie Park. The local community group, in conversation with residents, is doing amazing mahi to activate this space and the Board continues to support them to fulfil the vision for the park.</p> <p>We would strongly indicate that the support this community receives through board funding, and the time and expertise of the Parks Unit which is critically important, should not be compromised by any aspect of the LTP. The project is an exemplar of what community can do, and how it can be made better, just by maintaining responsible, socially conscious levels of spending.</p> <p><b>Central City Attraction and Accessibility</b></p> <p>The Board also highlights the reference in its Board Plan to advocating for a trial of a central city shuttle. The Board understands this would need to be funded, but wishes to support such community ideas that engage residents with the central city as an area of metropolitan significance the Council has substantially invested in.</p> <p>The Council would be enabling equitable accessibility around the central city with this initiative, recognising that the significant change and development in the city requires innovative thinking and plan implementation. The city should be a vibrant, innovative and accessible place for visitors and locals to ensure it can thrive and attract people to support local businesses and be ambassadors for our city in promoting "excellent experiences" to others.</p>
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Capital Programme	
<p><i>In this LTP we have focused on developing a deliverable capital programme.</i></p> <p><i>Are we prioritising the right things?</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p>A key document that guides the Board's advocacy for its community is the Community Board Plan 2023-25, which it engaged with the community on at the start of this electoral term, taking full account of the feedback received, before adopting the Plan.</p> <p>In regard to the LTP, the Board agreed with the community that it would advocate for funding to be included/retained for specific projects as detailed within the submission points for the next question. The projects are:</p> <ul style="list-style-type: none"> <li>• the need for Phillipstown Community Hub to have a permanent home in the long term</li> <li>• for Shirley Community Reserve to be capable of being shaped to the community vision</li> <li>• for surface flooding in the Board area to be mitigated</li> <li>• for intensification to be managed by budgeting for the facilities necessary to retain levels of amenity that foster thriving communities</li> <li>• for youth in the Papanui Ward to have a facility (this is responding to significant growth in the ward)</li> </ul> <p>The Board broadly agrees with the proposed prioritisations, though are advocating for assurance that the key projects in its Board Plan, which are important to addressing particular community needs, receive the required consideration, resourcing and funding.</p> <p>Three Waters</p> <p>The Board is particularly supportive of the considerable proposed investment in the Three Waters, emphasising that we must continue to upgrade our infrastructure as there would be unacceptable consequences of failing to do so. We need to do this for current residents and visitors, as well as for those in generations to come. This prioritisation is further justified by drinking water, and stormwater and drainage, coming through prominently in the early engagement on 'what matters most' for the Papanui-Innes-Central wards – drinking water coming just above climate change as the top priority for the Board area as a whole.</p>

