



Waimāero

Fendalton-Waimairi-Harewood Community Board

AGENDA

Notice of Meeting:

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

Date: Monday 8 July 2024
Time: 4.30 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

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

3 July 2024

Principal Advisor

Maryanne Lomax
Manager Community Governance,
Fendalton-Waimairi-Harewood
Tel: 941 6730

Aidan Kimberley
Community Board Advisor
941 6566

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

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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 Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 10 June 2024](#) be confirmed (refer page 5).

4. Public Forum Te Huinga Whānui

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

4.1 Hamish Campbell

Hamish Campbell, Member of Parliament for Ilam, will speak to introduce himself to the Board.

5. Deputations by Appointment Ngā Huinga Whakaritenga

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

5.1 Westburn School

Student leaders from Westburn School will speak regarding the Grahams Road/Waimairi Road safety improvement project review.

6. Presentation of Petitions Ngā Pākikitanga

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



Waimāero
Fendalton-Waimairi-Harewood Community Board
OPEN MINUTES

Date: Monday 10 June 2024
Time: 4.31 pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

Chairperson	Jason Middlemiss
Deputy Chairperson	Bridget Williams
Members	David Cartwright
	Linda Chen (via audio/visual link)
	James Gough
	Aaron Keown
	Sam MacDonald
	Nicola McCormick
	Shirish Paranjape

Principal Advisor

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

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved FWHB/2024/00032

That the apologies received from Sam MacDonald and David Cartwright for lateness be accepted.

Shirish Paranjape/Bridget Williams

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

Sam MacDonald joined the meeting at 4.32pm.

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

Part C

Community Board Resolved FWHB/2024/00033

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 6 May 2024 be confirmed.

Jason Middlemiss/Nicola McCormick

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Bryndwr Road

Louise and Kevin Phillips spoke on behalf of the residents of Bryndwr Road regarding the condition of the street. Louise and Kevin presented a petition with 96 signatories requesting urgent action to remediate Bryndwr Road.

The Board requested advice from staff to confirm what works are planned for the full length of Bryndwr Road during the next financial year, and if any further work is scheduled for the remainder of the 2024-34 LTP period including remediating the kerb and channel.

Attachments

- A Bryndwr Road - Petition and Supporting Documents

4.2 Hamish Campbell

Mr Campbell apologised that he was unable to attend this meeting.

4.3 Belfast Residents Association

Charlotte Gavin updated the Board on the reestablishment of the Belfast Residents Association.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Judith Watson

Judith Watson, local resident and property developer, spoke regarding item 7.

6. Presentation of Petitions Ngā Pākikitanga

Part B

The Board received a petition during the public forum presentation from Kevin and Louise Philips.

7. Proposed Lane Name - 69 Crofton Road

Community Board Resolved FWHB/2024/00034

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Proposed Lane Name - 69 Crofton Road 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 the following new lane name for 69 Crofton Road (RMA/2022/3965)
 - a. Lane 1 - Sleeman View Lane

Aaron Keown/Jason Middlemiss

Carried

8. Native planting along the Ilam Stream within Avonhead Park

Community Board Resolved FWHB/2024/00035

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Native planting along the Ilam Stream within Avonhead Park 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 the planting of native plants along the border of the Ilam Stream in Avonhead Park in accordance with the planting plan set out in the agenda report..

Sam MacDonald/Shirish Paranjape

Carried

9. Withells Road - Proposed No Stopping Restrictions

Community Board Resolved FWHB/2024/00036

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Withells Road - Proposed No Stopping Restrictions 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. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Withells Road, commencing at its intersection with Merrin Street and extending in a north-easterly direction for a distance of 28 metres, as detailed on Attachment A.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Sam MacDonald/Nicola McCormick

Carried

10. Clyde Road Bus Stop

Community Board Resolved FWHB/2024/00037

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Clyde Road Bus Stop 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. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 below.
4. That the stopping of vehicles is prohibited at all times on the on the south side of Greers Road commencing at its intersection with Clyde Road and extending in a south-westerly direction for a distance of 72 metres.
5. Approves that a Bus Stop be installed on the south side of Greers Road commencing at a point 72 metres southwest of its intersection with Clyde Road and extending in a south-westerly direction for a distance of 14 metres.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

James Gough/Shirish Paranjape

Carried

David Cartwright joined the meeting at 5.04pm.

11. Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Applications for Consideration

Community Board Resolved FWHB/2024/00038

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Applications for Consideration Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of \$11,200 from its Better-Off Fund to the Wildlife Veterinary Trust towards their hospital expansion and volunteer recognition event.
4. Approves a grant of \$12,500 from its Better-Off Fund to St Mark's Presbyterian Church towards their community space upgrade project.

5. Allocates \$35,000 from its Better-Off Fund to the Council's Parks Unit towards the purchase and installation of a community BBQ at Bishopdale Park.
6. Approves a grant of \$12,000 from its Better-Off Fund to the Burnside West Christchurch University Cricket Club Inc towards the installation of CCTV cameras and clubroom alarm upgrade.
7. Allocates \$11,381 from its Better-Off Fund to the Fendalton-Waimairi-Harewood Governance Team towards the purchase and installation of picnic tables at the Belfast Community Pool.
8. Allocates \$50,000 from its Better-Off Fund to the Council's Community Support and Partnerships Unit to facilitate a review of Orana Park operations.

Sam MacDonald/Bridget Williams

Carried

Aaron Keown abstained from voting on this item.

12. Fendalton-Waimairi-Harewood 2023-2024 Discretionary Response Fund Applications - Englefield Reserve Consultant, Redwood Ladies Friendship Club - June 2024

Community Board Resolved FWHB/2024/00039

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Fendalton-Waimairi-Harewood 2023-2024 Discretionary Response Fund Applications - Englefield Reserve Consultant, Redwood Ladies Friendship Club - June 2024 Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Allocates \$4,300 from its 2023-2024 Discretionary Response Fund to the Northwood Community Partnerships Project budget for Englefield Reserve towards consultancy and engagement costs.
4. Approves a grant of \$400 from its 2023-2024 Discretionary Response Fund to the Redwood Ladies Friendship Club towards their Monthly Community, Outings, Activities and Events.

James Gough/Aaron Keown

Carried

13. Fendalton-Waimairi-Harewood 2023-24 Youth Development Fund Applications - Badminton Canterbury Inc and Joran Le Quellec
Community Board Resolved FWHB/2024/00040

Officer recommendations accepted without change.

Part C

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

1. Approves a grant of \$1,000 from its 2023-24 Youth Development Fund to Badminton Canterbury Inc towards the costs of Alex (JiaHeng) Li, Allen Yue, Anna Kim, Baxter Lin, Cherry Zhang, Elsa (Fanxi) Meng, Jasper Wong, Jay Xuan Tan, Joelle Chiong, Justin Loh, Katherine Zhang, Rina Kim, Rohan Gala, Sethumi Wickramanayake, Timothy (Quan) Yuan, Loretta Liu to compete at the Junior Team Championships in Palmerston North, from 7 to 10 July 2024.
2. Approves a grant of \$400 from its 2023-24 Youth Development Fund to Joran Le Quellec to attend the New Zealand Secondary Students' Choir International tour to Beijing, from 3 to 20 July 2024.

Aaron Keown/Shirish Paranjape

Carried

14. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - June 2024
Community Board Resolved FWHB/2024/00041

Officer recommendations accepted without change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - June 2024.

Jason Middlemiss/David Cartwright

Carried

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

Part B

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

Purpose of the Elected Members' Information Exchange Item

- Nicola McCormick requested clarification of the purpose of the Elected Members' Information Exchange item. The Governance Manager advised that the main purposes of the item are:
 - To allow the Board's Councillors to update the Board on work happening at a Council governance level.
 - To allow Board members to provide updates from meetings where they represent the Board, for example the Airport Noise Liaison Committee.
 - To provide an opportunity for Board members to raise awareness of emerging community issues.

Hartley Ave Pedestrian Overbridge

- James Gough informed the Board that staff from the Council and Ministry of Education have been working constructively to confirm the work required to repair the Hartley Ave Pedestrian Overbridge. Staff are finalising an agreement to share the costs of the repairs.

Harewood/Breens/Gardiners Intersection

- Aaron Keown informed the Board that he has requested the local Members of Parliament to investigate whether the safety improvements at the Harewood/Breens/Gardiners intersection will be eligible for a Government subsidy.

Karakia Whakamutunga:

Meeting concluded at 5.15pm.

CONFIRMED THIS 8TH DAY OF JULY 2024.

**JASON MIDDLEMISS
CHAIRPERSON**

7. Grahams Road/Waimairi Road - safety improvement project review

Reference Te Tohutoro: 24/472559

Responsible Officer(s) Te Pou Matua: Gemma Dioni, Principal Advisor Transportation Safety

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To update the Waimāero Fendalton-Waimairi-Harewood Community Board about the intersection of Grahams Road and Waimairi Road, where safety improvements were installed to address the ongoing safety concerns raised by the students and staff of Westburn School Te Kura O Hereora when travelling to school on foot, by scooter or by bicycle.
- 1.2 At the Waimāero Fendalton-Waimairi-Harewood Community Board meeting on the 6 March 2023, the Board approved the staff recommendations (**FWHB/2023/00015**) which included:
 - Speed cushions in all the approach lanes of the Grahams Road / Waimairi Road intersection.
 - Road markings in all legs of the Grahams Road/Waimairi Road intersection.
 - Hold rails in the median refuge islands.
- 1.3 The Board also added a further resolution:
 - Request a six-month review on the effectiveness of the changes to be provided to the Board.
- 1.4 This report provides the six-month review as resolved by the Community Board. Staff are also requesting a decision on the longer-term option for this intersection.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Grahams Road/Waimairi Road - safety improvement project review Report.
2. Notes that the decision in this report is assessed as low-level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the permanent speed humps, road marking changes and the trial closure of the exclusive left turn lane on Grahams Road, as detailed on plan TG144316s4, dated 13/05/2024 in Attachment A to the agenda report.
4. Approves that a review on the effects of the lane closure be provided to the Board after a period of six months.
5. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 3-4 above.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3-4 are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Safety improvements were investigated and proposed at the Grahams/Waimairi roundabout in response to concerns raised by Westburn School Te Kura O Hereora about safety at this intersection for people walking, scooting, and cycling, mainly students travelling to and from school.
- 3.2 The approved project included low-cost speed cushions on all approaches to the intersection, handrails in the median refuge islands, and cycle sharrows marked on all approaches. The treatments were installed in the first week of July 2023.
- 3.3 The review of the Grahams/Waimairi safety improvements project was conducted in response to the Community Board resolution. To gain an understanding of the effectiveness, staff undertook technical analysis and also requested community feedback through a survey.
- 3.4 Following this review, staff are providing options for the Board to decide on the longer-term outcomes for this project. These options include:
 - 3.4.1 Option 1: Permanent speed humps on all approaches including on Grahams Road, and a trial closure of the left lane on Grahams Road (**Attachment A**).
 - 3.4.2 Option 2: Permanent speed humps on all approaches and one departure (**Attachment B**).
 - 3.4.3 Option 3: Retain the existing speed cushions.
 - 3.4.4 Option 4: Remove the existing speed cushions (revert the layout to the original layout).

4. Background/Context Te Horopaki

- 4.1 Staff and the Community Board were approached by Westburn School to investigate safety improvements around Westburn School Te Kura O Hereora. Concerns were raised by staff and students regarding the safety of people walking and cycling at the Grahams Road/Waimairi Road roundabout. This was due to high vehicle speeds on the approaches and people walking found it difficult to cross the road at peak times.
- 4.2 Safety improvements, including options to slow traffic and improve pedestrian safety at the Grahams Road/Waimairi Road roundabout, were also identified as a priority in the Fendalton-Waimairi-Harewood Community Board Plan 2023-25.
- 4.3 Safety improvements, including low-cost speed cushions were approved by the Community Board at the 6 March 2023 Board meeting. This report also included an option for a temporary closure of the left turn lane on Grahams Road to reduce the arm to a single lane entry as per the other approaches.
- 4.4 The review of the project consisted of collecting before and after speed data, crash data, and community feedback through a survey.
- 4.5 Staff have used the data and feedback collected in the review to investigate and guide further options for the roundabout.

Crash data

- 4.6 Waka Kotahi Crash Analysis System (CAS) was used to collect crash data for the 6-month period after the safety improvements were installed (July 2023 – January 2024). There are limitations with the crash data as there can be a delay in the processing of data into the system (up to seven months for non-injury crashes).

- 4.7 As at 13/05/2024 no crashes had been recorded in CAS for the period of July 2023 to January 2024.
- 4.8 The Waka Kotahi Crash Analysis System (CAS) was used to gain an understanding of any underlying safety issues at this location. There have been 13 recorded crashes at the Grahams Road / Waimairi Road intersection since 2013. Six of the 13 crashes resulted in minor injuries. Four of the six injury crashes involved people walking and cycling (two each).

Speed data

- 4.9 An independent speed assessment was conducted to gather speeds before and after treatments were installed at the roundabout. The assessment is attached to the report under **Attachment C**.
- 4.10 Speeds were recorded on the Grahams Road north-east approach in two locations (free flow speed - 120m from limit line, and approach speed - 20m from limit line).
- 4.11 Approach speeds for all movements have reduced after the installation of the speed cushions as shown in *Table 1*. The largest reduction was seen in the left turn lane with a decrease in speed of 6.5km/h (21%).

Table 1: Roundabout approach speed results

	Pre speed cushions (km/h)	Post speed cushions (km/h)	Reduction in speed (km/h)
Left turn lane	31.4	24.9	6.5
Straight	27.4	23.5	4.0
Right	30.0	25.4	4.6
All movements	30.5	24.9	5.6

- 4.12 Free flow speeds for all movements also showed a reduction after the installation of the speed cushions as shown in *Table 2*. The largest reduction was seen for straight through traffic on Grahams Road (north-east) with a decrease of 4.8km/h (9%).

Table 2: Free flow speed results

	Pre speed cushions (km/h)	Post speed cushions (km/h)	Reduction in speed (km/h)
Left turn lane	49.1	45.6	3.5
Straight	51.0	46.2	4.8
Right	47.2	44.6	2.7
All movements	49.7	45.7	3.7

- 4.13 The report undertaken by independent consultants highlights that the intervisibility of the crossing at the Waimairi Road south-east departure and the left turn lane on Grahams Road is 40 metres. With a crossing distance of six metres and an average walking speed of 1.2m/s, it is estimated that pedestrians would take 7.2 seconds to cross here. The speed reduction increases the time provided from 4.6 seconds to 5.8 seconds, however this still does not meet the estimated time needed for pedestrians to safely cross the road at this location (7.2 seconds)
- 4.14 It is recommended in the report by the independent team that additional treatments are considered to reduce the operating speed and allow adequate time for pedestrians to cross this leg.

Community feedback

- 4.15 Community feedback on the project was collected through a survey. The community feedback survey results are attached to this report under Attachment D. Staff also met with the Westburn School Principal to gather feedback about the trial. A formal submission was received from the School Board (**Attachment E**).
- 4.16 The school’s submission was in support of the project, and outlined the positive impact it has had on families’ journeys to and from school, by making it safer and more relaxing. The submission also requested that permanent speed humps are installed, to meet the needs of the residents while retaining the safety benefits through slowing traffic.
- 4.17 The survey, seeking feedback on the changes, was distributed to the nearby community. This included a flyer drop to residents and an email link to the school community. The survey was open from 18 March – 27 March 2024. Staff also collected pedestrian responses on-site at the roundabout through this time.
- 4.18 A summary of the survey results include:
- 201 survey responses were collected, including 150 parents/students/teachers, 50 residents, and 1 other.
 - The majority of the respondents travel through the roundabout in a car (75%, 148 respondents). There were also high levels of people who walk (39%, 76 respondents) and cycle (24%, 47 respondents) through the intersection. This question allowed for respondents to select multiple answers.
 - 51.8% (101) of respondents either agree or strongly agree that the current safety features have improved their feeling of safety. 13.85% (27) of respondents either disagreed or strongly disagreed that the current safety features improved their feeling of safety. The remainder of respondents (34.36%, 67) were either neutral or did not know (Figure 1).

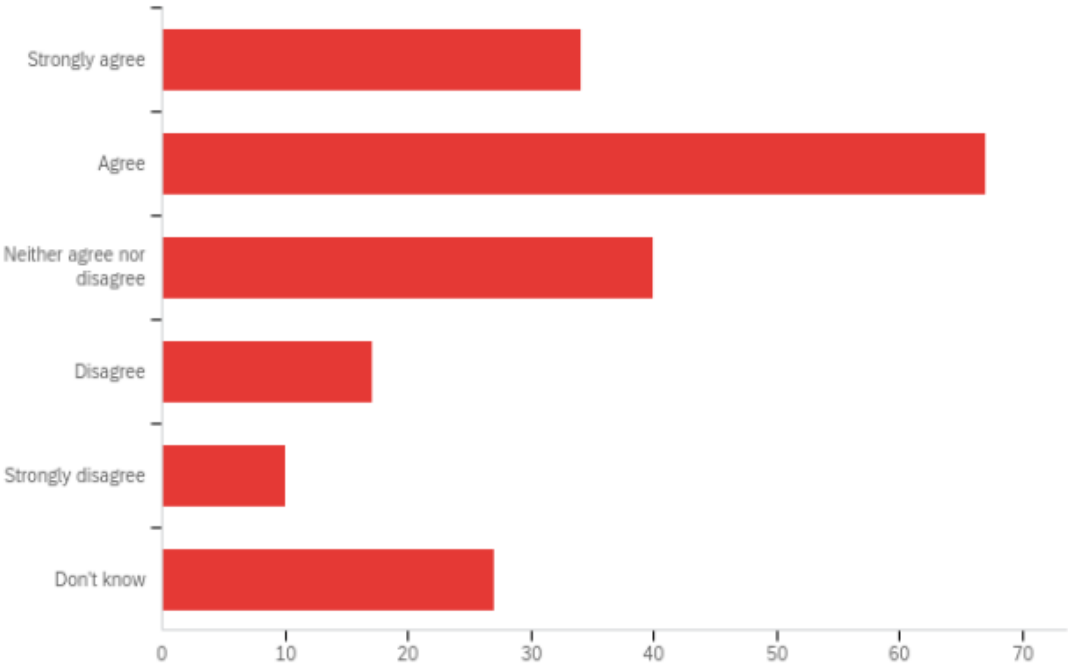


Figure 1. How much respondents agreed/disagreed that the safety features improved their feeling of safety when using the roundabout.

4.19 Respondents were asked if there was anything that would make them feel safer using the intersection. Key themes from the responses and staff responses have been included below:

Theme	Staff response
Traffic Signals (14)	Traffic lights cannot currently be funded out of the Traffic Operations Road Safety budget and would have to be included in the Long-Term Plan. This project would not preclude traffic signals in the future if they were required and funding was available.
Visibility (8)	Concerns with private vegetation obstructing views have been sent to the Asset Protection team to investigate and contact the property owner. Vegetation on the corner (Council property) has been sent to the Road Landscape team to investigate if removal is appropriate.
Changing the left lane/double lane approach on Grahams Road (7)	A trial to close the left lane on Grahams Road is proposed in Option 1 to provide safer crossings for pedestrians and improve safety for vehicles travelling through the intersection.
Vehicles speeding, slower speeds needed (7)	Permanent speed humps are proposed in option 1 and 2. Option 1 includes an additional hump on the Waimairi Road SE departure to slow vehicles before this crossing point. Option 2 converts the Grahams Road NE approach to single lane, which will help to control speeds further on this approach.
Improved/additional/permanent speed humps (6)	Permanent speed humps are proposed in option 1 and 2.
Pedestrian priority (6)	Providing pedestrian priority (zebra crossings) at the roundabout would require significant changes to the roundabout layout (raised platforms on all approaches and departures, permanent removal of the left lane, altering layout to meet visibility requirements, etc). This currently cannot be funded for through the Traffic Operations Road Safety budget.
Remove treatments (4)	Option 4 provides the option to remove the treatments without replacement. Removing all vertical deflection device will increase speeds and have a negative effect on the desired outcome of this project.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.20 Based on the feedback received, staff have developed further options for the Board to consider. These are:

- Option 1: Permanent speed humps on all approaches and trial closure of the left lane on Grahams Road.
- Option 2: Permanent speed humps on all approaches and one departure.
- Option 3: Retain existing layout with speed cushions
- Option 4: Remove existing speed cushions

Options Descriptions Ngā Kōwhiringa

Option 1 – Permanent speed humps and trial lane closure (recommended option)

- 4.21 Option 1 includes replacing the speed cushions with permanent speed humps on all the approaches to the roundabout, like the arrangement at Merrin/Withells intersection, and trialling the closure of the left lane on the Grahams Road north-east (NE) approach.
- 4.22 The vertical traffic calming devices (speed humps) 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 roundabout or exacerbate any existing congestion related issues. Slower speeds and improved facilities help to make people travelling outside of vehicles feel safer, enabling more people to choose other transport options.
- 4.23 The permanent speed humps are expected to mitigate noise and vibration issues caused by the speed cushions. The speed humps provide a smoother ramp and surface for vehicles to travel over, and eliminate the sound of tyres against the rubber, or the where the cushions had lifted. Trialling the removal of the left lane on the Grahams Road NE approach was previously recommended by staff in the report to the Community Board in March 2023, but this option was discounted by the Board due to concerns around delays for vehicles.
- 4.24 The existing exclusive left turn lane on Grahams Road still provides a safety risk, as outlined in the speed assessment and community feedback, for the following reasons:
 - Pedestrians currently must cross two lanes of traffic on the Grahams Road northeast approach. At peaks times it presents increased difficulty for pedestrians to select a gap to cross, especially for children, and can pose a risk when one car gives way and masks vehicles travelling in the adjacent lane who may not give way or may not be aware that pedestrians are crossing.
 - There is limited intervisibility between the crossing on Waimairi Road SE departure and the left lane on Grahams Road (NE). While the speed cushions have brought speeds down, additional treatments are recommended to improve the safety of pedestrians crossing the exit lane on Waimairi Road.
 - Traffic travelling straight through the intersection encroach into the left lane while manoeuvring around the roundabout which can cut off or squeeze the traffic in the left lane.
- 4.25 Trialling the closure of the left lane would provide staff with an opportunity to assess how the roundabout would function from a single lane approach on all sides.
- 4.26 Traffic modelling was completed to understand the impact removing this lane would have on the traffic flows of the roundabout. Overall, reducing to one approach lane on the northeast approach on Grahams Road, is not expected to deteriorate intersection performance. The summary outputs are attached to the report under **Attachment F**.
- 4.27 Key findings from the model included:
 - Based on the 2021 traffic counts, it's evident that the Grahams Road NE approach experienced significant traffic demand during both the morning and evening peaks. However, the opposing movements of right-turning traffic from Grahams Road SW and Waimairi Road NW had relatively low traffic flow. As a result, the traffic flows from Grahams Road NE did not experience excessive delays caused by these opposing movements.
 - The model for Option 1 estimated an increased queue length of 50 metres on the Grahams Road NE approach due to the reduction in approach capacity, however expected time

delays were only between 0.3 & 0.4 secs due to the low traffic flows from Waimairi Road NW, which meant traffic on the Grahams Road NE was still free flowing.

- All other movements on the other approaches were estimated to have increased queue lengths of less than 5 metres and 0.5 seconds or less of time delay.
- All levels of service (LOS) remained the same between the base model and the Option 1 model, except for Grahams NE U-turn which went from a LOS A to a B.

4.28 This option requires an additional decision after the trial. The lane closure will be trialled for a period of six months and staff will then present a report back to the Community Board with a review of the trial and proposed next steps for the project.

4.29 If the trial treatments are removed, it would be expected that they are replaced with the additional speed humps outlined in Option 2.

Option 2 – Permanent speed humps

4.30 Option 2 includes replacing the speed cushions with permanent speed humps on all approaches to the roundabout and the Waimairi Road SE departure.

4.31 The vertical traffic calming devices (speed humps) 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 roundabout and exacerbate further any existing congestion related issues. Slower speeds and improved facilities help to make people travelling outside of vehicles feel safer, enabling more people to choose other transport options.

4.32 Installing a speed hump on the Waimairi SE departure is an alternative option to address the ongoing safety concerns at this crossing, by slowing vehicles before the pedestrian crossing point.

4.33 The existing layout of the island on this departure, allows for the speed hump to be installed before the crossing point without having to adjust the island.

4.34 The permanent speed humps are expected to mitigate noise and vibration issues caused by the speed cushions. The speed humps provide a smoother ramp and surface for vehicles to travel over, and eliminate the sound of tyres against rubber, or the where the cushions had lifted.

Option 3 – Retain existing layout

4.35 Option 3 retains the existing layout of the roundabout, including the speed cushions.

4.36 This option slows vehicles and mitigates the safety concerns that were raised at the intersection as shown in the Speed Assessment and community feedback. However community feedback includes requests for further traffic calming measures as there are still issues of safety when crossing two lanes of traffic on Grahams Road and the speed of vehicles turning left from Grahams Road when crossing Waimari Road.

4.37 There have been additional concerns raised by nearby residents around noise and vibration issues caused by the temporary speed cushions. Retaining this option, would not resolve these concerns raised.

4.38 Additional costs associated with this option would include ongoing maintenance of the temporary speed cushions. Due to the higher volumes of traffic using the roundabout, it is expected that the temporary cushions would experience more wear and tear compared to ones installed on a local street.

Option 4 – Removal of vertical deflection devices

- 4.39 Option 4 includes the removal of the temporary speed cushions to revert the roundabout back to its original layout. This option does not replace the speed cushions with any other form of traffic calming.
- 4.40 This option does not address the original safety concerns raised by the community regarding pedestrian and cyclist safety at the roundabout.
- 4.41 This option also removes the primary treatment which has contributed to lower speeds at the roundabout and resulted in 51% of survey respondents feeling safer using this intersection.
- 4.42 Removal of the speed cushions is expected to cost approximately \$5000. This includes any remediation work required on the road surface.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option 1 -Speed humps + trial lane closure	Option 2 – Speed humps	Option 3 – Retain existing	Option 4 - Removal
Cost to Implement	\$48,000	\$50,000	\$0	\$5,000
Maintenance/ Ongoing Costs	Additional decision required after trial with further options. Approximately ~\$10,000 if trial treatments are removed and additional humps installed.	Minimal cost to overall maintenance contract.	\$7,500-\$10,000pa subject to wear and tear of the cushions.	N/A
Funding Source	Traffic Operations Minor Road Safety Budget			
Cost to prepare report	\$4000 for additional speed surveys	No further costs.	No further costs.	No further costs.
Funding Availability	Available			

6. Considerations Ngā Whai Whakaaro

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.1 Community views on the current layout and operation of the intersection have been sought through the survey.
- 6.2 Further consultation on the proposed options outlined in this report was not undertaken due to the original consultation and the additional community feedback gathered.

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.3 There is a risk that if the decision is made not to proceed with Option 1, that children will continue to feel unsafe using the roundabout for their journeys to school. Option 2 would provide an improved level of safety, however, would not meet the concerns raised in the survey feedback.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
 - 6.4.2 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 and traffic control devices.
 - 6.4.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.5 Other Legal Implications:
 - 6.5.1 There is no other legal context, issue, or implication relevant to this decision.
 - 6.5.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decision:
 - 6.6.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
 - 6.6.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
 - 6.6.3 Is consistent with Council's Plans and Policies.
- 6.7 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.8 Transport
 - 6.8.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes
 - Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.9 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.
- 6.10 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.
- 6.11 The effects of this proposal upon Mana Whenua are expected to be insignificant as the proposal involves minor work within the existing carriageway.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi







- 6.12 The decisions in this report are likely to:
 - 6.12.1 Contribute neutrally to adaptation to the impacts of climate change.
 - 6.12.2 Contribute positively to emissions reductions.

- 6.13 The emission reductions associated with this project have not been estimated. 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.
- 6.14 The recommendations in this report include measures to encourage walking and cycling in the area. Improving safety and making the intersection feel safer would address some of the barriers to people making sustainable travel choices.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 The approved option will be implemented.

Attachments Ngā Tāpirihanga

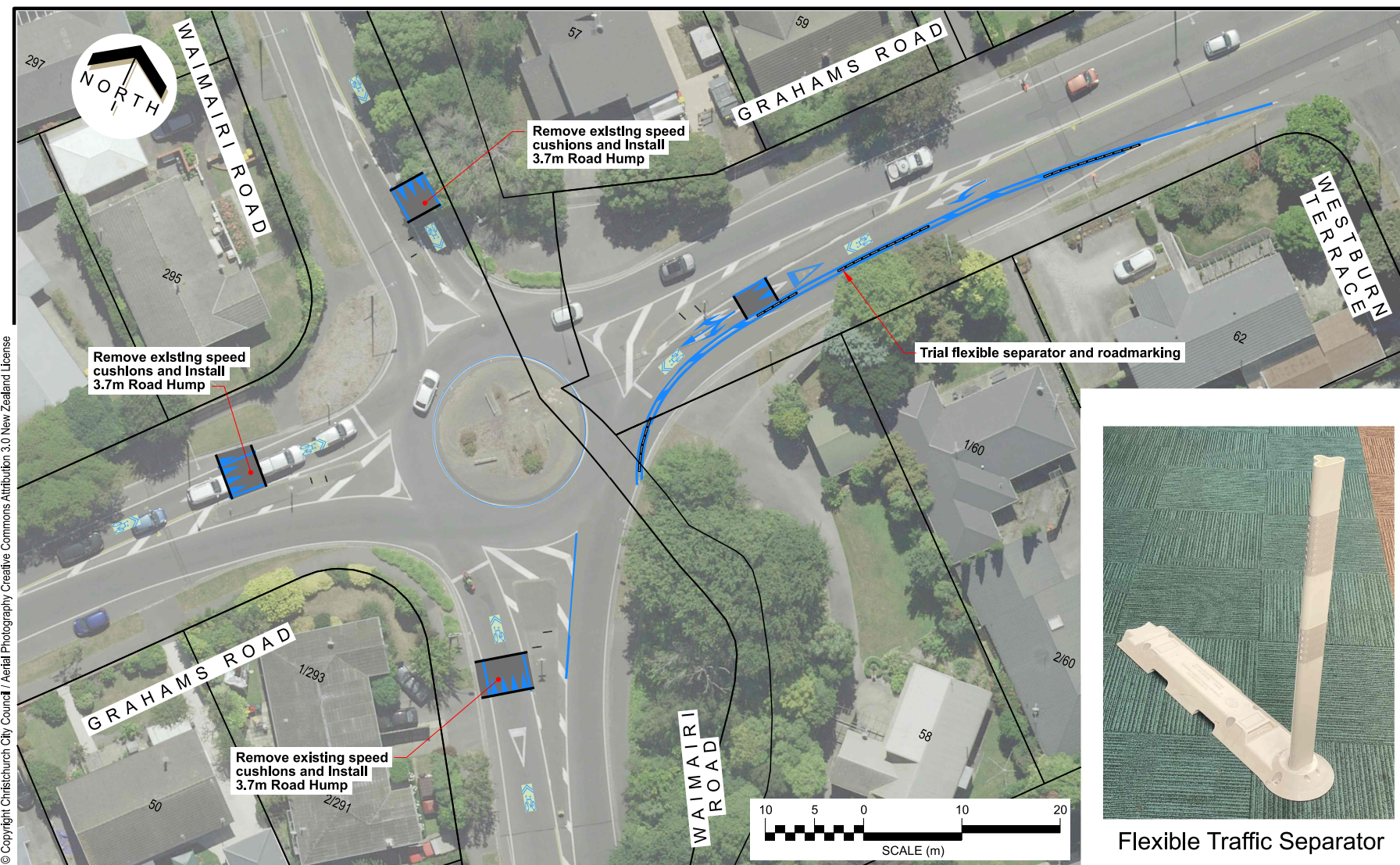
No.	Title	Reference	Page
A 	Grahams Waimairi - Proposed speed humps + lane closure	24/832174	23
B 	Grahams Waimairi - Proposed speed humps	24/832176	24
C 	Grahams Waimairi - Speed Assessment	24/818250	25
D 	Grahams Waimairi - Community feedback survey results	24/818251	30
E 	Westburn Te Kura o Hereora - Submission	24/848961	47
F 	Grahams Waimairi - Option 1 modelling summary	24/831446	48

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

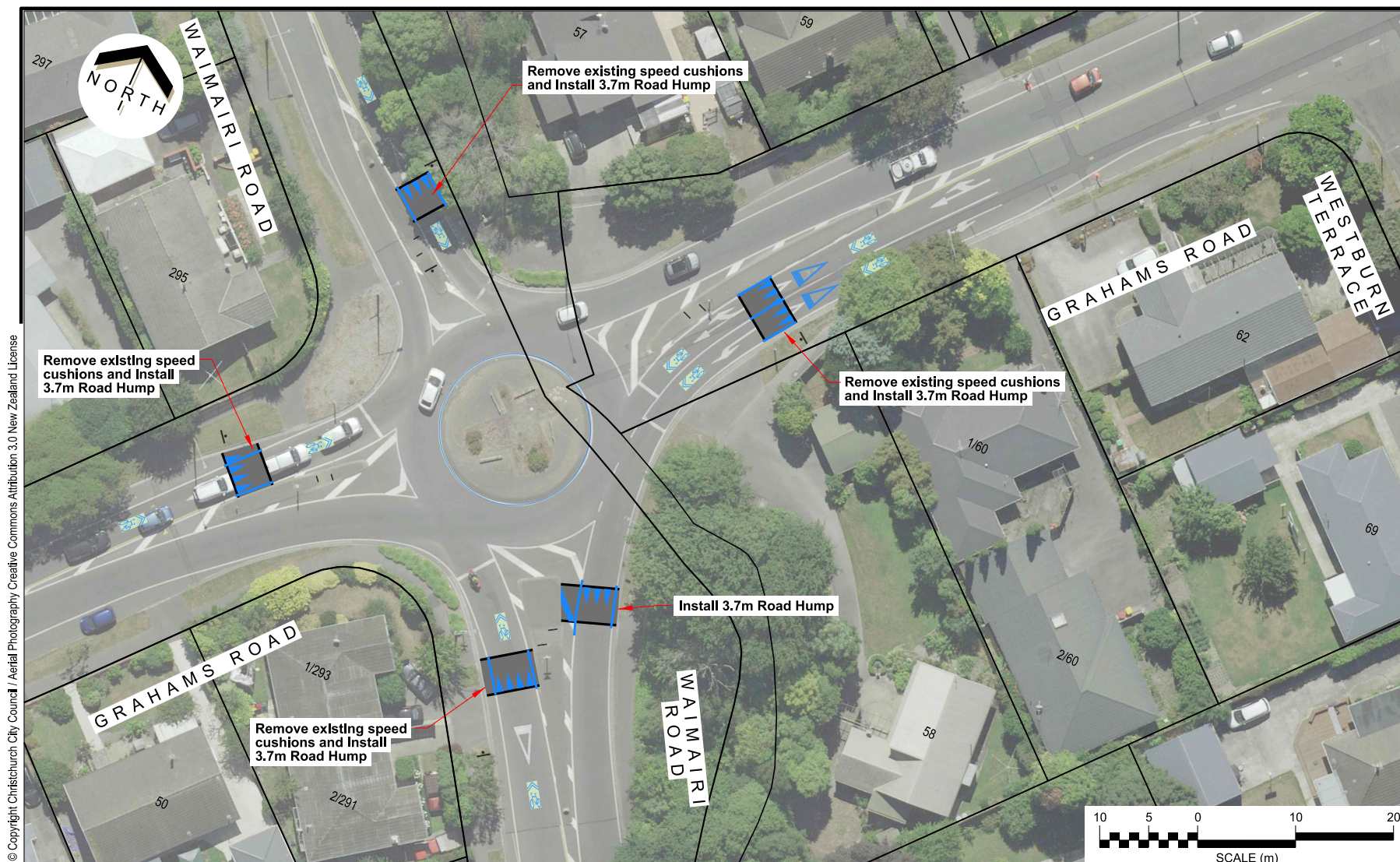
Document Name - Location / File Link
https://christchurch.infocouncil.biz/Open/2023/03/FWHB_20230306_AGN_9043_AT.htm

Signatories Ngā Kaiwaitohu

Author	Gemma Dioni - Principal Advisor Transportation Safety
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Flexible Traffic Separator



Christchurch
City Council

Waimairi Road / Grahams Road
Proposed Safety Improvements
For Community Board Approval

Original Plan Size: A4
ISSUE.1 15/05/2024
TG144316s3 MJR

Level 1, 284 Kilmore Street
Christchurch 8140, New Zealand
E: info@viastrada.nz



Grahams Waimairi Speed survey

To: Christchurch City Council
Attn: Gemma Dioni
Date: 10 October 2023
Re: Grahams Waimairi Speed survey

Quality Assurance Statement	
<i>This document has been prepared for the benefit of CCC. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other person.</i>	Prepared by: David McCormick
	Reviewed by: Warren Lloyd
	Project Number: 1139-14
	Project Name: Grahams Waimairi Speed survey
	Version: 1

1 Introduction

ViaStrada have been engaged by Christchurch City Council (CCC) to undertake a speed survey of southbound motorists on Grahams Road, approaching the Grahams Waimairi Road roundabout.

Tamariki from Westburn School are finding it hard to cross Waimairi Road at the location shown by Figure 1 due to the speeds cars can travel left and through this roundabout and the uncertainty of which lanes motorists would be using.

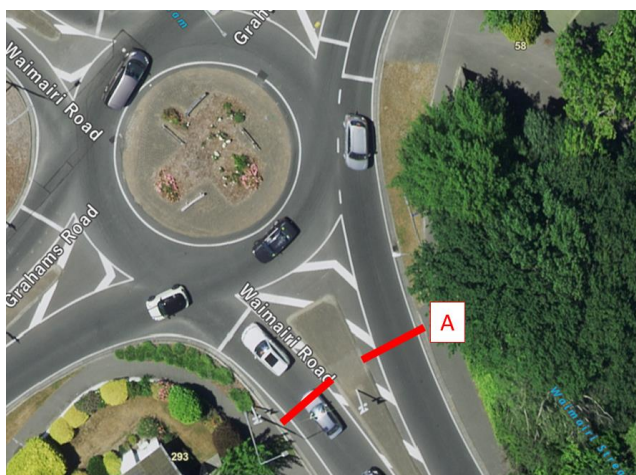


Figure 1: Red lines showing crossing locations.

www.viastrada.nz





Grahams Waimairi Speed survey

Intervisibility from location [A] Figure 1 at the crossing is ≈ 40 m due to the fence of 58 Grahams Road. The crossing width is ≈ 6 m across. A pedestrian travelling at 1.2 m/s takes roughly 5 seconds to travel from kerb to kerb across the eastern crossing.

CCC are considering safety improvement options to help the Tamariki from Westburn School cross this section of road at the roundabout. To provide an evidence-based approach toward improving safety, the difference in speeds has been recorded pre and post implementation of the installation of speed cushions on the approach.



Figure 1: Photo showing installed speed cushions

2 Methodology

Speeds along the subject road were recorded using a handheld speed radar gun.

The preconstruction speed recordings were captured on Thursday 25 May 2023.

The post construction speed recording being captured on Thursday 24 August 2023.

All recordings were undertaken between 8:30am to 11am, ensuring that 100 results were recorded each time.

South bound motorists' speeds were recorded on Grahams Road in two locations,

- Free flow speed, 120m from limit line,
- Approach speed, 20m from the limit line.

The locations are shown on Figure 2.



Grahams Waimairi Speed survey

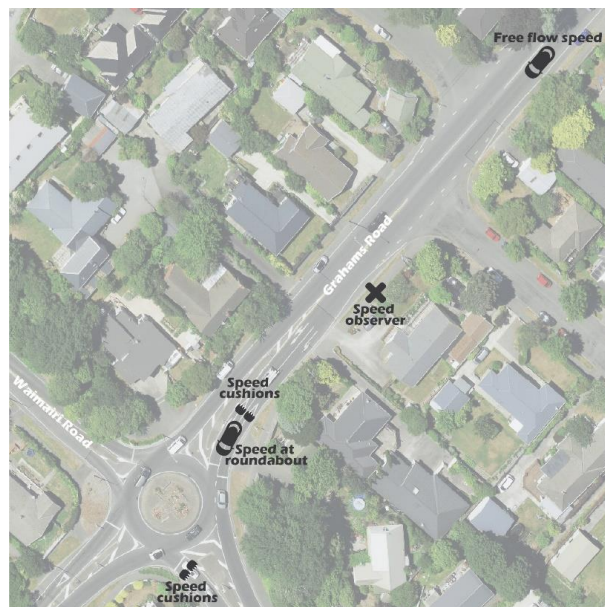


Figure 2:Grahams Road speed survey points of interest

3 Speed survey results

A total of 114 vehicle speeds were recorded pre installation and 94 post speed cushion installation at the free flow speed and speed at roundabout location shown in Figure 2 . Both days no traffic was observed backing up into the roundabout.

3.1 Approach speed

Motorists' speeds were recorded at the immediate approach (20 m) to the roundabout, to determine for their speed entering the roundabout. The results for the approach speeds can be seen in Table 1: The speeds are assigned depending on the movement of the vehicle through the intersection.

Approach speeds for all movements have reduced due to the installation of the speed cushions, with the largest reduction being in the left turn lane speeds of 6.5 km/h (21%). The straight and right turn movement both reduced by 4 km/h and 4.6 km/h respectively which is a 15 % reduction of the pre speed cushion speeds.



Grahams Waimairi Speed survey



Table 1: Roundabout approach speed results

	Pre speed cushions (km/h)	Post speed cushions (km/h)	Reduction in speed (km/h)
Left turn lane	31.4	24.9	6.5
Straight	27.4	23.5	4.0
Right	30.0	25.4	4.6
All movements	30.5	24.9	5.6

The reduction of 6.5 km/h on the left turn lane approach has decreased the speed of vehicles from 8.7 m/s to 6.9 m/s. This provides more time for the vehicle to reach the crossing from the 40 m visibility point from 4.6 seconds to 5.8 seconds, providing a pedestrian an extra 1.2 seconds of crossing time.

3.2 Free flow speed

Vehicles were recorded 120 m from the limit line to measure the free flow speed of motorists. This recording showed a reduction in free flow speeds of 3.7 km/h throughout all movements. The largest reduction of speed occurred for the straight through traffic which saw a reduction of 4.8 km/h (9%) which has reduced the traffic free flow speed below 50 km/h which is the recognised side-impact tolerable crash speed¹. The results for the free flow speed along Grahams Road towards the roundabout can be seen in Table 2, again these have been assigned depending on the movement completed by the vehicle through the intersection.