<p><i>Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme?</i></p>	<p><b>Transport</b></p> <p>As noted in its Board Plan, the Waipapa Papanui-Innes-Central Community Board identifies that a city with a good transport network is vital for a connected and accessible community. The Board seeks to ensure that community safety is at the forefront of all transport decisions, including the need for safe speeds and safe streets for all of our residents. The Board supports local cycleways, looks forward to completion of the MCR projects, and then connectors thereon. It supports a network of safe and productive streets and roads that balance the needs of residents and people travelling by foot, bicycle, car, public transport, micro-vehicles and more.</p> <p>Part of this safety needs to include consideration around good traffic flow and reduced congestion as this can create driver frustration which leads to poor decision making and ultimately accidents or at least dangerous behaviour. Simple changes to improve light phasing as well as real time monitoring of traffic flows, auditing and monitoring traffic behaviour as new roading changes are implemented (speed, changed layouts etc) are also supported by the Board.</p> <p>The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals along with advocating strongly for active transport modes and networks to support walking, cycling, and public transport.</p> <p><b>Greers/Langdons traffic lights</b></p> <p>The Board has supported the installation of traffic lights on the Greers/Langdons Road intersection, and so appreciates the provision from the Transport budget to complete this project, acknowledging the Council's support with this.</p> <p><b>Trial of a central city shuttle</b></p> <p>The Board advocates for a trial of a central city shuttle as flagged in its Board Plan, drawing from its understanding of community interest in such a service, and noting it as a great gateway initiative to bringing more people to the central city, being more inclusive of those with accessibility issues, and helping people to become more accustomed to using public transport as a lower emission travel choice, also reducing the amount of cars into, out of, and around the CBD.</p> <p>Additionally, with so many significant changes to the inner city – new buildings (e.g. the library, the soon to be opened Court Theatre, Riverside, and a number of large hotels across the CBD), a shuttle should make it easier for people to travel around the inner city and have a positive experience. This can only further help promote the city as a great place in which to work, live, play and visit. The Board again refers to the early engagement on 'what matters most', which reflected that travel choice is high among residents' priorities in the Central ward, being among the top two, along with climate change.</p>
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	<p><b>Active Transport</b></p> <p>The Board, furthermore, appreciates and supports the provision for completing the Northern Line MCR cycle connections, reflecting that we signalled in our Board Plan we would support active transport initiatives which promote walking, cycling, and using public transport. The Board also references its previous submission in support of the Wheels to Wings cycleway, which we reaffirms here. The Wheels to Wings cycleway has been through two rounds of public consultation, a hearings panel process, and the scheme design has been approved by the Council. The Council has a long-standing commitment to deliver the cycleway, and it would not be unreasonable for elected members and the community to expect the LTP to be very clear that it can be delivered.</p> <p>Further relating to the Northern Line, the Board is especially keen to ensure there is scope to bring work forward (should it be possible with respect to requiring Kiwirail clearance) on signalised crossings for Harewood and Langdons Road by the railway crossings. There is consistent community demand to see these implemented as soon as possible, especially from parents concerned for the safety of their children. They and local school principals have indicated to the Board that this cycleway is especially relevant to encouraging and supporting tamariki to regularly cycle, which would increase the likelihood they will carry into adulthood this contribution to lowering transport emissions and improving their own health and wellbeing.</p> <p>The Board does perceive that the draft LTP appears to be retreating from the current amended LTP in some respects which suggests negative impacts on local cycle network connections, which would be disappointing for parts of the community. It also noted, in connection with the Minister of Transport advising Council at the end of last year that CERF funding is no longer available for the majority of the projects in Council's CERF programme that the Te Aratai College pedestrian and cycle access project is affected, and it is unclear whether this will be addressed.</p> <p><b>Intensification and development impacts on the transport network</b></p> <p>The Board signalled an intent in its Plan to take a measured, 'big picture' view of local transport issues, including considering the impacts of intensification about which it remains very aware and concerned. Again it is a balance between supporting fiscal prudence when it comes to Council spending and recognising/advocating for what the community sees as important transport issues and/or projects.</p> <p>The Board recently fed back to staff that the Capital Programme can be difficult to navigate in terms of understanding the true impact of some projects, for example the difficulty seeing where the costs on the Council to support new housing developments such as in the Cranford Basin/Grassmere Street area of East Papanui, will ultimately be offset by government infrastructure funding, or other sources. This is key to having a clearer picture of what costs will be borne by the Council and ratepayers over the longer term.</p>