Table 2: Free flow speed results

	Pre speed cushions (km/h)	Post speed cushions (km/h)	Reduction in speed (km/h)
Left turn lane	49.1	45.6	3.5
Straight	51.0	46.2	4.8
Right	47.2	44.6	2.7
All movements	49.7	45.7	3.7

Some vehicles were observed to drive through the centre of both lanes when there were no other vehicles around, if other vehicles were present, they would occupy the correct lane.

4 Conclusions

The installation of the speed cushion has reduced the operating speed of the approach to below 30 km/h which is the tolerable crash speed for vulnerable road users. This improves alignment with safe systems for the overall intersection and shows the primary treatment of speed cushions improves the safety of all users on the Grahams Road approach.

¹ Waka Kotahi safe systems definition.
www.viastrada.nz



Grahams Waimairi Speed survey

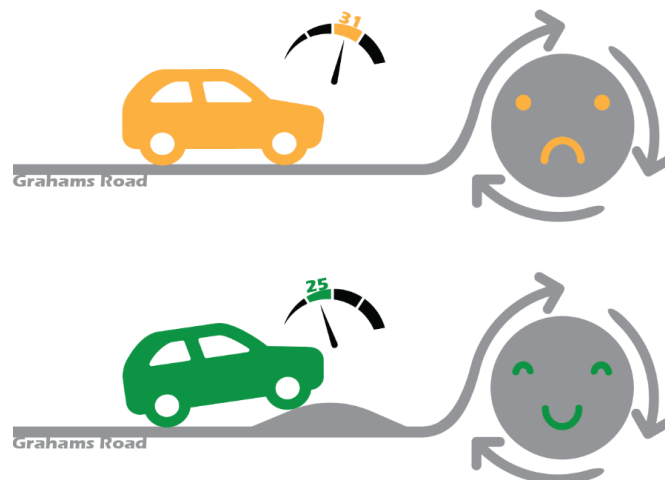


Figure 4: Grahams Waimairi approach speeds

Figure 4 compares the speed pre and post speed cushion installation.

Tamariki crossing Waimairi Road have been provided with an extra 1.2 seconds of crossing time with the speed cushion installation reducing the operating speed, but they require another 2.2 seconds of crossing time with the current road geometry and intervisibility.

While the speed cushions have seen a reduction in speed on the approach, further safety improvements are required to provide a more user-friendly crossing location for Kaumātua and Tamariki who are our most vulnerable users.

5 Recommendations

Reduce the operating speed further, through horizontal deflection and removal of the left turn lane to increase the amount of time pedestrians have, to cross Waimairi Road.

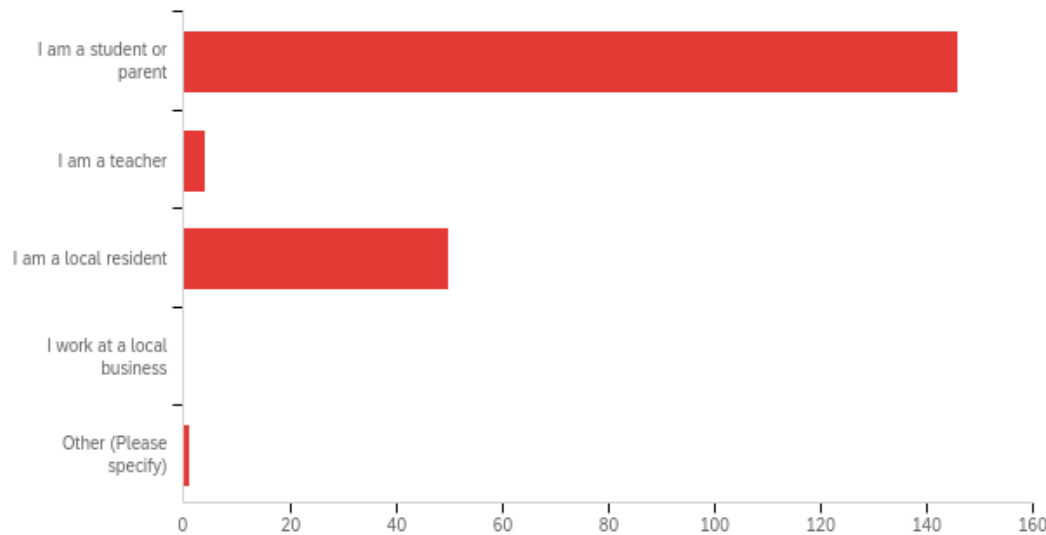
Decrease the crossing distance for Tamariki to reduce the amount of time required for pedestrians.

Grahams and Waimairi Roundabout

Grahams and Waimairi Rd Roundabout

April 3rd 2024, 11:20 am NZDT

Q2 - Which of the following best describes you?

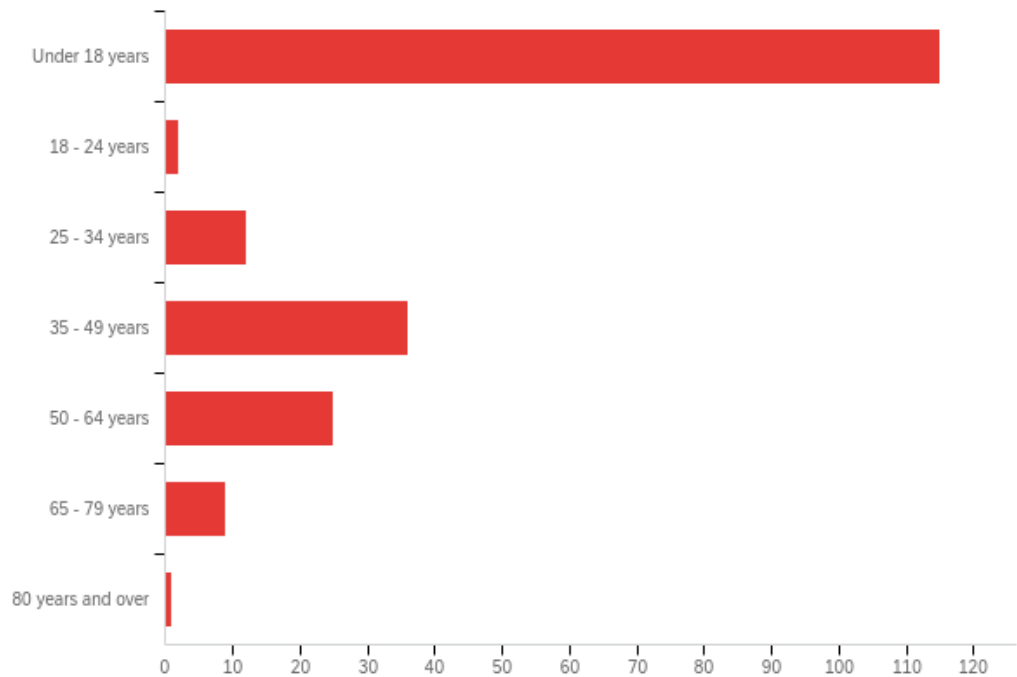


#	Answer	%	Count
5	Other (Please specify)	0.50%	1
4	I work at a local business	0.00%	0
2	I am a teacher	1.99%	4
1	I am a student or parent	72.64%	146
3	I am a local resident	24.88%	50
	Total	100%	201

Other (Please specify) - Text

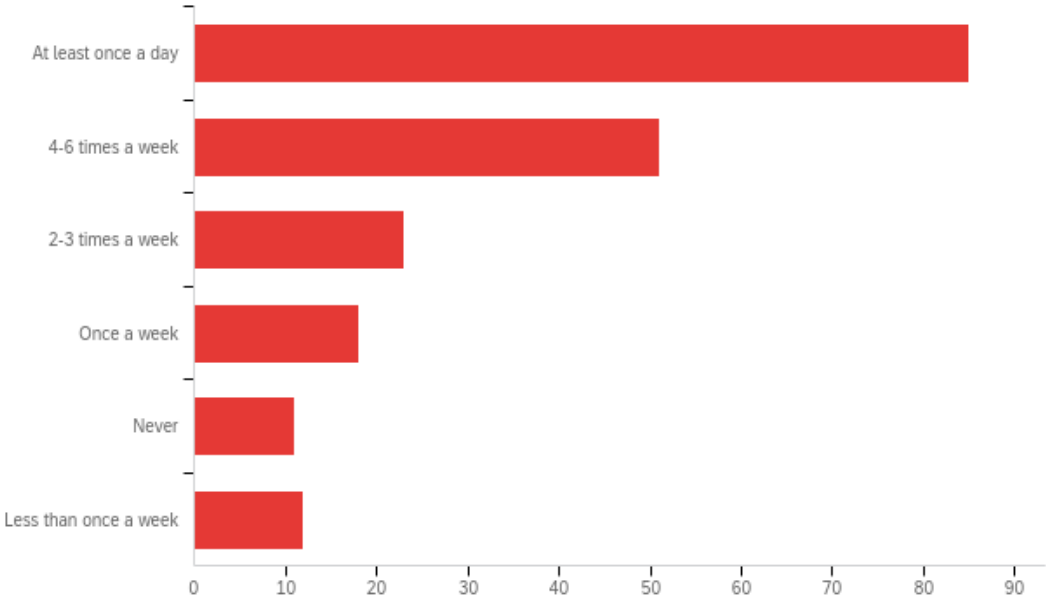
Student comments

Q8 - How old are you?



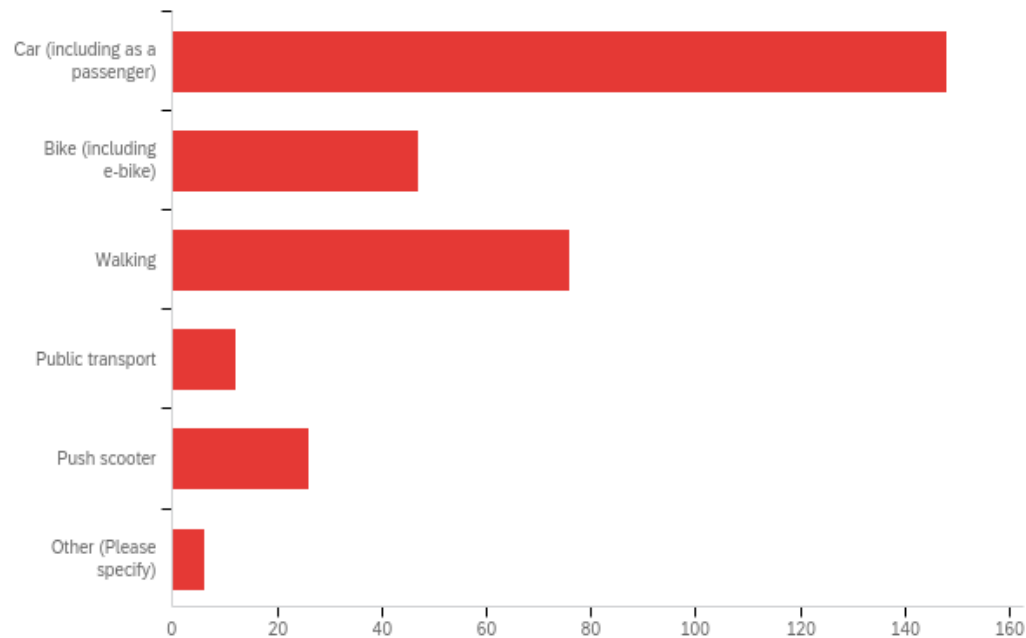
#	Answer	%	Count
1	Under 18 years	57.50%	115
2	18 - 24 years	1.00%	2
3	25 - 34 years	6.00%	12
4	35 - 49 years	18.00%	36
5	50 - 64 years	12.50%	25
6	65 - 79 years	4.50%	9
7	80 years and over	0.50%	1
	Total	100%	200

Q9 - Thinking about the last 6 months... How often do you usually use the Grahams Road/Waimairi Road roundabout?



#	Answer	%	Count
1	At least once a day	42.50%	85
2	4-6 times a week	25.50%	51
3	2-3 times a week	11.50%	23
4	Once a week	9.00%	18
5	Never	5.50%	11
6	Less than once a week	6.00%	12
	Total	100%	200

Q3 - How do you usually travel through the Grahams Road/Waimairi Road roundabout?
Select all that apply.



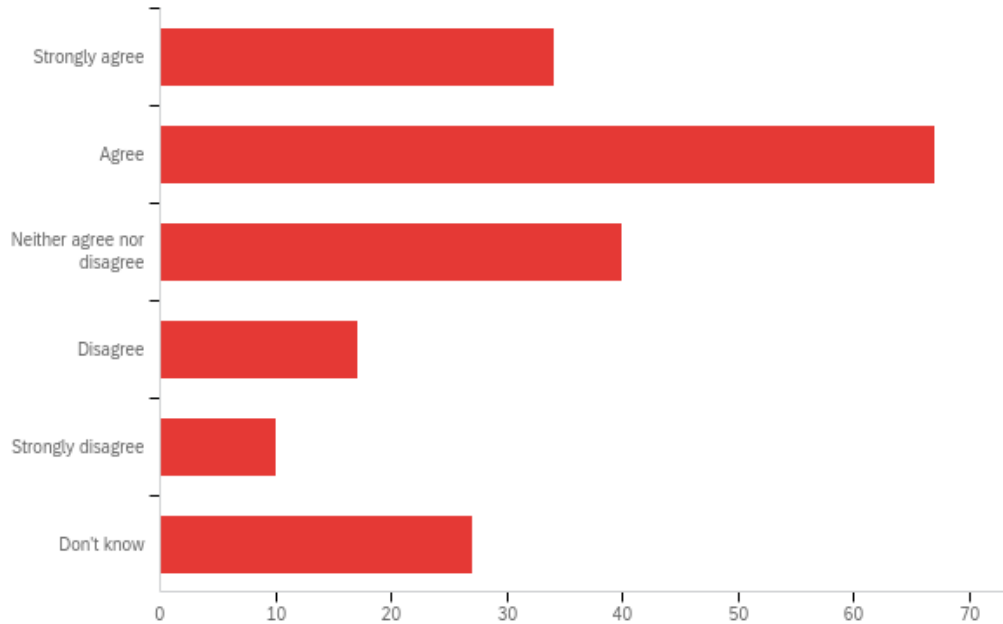
#	Answer	%	Count
1	Car (including as a passenger)	75.13%	148
3	Walking	38.58%	76
2	Bike (including e-bike)	23.86%	47
5	Push scooter	13.20%	26
4	Public transport	6.09%	12
6	Other (Please specify)	3.05%	6
	Total	100%	197

Other (Please specify) - Text

bus

I don't go that way
I will walk, scooter and drive throuh that round about
Car, walking and scooter
Pram/with my toddler

Q4 - How much do you agree or disagree that the safety features have improved your feeling of safety?



#	Answer	%	Count
1	Strongly agree	17.44%	34
2	Agree	34.36%	67
3	Neither agree nor disagree	20.51%	40
4	Disagree	8.72%	17
5	Strongly disagree	5.13%	10
6	Don't know	13.85%	27
	Total	100%	195

Q5 - Is there anything that would make you feel safer when using the Grahams Road/Waimairi Road roundabout?

Is there anything that would make you feel safer when using the Grahams Road/Waimairi Road roundabout?

the only thing I can think of that would make it safer for bike riders especially those turning left into waimairi road from Grahams Road is speed cushions or a elevation in the areas of bikes as I find that cars cut you off as you head to the roundabout or push you against the gutter as you try to turn left

It should have been done as per Avonhead/Grahams, and also the neighbours need to be made to cut their trees back and to trim the Council planter on the south-east corner

If cars would indicate turning left

Lights, people have priority

Traffic lights

Cars dont indicate

I think its alright, but hard to cross sometimes as cars dont stop for you

Grahams Road west departure is hard to cross

Cars still go too fast

Cars slowing is good

Lines of sight of the drivers. Move crossing to make it more visible

Not visible enough

If I could see the cars turning left.

No

A bike lane or alternate bike route

The round about needs to be replaced with lights. There are too many cars using that roundabout and when crossing there are too many entries and exits to watch. My son was hit by a car crossing the 'quiet' part of this crossing (crossing from one side of Waimairi Road to the other' when a car quickly went around the corner right behind another car going straight ahead. The speed bumps haven't made crossing any easier

Change the advice for signalling intentions for vehicles - indicating turning right when really just going straight ahead through the the intersection makes deciding when to make a dash for it a tense moment, if you intend to move at all. As a pedestrian the islands are perfectly adequate and no changes were necessary.

Nothing

add a set of lights

go with someone

my family

Making a crossing about 200 or 100 M from the second round about
add traffic lights to cross the road
Nothing
nothing
Maybe a little less traffic
cars not rushing
no
I would really like if we could some lights there
The current changes have made a big difference in improving safety for myself and my children while walking/scooting to school. I would like to see improvements made for driving safety, as I most commonly make a left hand turn from Grahams Rd into Waimari Rd, where there is a left hand turn lane as well as a straight through/right hand turn lane. Vehicles in the right hand lane consistantly cut into the left hand turn lane on the roundabout and i have had a number of near misses - which have only been near misses as i am very aware of the issue as i use the roundabout so frequently.
I appreciate the changes but it is still too easy for a westbound car turning from waimairi left into graham's to run over a child.
I feel that I want to have more speed bumps
more railing on both sides of the sidewalk
a parent walking with me
none
Agree they have made a very dangerous crossing now only somewgat dangerous. The speed bumps are the main safety feature slowing traffic but its still extremely difficult to cross there wirh young children & bikes etc
Anything that forces pedestrian right-of-way. Stop making our kids play "Frogger" every morning.
Stop th truck and trailer units 35t trucks using this road as a short cut to mail designed roads , a kid will to killed because of all the short cut cars in peak timi
Having actual pedestrian crossing lines for those walking and also proper cycle lanes
Speed humps are a waste of rate payers money and do absolutey nothing - they are also positioned incorrectly which cancels out any intended effect.
Traffic lights for pedestrians
if a bike person is trying to get into the round about but was to later to get into the line of cars, a car should let them in.
I don't know
No there isn't
A crossing. A more obvious sign that says watch for children - slow down
It has not really solved the problem, people still hit it fast, and we continue to see too much traffic and too much speed on Waimairi Rd, speed is a problem around the bends, school and crossing
Wider lanes where it splits in 2 travelling along grahams to waimairi from memorial. It gets tight when cars occupy both the left turn lane and the straight lane. It might even work better as just a single lane there.

Lights or a zebra crossing “feels” safer but I don’t know if it actually is
removing or cutting back the plants and trees on the corner of the roundabout outside number 293 waimairi rd, and the trees inside their fence too. They block the view of children cross grahams road to cars approaching the roundabout to the west from waimairi rd and turning left, where they could hit children crossing
Slower speeds so cars arent rushing around the corner where there are kids
Traffic lights
nope
Stronger bar
It can be hard to see the speeding cars quickly and cars will often try to make some stupid choices and will cut each other off.
not really
If people followed the road rules every time not just every how and then
no
wider lanes
Wider lanes going into it - many drivers think there are only one lane entering the roundabout from Grahams road turning left into Waimairi and they cross the centre line often cutting people off.
No
no
no
When I cross waimari rd it is not always clear to me when people are turning and i have almost been run over multiple times
I'm not sure.
No not really because alot of people can still speed but the speed bumps just give them a warning of the Speed
No speed bumps. Lower cars going over the bumps slow down to allow them to pass over with no damage. This could create a rear ending crash.
No speed bumps.
Less clutter - removal of speed cushions and road green bike markings.
Less clutter inclusive of the removal of speed cushions and green bike markings.
Closing northern Waimairi Road from the round about. Fixing the dangerous double lane headed west and Grahams where drivers often fail to stay in right lane.
Traffic lights. The roundabout is still very dangerous for pedestrians
This roundabout is incredibly dangerous for walkers, scooters and bikers. An accident waiting to happen. Children crossing the road are very unsafe. I'm incredibly worried someone is going to get hurt or worse. Traffic lights seem like the only safe option to me.
The fact that the rails have been flattened twice terrifies me as a parent. This MUST become a traffic light intersection with buttons for pedestrians, it's a horrendously busy intersection and the money that has been spent should have been put towards traffics lights. Further along at Merrin street these adjustments are a great addition but grahams road continues to frighten me for the safety of my children, and myself, I have had some scary

experiences crossing there myself. Cars go too fast and the cushions are simply not enough

As a driver I feel safe but I have major concerns about the safety of school students either walking, scootering or biking. With so many school students from various schools using the intersection every day, and with the increase in traffic, I don't feel the roundabout is the safest option

For traffic lights to be put in at this intersection to stop traffic completely!

Slowing vehicles on exit too

Police presence to deter people who enter the roundabout with not clear egress & block the way for all. This is especially an issue at 5pm

Larger islands in the middle for prams, more permanent buffers before the crossing

People still do seem to speed through the roundabout, without slowing down. I'm not sure what would change this apart from a mindset change. I lived in The Netherlands and it was such a pleasant experience - cyclists and pedestrians were priority.

Crossing is dangerous when 2 cars approach crossing and inside car may stop and footpath side car drives through the intersection. The danger is people set off walking across and the cars keep proceeding by footpath and visibility is poor.