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	<p>Northcote traffic safety</p> <p>The Board believes there is an urgent need relating to the Northcote Road corridor being investigated for improvement. Both the wider and local community have communicated their concerns about the adverse impacts resulting from recent developments, including the opening of a very large supermarket and school, together with increased traffic in the area generally. The Board is concerned that the draft LTP is showing significantly reduced investment for improving this corridor (project 915). The Board appreciates that the nature of any project will need to be informed by investigations, but advocates for some funding/resourcing to be able to act on these, and should at least be noted in the LTP and be included in an Annual Plan.</p> <p>The Board refers to the deputations of St Bede's College and Marian College students to its 11 April 2024 meeting (recorded on its YouTube channel here: <a href="https://www.youtube.com/watch?v=tdktSPxnyrA">https://www.youtube.com/watch?v=tdktSPxnyrA</a>) outlining their traffic safety concerns for the area surrounding their schools. The Board, responding to such local insight, has approved Better Off funding for a Northcote Road Corridor Safety Improvements Investigation that it could expect to be seeking the Council's support with to implement resulting recommendations, intending these be considered in further conversation with the students and community.</p> <p>The Board is also concerned to see project 243, Greers, Northcote &amp; Sawyers Arms Intersection Safety Improvement, not appearing in the draft LTP, and would advocate for its inclusion, understanding there to be relevant interconnectivity with the projects for the Greers/Langdons Traffic Lights and Northcote Road Corridor Improvement.</p> <p>What the local community has said matters</p> <p>The community feedback from the Board area in the 'what matters most' early engagement on this LTP suggested prioritising climate change, roads and footpaths, and travel choices, so the Board would like to reiterate this. The Board also recognises the reliance of the local economy on a well-functioning transport network through the busy Board area; the importance of keeping children safe around schools; and, with climate change being a top priority from 'what matters most' for much of the Board area, the time-sensitivity of prioritising projects that will lower emissions.</p> <p>The Board (taking cues from its Board Plan) has advocated for pedestrian safety on the Springfield Road corridor, and improved efficiency along the Langdons Road corridor; the Board awaits clarification on where these matters sit in larger programmes. The Board also indicated in its Plan it would continue to support the greenway cycleway to link Richmond to the central city; we appreciate that an extension of the greenway beyond the area the Board are able to support with the CRAF funding has been hindered by the government's announcement that no further funding from the Climate Emergency Response Fund for projects that are part of the Transport Choices programme will be approved.</p>
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	<p>Downstream Effects Management Plan</p> <p>Finally in respect of the Transport budget, the Board also signalled in its Board Plan regarding its prioritisation of the Downstream Effects Management Plan (DEMP) for the Christchurch Northern Corridor (CNC) that it will:</p> <ul style="list-style-type: none"> <li>• <i>Advocate for money to stay on time and on budget as per the DEMP staged plan.</i></li> <li>• <i>Continue to advocate for and support any ongoing initiatives due to the effects of the CNC and bring forward funding if appropriate.</i></li> <li>• <i>Advocate for options to be presented for a street renewal along Flockton Street.</i></li> </ul> <p><i>Parks, heritage or the coastal environment</i></p> <p>In its Board Plan, the Board signalled that it would, and does, advocate for amenities, such as greenspace, and recreation, sports and community facilities, in future development areas to ensure that the wellbeing of our fast-growing population and communities in the Papanui Innes Central ward area, are supported with these important amenities. We also highlighted some priorities of particular importance as below, as well as the revitalisation of Petrie Park as a local partnership project with the community, which there needs to be continued support for, recognising the work of the rangers with the local group. More broadly important in the vicinity to Greater Christchurch though is the ecological restoration of the Ōtākaro Avon River Corridor, which we also support.</p> <p>Papanui Youth Facility</p> <p>The Board has particularly prioritised a youth facility in the Papanui/Redwood area in its Board Plan. There appears to be a significant budget reduction proposed for developing new recreational spaces (project 61804) and play spaces (project 73999) in this area, though this may be owing to the construction budget being absorbed into the parent programme (61782). The Board asks that the Council offer assurance in its Long Term Plan that it is indeed planning for the long term trajectory of our wards and particularly this area of future development.</p> <p>The Council resolved in its LTP 2021-31 to specify the project (noted as a Papanui Skate Facility at that time) as a separate line item, and this should be reinstated in full to show the construction component of the budget in the line item as well. This will enable a youth audit to proceed with confidence and clarity that this will be a meaningful engagement with youth in the area, exploring what would truly improve the space, and will confirm there is budget to complete this project in the future.</p> <p>Though the Board recognises the difficulty of finding appropriate space in the heart of Papanui for new recreational spaces, the Board requests that clearer provision for green and recreational space be made in the LTP in areas earmarked for new housing developments.</p>