Trimming the trees on Waimairi Road side when crossing in pram can be hard to see upcoming traffic until very close

We have young children, crossing is still quite scary because we are blind to left turning traffic when crossing the southern side of the round about on Graham road

Pedestrian safety has not been improved. The problem is drivers not seeing pedestrians and not indicating their turning intentions.

Pedestrian crossings at set points would, but that would be too disruptive on the flow of cars

Public education on indicating at roundabouts.

When walking our toddler in the pram, I find that the refuge islands are very small and only just fit a pram.

Drivers cross the white line when driving up to merrin street. So traffic turning left have to be aware that cars are not staying in their line. This is very dangerous at times

the speed bump is a big distraction from looking at the actual traffic and roundabout

I'd love if these were made permanent as I think the roundabout is heaps better with the new safety features

Improving the traffic light phasing at Grahams and Memorial by adding turn arrows

Q6 - Is there anything else you would like to tell us about the safety features at the Grahams Road/Waimairi Road roundabout?

Is there anything else you would like to tell us about the safety features at the Grahams Road/Waimairi Road roundabout?

I THINK THE TRAFFIC DOES NOT FLOW VERY WELL

the speed cushions are great they have certainly slowed the traffic down as people used to speed through and probably also drive straight through it

The upgrade is pretty pointless, cushions don't really work and make it dangerous for cars going over them. Avonhead/Grahams is way better

Will feel safer if more is done

Local resident has vibration and cracking to house. Thinks not all cars slow down so no safer

Lower speed limit

Car's turning left don't check for pedestrians and go too fast

Would like signs to say kids have right of way

Issue with cyclists on footpath

Bumpsslowed people down a little, definitely improved

Its good

The bump is very good as it makes the cars stop

No

I drive through it most often, but based on my biking experience I'm more than happy for permanent speed bumps to be installed like at Graham's road/ Avonhead rd instersection.

The features haven't made it any easier for a child in particular to cross the road. Cars can just miss the speed bumps by driving the wheels between the bumps. It's a very busy and dangerous crossing. I don't let my 10 year cross by herself after my then12 year old was hit by a car. Some kids walk all around the block to cross at the roundabout on Withells Road which is quieter. Silly, our kids should have safe crossings.

(My first attempt at this survey using the QR code was frustrated by the site errors I encountered and did not include this question so i am glad I tried again) Mostly a waste of money. The islands have always been the key safety feature, good for pedestrians and for the nerves of drivers. The "speed cushions" (don't you love the irony) are particularly unpleasant for small car drivers, who are distracted trying to place their wheels to avoid a nasty, uneven jolt. The sharrow markings are mostly obscured by vehicles so have little effect on safety at all. The holding rails are a bad joke. The number that have been broken only serve as a troubling warning to pedestrians. When I need a rail to stand up I will probably be incapable of making the run for the next place of safety!Anything else does little to help. The number of broken holding rails shows how effective they are!

It's def an improvement. Thanks.

Nothing

pedestrian crossing

put less cars on the road

Nothing

no

nothing

people looking at people crossing

no

just what i mentioned - current improvements working well for pedestrians - but could still make improvements for driving, when turning left from Grahams rd into Waimari Rd, as vehicles in the right lane consistently cut into the left hand lane when going around the roundabout.

The speed of cars travelling through westbound on grahams rd is too fast for the amount of children crossing there.

NO

No

no

The double lane approach from grahams towards waimairi is a big concern - often the car in the inside lane will stop to let pedestrians through but the outside lane will speed through. Concerning for children who may not be aware. Due to the busyness its always a 'quick gap' to race through so even a clear crossing is quite risky with children

They are a good improvement. Before this, cars would sometimes go through the roundabout at almost full speed.

Signage to tell drivers to slow down - kids crossing during certain time of the day

It is not enough! I watch children dodging cars every day. I don't care if traffic backs up, stop valuing ease of commute of the lives of our children!

Narrow the road before the school and before round about to stop trucks

Hope the current safety measures become permanent

Stop destroying the roads with poorly thought out so called improvements and ridiculously over engineered and disruptive cycle lanes and try actually fixing and maintaining the existing infrastructure

No

The cycling lanes are amazing.

I don't know

some people cross the road without looking

It's a good start. The issue for us is cars coming down grahams road turning onto waimari, they are looking right for cars and not looking left. The crossing is far too close to these cars. Some cars don't come to a stop at all and just keep their head right until they have got round the bend. A lot of cars don't indicate either so it's also hard to find a calculated gap some mornings. Afternoon is better with less traffic on that corner. I can't let our children cross there without an adult as it's too dangerous. Which is a shame as all kids should be able to walk to school

No

The changes are definitely an improvement. Its much nicer to cross the road there on foot with the speed bumps there to slow the traffic. It would be good to see it made permanent like the merrin/avonhead roundabout improvements.

Motorists are courteous when letting people cross in front of them, while they wait in a queue. I suspect this is because of the speed cushions that have them slow already, which I think is great

please make them permanent like has been done at the avonhead road and grahams road round about

The alterations have made it harder to cross this intersection. Vehicles are always crossing lanes .

Really nice with the new features

I can see how this would increase noise for neighbours as cars rev to accelerate over the cushions. As a teacher I have a greater concern for the safety of our school children.

nope (:

make it safer

Nope

when wet the safety bumbs are very slippery and dangerous

to small

The speed bumps are quite sharp but they have made the cars slow down.

No

I think the speed bumps are really good because that way cars definitely slow down.

no

no

I felll as though the changes have reminded people to slow down in the school zone but it has not fully stopped people from speeding down waimari rd

Nothing.

Nope

It is doing more harm than good to the community as I explained in the previous question. They are not needed here.

The speed cushions are dangerous to the round - about in many ways. Perhaps the Waimairi road northern entrance heading south would be the only exemption due to both pedestrians and vehicles not being able to spot each other til the last second. Not only is traffic slowed down and congestion a major issue it is also dangerous in the fact that drivers are more focused on tackling the bumps then spotting hazards such as giving way to vehicles at other round about entrances which I have been meaning to submit evidence of. I use the intersection around 6-10 times a day everyday for the last 20 years. I have never had close calls or near misses as a cyclist, pedestrian or as a vehicle owner since the bumps have been installed. My dash-cam evidence shows this, since the bumps have been installed many road users are not focused on the intersections itself but infact tackling the highly cluttered road markings and hazards such as the bumps itself. Road users are travelling blind into the intersection as they are more focused on the bumps. I have a low vehicle and the bumps are unfairly damaging the bush arms in my car and causing stress to my tires. I live in ilam for fuel efficiency and to not have to resort to having a 4 wheel drive vehicle. If I wanted uneven roads then I would live on the hills. The cost of the bumps and the trial has been immensely unjustified especially when no one asked for it (soon to submit proof to the courts), the lack of reasoning such as traffic incidents as provided by NZTA and also the fact rate payers are experiencing a cost of living crisis. The planning reports lack serious omissions with one of the main omission's being the councils very own climate responsibilities goals. The public reports have shown no evidence of how the extra breaking and execration of vehicles is adding further pollution to our atmosphere. I will be requesting the council provides a report into this. These small brake dust particles are harmful both to the environment and your health. Brake dust contributes 20% of fine particulate matter pollution. I would also like to see a residents well-being report with questions ranging from how does the further intensification of nanny-stating affect their stress and well-being to how does the increasing slow downs

impact your productivity. My personal opinions from the speed humps in the area paint a picture to me of a residential area being made to feel less like a suburb and being more commercialised without any new commercial developments to the ilam area?

The southern corner is dangerous due to visibility both of cars when trying to cross and fast moving users on the footpath. Raxworthy crossing when walking along Waimairi is likely a more dangerous crossing due to the width

The speed bumps don't slow many cars down, and cars slip on them in the wet. The yellow bars on the islands for pedestrians are often run into, showing it's dangerous for pedestrians. Several schools are near this (Westburn, Merrin, Burnside HS) so a lot of children cross this intersection. Many cars stop for people but this makes it more dangerous for the cars, especially when they stop on the roundabout. This confuses the children who don't know whether to cross or not. Lights with actual crossings would make it much safer. And the roundabout is often jammed at 5pm because of the Memorial Road lights.

It has made no difference to use of the round about.

I'm very concerned about the safety of children and other pedestrians around this roundabout. It is very unsafe.

Please put lights in before there is a serious injury or more catastrophic event there

Children are very unpredictable and not all drivers appreciate the care that needs to be taken.

We have found them to be better than nothing. speed humps on exit would also slow traffic, larger ones would too. Teaching roundabout indication rules would be fantastic as that is a cause of problems too.

Has certainly slowed the traffic. However, I live in Westburn Terrace and exiting onto Grahams Rd is more difficult now, especially acright turn. Often itbis quickervto go left, do a U turn at the roundabout andctgdh proceed towards Memorial Ave

It has made a huge difference in terms for safety for cars and predestians. I also like what's been done on Avonhead rd/Merrin st.

I do appreciate how the travel calming measures have meant that drivers are more courteous toward me walking across. I would still not use my bike through here. I will still bike on the footpath as it's far too unsafe in NZ to bike on the road here, especially because I am carrying a toddler.

Definitely needs an overhaul as school children are not as aware of the 2 lanes once they are in the middle of roundabout.

Love the speed bumps

The speed cushions have resulted in it being harder as a pedestrian to cross. In the Grahams Road area where it is 2 lanes cars in the right lane continually cross into the left lane. Needs something to stop this or make the left lane wider to allow druvers to move away from cars on right that don't take any notice of the white line. Soeed cushions have made this worse as people try to miss one side of the pad. Cushions slow traffic but it backs up so less opportunity for pedestrians to get across the road.

Part of the issue has been the increased traffic volume down Waimairi rd.. there is so much traffic all day long. It appears it has become a through road for a lot of northbound traffic through the city. This is concerning given it goes past westburn school

No

I think the changes made to the Merrin St / Withells Rd roundabout make it a lot more obvious that there are pedestrians present. If you try to remove the Waimairi / Grahams Rd roundabout, you will rekindle the outrage you caused when you tried to remove the roundabout in the late 1980's.

The speed cushions do make cars slow down, but the only annoying thing is that when backed up the cars will now clear the speed cushions and essentially block the way for pedestrians to the islands, in comparison to without them where more drivers would normally stop before the crossing and let pedestrians cross. So now that the car is blocking the way you would normally go behind the car to cross, but the speed cushions now act as an impediment as you have to either go further back to avoid it or essentially walk over them too, which is not good when biking/scootering/walking especially when it is wet.

The holding rails on the pedestrian island is the only good feature of the changesly

I think the features work really well. I've found that more cars have actually stopped before they enter the roundabout to let pedestrians cross the road. This is possibly due to the cars having to already slow for the speed cushions.

would be good to make the cost of this more publicly available so people can do the cost-benefit trade off

I think the changes have made the busy roundabout far safer. Cars used to travel through here dangerously fast and pedestrians & cyclists were at risk. Now they are not. A vast improvement thank you.

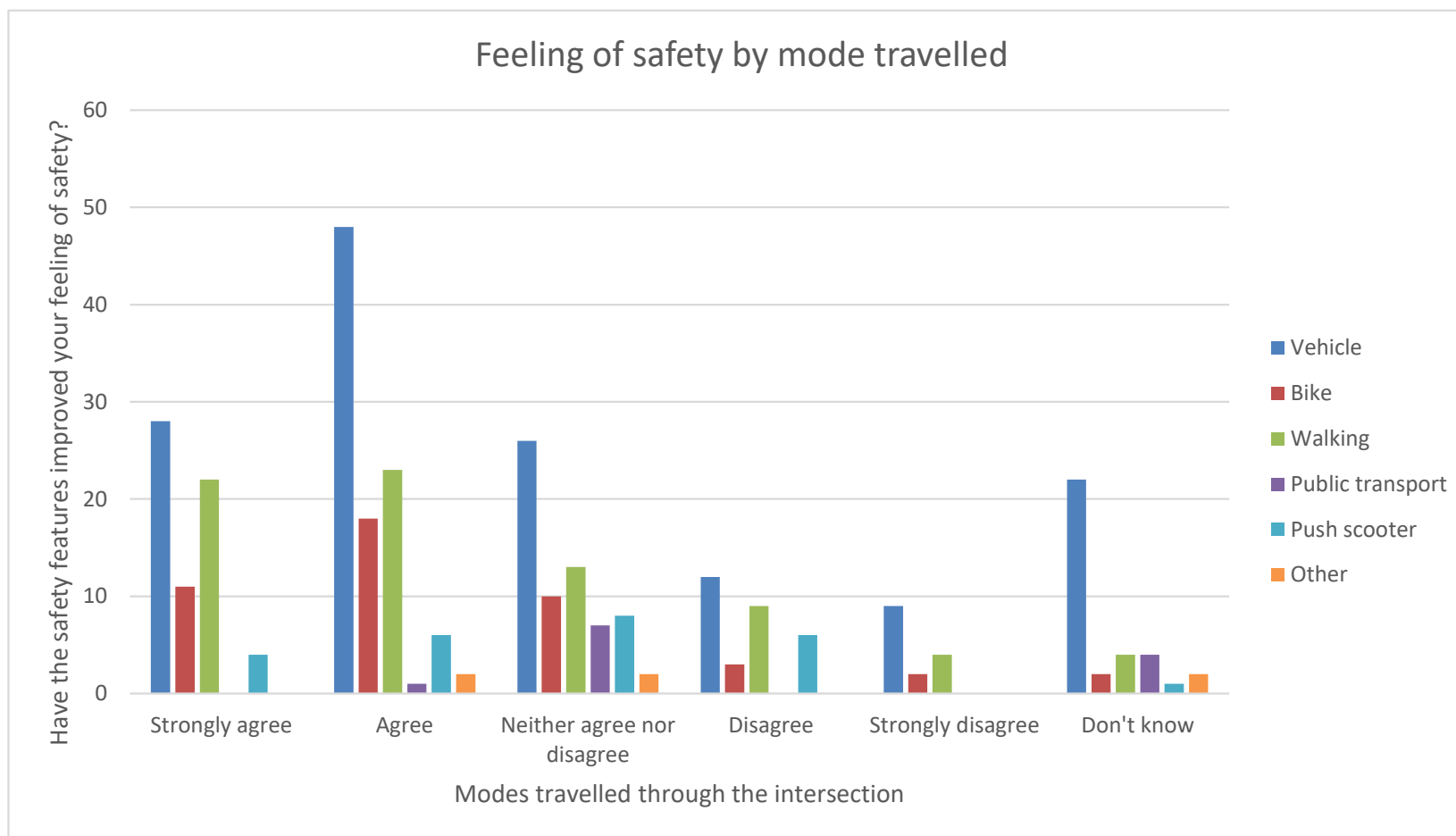
Rather than looking to see if there is a car approaching the junction to my right I am now focused on making sure my car straddles the speed hump to minimise the effect. After 6 years of ownership, my car has suddenly developed damage to the suspension and it is not possible to bring it back into spec. If you insist on wasting money on these 'safety measures' please use the continuous humps as per the Avonhead/Grahams Road roundabout. Ideally though, spend precious rate payer's money on important things!

Parking starts quite close to the curve leading into the roundabout on the western side of Waimairi Rd and can push both lanes of traffic quite close to each other when it is busy

The other local changes that include speed bumps and width restrictions make it MORE DANGEROUS as there is LESS space for cars / lorries / van to jam into with cyclists. They're even more distracting. Better paint signage on the approaching part of the road would slow cars down. Bumps and making the road LESS wide is a very bad idea. More space is better and nothing to distract drivers except so they can concentrate and focus on the traffic and pedestrians / cyclists on the roundabout.

Grahams Rd and Waimairi Rd Roundabout Survey
Date: 7/05/2024

Q3: How do you usually travel through the Grahams Road/Waimairi Road roundabout? Select all that apply. - Selected Choice							
	Vehicle	Bike	Walking	Public transport	Push scooter	Other	
Q9: Thinking about the last 6 months... How often do you usually use the Grahams Road/Waimairi Road roundabout?	Total Count (Answering)	148	47	76	12	26	6
	At least once a day	64	26	42	2	18	2
	4-6 times a week	37	12	22	1	4	2
	2-3 times a week	19	4	5	0	1	1
	Once a week	13	1	5	5	2	0
	Less than once a week	7	4	1	3	1	0
	Never	8	0	1	1	0	1
	At least once a day	43%	55%	55%	17%	69%	33%
	4-6 times a week	25%	26%	29%	8%	15%	33%
	2-3 times a week	13%	9%	7%	0%	4%	17%
	Once a week	9%	2%	7%	42%	8%	0%
	Less than once a week	5%	9%	1%	25%	4%	0%
	Never	5%	0%	1%	8%	0%	17%
	Vehicle	Bike	Walking	Public transport	Push scooter	Other	
Q4: How much do you agree or disagree that the safety features have improved your feeling of safety?	Strongly agree	28	11	22	0	4	0
	Agree	48	18	23	1	6	2
	Neither agree nor disagree	26	10	13	7	8	2
	Disagree	12	3	9	0	6	0
	Strongly disagree	9	2	4	0	0	0
	Don't know	22	2	4	4	1	2
	Strongly agree	19%	24%	29%	0%	16%	0%
	Agree	33%	39%	31%	8%	24%	33%
	Neither agree nor disagree	18%	22%	17%	58%	32%	33%
	Disagree	8%	7%	12%	0%	24%	0%
	Strongly disagree	6%	4%	5%	0%	0%	0%
	Don't know	15%	4%	5%	33%	4%	33%
	Total Count (Answering)	145	46	75	12	25	6





Westburn School
Te Kura O Hereora

24 April 2024

Christchurch City Council / Waimāero Fendalton-Waimairi-Harewood Community Board
53 Hereford Street
CHRISTCHURCH 8154

Dear Sir/Madam

Safety upgrade trial for the Grahams Road/Waimairi Road roundabout

The School Board of Westburn Te Kura o Hereora is grateful for the opportunity to provide this submission regarding the safety trial at the Grahams Road/Waimairi Road roundabout.

The safety of our students on their way to and from school is of concern both to our Board and our wider school community. It was this concern that drove our 2022 collaboration with Christchurch City Council staff to create a School Travel Plan (STP) for our kura. During our STP consultation with the Westburn community, a key issue identified was the safety of our students when navigating the Grahams Road/Waimairi Road roundabout on their journey to and from school.

We were very impressed by the timely response we received from CCC staff regarding our concern, and by the detailed information they provided about what was and wasn't possible in terms of mitigations for the issue. Their subsequent investigation resulted in the proposal for the safety upgrade which has been trialled over the last six months.

Our anecdotal information, provided consistently by families since the trial was started, is that this has made the journey to and from school both safer and far more relaxed. Safety remains our primary aim and we are therefore delighted with the result of the trial.

We wish to be good neighbours within our local community and appreciate that local residents may see the trial differently; they need to have their concerns addressed also. If the noise of vehicles passing over the temporary speed cushions is a key issue for our neighbours, we respectfully suggest that the Council/Board consider installing permanent cushions such as those further east along Grahams Road and Merrin Street. These would continue to slow traffic but would reduce noise for local residents.

We are currently working to support a group of our senior students who wish to make their own submission regarding the trial and remain willing to supply any further information which might be useful during your decision-making.