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	<p>It would be reassuring for residents if the Council demonstrated adequate planning and budgeting for youth spaces in this area in light of nearby intensification, with Papanui developing as a higher density area. While the Board supports fiscal restraint to assist current residents, it does not support it to the extent of depriving future residents and the younger generation of the opportunity to retain levels of community amenity that directly impact wellbeing and social connections.</p> <p>Although there is likely to be an effect on overall budgets for new recreation and play developments, it is also vital to retain provision for community grants and community development budgets to contribute to this essential area. Our youth require the support that comes from these budgets to create initiatives which benefit their safety and wellbeing. Organisations like Papanui Youth Development Trust and Te Ora Hou, which the Board has supported through the Strengthening Communities Fund, serve an important role with their work and facilities, when Council is limited in what it can deliver for youth in the area.</p> <p>Shirley Community Reserve</p> <p>Shirley Community Reserve (projects 20053 and 74005) is a specific dedicated priority in the Community Board Plan. The community has been consulted several times over the last three terms regarding their vision for the future of the reserve, where a well used Community Centre stood before the Canterbury earthquakes. The Board supports funding being brought forward to be in line with a forthcoming Board decision. This will provide certainty to the community that this key space will be duly invested in and developed so it can be successfully activated.</p> <p>There is understood to be additional funding for the Parks-funded component of Shirley Community Reserve, available in the parent programme (61782), subject to the nature of the decision on its future of the reserve, theoretically suggesting the possibility of commencing with Parks-funded components ahead of where the Facility funding (20053) is currently sitting. Again, the Board would like to see the Parks funding drawn down from the parent programme into a separate line item, so that it may be visible and subject to a current decision-making process.</p> <p><i>Libraries</i></p> <p>The Board is encouraged to see Project 838 to support population growth tagged to Papanui ward, reflecting the focus in the Board Plan on the needs of youth and a growing ward.</p> <p>As repeated throughout in this submission, investing in community is vital for a thriving city and people, and the Board supports this manner of planning for the long term. Libraries are important to communities in many ways, not only repositories of information and learning, but as places where people can find connections and become aware of, and engaged with, the Council's work – they are very important for many citizens in providing a sense of place, community, and a regular destination that shapes their lives. Libraries thus significantly contribute to community, and often personal wellbeing.</p>
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	<p><i>Solid waste and resource recovery</i></p> <p>The Board considers the Council is handling this aspect of its proposed capital programme with appropriate prudence, and particularly supports investment in it as proportional to its relevance to the goals of the Ōtautahi Christchurch Climate Resilience Strategy.</p> <p>It is also noted that streetside dumping of inorganic waste (like old mattresses) has been a significant frustration in Central ward particularly. Like graffiti, it creates an environment that impedes the development of safe communities, and has a gateway effect toward other antisocial behaviours. Clearance via community efforts and reporting (such as Snap Send Solve) has significantly reduced the activity and the Board encourages the continuation of this service.</p> <p><i>Other aspects of our capital spend or capital programme</i></p> <p>Phillipstown Community Hub</p> <p>In regard to prioritisation in the Board Plan of Phillipstown Community Centre (project 69275), there appears no clear requirement to bring funding forward at this time to support a land purchase. However, this may be relevant to an Annual Plan depending on the Ministry of Education's decision in regard to the land occupied by Phillipstown Community Hub. It is vital though that the current funding in this project be retained as an investment in maintaining this heart to the community.</p> <p>Flood Mitigation</p> <p>The Board's prioritisation in its Board Plan of advocating for flood mitigation projects aimed at the surface flooding, which the community has highlighted to it, informs its support for the proposed surface flooding reduction programme.</p> <p>As noted in its Board Plan:</p> <p><i>The community board is well aware of the community concern about localised surface flooding experienced in parts of the board area and across the city caused by the record-breaking rain events of July 2022, and indications that with climate change such events may become more frequent. At a community meeting the residents sought assurances from the community board that the drainage network is working and being maintained as effectively as possible to drain stormwater away rapidly during and after significant rain events. Residents also expressed the need for quicker road closures and more education about the effects on drinking water in flooded areas.</i></p>
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	<p>In light of this, the Board said it would, and seeks here to:</p> <ul style="list-style-type: none"> <li>• <i>Advocate for the prioritisation and inclusion of required flood mitigation projects by identifying in the board submission what options for flood mitigation represent the best value for money, prioritising community safety and wellbeing while recognising that some street flooding in significant rain events is part of a functional drainage network that avoids inappropriately creating property flooding downstream.</i></li> <li>• <i>Advocate for a resource that helps communities understand what to do, what not to do, and support them more generally in flood events.</i></li> <li>• <i>Advocate for mitigation options to be considered ahead of significant rain events especially around, but not limited to, Francis Avenue, Edgeware Village, Emmett Street, and Harris Crescent.</i></li> <li>• <i>Advocate that all residential and commercial impacts are considered when flood mitigation projects are being considered, including in setting levels of service.</i></li> <li>• <i>Advocate that the Council continues to investigate the use of permeable surfaces/rain gardens where applicable.</i></li> </ul> <p>The Board specifically requests that it be investigated whether flood mitigation levels of service are inappropriately excluding non-residential properties, having witnessed the impact on Edgeware Village and the community who use it from the 2022 significant rain events. Currently Council staff are limited in their response options when flood waters inundate or threaten commercial premises because there are no levels of service for such an event. This urgently requires addressing by council, in deciding the levels of service for commercial properties.</p> <p>The Board also signalled it would advocate that flood mitigation is considered in new developments to ensure existing networks are not overwhelmed and remain effective in significant rain events. The Board is encouraged in this respect to see some appearance of provision for new development in East Papanui (between Cranford and Grassmere streets), though remains concerned that it is yet to be evidenced that intensification across the Papanui-Innes-Central wards will not contribute to surface flooding issues.</p> <p>Flood Response</p> <p>While the Board supports finding spending efficiencies, it would not see any creation of risks of property flooding through this, or of being under-prepared for emergency responses to severe weather, as a more broadly efficient. The Board highlights the distress such events cause the community, and the vital importance of mitigating this distress and risk by maintaining what residents expect in terms of investing in flood response, such as the ability to deploy temporary pumps, road closures, civil defence emergency management personnel/resources, and other modes of preparedness developed through community resilience initiatives.</p>
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<i>Additional savings and efficiencies</i>	
<i>Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024-2034?</i>	<p>Levels of service are really important to our residents, particularly the many who take a great level of pride in our city and make it a great place to live.</p> <p>While a review of levels of service is important to ensure costs are being managed well, the valuable interactions the Board have with residents highlight that the Council's investment in the city motivates residents to match it in investing their time in helping keep the city safe, beautiful and vibrant.</p> <p>The Board sees first-hand how partnering with community, and maintaining the investment in community spaces that levels of service represent, enables and motivates residents to participate and connect locally, enriching both their own lives and their neighbourhoods. Whether this be through community planting days, supported by Parks staff, community grants that support groups to facilitate community-led development countering anti-social elements, or the essential work of the Council's traffic engineers, community travel advisors, and road maintenance staff, who respond to our growing and changing city to make it accessible, functional and safe, it is not lost on the Board that where the Council invests in the city, residents pitch in to create compounding returns for community wellbeing.</p>
<i>Major event bid funding</i>	
<i>Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?</i>	<p>The Board does not have a steer on this from the community as yet, and has heard compelling rationale for both options. It looks forward to learning the community's views on this.</p>
<i>More investment in adapting to climate change</i>	
<i>Do you have any comments on our additional proposals to invest more in adapting to climate change?</i>	<p>The Board signalled in its Community Board Plan 2023-25 that it is committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and considers these options to advance investment in adapting to climate change as most consistent with those. Accordingly, it offers its support here in line with its vision for the Board area, reflecting that a resilient community, prepared for the ongoing impacts of a climate change, is a matter of due responsibility to invest in.</p> <p>The Board also highlights in this respect that it shone through in the 'what matters most' early engagement on the LTP that 'climate change' was either the top or near top priority for the wards in the Board area, reinforcing the representative aspect of this advocacy.</p> <p>Particularly in relation to the Board's prioritisation of a connected transport network, and in regard to addressing flooding and intensification, the Board signalled in its Board Plan that it will consider the goals of the Ōtautahi Christchurch Climate Resilience Strategy in all decision making, and in this context it seeks that the Council consider these also in this matter.</p>