Yours faithfully

Leith Skinner
Presiding Member

Susan Jennison
Principal-Tumuaki

257 Waimairi Rd, Christchurch 8041. P: 03 358 8173 E: admin@westburn.school.nz
www.westburn.school.nz

Outputs Summary

Intersection	Approach	Mvt	Base AM 2021 Counts				C
			Ave Delay s	LOS	Queue m	Deg. Sat	
Grahams_Waimairi_Roundabout	Waimairi SE	Left	12.2	LOS B	50.5	0.684	12.7
		Thru	11.3	LOS B	50.5	0.684	11.8
		Right	15.6	LOS B	50.5	0.684	16.0
		U-Turn	19.2	LOS B	50.5	0.684	19.6
	Grahams NE	Left	4.1	LOS A	25.0	0.382	4.5
		Thru	4.0	LOS A	24.8	0.380	4.3
		Right	8.2	LOS A	24.8	0.380	8.5
		U-Turn	9.7	LOS A	24.8	0.380	10.0
	Waimairi NW	Left	15.7	LOS B	11.7	0.256	15.7
		Thru	15.5	LOS B	11.7	0.256	15.5
		Right	19.6	LOS B	11.7	0.256	19.6
		U-Turn	21.3	LOS C	11.7	0.256	21.3
	Grahams SW	Left	19.5	LOS B	97.7	0.846	19.8
		Thru	19.3	LOS B	97.7	0.846	19.6
		Right	24.0	LOS C	97.7	0.846	24.3
		U-Turn	28.3	LOS C	97.7	0.846	28.6

Intersection	Approach	Mvt	Base PM 2021 Counts				C
			Ave Delay s	LOS	Queue m	Deg. Sat	
Grahams_Waimairi_Roundabout	Waimairi SE	Left	24.1	LOS C	109.1	0.878	25.9
		Thru	23.9	LOS C	109.1	0.878	25.6
		Right	28.1	LOS C	109.1	0.878	29.8
		U-Turn	29.6	LOS C	109.1	0.878	31.4
	Grahams NE	Left	4.1	LOS A	15.3	0.273	4.0
		Thru	3.6	LOS A	24.9	0.385	3.8
		Right	7.7	LOS A	24.9	0.385	7.9
		U-Turn	9.4	LOS A	24.9	0.385	9.6
	Waimairi NW	Left	15.5	LOS B	10.8	0.230	15.5
		Thru	15.5	LOS B	10.8	0.230	15.5
		Right	31.3	LOS C	10.8	0.230	31.3
		U-Turn	21.0	LOS C	10.8	0.230	21.0
	Grahams SW	Left	23.7	LOS C	97.5	0.853	23.7
		Thru	23.5	LOS C	97.5	0.853	23.5
		Right	27.6	LOS C	97.5	0.853	27.6
		U-Turn	37.2	LOS D	97.5	0.853	37.2

Option AM 2021 Counts		
LOS	Queue m	Deg. Sat
LOS B	54.7	0.703
LOS B	54.7	0.703
LOS B	54.7	0.703
LOS B	54.7	0.703
LOS A	75.2	0.764
LOS A	75.2	0.764
LOS A	75.2	0.764
LOS B	75.2	0.764
LOS B	11.7	0.256
LOS B	11.7	0.256
LOS B	11.7	0.256
LOS C	11.7	0.256
LOS B	99.5	0.850
LOS B	99.5	0.850
LOS C	99.5	0.850
LOS C	99.5	0.850

Delay difference:	
Sec	queue m
0.5	4.2
0.5	4.2
0.4	4.2
0.4	4.2
0.4	50.2
0.3	50.4
0.3	50.4
0.3	50.4
0.0	0.0
0.0	0.0
0.0	0.0
0.0	0.0
0.3	1.8
0.3	1.8
0.3	1.8
0.3	1.8

Option PM 2021 Counts		
LOS	Queue m	Deg. Sat
LOS C	116.8	0.892
LOS C	116.8	0.892
LOS C	116.8	0.892
LOS C	116.8	0.892
LOS A	50.2	0.653
LOS A	50.2	0.653
LOS A	50.2	0.653
LOS A	50.2	0.653
LOS B	10.8	0.230
LOS B	10.8	0.230
LOS C	10.8	0.230
LOS C	10.8	0.230
LOS C	97.5	0.853
LOS C	97.5	0.853
LOS C	97.5	0.853
LOS D	97.5	0.853

delay difference:	
Sec	queue m
1.8	7.7
1.7	7.7
1.7	7.7
1.8	7.7
-0.1	34.9
0.2	25.3
0.2	25.3
0.2	25.3
0.0	0.0
0.0	0.0
0.0	0.0
0.0	0.0
0.0	0.0
0.0	0.0
0.0	0.0

8. Stop control line - Bus stop upgrades outside 346 Wairakei Road

Reference Te Tohutoro: 24/526495

Responsible Officer(s) Te Pou Matua: Mansour Johari, Passenger Transport Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 To approve the amendments to the previously approved bus stop (ID 16531) upgrades outside 346 Wairakei Road.
- 1.2 The report is staff generated in response to concerns raised in a Road Safety Audit (RSA).
- 1.3 The main amendment involves adding a stop control line at the intersection of Spalding Street and Wairakei Road. Slight adjustments to the road markings surrounding the pedestrian refuge are also required.
- 1.4 The no stopping lines and bus stop markings as previously approved remain unaltered.
- 1.5 This encourages vehicles turning left from Spalding Street onto Wairakei Road to come to a complete stop and carefully check for approaching vehicles and pedestrians, utilizing the pedestrian refuge area.

2. Officer Recommendations Ngā Tūtohu

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

1. That the road markings and signage associated with the pedestrian refuge on Wairakei Road from 7 metres west of its intersection with Spalding Street to about 52 metres east of Spalding Street, as shown on Attachment B, are revoked.
2. That the road markings and signage associated with the pedestrian refuge on Wairakei Road from 4 metres west of its intersection with Spalding Street to about 71 metres east of Spalding Street, as shown on Attachment A, are installed.
3. Pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Stop control be placed against Spalding Street at its intersection with Wairakei Road, as shown in Attachment A.
4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That parking be restricted at all times on the east side of Spalding Street commencing at a point 10 metres North of its intersection with Wairakei Road and extending in a northerly direction for a distance of 7 metres.
5. That a white centreline be painted on Spalding Street, as shown in Attachment A.
6. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 3 are revoked.
7. That any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in clauses 4 above are revoked.

8. That these recommendations if approved, take effect when the parking and stopping restrictions that evidence the restrictions described in clauses 1 – 5 above are in place.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Minor amendments are proposed for the previously approved bus stop upgrades outside 346 Wairakei Road.
- 3.2 The amendments include implementing a stop line control, its corresponding centre line, parking restrictions, and slightly shifting the previously approved pedestrian refuge in an easterly direction.
- 3.3 The stop line control effectively prompts vehicles turning left from Spalding Street onto Wairakei Road to stop completely and cautiously observe for oncoming vehicles and pedestrians, using the pedestrian refuge area.

4. Background/Context Te Horopaki

- 4.1 Bus stop upgrades outside 341 and 346 Wairakei Road were approved by the Community Board on 6 March 2023 as a part of Port-to-Port route review upgrades, see Attachment B.
- 4.2 The construction of approved upgrades outside 341 Wairakei Road was completed in 2023. The rest of upgrades approved in 2023, will be implemented alongside with the construction of proposed amendments.
- 4.3 Though the approved bus stop upgrades outside 346 Wairakei Road exhibit an effective design in terms of public transport accessibility, safety, and traffic operation, during the construction phase, a question was raised on potential improvement regarding pedestrian crossing safety.
- 4.4 An independent safety audit team was then commissioned to conduct an RSA on the upgrades outside 346 Wairakei Road. The amendments proposed in this report are in response to concerns raised by the safety audit team.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
 - Preferred option.
 - Do-nothing option.

Options Descriptions Ngā Kōwhiringa

4.6 Preferred option:

4.6.1 Option Advantages

- The proposed changes provide a safer environment for all road users particularly pedestrians using the crossing refuge.

4.6.2 Option Disadvantages

- Compared to initially approved plan, Council will occur an extra cost for extra line marking (approximately \$2500).
- One on-street parking will be removed.

4.7 Do-nothing Option:

4.7.1 Option Advantages

- Council will occur no extra cost.
- No on-street parking will be lost.

4.7.2 Option Disadvantages

- The safety concerns raised in the RSA will not be resolved.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Implement	\$2000	\$0
Report preparation	\$1500	\$1500
Maintenance/Ongoing Costs	\$230	\$0
Funding Source	Traffic Operations, Capital Expenditure budget.	NA.
Funding Availability	Available.	NA.
Impact on Rates	NA.	NA.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Should the Community Board proceed with option 2, do-nothing, safety concerns raised in the RSA will not be resolved.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

- 6.2.1 Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install traffic controls by resolution.
- 6.2.2 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install stopping, standing, and parking restrictions by resolution.
- 6.2.3 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, standing, and parking restrictions, traffic islands and traffic restraints, and traffic control devices.
- 6.2.4 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

6.4.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the criteria set out in the Council's Significance and Engagement Policy.

6.4.3 Are 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: 10.4.4 Improve user satisfaction of public transport facilities (number and quality of shelters and quality of bus stop) - >=73% resident satisfaction
- Level of Service: 10.4.1 More people are choosing to travel by bus - >=13.7 million people
- Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 600 kilometres (total combined length)

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Letters have been dispatched to affected residents and they have been asked for feedback. No feedback has been received.

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

6.8.1 Waimāero Fendalton-Waimairi-Harewood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.9 The decisions do 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.

6.10 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





6.11 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 Once recommendation approved, staff will contact the contractors to proceed the construction steps.



Attachments Ngā Tāpirihanga

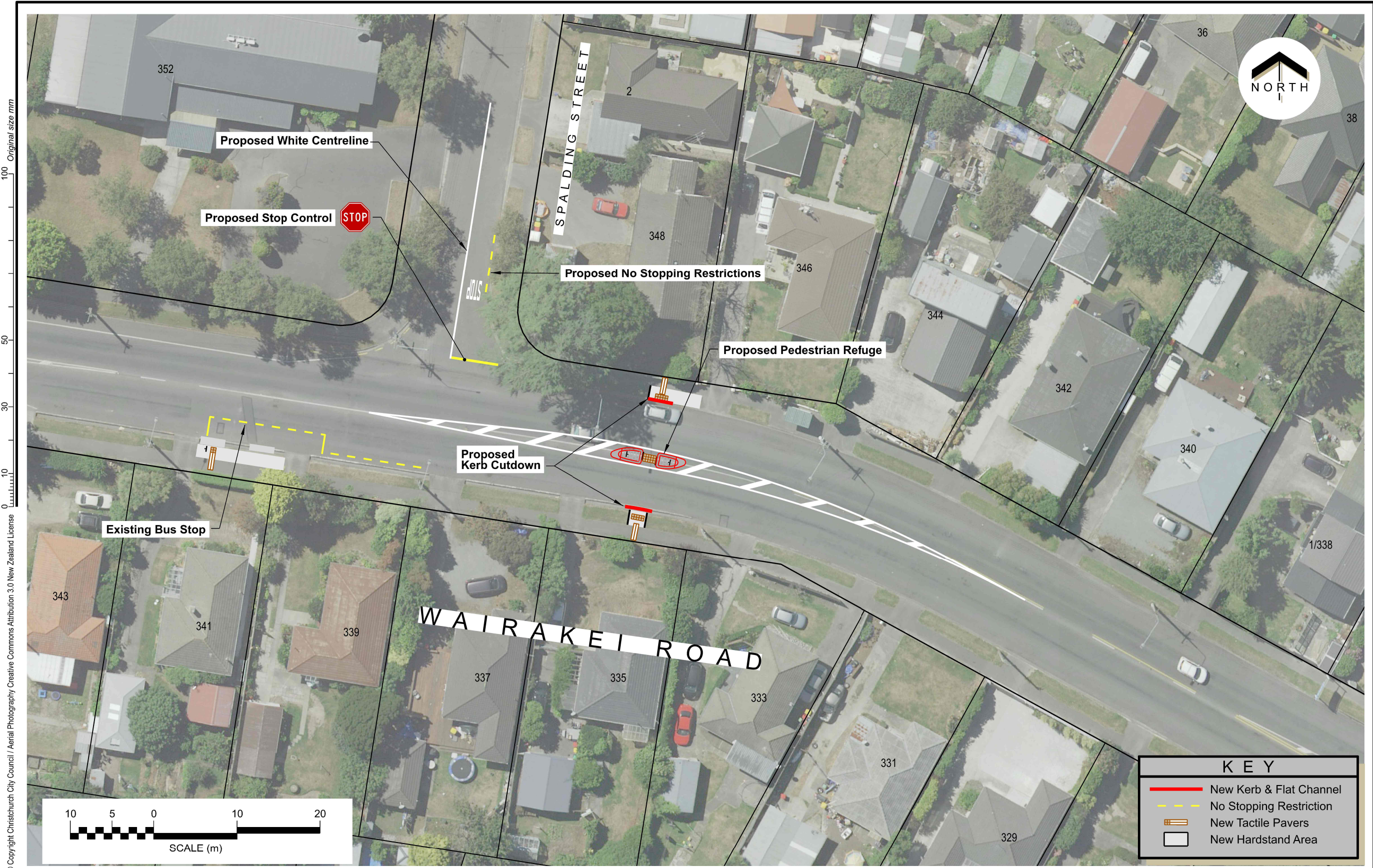
No.	Title	Reference	Page
A  	Attachment A: Amendments to bus stop upgrades outside 346 Wairakei Road	24/858714	56
B  	Attachment B: Previously Approved Plan.	24/858715	57

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Mansour Johari - Passenger Transport Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)





9. McLeans Island Road Realignment

Reference Te Tohutoro: 24/734116

Responsible Officer(s) Te Pou Matua: Stuart McLeod, Property Consultant

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to obtain approval for road stopping, road legalisation and land sale to enable the realignment of part of McLeans Island Road and to fulfil the requirements of an Infrastructure Provision Agreement between the Christchurch City Council, The Isaac Conservation Wildlife Trust and Harewood Gravels Company Limited.
- 1.2 Because there is no staff delegation to sell land this report seeks Council approval to sell two parcels of land described as Section 5 SO 320639 and Lot 28 DP 356339. Although not necessary it also seeks Council approval stop parts of McLeans Island Road shown as Sections 3, 4 and 7 on SO 595130 and to acquire land for road shown as Sections 2 and 5 on SO 595130 because they are adjacent to or nearby the parcels to be sold. All parcels are the subject of an Infrastructure provision agreement required to realign part of McLeans Island Road.
- 1.3 The realignment is the subject of Resource Consent RMA/2022/1949 required for earthworks associated with the realignment. Granting of resource consents is a regulatory function of Council, further decisions are required at an operational level to deal with the land ownership issues that result from the road realignment.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the information in the McLeans Island Road Realignment 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. Pursuant to Section 114 of the Public Works Act 1981 declare as road those parcels of land described as Sections 2 and 5 SO 595130 being part of the land comprised in Record of Title CB4C/937.
4. Pursuant to Section 116(1) of the Public Works Act 1981, agree to stop the legal road described as Sections 3, 4 and 7 on SO 595130 and amalgamate the stopped road land parcels with the adjoining properties at;
 - a. 539f McLeans Island Road described as Section 5 SO 320539 contained in Record of Title 103103 and
 - b. 567 McLeans Island Road described as Lot 28 DP 356339 contained in Record of Title 103103.
5. Recommends that the Council agrees to a departure from the Disposal of Council Property Policy 2000 by approving the unilateral dealing for disposal Section 5 SO 595130 and Lot 28 DP 356339 to the owners of the adjoining land at a valuation determined by an independent valuer.

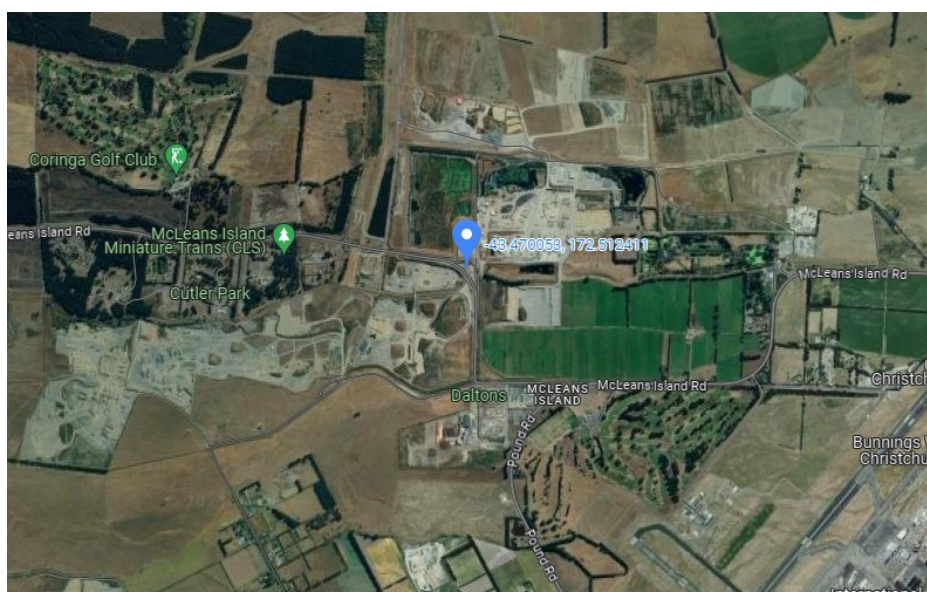
6. Recommends that the Council delegates to the Property Consultancy Manager the authority to take and complete all steps necessary to:
 - a. declare as road Sections 2 and 5 SO 595130
 - b. stop the legal road shown as Section 3, 4 and 7 on Plan SO 595130
 - c. dispose of Section 5 SO 595130 and Lot 28 DP 356339 and issue one amalgamated Record of Title for all parcels.

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Realignment of various parts of McLeans Island Road (the road) have been under consideration for several years.
- 3.2 The realignment of this part of the road adjacent to the entrance to Isaac Conservation and Wildlife Trust (ICWT) has been triggered by ICWT upgrading the entrance to its site.
- 3.3 This upgrade necessitates the need to stop parts of McLeans Island Road shown as Sections 3, 4 and 7 on SO 595130 and to acquire land for road from Harewood Gavels Company Limited shown as Sections 2 and 5 on SO 595130.
- 3.4 Council staff are supportive of this upgrade and have entered into the attached Infrastructure Provision Agreement (IPA) with the parties setting out roles and responsibilities for the works.
- 3.5 The road stopping parcels are to be amalgamated with the Councils adjoining property and sold to ICWT at a value determined by an independent registered valuation. These parcels have been in Council ownership for several years and are unused, there is no logical reason to retain ownership once the road has been realigned.
- 3.6 Although road stopping and road legalisation are delegated to the Manager Property Consultancy this report seeks Council approval for those actions because they are linked to the disposal of Section 5 SO 320639 and Lot 28 DP 356339.

4. Background/Context Te Horopaki

- 4.1 The section of McLeans Island Road (Pound Road to Chattertons Road) is classified as a collector road in the Councils District Plan. There is a mix of uses in the area ranging from recreational to quarrying activities.



- 4.2 Discussions regarding the realignment of McLeans Island Road have been occurring for years with some works being completed on an as required basis. This section of the road has been upgraded at the request of the adjoining owner, ICWT, who wanted to improve vehicle access to their sites.
- 4.3 Isaac Construction applied for a resource consent to undertake the earthworks required for the road realignment, this was subsequently granted, and an Infrastructure Provision Agreement (IPA) was entered into between ICWT, Christchurch City Council and Harewood Gravels Company Limited (Harewood Gravels).
- 4.4 In broad terms Harewood Gravels own the land to the South of McLeans Island Road, part of which, Sections 2 and 5 SO 595130 are required for road and ICWT own the land to the north and are the only adjoining owner of the road to be stopped other than Council.
- 4.5 The IPA requires portions of McLeans Island Road Sections 3, 4 and 7 Survey Office Plan 595130 to be stopped and Sections 2 and 5 SO 595130 to be legalised as road and the sale of Section 5 SO 320639 and Lot 28 DP 356339 to ICWT, these various parcels can be seen on the attached plan. It also sets out who is responsible for the construction works, specifications, where the costs fall and the granting of easements if required.
- 4.6 As a result of the road stopping Section 5 SO 320639 and Lot 28 DP 356339 will become landlocked. The IPA anticipates the sale of these two portions of Council land along with the stopped road to ICWT, being the sole adjoining owner they are the only logical purchaser.
- 4.7 Council obtained an independent market valuation for both the stopped road and landlocked parcels which has been accepted by ICWT, the valuation summary is appended to this report as a PX item.
- 4.8 The realignment has improved the standard of the road corridor and improved the safe passage of vehicles to and from Isaac's quarry. This is evident when comparing the below images of the road before and after the realignment works and the new vehicle entrance. In addition, the overhead electrical supply has been relocated underground.





Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.9 The following reasonably practicable options were considered and are assessed in this report:

- Stop the legal road shown as Sections 3, 4 & 7 SO 595130 and sell them together with Section 5 SO 320639 and Lot 28 DP 356339 to the adjoining owner and
- Legalise Sections 2 and 5 SO 595130 as road.

4.10 The following options were considered but ruled out:

- Take no action and leave all the land parcels in the current ownership. This option was ruled out because:
 - Would not reflect the as built road.
 - It is contrary to the intent of the signed IPA.
 - Council would be retaining land it no longer maintains or occupies.
 - Parts of the legal road would be in private ownership.
 - Part of the access to Isaacs would be on Council land.

Options Descriptions Ngā Kōwhiringa

4.11 **Preferred Option:** Stop and legalise roads, sell stopped road and landlocked parcels to the adjoining owner.

4.11.1 **Option Description:** Sections 2 and 5 SO 595130 would become part of McLeans Island Road, Sections 3, 4 and 7 SO 595130 would no longer be part of McLeans Island Road and would be sold together with Section 5 SO 320639 and Lot 28 DP 356339 to ICWT.

4.11.2 Option Advantages

- Completes the realignment of this part of McLeans Island Road.
- Improves the standard of the road corridor.
- Improves traffic safety.
- Reflects the intent of the IPA.

4.11.3 Option Disadvantages

- Costs of road stopping and road legalisation process.

Analysis Criteria Ngā Paearu Wetekina

- 4.12 The options discussed in this report were considered against the terms and conditions in the IPA and the benefits to road users and the adjoining owners.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 5.1 The decisions in this report do not have a direct financial implication. Improvements to McLeans Island Road are budgeted for in the 2021 – 2031 Long Term Plan ID 17044.
- 5.2 In addition, the IPA anticipates the sale of the stopped road and Section 5 SO 320639 and Lot 28 DP 356339 at market value which will help reduce costs to Council. The IPA also spells out where the costs fall for the works.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The Minister may not give approval to the road stopping and legalisation, however given the criteria the project is assessed against this risk is considered minimal.
- 6.2 Having granted a resource consent to undertake the earthworks required to realign the road there is a reputational risk if the recommendations in this report are not adopted. Council has entered into an agreement with ICWT and must take all necessary steps to achieve the outcomes anticipated in the IPA.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.3 Statutory and/or delegated authority to undertake proposals in the report:
- 6.3.1 Councils have powers under Sections 114, 116, 117 and 120 of the PWA 1981 to legalise and stop roads, Christchurch City Council has delegated this authority to the Manager Property Consultancy Manager. However, due to the proposal to sell Section 5 SO 320639 and Lot 28 DP 356339, for which there is no staff delegation, it was decided that this report would seek decisions from Council to implement the intent of the IPA.
- 6.3.2 Approval is being sought to depart from the Disposal of Council Property Policy 2000 which requires the tendering for the sale of properties. The tender process is not appropriate given that Section 5 SO 320639 and Lot 28 DP 356339 can only logically be sold to the adjoining property owners.
- 6.4 **Local Government Act 1974**
- The Local Government Act 1974 road-stopping procedure will be adopted if one or more of the following circumstances apply:
 - Where any public right of access to any public space could be removed or materially limited or extinguished because of the road being stopped; or
 - If it is found through the review process that the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
 - The road stopping is, in the judgment of the Council, likely to be controversial; or
 - If there is any doubt or uncertainty as to which procedure should be used to stop the road.

6.5 **The Public Works Act 1981 road stopping process**

- i. The Public Works Act 1981 road stopping procedure may be adopted only if all the following circumstances apply:
 - ii. Where there are no more than two properties, other than the applicant's property, adjoining the road proposed to be stopped.
 - iii. Where the written consent to the proposed road stopping of all adjoining landowners (other than the applicant) to the proposed road-stopping is obtained.
 - iv. Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping.
 - v. Where the road proposed to be stopped is to be amalgamated with the adjoining property or properties (as appropriate); and
 - vi. Where other reasonable access exists or will be provided to replace the access previously provided by the road proposed to be stopped (i.e. by the construction of a new road); and
- 6.6 Where the use of the Public Works Act 1981 road stopping procedure is approved by the relevant Government department or Minister.
- 6.7 If any one of the circumstances referred to in clause 6.5 do not apply, then the Local Government Act 1974 process must be used.

Section 40 Public Works Act 1981

- 6.8 Section 40 of the Public Works Act 1981 requires Councils to offer surplus property that was acquired for a public work to the person it was acquired from or their successor. There are exemptions from this requirement that apply in this situation.
- 6.8.1 Section 40 (4) of the Public Works Act exempts Council from the offer back provisions if the *“local authority believes on reasonable grounds that, because of the size, shape, or situation of the land it could not expect to sell the land to any person who did not own land adjacent to the land to be sold, the land may be sold to an owner of adjacent land at a price negotiated between the parties.*
- 6.8.2 Section 5 SO 320639 will become landlocked when parts of McLeans Island Road are stopped, the exemption in s40(4) will apply and the land can be sold to the adjoining owner.
- 6.8.3 Lot 28 DP 356339 was not acquired for a public work; therefore the provisions of section 40 do not apply.

Local Government Act 2002

- 6.9 When selling land, staff follow the requirements of legislation and the Council's "Disposal of Council Property Policy 2000". This policy states that:
- the Council's policy of publicly tendering properties for sale unless there is a clear reason for doing otherwise be confirmed as applying to all areas of the City.
- 6.10 Normal practice is to treat the statement "clear reason for doing otherwise" as a policy inconsistency under Clause 80 of the Local Government Act 2002. This clause requires the Local Authority to clearly identify any significant inconsistencies with policy including the reasons for the inconsistency. The specific clause is:

80 Identification of inconsistent decisions

- (1) If a decision of a local authority is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy adopted by the local authority or any plan required by this Act or any other enactment, the local authority must, when making the decision, clearly identify—
 - (a) the inconsistency; and
 - (b) the reasons for the inconsistency; and
 - (c) any intention of the local authority to amend the policy or plan to accommodate the decision.
- (2) Subsection (1) does not derogate from any other provision of this Act or of any other enactment.

- 6.11 In this case the inconsistency is to not publicly tender the sale of Section 5 SO 320639 and Lot 28 DP 356339 and deal unilaterally with the adjoining owner.
- 6.12 This approach is justified because once the road is stopped these two parcels of land will be landlocked. There is no other logical purchaser of these two parcels of land, other than the adjoining landowner.
- 6.13 Council do not intend to amend the policy as this is a unique, one-off proposal.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.14 The required decisions:
 - 6.14.1 Align with the [Christchurch City Council's Strategic Framework](#). McLeans Island Road and Pound Road Corridor Improvement.
 - 6.14.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the local benefits of the road improvements and safety considerations.
 - 6.14.3 The road stopping and legalisation is consistent with Council policies, however there is an inconsistency with the Council's policy of tendering properties for sale.
- 6.15 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.16 Transport
 - 6.16.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.17 The resource consent application addressed consultation requirements. It stressed ongoing discussions with Council staff over a number of years and approvals sort from Environment Canterbury for works near their stopbanks and the water race. No other consultation was undertaken nor considered necessary. This assessment was accepted by the Council's planners.
- 6.18 There are beneficial community impacts, the improved road corridor allows for more efficient transport movements and greater safety which potentially reduces the number of accidents.
- 6.19 The decision affects the following wards/Community Board areas:
 - 6.19.1 Hareward Ward of Waimāero Fendalton-Waimairi-Harewood Community Board.
- 6.20 The Community Board view has not been ascertained, this report seeks the Board's approvals and recommendations to Council.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.21 The decisions do not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore these decisions do not specifically impact Mana Whenua, their culture, and traditions.
- 6.22 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.
- 6.23 The subject parcels of land have not been identified as being in an area of Ngai Tahu cultural significance.


Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. It is arguable the improved road corridor network will lead to more efficient traffic movement and reduce impacts on climate change.
- 6.16 The decisions in this report are procedural in nature and have little or no bearing on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Making application to the Minister of Lands to
 - stop the road identified as sections 3, 4 and 7 on SO 595130,
 - declare sections 2 and 5 SO 595130 as road,
 - publish in the NZ Gazette a notice that reflects the above two points.
 - Transfer the stopped road and section 5 SO 320639 and Lot 28 DP 356339 to the adjoining owners.

Attachments Ngā Tāpirihanga

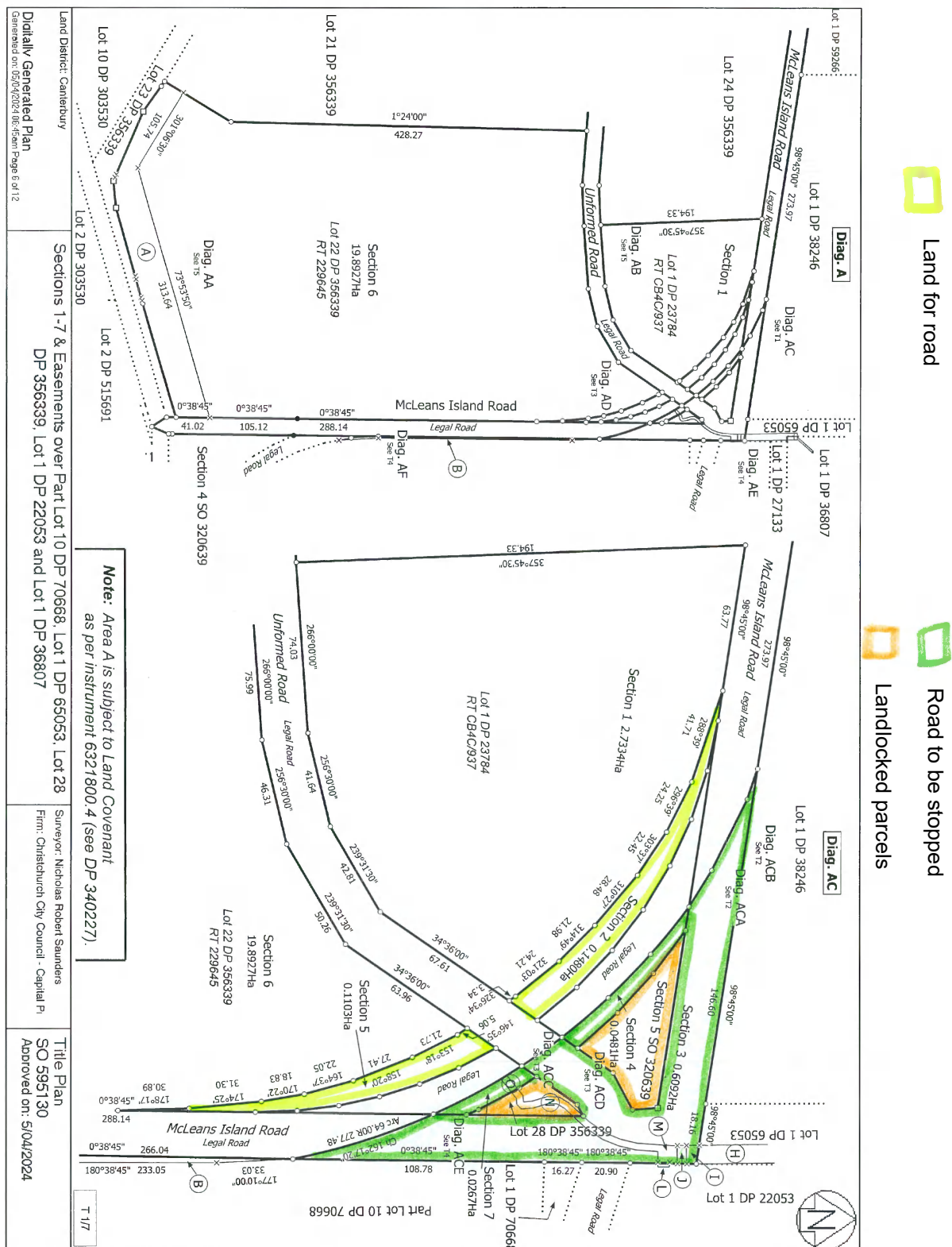
No.	Title	Reference	Page
A	Infrastructure Provision Agreement - CONFIDENTIAL	23/1170725	
B	Valuation Summary - CONFIDENTIAL	24/887549	
C 	SO 595130	24/889160	67

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure



10. Grant an Easement for Fibre at Avonhead Park

Reference Te Tohutoro: 24/974368

Responsible Officer(s) Te Pou Matua: Elizabeth Hoskins, Property Consultant

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 request the Community Board to exercise its delegation to approve an easement over land governed under Section 48(1) of the Reserves Act 1977.
- 1.2 The easement will be for Enable Networks Limited to provide fibre across the recreation reserve to the Kidsfirst kindergarten located on the Local Purpose Reserve adjoining.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the easement over the reserve will allow continued internet connectivity to the Lessee when copper is no longer available for use.
- 1.4 There will be minimal impact to park users and the location of the cable will be below ground in an existing conduit currently used for copper.
- 1.5 The Community Board holds the delegation to grant easements over reserve land pursuant to the Reserves Act 1977, subject to consent from the Minister of Conservation (delegated to the Council Chief Executive)

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Grant an Easement for Fibre at Avonhead Park 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 the granting of an easement in favour of Enable Networks Limited to convey utilities within the land described in the schedule and plan in the agenda report.
4. Approval is subject to Section 48(1) of the Reserves Act 1977 and is subject to the Minister of Conservation consent to the easement, as delegated to the Council Chief Executive under the Instrument of delegation for Territorial Authorities dated 12 June 2013. The Community Board approve the Chief Executive exercising their delegation in this regard.
5. Delegates authority to the Manager Property Consultancy to conclude negotiations and sign the easement document.

3. Schedule

- 3.1 Avonhead Park is a Recreation Reserve being Lot 485 on Deposited Plan 54157 and Lot 503 Deposited Plan 54144 comprising 2.9198 ha (Record of Title 64540)
- 3.2 The Kidsfirst building is located at Lot 508 Deposited Plan 54147 comprising 1487m² and on a Local Purpose Reserve at the rear of 1). No title is issued for this area.

- 3.3 The aerial image of Avonhead Park below shows the locations of the Kidsfirst Kindergarten (marked as location A) and the recreation reserve (location B).



- 3.4 The route of the existing conduit is shown in **Attachment C**.

4. Executive Summary Te Whakarāpopoto Matua

- 4.1 Staff recommend the granting of the easement for services required to provide fibre across the recreation reserve to the Lessee, Kidsfirst.
- 4.2 The proposed location of the fibre will be through an existing conduit on the land currently used by Chorus for providing copper to the Lessee. The use of copper will be redundant in the future.
- 4.3 Other options for internet connectivity to Kidsfirst were investigated by Kidsfirst and fibre was the preferred option to provide a reliable internet service for the business to operate efficiently.
- 4.4 This installation and easement will have minimal impact on the public and will not affect access to the reserve.

5. Background/Context Te Horopaki

- 5.1 Kidsfirst kindergartens are a 'not for profit' entity and have been located in Avonhead Park since the late 1980's.
- 5.2 Kidsfirst lease the land which is Local Purpose (Kindergarten) Reserve and own the building and other improvements. Their business requires reliable and robust internet activity to function, which to date has been provided by a copper installation and wireless network.
- 5.3 Copper will be decommissioned, and wireless network will not provide the acceptable level of connectivity for this business, hence the need for fibre to be installed to their building.
- 5.4 Access is through a recreation reserve to the Kidsfirst building located within a Local Purpose (Kindergarten) Reserve so the process under section 48(1) of the Reserves Act 1977 is required to allow this fibre installation by way of an easement.
- 5.5 There is an expectation that Lessees on the reserve which are community groups or 'not for profit' entities will have the ability to be provided with utilities that support the functionality of that entity.
- 5.6 The following related memos/information were circulated to the meeting members:

Date	Subject
	N/A

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

Date	Subject
	N/A

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.8 The following reasonably practicable options were considered and are assessed in this report:
- Granting an easement to allow a fibre connection to Kidsfirst as the only reasonable and practical option.
- 5.9 The following options were considered but ruled out:
- Do not grant an easement and request Kidsfirst use other options for internet connectivity. Other options would not provide sufficient capability for the efficient use as an internet connection or be as cost effective as the fibre option.

Options Descriptions Ngā Kōwhiringa

5.10 Preferred Option

5.11 Option Description: Grant an easement to allow fibre to be installed

5.11.1 Option Advantages

- This will allow Kidsfirst a robust and reliable internet connection needed for their business to operate efficiently.
- Other options for internet connectivity were inferior or not practical in this location.

5.11.2 Option Disadvantages

- There are no disadvantages with this option.

Analysis Criteria Ngā Paearu Wetekina

5.12 Installation of fibre to the building through an existing conduit in the reserve was the most practice al, reasonable and cost-effective option.

6. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - <enter text>	Option 3 - <enter text>
Cost to Implement	\$2000-\$3000 staff and legal costs	N/A	N/A
Maintenance/Ongoing Costs	Nil		
Funding Source	Parks and Enable Networks Ltd		
Funding Availability	Parks opex		
Impact on Rates	Nil		

7. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

7.1 There are no risks in granting this easement to Enable Networks Limited.The utility will be managed under a business -as -usual approach by the operators and any access to install or maintain will require notification to Council. Council will be indemnified for any damage to the cable or conduit.

Legal Considerations Ngā Hīraunga ā-Ture

7.2 Statutory and/or delegated authority to undertake proposals in the report:

7.2.1 Section 48(1) of the Reserves Act 1977 states that the administering body of a reserve may grant easements over any part of the reserve.

7.2.2 Section 48(2) of the Reserves Act 1977 stipulates the administering body of a reserve must give public notice to the proposal to grant an easement, however s48(3) of the act provides that subsection (2) will not apply in circumstances where the reserve is not likely to be materially amended or damaged and the rights of the public are not permanently affected. Section 48(3) applies in this case.

7.2.3 The Council in the Delegations register has given authority to grant easements on reserves to the Community Board subject to the Minister of Conservation approval (which is delegated to Council Chief Executive).

7.3 Other Legal Implications:

7.3.1 There are no other legal considerations with respect to this report.

7.3.2 Council's legal team will be drafting the easement document.

Strategy and Policy Considerations Te Whai Kaupapa here

7.4 The required decision:

7.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#)..

7.4.2 The decision to grant this easement to Enable Networks Limited is consistent with Council's Plans and Policies.

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

7.6 Parks, heritage and coastal environment

7.6.1 Activity: Parks and Foreshore

- Level of Service: 6.8.10.1 Appropriate use and occupation of parks is facilitated - Formal approval process initiated within ten working days of receiving complete application - 95%

Community Impacts and Views Ngā Mariu ā-Hāpori

7.7 Under Section 48(3) of the Reserves Act a public notice and any subsequent submissions was not required where the reserve is not likely to be materially amended or damaged and the rights of the public are not permanently affected. There will be no restriction regarding access or use of the Reserve by the public.

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

7.8.1 Waimaero Fendalton-Waimairi-Harewood.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

7.10 The decision is not a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

7.11 This decision does not impact on Mana whenua as the location is not a site of significance nor does the granting of an easement impact on any culture or values.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.







7.16 The granting of an easement is to allow the installation of a utility on Council owned land.

8. Next Steps Ngā Mahinga ā-muri

8.1 Following the decision to grant this easement we will seek Minister of Conservation approval then complete the documentation and processes required prior to any works commencing on the reserve.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	2013 Minister of Conservation delegation	24/995068	75
B  	Excerpt Delegation Register- Community Board	24/995069	85
C  	Map of Exisitng Conduit Location	24/1104706	86

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Elizabeth Hoskins - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Rupert Bool - Acting Head of Parks

RESERVES ACT 1977

INSTRUMENT OF DELEGATION FOR TERRITORIAL AUTHORITIES

1. PURSUANT to section 10 of the Reserves Act 1977 I, NICK SMITH Minister of Conservation, DELEGATE to all territorial authorities (as defined in this Instrument of Delegation) such of my powers, functions and duties under the Reserves Act 1977 as are set out in the following Schedule subject to the Limitation of Powers in the Schedule and to the conditions in paragraph 2 of this Instrument.
2. The delegations in this Instrument apply only where the territorial authority is the administering body of the relevant reserve (i.e. affected by the decision to be made) by virtue of a vesting or an appointment to control and manage.
3. This Instrument replaces the previous Instrument of Delegation dated 10 March 2004, which is hereby revoked.

Definitions:

"Administering body" - means an administering body under the Reserves Act 1977.

"Territorial authority" - means a local authority and a unitary authority as defined in section 5 Local Government Act 2002.

"Vested reserve" - means a reserve vested in a territorial authority (not in the Crown).

SCHEDULE

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
6(3)	Revoke a Gazette notice and issue a fresh notice or amend the original notice		Only applies to notices in the Gazette given by the territorial authority
14(4)	Gazette resolution to declare vested land to be reserve. <u>Note:</u> it is, therefore, no longer necessary to consult the Commissioner in terms of sec 14(3) of the Act.		



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SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
15(1)	Authorise or decline to authorise, by Gazette notice, the exchange of land in any reserve or any part(s) of a reserve for any other land to be held for purposes of that reserve.		Only to be exercised where the territorial authority did not derive title from the Crown, or title would be deemed not to be derived from the Crown if the reserve was going through a revocation process (s.25). The territorial authority must consult with the Crown before making a decision under s.15(1) if the land it proposes to grant in exchange was purchased with funds provided either wholly or partly by the Crown.
15(3)	To do all things necessary to effect any exchange authorised by the local authority under Section 15(1) of the Act, or by the Crown in the case of vested reserves derived from the Crown, including the payment or receipt of any money by way of equality of exchange in the case of non Crown derived reserves.		
16(1)	Classify, by Gazette notice, according to their principal or primary purpose all reserves. [Note this delegation does not affect sections 16(2) and 16(2A) Reserves Act]		
16(4)	To advertise the intention to classify a reserve in accordance with sec 16(1).		
18(2)(e) 19(2)(a) 19(3)(a)	Determine in which cases exceptions can be made to the preservation of flora and fauna and the natural environment.		
24(1)	Change the classification or purpose of a reserve by notice in the Gazette.		Does not apply to the revocation of reserves
24(2)(e)	To consider all objections received to a proposed change of classification or purpose.		
24(3)	To form an opinion that the change of classification or purpose of a scenic, nature or scientific reserve is justified.		

Item 10
Attachment A

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3

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
24(5)	To form an opinion that the change in the classification of a historic reserve is justified.		
25(1)	Upon revocation of the reservation of any public reserve (or part of one) pursuant to section 24 Reserves Act, dispose of that land in such manner and for such purpose as the Minister specifies. [Note this is intended to allow Territorial Authorities to decide how and for what purpose the land may be disposed of].		The delegation only applies where the title to the reserve was not derived from the Crown, or is deemed not to be derived from the Crown in terms of s.25(4) or (5).
41(1)	To approve reserve management plans.		
42(1)	Give or decline to give express written consent to the cutting or destruction of trees and bush on any historic, scenic, nature, or scientific reserve. Determine terms and conditions subject to which written consent is given.		
44(1)	To consent to the use of a reserve for temporary or permanent personal accommodation.		
44(2)	To consent to any vehicle caravan, tent or removable structure remaining on a reserve during the period 1 November to 31 March.		
45	Give or decline to give prior approval to administering body to erect, or authorise any voluntary organisation or educational institution to erect shelters, huts, cabins, lodges etc., on any recreation or scenic reserve.		



3

4

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
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48(1) Consent or refuse consent to administering body granting rights of way and other easements over any part of a vested reserve for any of the purposes specified in section 48(1).

Impose such conditions as it thinks fit in giving the consent.

48A(1) Consent or refuse consent to administering body granting a licence over a vested reserve to any person or department of State -

(a) To erect, maintain and use buildings, dwellings, masts and other structures, and plant and machinery; and

(b) To construct, maintain, and use tracks and engage in other works

- for any of the purposes specified in section 48A(1).

48A(3) Approve terms and conditions determined by the administering body.