Our Community Outcomes and Priorities	
<i>Do you have any thoughts on our vision, community outcomes and strategic priorities?</i>	<p>The Board supports the Council's vision, community outcomes and strategic priorities, and asks that the Council support the Board Plan through its LTP, demonstrating the consideration of the boards' priorities as relevant to local views.</p> <p>The Board would also like to know that maintaining community funding is essentially embodied in the Council's outcomes and priorities in light of how fundamental an empowered and resourced community sector is to the Council being able to sustainably achieve anything.</p>
Potential disposal of Council-owned properties	
<i>What do you think of our proposal to start formal processes to dispose of five Council-owned properties?</i>	<p>The Board supports the responsible review of these holdings in light of the present circumstances of needing to minimise rates rises, while maintaining appropriate investment in the future of the city, suggesting that there is a balance to be struck to ensure that the city is prepared for its future needs.</p> <p>The Board also supports local voices and representation being heard in these matters, respecting the Council's role in balancing needs across the city.</p>
<i>What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?</i>	<p>The Board supports the review of these holdings, though suggests that decisions in respect of matters regarding the Port Hills are enabled to be informed by a Port Hills Management Plan, as the Council had previously resolved to develop. The Port Hills are of citywide significance, and there should be some assurance that decision-making affecting them is guided by a planning instrument reflecting that.</p>
<i>What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?</i>	<p>The Board is not opposed to the proposal as supporting local community where the impact is not materially significant at a citywide level.</p>
Anything else?	
<i>Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?</i>	<p>The Board developed its Community Board Plan 2023-25 in consultation with residents to reflect its priorities for this term, drawing on the Board's local understanding of what matters to residents in the Papanui-Innes-Central ward. The Board wishes to advance in this submission what it said it would in the Board Plan, and has endeavoured to do so in relation to the relevant priorities, but encourages the Council to review the Plan at the following link to further understand the specific priorities for the area:</p> <p><a href="https://ccc.govt.nz/assets/Documents/The-Council/Community-Boards/Plans/2023-2025/Papanui-Innes-Central-2023-25-Community-Board-Plan.pdf">https://ccc.govt.nz/assets/Documents/The-Council/Community-Boards/Plans/2023-2025/Papanui-Innes-Central-2023-25-Community-Board-Plan.pdf</a>.</p>

## Ticket Report

01 03 2024 - 31 03 2024

Filter by Ward

Papanui-Innes-Central

Filter by month

2024 (Year) + March (Month)

Tickets Reported in March 2024

4221

# Reported Tickets last month

Status as of Report Date

Pending - Programmed ...

117

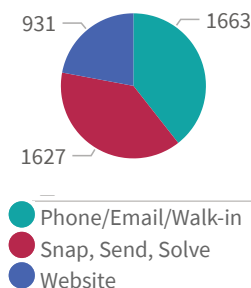
Open

998

Closed/Resolved

3106

Channels



Currently Open Tickets

998

# Open Tickets\*

14

avg open ticket age (days)

323

Escalated tickets\*

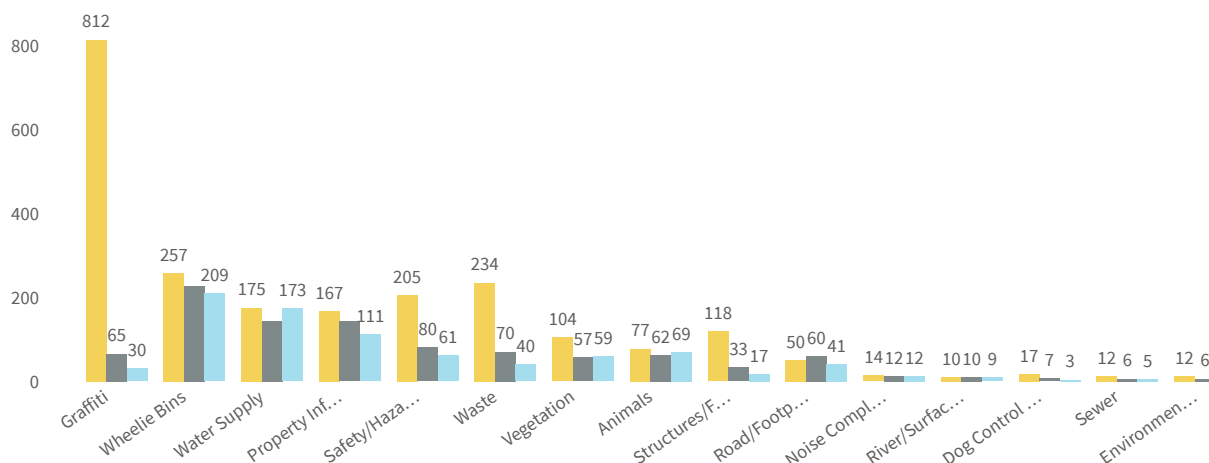
6024

Total Currently Open Tickets

\*Open as of report date, reported during filtered period

Top 15 Incident Categories

Central Innes Papanui



Top 10 Object Categories

# Tickets	ObjectCategory
550	Graffiti (OLD)
300	Water Leak
291	Litter
240	Bin Not Collected
230	Damaged Bin
154	Residential LIM
151	Trees
137	Graffiti - Utility box, pole, railway
133	Residential Property Files
114	Graffiti - Fence, building or structure

Report date:

03 Apr 2024

# GRAFFITI SNAPSHOT

March 2024

## Ward & Suburb Insights

1926

Total Reports

4088<sub>m2</sub>

(Council & Public Property)

### Ward Reporting

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

### Ward Removal

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

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	# of Tickets
Banks Peninsula	24	24	0%	24
Burwood	78	54	44%	78
Cashmere	112	112	0%	112
Central	793	784	1%	793
Coastal	131	156	-16%	131
Fendalton	44	89	-51%	44
Halswell	17	29	-41%	17
Harewood	52	33	58%	52
Heathcote	192	278	-31%	192
Hornby	55	34	62%	55
Innes	63	121	-48%	63
Linwood	119	106	12%	119
Papanui	30	40	-25%	30
Riccarton	44	60	-27%	44
Spreydon	163	161	1%	163
Waimairi	9	18	-50%	9
<b>Total</b>	<b>1,926</b>	<b>2,099</b>	<b>-8%</b>	<b>1,926</b>

Ward	Cleaned Graffiti latest month - mtrs2	Cleaned Graffiti previous month - mtrs2
Banks Peninsula	135	155
Burwood	58	105
Cashmere	94	189
Central	929	1718
Coastal	432	485
Fendalton	196	191
Halswell	80	119
Harewood	379	314
Heathcote	924	1624
Hornby	141	177
Innes	127	276
Linwood	224	503
Papanui	45	134
Riccarton	177	267
Spreydon	141	320
Waimairi	8	29
<b>Total</b>	<b>4088</b>	<b>6605</b>

### Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets - Latest Month	# of Tickets - Previous Month
Colombo Street	28	22
Avon Riverbank Central City	24	15
Centennial Park	21	4
Thomson Park	18	9
Worcester Street	18	4
Worcester Street, Rolleston to Montreal	15	
Ferry Road	11	14
Lichfield Street	11	
Cathedral Square, Worcester to Colombo	10	15
Hagley Park South	10	4
Margaret Mahy Family Playground	10	8
Worcester Street, Barbadoes to Fitzgerald	9	5
Lincoln Road	8	2
Manchester Street	8	6
Rawhiti Domain	8	5
Cambridge Terrace, Colombo to Manchester	7	2
Cathedral Square	7	13
Cumnor Terrace	7	
Hagley Park North	7	7
Madras Street	7	6
Sheldon Park	7	1
St Asaph Street	7	9
Burwood Road, Staffordshire to Mairehau	6	1
Lichfield Street, Kivers to Manchester	6	1
Madras Street \ Cashel Street, Central City	6	1
New Brighton Beach	6	6

### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Thomson Park	184
Cathedral Square, Worcester to Colombo	158
Carlyle Street \ Colombo Street, Sydenham	139
Dickeys Road, Main North to Coutts Island	118
Linwood Avenue \ Hargood Street, Woolston	100
Sheldon Park	100
Washington Way Reserve	98
Carlyle Street, Colombo to Buchan	95
Nunweek Park	80
Mandeville Reserve	72
Colombo Street, Carlyle to Moorhouse	69
Pages Road	58
Greens Road, Sevenoaks to Sealy	54
Jellie Park	52
Moorhouse Avenue \ Colombo Street, Sydenham	51
Colombo Street, Battersea to Byron	48
Manlylands Reserve	47
Christchurch Northern Motorway, Christchurch Northern to End	45
Denton Park	44
Somerfield Park	42
Attlee Crescent, Truman to Truman	40
Colombo Street \ Bath Street, Central City	36
Kainga Road, Riverlea Estate to Harbour	36
Barnett Park Sports Grounds	35
Durham Street South, Sandyford to Moorhouse	35
Sea Eagles Reserve	35



# GRAFFITI SNAPSHOT

March 2024

## Further Insights

### Reporting Activity

Reporter Type	202402	202403
Individual Volunteer	1,002	899
Non Volunteer	547	557
Friend Volunteer	437	375
Group Volunteer	96	113
<b>Total</b>	<b>2,082</b>	<b>1,944</b>

% of Reports made by Volunteers

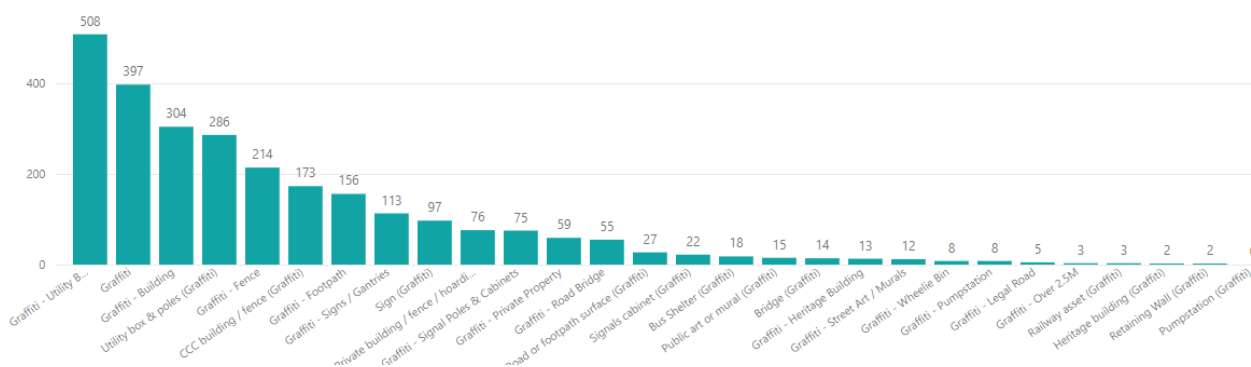


Top 5 Volunteer Reporters

Graeme (311)  
Peter  
Denise  
Jo  
Gus

Monthly Draw Winner: Jim

### Reports by Asset Type



## With the Police

Identified taggers/tags	Forwarded to Police	Outcome
2	2	Tagger referred to Police Youth Aid

## Latest Murals



Artist – Graffiti Team

Address - Cnr Dyers Road and Cass Street

12. 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 māmā, 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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