49 Grant or decline to grant in writing any qualified person a right to take specified specimens of flora or fauna or rock mineral or soil from a reserve for scientific or educational purposes.

Form opinion as to whether qualified person has the necessary credentials.

Impose conditions on the grant in writing.

50(1) Authorise or decline to authorise any person to take and kill any specified kind of fauna that may be found in any scenic, historic, nature or scientific reserve.

Authorise or decline to authorise the use of firearms, traps, nets or other like objects within reserve for the foregoing purposes.

With regard to fauna, the delegation is for exotic fauna which are not protected under the Wildlife Act 1953.

The delegation is for non-protected exotic fauna only.



4

5

SECTION	SUMMARY OF POWERS	○	LIMITATION OF POWERS
51(1)	Authorise or decline to authorise in writing an administering body to introduce indigenous flora or fauna or exotic flora into any scenic reserve for any of the purposes referred to in section 51(1).		
	Impose conditions on the giving of the authorisation.		
52(1)	Declare by Gazette notice that any 2 or more reserves, or parts of 2 or more reserves, or parts of one or more reserves and the whole of one or more other reserves, are to be united to form one reserve.		All affected reserves or parts of reserves must have the same administering body and must all either be vested in that body or all held under an appointment to control and manage.
53 (1)(d)	To consent to an increase in the number days the public shall not be entitled to have admission to a reserve.		
53 (1)(e)	To approve the fixing of charges generally or with respect to any specified occasion or event.		
54(1)	Give or decline to give prior consent to administering body, in the case of a recreation reserve vested in it, to grant leases for any of the purposes specified in paragraphs (a), (b), (c) and to grant a lease or licence for any of the purposes specified in paragraph (d) and to exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.54(1)(a), (b), (c) and (d).		

Item 10
Attachment A

5

6

SECTION SUMMARY OF POWERS O LIMITATION OF POWERS

Give or decline prior consent to administering body permitting, in a lease, the erection of buildings and structures for sports, games or public recreation not directly associated with outdoor recreation.

Consent or decline consent to variations or amendments to leases and consent to the carrying out of any other necessary actions arising out of the leases consistent with the First Schedule, Reserves Act.

55(2)(a) (d),
(e) (f) and
(g)

In the case of a scenic reserve to give or decline to give consent to :-

- the enclosure and grassing or grazing of open parts of the reserve;
- the setting apart of areas for other purposes;
- the erection of buildings and other structures and amenities;
- such things considered necessary for the public to obtain the benefit of the reserve;
- the setting apart of sites for residences and other buildings and structures necessary for the management of the reserve.

Must be satisfied that the facilities, amenities, buildings or structures are necessary and cannot readily be provided outside or in close proximity to the reserve.

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Item 10

Attachment A

7

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
56(1)	Give or decline prior consent to administering body, in the case of a scenic reserve vested in it, to grant leases or licences for the purposes set out in s.56(1) and to exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.56(1)(a) and (b).		
	Consent or decline consent to variations or amendments to leases and licences, and consent to the carrying out of any other necessary actions arising out of the leases and licences consistent with the First Schedule, Reserves Act.		
56(2)	Give public notice in accordance with section 119 of the Reserves Act and give full consideration in accordance with section 120 to all objections and submissions.		
58(b)	Set apart and use part of a reserve as a site for residences and other buildings.		
58A(1)	Give or decline prior consent to administering body, in the case of an historic reserve vested in it, to grant leases or licences for any of the purposes specified in that subsection.		
	Consent or decline consent to variations or amendments to leases and licences and consent to the carrying out of any other necessary actions arising out of the leases and licences, consistent with the First Schedule, Reserves Act.		

4

7

8

SECTION SUMMARY OF POWERS O LIMITATION OF POWERS

59A(1) In accordance with Part IIIB
Conservation Act 1987, grant or
refuse a concession in respect of any
reserve controlled or managed by an
administering body under s.28
Reserves Act so that the
administering body may apply Part
IIIB as if references in that Part to a
conservation area were references to
such a reserve and references to the
Minister of Conservation and to the
Director-General of Conservation
are references to an administering
body.

67(1)(b) Consent or decline consent to lease
of recreation reserve set apart for
race course purposes, to a racing
club.

72(1) To enter into and agree the terms of
a lease or other agreement for the
farming of a recreation or local
purpose reserve.

Note sec 72(3) applies.

73(1) Consent or decline prior consent to
an administering body granting a
lease of recreation reserve in the
circumstances specified in s.73(1),
where the reserve is vested in the
administering body, and consent or
decline prior consent to an
administering body granting a lease
in the circumstances specified in
section 73(1) in all other cases.

Exercise all powers of the Minister
referred to in the First Schedule that
pertain to leases under s.73(1).

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Item 10
Attachment A

SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
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73(2) Consent or decline prior consent to an administering body granting a lease of recreation reserve for afforestation where the reserve is vested in the administering body, and consent or decline prior consent to an administering body granting a lease of recreation reserve for afforestation purposes in all other cases.

Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(2).

73(3) Form opinion as to whether recreation reserve is not likely to be used for purposes of a recreation reserve.

Consent or decline consent to administering body granting leases of whole or part of reserve vested in administering body.

Grant or decline to grant leases of whole or part of a reserve held under an appointment to control and manage.

Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(3).

73(5) Consent or decline consent in writing to a member of an administering body becoming the lessee of any land under the control of that body.

73(6) Consent or decline consent to surrender of lease.

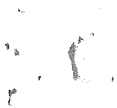
Note: The provisions of Part IIIB Conservation Act apply (s.73(3A)(b))

Note: s.73(3A) (a) applies.

Only exercisable where the original approval for the lease was given by the territorial authority under this delegation.

74(1)(b)(ii) Consent or decline consent to granting of a licence to occupy a historic, scenic or (proviso) scientific reserve.





SECTION	SUMMARY OF POWERS	O	LIMITATION OF POWERS
75(1) and (2)	Consent or decline to consent to the afforestation of a recreation or local purpose reserve.		
121	Where under the provisions of the Reserves Act consent or approval is required, give consent or approval subject to such conditions as are thought fit.		Only exercisable in respect of matters delegated under this Instrument of Delegation.

SIGNED at Wellington this)
(17th day of July, 2013)
by NICK SMITH)
Minister of Conservation)

Delegations Register

Reserves Act 1977

Section	Responsibilities, duties, and powers etc.	Limits etc.
14	To declare any land vested in the Christchurch City Council to be a reserve subject to any conditions specified in the resolution, to be held for any of the purposes specified in sections 17 to 23.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
15	To determine to exchange land comprised in any reserve or any part or parts thereof for any other land to be held for the purposes of that reserve.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
16(2A)	To classify any reserve according to its primary or principal purpose as defined in sections 17 to 23.	This power may not be sub-delegated.
16(10)	To determine the name of any reserve, and to determine the change of name of any reserve.	This power may not be sub-delegated.
24	To determine to change the purpose for which a reserve is classified.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
24A	To determine to change the purpose for which a reserve is classified.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
41	To exercise all the powers of the Council as administering body under section 41 with respect to reserve management plans.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
42	To determine to plant, maintain and remove trees on reserves within the policy set by the Council and in accordance with this section. This delegation does not include the removal of structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.	Staff are delegated the power to remove on reserves, parks, and open spaces structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree. The Head of Parks is delegated the power to remove trees or vegetation for the purposes of ecological restoration, land drainage improvement or flood protection, where there is an approved regeneration plan in place, from any land that was formerly known as the Christchurch residential red zone.
48	To grant rights of way and other easements in accordance with this section.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels). Excludes the delegation given to staff in respect of proposed easements over land required to be vested in the Council as reserve on deposit of a subdivision plan.
48A	To grant licences, in accordance with this section, (a) to erect, maintain, and use buildings, dwellings, masts, and other structures, and plant and machinery; and (b) to construct, maintain, and use tracks and engage in other works. To exercise all the powers of the Council as administering body under section 48A.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).
54	To grant leases and licences of recreation reserves in accordance with this section.	This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).



11. Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Applications for Consideration

Reference Te Tohutoro: 24/959614
Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager
Pou Matua: maryanne.lomax@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider applications for funding from its **Better-Off Fund** as listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00067306	Social Service Council of the Diocese of Christchurch	Burnside/Bryndwr Community Development Worker Establishment	\$40,000	\$40,000
00067436	Pūharakekenui Styx Living Laboratory Trust	Styx Living Laboratory Trust Education Work Program Initiative	\$45,248	\$10,000

- 1.2 There is currently a balance of \$50,000 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood - Better-Off Fund Applications for Consideration Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
3. Approves a grant of \$40,000 from its Better-Off Fund to the Social Service Council of the Diocese of Christchurch towards the establishment of a Community Development Worker in the Burnside/Bryndwr area (\$20,000 for the 2024/25 year and \$20,000 for the 2025/26 year).
4. Approves a grant of \$10,000 from its Better-Off Fund to the Pūharakekenui Styx Living Laboratory Trust towards the salary and equipment for the Education Work Program Initiative.

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.

- 3.2 The purpose of the fund is to partner with organisations and groups to support local initiatives, projects, and activities through additional Community Board funding, including a focus on supporting local action to increase climate resilience.
- 3.3 Projects will improve well-being by building social capital, encouraging participation, increase accessibility and connectedness – generating opportunities for youth, and diverse communities and increasing local pride.
- 3.4 When considering allocation of funds, priority will be given to projects/initiatives that contribute towards the following outcomes:
 - Increasing the tree canopy across the city and our regional parks
 - Enhancing biodiversity
 - Safer neighbourhoods
 - Repairing infrastructure and facilities
 - Responding to climate change through adaptation planning
 - Encouraging active travel
- 3.5 Projects should also show a strong alignment to the Council's Te Haumako Te Whitingia Strengthening Communities Together Strategy.
- 3.6 Priority will also be given to projects that directly contribute towards achieving Community Board Plan priorities.

Decision Making Authority Te Mana Whakatau

- 3.7 The Community Board has the delegated authority to determine the allocation of the **Better-Off Fund** for each community.
 - 3.7.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
 - 3.7.2 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

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

Discussion Kōrerorero



3.11 At the time of writing, the balance of the **Better-Off Fund** is as below.

Total Budget 2023/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$500,000	\$450,000	\$50,000	\$0

3.12 Based on the current **Better-Off Fund criteria**, the above applications are eligible for funding.

3.13 The attached Project Brief(s) provide 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 	Better-Off Fund Project Brief - Burnside/Bryndwr Community Development Worker	24/959640	90
B 	Better-Off Fund Project Brief - Pūharakekenui Styx Living Laboratory Trust	24/971058	93

Signatories Ngā Kaiwaitohu

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

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waimāero Fendalton-Waimairi-Harewood Community Board	Karen Boag, Community Development Advisor	karen.boag@ccc.govt.nz 03 941-5273

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Burnside/Bryndwr Community Development Worker Establishment	This project is to pilot the establishment of a Community Development Worker in the Burnside/Bryndwr community. This role will work in collaboration with the Burnside Bryndwr Community Network and other local organisations to support residents from challenging backgrounds, including those with trauma and social isolation, and develop sustainable community programmes.

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
<p>To partner with organisations and groups to support local initiatives, projects, and activities.</p> <p>Projects will improve well-being by building social capital, encouraging participation, increase accessibility and connectedness – generating opportunities for youth, and diverse communities and increasing local pride.</p>	<p>Strengthening Communities Together Strategy</p> <p>In particular, the pillars of People and Place actively promote a culture of equity, valuing diversity, fostering inclusion across communities and generations, and addressing issues of social exclusion.</p>	<p>Aligns with the Board's 2023-25 Community Board Plan vision of:</p> <p><i>"The Fendalton-Waimairi-Harewood area has a strong local identity that is vibrant, inclusive and highly valued by all."</i></p>

SECTION THREE: PROJECT DELIVERY

1. Will the project be delivered in partnership with an external community organisation? Yes

If Yes

Name of Organisation	Contact person and position	Contact details (email & phone)
Social Service Council of the Diocese of Christchurch (Christchurch City Mission)	Melissa McCreanor Social Impacts Manager	021 1937748 melissa@citymission.org.nz

2. Will the project be delivered by the local Community Governance Team? No

3. Will the project be delivered by another Council Unit? No

SECTION FOUR: PROJECT BUDGET

Total Cost of Project \$61.075

Budget items requested

Item	Amount
Community Worker salary	\$40,000
TOTAL	\$40,000

Are there any other sources of funding contributing to the project? Yes

Other funding source	Amount
Department of Internal Affairs	(pending)
TOTAL	(pending)

Any other comments on budget?

The request is for \$40,000 for one year. However, staff are recommending a contribution of \$20,000 per year for a two year period.
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SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	1 September 2024
Expected end date of project:	30 August 2026

Reporting – How will you report to the Board on progress of the project and how often?

Progress on the project will be provided to the Community Board as part of the funding updates in the Board's Area Report.

SECTION SIX: STAFF ASSESSMENT

This project is to pilot the establishment of a Community Development Worker in the Burnside/Bryndwr area. This area encompasses significant populations with lower socio-economic status, cultural diversity, and a notable number of state housing units.

With a rich history of providing essential social services citywide since 1929, the Christchurch City Mission has a number of long-established Community Development Worker roles in suburbs across the city. They aim to extend their impact by establishing this role in an area where they have not previously had a worker. This initiative will be undertaken in collaboration with local parishes, St Aidans and St Timothy's, and the Burnside Bryndwr Community Network (BBCN), which comprises local schools, community groups, the Christchurch City Council, and government departments.

They will work alongside the BBCN and local groups/churches to support residents facing various challenges, including trauma and social isolation. The focus will be on developing sustainable community programmes, reassessing prior needs analysis, and identifying current priorities for the area. The position will be stationed at one church and hot desk at the other as needed.

BBCN, formed in November 2022 in response to a community needs analysis conducted in September 2022, serves the purpose of strengthening the Burnside and Bryndwr communities. Its mission is to enhance social and cultural well-being, promote connectivity, and diversity, and contribute to a safer community. The City Mission has been instrumental in driving this collaborative effort.

Staff are recommending a funding contribution towards this pilot over a two year period. We believe this gives a good amount of time to measure the impact of the new position and subsequent positive community outcomes achieved through the project. Being able to show the impact of the role will also help leverage funding from other sources to contribute towards the project.

If deemed successful, future funding for this position will be re-directed to the Board's annual contestable Strengthening Communities Fund.

SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: \$40,000 (\$20,000 for 2024/25 and \$20,000 for 2025/26)

BETTER-OFF FUND PROJECT BRIEF

SECTION ONE: APPLICANT DETAILS

Name of Community Board	Staff member and position	Staff member contact details (email & phone)
Waimāero Fendalton-Waimairi-Harewood Community Board	Natalie Dally, Community Development Advisor	Natalie.dally@ccc.govt.nz 03 941 5326

SECTION TWO: PROJECT DETAILS

Name of Project	Project Description
Styx Living Laboratory Trust Education Work Program Initiative	To increase biodiversity values and awareness of the Pūharakekenui through education initiatives and bespoke educational programs to community, schools, preschools and education organisations. A funding contribution is sought towards equipment and the Education Project Manager and Officer to provide the programmes.

Alignment to Funding Priorities

Better-Off Fund Priorities	Council Strategies	Community Board Plan Priorities
<p>To partner with organisations and groups to support local initiatives, projects, and activities.</p> <p>Enhancing Biodiversity.</p>	<p>Strengthening Communities Together Strategy</p> <p>In particular, Pillar 2: Place - Support and help build connections between communities to foster a sense of local identity, share experience and stewardship.</p> <p>Biodiversity Strategy</p> <p>In particular, the following Goals:</p> <ul style="list-style-type: none">• To conserve and restore indigenous biodiversity• Priority species are protected and restored• Ecosystems supporting biodiversity are protected and restored	<p>Aligns with the Board's 2023-25 Community Board Plan vision of:</p> <p><i>"Initiatives to protect the local environment will be developed and supported, including the protection of our local waterways, particularly Styx River, Ilam Stream, Waimairi Stream, Wairarapa Stream and Ōtukaikino Stream."</i></p>

SECTION THREE: PROJECT DELIVERY

1. Will the project be delivered in partnership with an external community organisation? Yes

If Yes

Name of Organisation	Contact person and position	Contact details (email & phone)
Pūharakekenui Styx Living Laboratory Trust	Anita Spencer Programme Manager	0221718791 anita@thestyx.nz

2. Will the project be delivered by the local Community Governance Team? No

3. Will the project be delivered by another Council Unit? No

SECTION FOUR: PROJECT BUDGET

Total Cost of Project \$56,248

Budget items requested

Item	Amount
Salaries/wages (Education Project Manager and Officer)	\$44,248
Equipment/materials (e.g. water quality monitoring kits)	\$1,000
TOTAL	\$45,248

Are there any other sources of funding contributing to the project? Yes

Other funding source	Amount
Waipapa Papanui-Innes-Central Community Board (pending)	\$8,000
Waitai Coastal-Burwood-Linwood Community Board (pending)	\$10,000
Rotary	\$9,000
TOTAL	\$27,000

Any other comments on budget?

SECTION FIVE: TIMEFRAMES AND REPORTING

Expected start date of project:	1 September 2024
Expected end date of project:	30 August 2025

Reporting – How will you report to the Board on progress of the project and how often?
Progress on the project will be provided to the Community Board as part of the funding updates in the Board's Area Report.

SECTION SIX: STAFF ASSESSMENT

The Pūharakekenui Styx Living laboratory Trust (SLLT) is a local river care group which was established in 2002 to achieve Vision 3 of the Christchurch City Council's `Styx Vision 2000 – 2040, ' To develop a "living laboratory" that focuses on both learning and research.

The Trust has encompassed a role of guardianship and advocacy for the Pūharakekenui river and the biodiversity of the surrounding land as a living part of the Canterbury landscape. Engaging the community in citizen science is a key focus. They undertake forest and riparian planting, weed, willow and pest control, environmental monitoring, research projects, advocacy and education to increase environmental consciousness with hāpori, raise awareness of the Pūharakekenui and foster a desire to protect the awa and catchment. They also produce The Styx, a quarterly newsletter, run a predator trap library, have Summer in the Styx events and summer intern and scholarship programmes.

SLLT are seeking funding to assist with equipment and the salary for the Education Project Manager for their Kā Pūtahi Rangatahi Mātauranga Education programme. This involves working with the Kahukura Rongoā Māori Trust. The Position is the main point of contact and leads the Project Control Group and supports the delivery of the programme.

Schools are welcomed onto the Rongoā site by Mana Whenua and learn tikanga, Te Reo about Rongoā, Ngahere and the Whenua whilst planting, releasing, or mulching, they also do water quality monitoring, bird monitoring and learning about Rongoā Māori and mental wellbeing. Students spend time around two 'talking circles' they come together and focus on their wellbeing.

SLLT will run five of these events at the Rongoā site, which is often described as the most spiritual place in the catchment.



SECTION SEVEN: STAFF RECOMMENDATION

Recommended for funding? Yes

Amount recommended: \$10,000

12. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - July 2024

Reference Te Tohutoro: 24/1028454

Responsible Officer(s) Te Maryanne Lomax, Community Governance Manager

Pou Matua: maryanne.lomax@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 report provides the Board with an overview of initiatives and issues current within the Community Board area.
- 1.2 This report is staff-generated monthly.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - July 2024.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

3.1.1 Nature Play Space to be developed in Englefield Reserve with Community

An initial community advisory group site visit will happen on Saturday 22nd June to Englefield Reserve. The group is made up of representatives from Northwood and Belfast Residents Associations, community and sports groups and the Styx Mill Living Laboratory Trust who undertake Community Planting in the area. The group will be looking at the space identified for a Nature Play area to get a feel for it and brainstorm ideas that will contribute to a draft design of what it could be.

The work will be supported by Council staff and a nature play consultant and funded through the Waimāero Fendalton Waimairi-Harewood Community Board. The draft design will then go to Council staff and then be put out for wider consultation to the community to get their input. The outcome of working together in this way will see the development of a space, designed by the community for the community.



Englefield Reserve - proposed location of nature play space

3.1.2 Fendalton-Waimairi-Harewood Community Liaison Meeting

The latest Community meeting was held on Wednesday 19 June 2024 at the Fendalton Service Centre/Library. We had around 30 people attend from community organisations around the Board area and three members of the Community Board. We had new author, Margot Korhonen, speak about her experience working with her community which led her to write a book called "Creating Connected Communities - how to make a difference without adding stress". Natalie is supporting Margot to deliver a free workshop to community groups in July which will be tailored to meet attendee needs.

We also had John Slaughter, the Council's City Safety Advisor speak to the group. He has currently been working on the development of a homeless strategy. Homelessness includes people in emergency or transitional housing, not just those in cars, tents or on the street. There are not actually a large number of homeless (i.e. without a home to go back to) in Christchurch. The strategic intent is to connect agencies and people who work on the issue of homelessness together.

As it was volunteer week the staff gave each person attending a chocolate bar to keep for themselves or gift to a volunteer. They were all thanked for their attendance and great work in the community.



Margot Korhonen speaking to the group

3.1.3 Bishopdale Mall Public Toilets

After quite a wait, we can confirm that the inside of the Public Toilets at Bishopdale will be getting a well-deserved repaint. The concept design was put forward by the community at Celebrate Bishopdale 2021, requesting a Nature theme.

Since then, between a change in artist, COVID, negotiations and redesigns and the new artist moving out of town, work finally began on Tuesday 18 June. One toilet will be closed and painted while the other is open for use and then swapped over.

The concept design takes into consideration the community request for a nature theme, maintenance issues and cultural appropriateness. The design is ribbons of block colour that represent colours of nature and flowing leaves of hemlock stencilled in places on the colour bands as they “flow” through the toilet.

Subject to weather conditions and illness, the work is expected to be completed in July.



Bruce, the artist, beginning prep work

3.1.4 Gear Up Ōtautahi

A great day was had at the launch of **Gear Up Ōtautahi – Pass it on to Play** at MacFarlane Park on 27 May 2024. This is the re-launch of the Give Gear Get Great initiative that has been running for approximately six years and redistributes pre-loved sports equipment out to those that need it in the community.

Gear Up Ōtautahi – Pass it on to Play is a partnership initiative and stakeholders include the Christchurch City Council, Sport Canterbury, Rotary, Serious Fun Sports Events and Profile Training Group. Organisations all working together to ensure that pre-loved sports gear goes out to those that can use it and it is kept out of landfill.

Children from Shirley Primary eagerly attended the launch as part of the Listening Post run by the Shirley Village Project and happily took away free sports gear to re-use and enjoyed refreshments and a sausage sizzle.

Bins are already located at various locations, including the Fendalton Library and Service Centre where gear is already being donated by the community.



Gear Up Ōtautahi donation bins

3.1.5 Bryndwr Banter - Winter Edition 2024: Connecting Communities

We're excited to announce the Winter 2024 edition of Bryndwr Banter and Community Safety Leaflet has reached 3,500 homes in Bryndwr! This 4th edition is packed with valuable information thanks to our local community groups. Residents can enjoy a 'Fresh on Kendal' discount voucher, a soup recipe, a list of local pantries, details about the new after-school zone and Tech Mate programmes at Fendalton Library, and advice from the Citizens Advice Bureau on scams. Plus, discover Bryndwr's community activities, services, and events.

This project connects Bryndwr, fostering community resilience and unity. We're seeking sponsors for printing costs and volunteers for delivery. Interested? Contact Karen Boag at karen.boag@ccc.govt.nz.

Looking ahead, the Spring 2024 edition releases in September. Share your stories, news, or ideas by connecting with Karen (details above) to enrich Bryndwr's community newsletter!

A copy of the latest edition is available by [clicking here](#).



3.2 Community Funding Summary

3.2.1 A status report on the Board's 2023-24 Discretionary Response Fund and Youth Development Fund as at 20 June 2024 is attached (refer to **Attachment A**).

3.2.2 Youth Development Fund

Four applications have been approved under the Community Governance Manager's delegation:

- Valentino Swainson (National Basketball Tournament) - \$150
- Kaitlyn Braithwaite (Pipe Band Canada Tour) - \$300
- St Thomas Canterbury School (National Rugby League Tournament) - \$300
- Russley School (Basketball Tournament) - \$350

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan

- A progress report on the Community Board Plan was provided to the Board at their 6 May 2024 meeting. Next report will be completed in December 2024.

3.3.2 Council Engagement and Consultation





- There are currently no consultations open which impact on the Fendalton-Waimairi-Harewood Board area.

A full list of open consultations can be found on the Council's Lets Talk website at <https://letstalk.ccc.govt.nz/>

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

- 4.1 Customer Service Request Report - Hybris monthly report for May 2024 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Snapshot - May 2024 (refer to **Attachment C**)
- 4.3 SWN - Memorial Avenue/Fendalton Road intersection - signals re-cabling (*circulated 14 June 2024*)
- 4.4 Memo - Kā Pūtahi Creek at Englefield Reserve and Waimairi Stream at Fendalton Park - planned restoration works to banks (refer to **Attachment D**)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Fendalton-Waimairi-Harewood Board Funding Update - June 2024	24/1028470	102
B 	Fendalton-Waimairi-Harewood Ticket Report - May 2024	24/1028473	104
C 	Fendalton-Waimairi-Harewood Graffiti Snapshot - May 2024	24/1057805	105
D 	Memo - Kā Pūtahi Creek at Englefield Reserve and Waimairi Stream at Fendalton Park	24/1056568	107

Signatories Ngā Kaiwaitohu

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

Waimāero Fendalton-Waimairi Harewood Board Funding Summary

As at 20 June 2024

Fendalton-Waimairi-Harewood Discretionary Response Fund	Allocation 2023-24	Board Approval (Date)
Budget 2023-24		
Carried Over from 2022-23	\$14,728	
Remaining Funds from SCF 2023/24	\$84,309	
Additional funding resulting from final adjustments following Representation Review changes	\$5,095	
Total for 2023-24 Financial Year	\$104,132	
Youth Development Fund - Opening Balance allocation	\$ 15,000*	7-Aug-23
Allocations made *\$5,000 added on 12-Feb-24		
Burnside High School (Spirit of Adventure)	\$900	7-Aug-23
Jayden Potts (NZ U18 Black Sox – World Championships in Mexico)	\$400	11-Sep-23
Heewon Park (Hip Hop Unite World Championships in Portugal)	\$400	11-Sep-23
Aishani Bhatnagar (Hip Hop Unite World Championships in Portugal)	\$400	11-Sep-23
Burnside High School (She Shines Dance Tour in Los Angeles)	\$1,000	11-Sep-23
Caleb Keepa (Evolution Dance Competition in Australia)	\$500	9-Oct-23
Anthony Kutovoy (Speed Skating Development Program in the Netherlands)	\$400	9-Oct-23
Lexie Boon (Cricket Cup in Dubai)	\$400	9-Oct-23
Anna Lee School of Dance (She Shines On Dance Tour New York)	\$750	6-Nov-23
Connor Chase (Cultural Exchange to Japan)	\$400	6-Nov-23
Malvern Scout Group (NZ Scout Jamboree)	\$500	6-Nov-23
Hamish Angus Mayne Giddens (Youth American Ballet Finals New York)	\$400	11-Dec-23
Christchurch Girls High School (National Secondary Schools Volleyball)	\$600	12-Feb-24
Indya Kennedy (Irish Dancing World Championships in Glasgow)	\$400	12-Feb-24
Seamus Gallagher (U18 World Junior Ice Hockey Championships in Istanbul)	\$400	12-Feb-24
Burnside High School (Spirit of Adventure Voyage)	\$1,000	8-Apr-24
Badminton Canterbury (Junior Team Championships 2024)	\$1,000	10-Jun-24
Joran Le Quellec (International Choir Tour to Beijing)	\$400	10-Jun-24
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$350		
Piper Nuku (South Island Secondary School Championships - netball)	\$100	8-Aug-23
Avonhead Primary School (NZ Chess Interschool Championship in Auckland)	\$200	7-Sep-23
Josh Bautista (Hip Hop Unite World Championships)	\$350	7-Sep-23
Olivia Helmore (Spirit of Adventure Voyage)	\$100	8-Sep-23
Archie Roberts-Smith (Auckland U14 Football Tournament)	\$100	8-Sep-23
Christchurch Girls' High School (NZ Secondary Schools Basketball Nationals)	\$350	18-Sep-23
Libby Crawford (Spirit of Adventure)	\$100	2-Oct-23
Georgia Robertson (Evolution Dance Competition)	\$250	17-Oct-23
Malia Hughes Apulu (Touch Tournament Nelson)	\$100	17-Oct-23
Lilly Neale (Deaf Futsal Tournament in Australia)	\$250	25-Oct-23

Jessica Willetts (<i>Nelson Touch Tournament</i>)	\$100	10-Nov-23
New Brighton Surf Life Saving Club (<i>Joanne Penrose - Trans-Tasman Surf Boat Challenge in Melbourne</i>)	\$350	18-Jan-24
Heatcheck Canterbury HoopNation (<i>HoopNation Basketball Tournament</i>)	\$300	1-Mar-24
Soren Wells (<i>NZ Swimming Championships</i>)	\$150	20-Mar-24
Zara Goodman (<i>Drill Dance and Marching Tattoo in Wellington</i>)	\$100	10-Apr-24
Tavia Ralston (<i>Rhythmic Gymnastics - Australian Nationals and Singapore Open</i>)	\$350	15-Apr-2024
Yifei Zhao (<i>Upper South Island Concert Tour</i>)	\$100	10-May-24
Yiwei Gao (<i>Upper South Island Concert Tour</i>)	\$100	10-May-24
Valentino Swainson (<i>National Basketball Tournament</i>)	\$150	28-May-24
Kaitlyn Braithwaite (<i>Pipe Band Canada Tour</i>)	\$300	5-Jun-24
St Thomas Canterbury School (<i>National Rugby League Tournament Auckland</i>)	\$300	14-Jun-24
Russley School (<i>Basketball Tournament in Oamaru</i>)	\$350	14-Jun-24
Youth Development Fund Balance - Available for allocation	\$ 200	
Discretionary Response Fund - Total Allocation	\$104,132	
Allocations made		
Celebrate Bishopdale 2023 (<i>Board Project</i>)	\$8,000	7-Aug-23
Culture Galore 2024 (<i>Board Project</i>)	\$12,000	7-Aug-23
2023-24 Youth Development Fund (<i>Board Project</i>)	\$10,000	7-Aug-23
Youth Activities and Events (<i>Board Project</i>)	\$6,000	7-Aug-23
Summer with your neighbours 2023-24 (<i>Board Project</i>)	\$3,500	7-Aug-23
Community Liaison and Events (<i>Board Project</i>)	\$2,000	7-Aug-23
Community Garden Pride Awards (<i>Board Project</i>)	\$3,000	7-Aug-23
Nepal NZ Friendship Society of Canterbury Inc (<i>Weekly Activities</i>)	\$2,500	11-Sep-23
Russley Playcentre (<i>Playground equipment and swings</i>)	\$3,500	11-Sep-23
St Christopher's Anglican Church (<i>Community Christmas Carol Event</i>)	\$1,650	9-Oct-23
Christchurch City BMX Club (<i>Track Upgrade</i>)	\$5,000	6-Nov-23
Canterbury Westland Kindergarten Assn - Kidsfirst Avonhead (<i>Sandpit box and plants</i>)	\$2,075	11-Dec-23
Anglican Parish of Burnside Harewood (<i>Heating system upgrade at St Tims</i>)	\$4,000	11-Dec-23
Ōtautahi Community Housing Trust (<i>Tree removal at Aorangi Courts complex</i>)	\$5,000	11-Dec-23
Youth Development Fund Top-Up	\$5,000	12-Feb-24
Belfast School (<i>Student Leadership Training</i>)	\$660	12-Feb-24
Papanui Returned and Services Association (<i>Upgrade of digital platforms and ANZAC Day Service and Parade</i>)	\$2,500	12-Feb-24
Fendalton-Waimairi-Harewood Community Board (<i>Youth Achievement Event</i>)	\$2,500	8-Apr-24
Fendalton Park Croquet Club (<i>Purchase of Lawn Mower</i>)	\$5,000	8-Apr-24
Neighbourhood Trust (<i>Parenting Adventures 2024</i>)	\$2,500	6-May-24
Northwood Community Partnership Project (<i>Englefield Reserve Consultant</i>)	\$4,300	10-Jun-24
Redwood Ladies Friendship Club (<i>Monthly Outings, Activities and Events</i>)	\$400	10-Jun-24
Discretionary Response Fund Balance - Available for allocation	\$ 13,047	

Ticket Report

01 05 2024 - 31 05 2024

Filter by Ward

Fendalton-Waimairi-Harewood

Filter by month

2024 (Year) + May (Month)

2403

Reported Tickets last month

90.84%

Resolved within SLA

Status as of Report Date

Closed/Resolved

66.38%

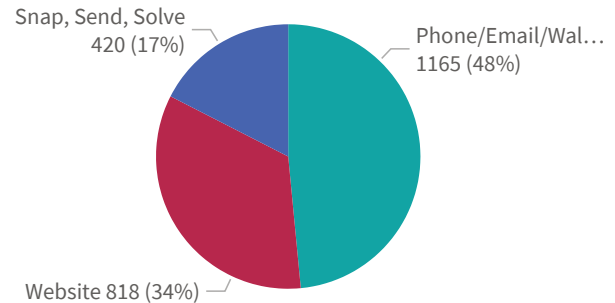
Open

30.55%

Programmed Work

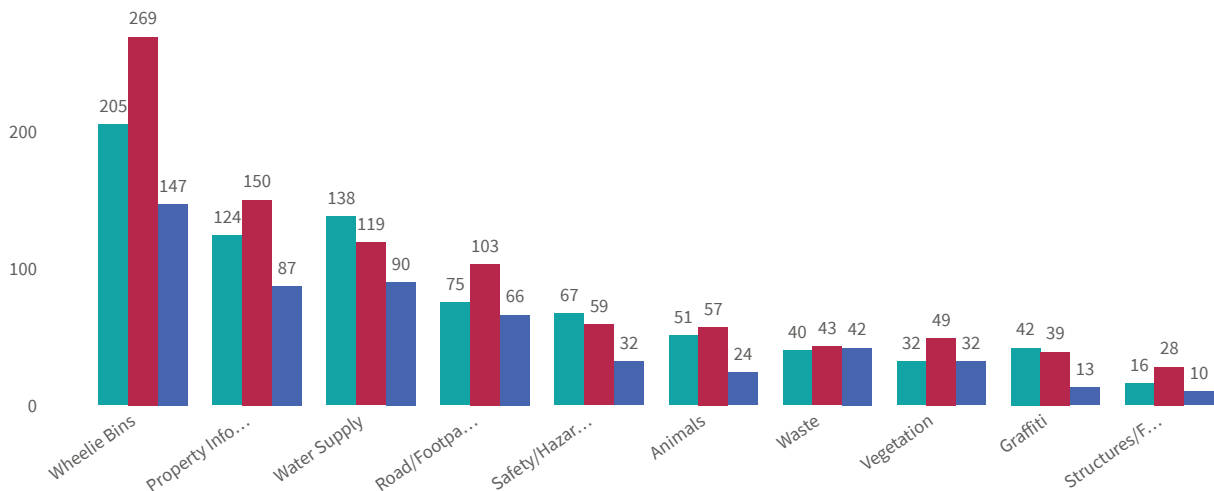
3.08%

Channels



Top 10 Incident Categories

Fendalton Harewood Waimairi



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
272	Damaged Bin	51
193	Bin Not Collected	50
145	Residential Property Files	-22
134	Water Leak	-27
127	Residential LIM	34
103	Litter	-21
99	Sweeping	-1
69	Trees	-48
64	Meter box	12
60	Footpath	19

Report date:

04 Jun 2024

Graffiti Insight

Fendalton-Waimairi-Harewood

May 2024

graffiti
PROGRAMME

By Ward

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	# of Tickets	Cleaned Graffiti Square Metres
Fendalton	40	40	0% ○	40	35
Harewood	39	40	-3% ●	39	102
Waimairi	13	8	63% ●	8	36
Total	92	88	5%	92	146

By Suburb

Suburb	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change	# of Tickets	Cleaned Graffiti Square Metres
Bishopdale	10	3	233% ●	10	48
Bryndwr	8	9	-11% ●	8	1
Belfast	15	29	-48% ●	15	48
Harewood	2	3	-33% ●	2	10
Burnside	6	1	500% ●	6	13
Fendalton	13	20	-35% ●	13	13
Avonhead	3	5	-40% ●	3	3
Ilam	12	0		12	13
Papanui	6	4	50% ●	4	2
Merivale	5	2	150% ●	6	2
Russley	2	0		5	
St Albans	0	3	-100% ●	5	
Casebrook	2	0		2	15
Bridgend	0	1	-100% ●	1	
Upper Riccarton	3	3	0% ○	3	
Yaldhurst	1	0		1	6

Graffiti Insight

Fendalton-Waimairi-Harewood
Frequently Reported TAGS

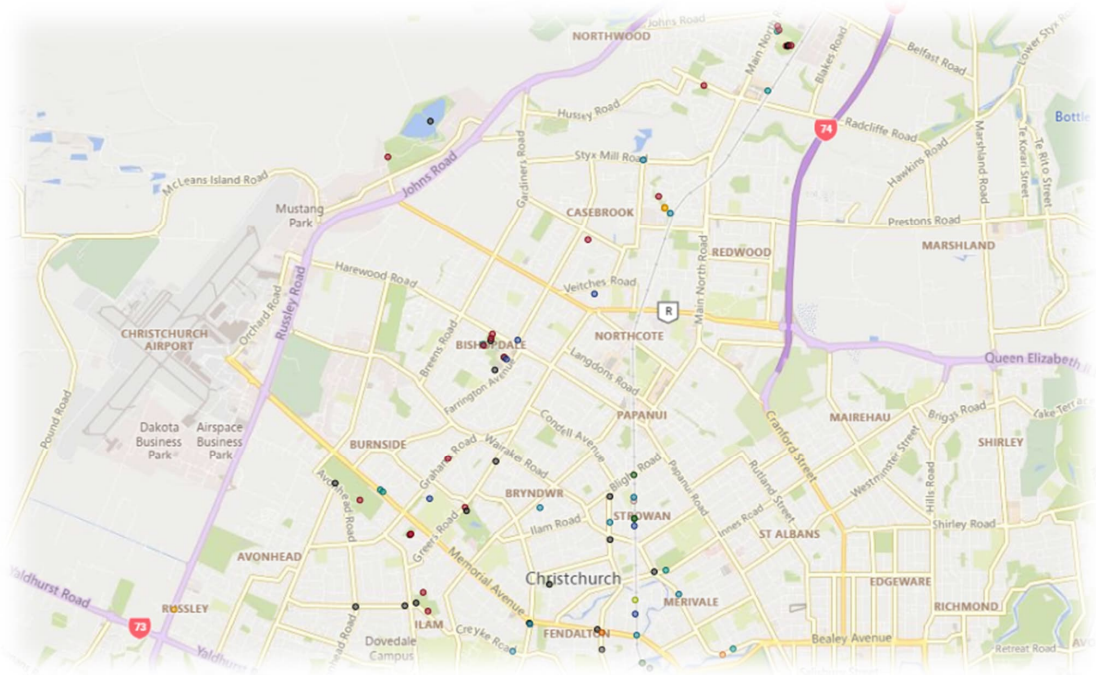
REMKA
KHT
KAEPE
TAUNT

May 2024

graffiti
PROGRAMME

Reporter Type	Total
Non Volunteer	40
Individual Volunteer	29
Friend Volunteer	15
Group Volunteer	7
Total	91

Map View



Yearly Overview



Memos



Memo

Date: 5 June 2024
From: Key Chen; Junior Project Manager
To: Waimāero Fendalton Waimairi Harewood Community Board
Cc:
Reference: 24/912525

SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)/SW Waimairi Stream Bank Renewal (Fendalton Park)

1. Purpose of this Memo Te take o tēnei Pānui

- 1.1 The memo is to update and provide the information regarding the upcoming waterway projects - SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve) and SW Waimairi Stream Bank Renewal (Fendalton Park)
- 1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)

- 2.1 The Parks team is collaborating with Styx Trust to plant native vegetation up to 3 metres from the waterway banks. Starting in July and lasting approximately 1 month, this project will add instream features such as stump overhangs, root wad edges, and post snags to improve habitat. This will reduce erosion, improve water quality, and create a healthier aquatic habitat. Regular monitoring will ensure the success and stability of the planting and instream structures.

Memos



Figure 1, site extent and site access plan - SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)



Figure 2, Construction plan 1 - SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)

Memos



Figure 3, Construction plan 2 - SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)



Figure 4, Construction plan 3 - SW Kā Pūtahi (Kaputone) Creek Bank Renewal (Englefield Reserve)

SW Waimairi Stream Bank Renewal (Fendalton Park)

- 2.2 The project, planning to start in July and lasting approximately 2 months, aims to stabilize a waterway bank by planting native vegetation up to 3 metres from the bank and adding boulder and cobble clusters to enhance flow diversity. This will reduce erosion, improve water quality, and create a healthier aquatic habitat. Regular monitoring will ensure the success and stability of the planting and instream structures.

Christchurch
City Council



Attachment D



Attachment D

Christchurch
City Council



Attachment D



Attachment D

Christchurch
City Council



Attachment D



Attachment D

Attachment D

Attachment D

Attachment D

Attachment D

Memos



Signatories Ngā Kaiwaitohu

Author	Key Chen - Junior Project Manager
Approved By	Keith Davison - Team Leader/Programme Manager Stormwater & Waterways Gavin Hutchison - Acting Head of Three Waters

13. Elected Members’ Information Exchange Te Whakawhiti Whakaaro
o Te Kāhui Amorangi

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

Karakia Whakamutunga

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

14. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE REVIEWED FOR POTENTIAL RELEASE
9.	MCLEANS ISLAND ROAD REALIGNMENT				
	ATTACHMENT A - INFRASTRUCTURE PROVISION AGREEMENT	S7(2)(I)	CONDUCT NEGOTIATIONS	TO ENSURE CONSTRUCTION PRICES REMAIN CONFIDENTIAL UNTIL THE PROPERTY TRANSACTIONS IS COMPLETED.	30 NOVEMBER 2029 SETTLEMENT OF LAND SALE
	ATTACHMENT B - VALUATION SUMMARY	S7(2)(I)	CONDUCT NEGOTIATIONS	CONFIDENTIAL UNTIL PROPERTY IS SOLD	30 NOVEMBER 2027 SETTLEMENT OF PROPERTY SALE