
Waipapa Papanui-Innes-Central Community Board AGENDA

Notice of Meeting:

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

Date: Thursday 11 July 2024
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

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

5 July 2024

Principal Advisor

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

Mark Saunders
Community Board Advisor
941 6436

mark.saunders@ccc.govt.nz
www.ccc.govt.nz

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

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

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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.
-  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.

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

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. |
|--|---|

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on [Thursday, 13 June 2024](#) be confirmed (refer page 6).

4. Public Forum Te Huinga Whānui

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

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

5. Deputations by Appointment Ngā Huinga Whakaritenga

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

5.1 Norman Lovelace

Local resident, Norman Lovelace, will speak regarding Fenchurch Street and Paddington Street – Proposed No Stopping Restrictions.

5.2 Rose Wells

Rose Wells, will speak on behalf of herself and Te Kura o Matarangi Northcote School regarding Fenchurch Street and Paddington Street – Proposed No Stopping Restrictions.

5.3 Gary Watts

Local resident, Gary Watts, will speak regarding Fenchurch Street and Paddington Street – Proposed No Stopping Restrictions.

5.4 Greater Ōtautahi

Jack Halliday will speak on behalf of Greater Ōtautahi regarding the draft South-East Central Neighbourhood Plan.

5.5 Te Whare Roimata Trust

Jenny Smith will speak on behalf of Te Whare Roimata Trust regarding the draft South-East Central Neighbourhood Plan.

6. Presentation of Petitions Ngā Pākikitanga

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

**Waipapa
Papanui-Innes-Central Community Board
OPEN MINUTES**

Date: Thursday 13 June 2024
Time: 4.05 pm
Venue: Function Room, Level 1, Multicultural Recreation and
Community Centre, 455 Hagley Avenue, Christchurch

Present

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

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 PCBCC/2024/00036

That the apologies for lateness received from Emma Twaddell and John Miller be accepted.

Simon Britten/Jake McLellan

Carried

Emma Twaddell joined the meeting at 4.07pm during consideration of item 2.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Emma Twaddell declared that in 2019 she signed the Shirley Road Central petition relating to a community centre for North Richmond, Shirley, Mairehau, Edgeware and St Albans East as relevant to Item 9.

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

Part C

Community Board Resolved PCBCC/2024/00037

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 9 May 2024 be confirmed.

Emma Norrish/Emma Twaddell

Carried

8. Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards Minutes - 14 May 2024

Community Board Resolved PCBCC/2024/00038

That the Waipapa Papanui-Innes-Central Community Board confirms the Minutes from the Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards held 14 May 2024.

Emma Norrish/Emma Twaddell

Carried

John Miller joined the meeting at 4.14pm during consideration of item 4.1.

4. Public Forum Te Huinga Whānui

Part B

4.1 Hannah and Grace Weston

Dean Isherwood and Hannah and Grace Weston spoke to the attached presentation, reporting back to the Board subsequent to receiving a grant from the Youth Development Fund, regarding what the grant contributed to, and thanking the Board.

The Chairperson thanked them for their presentation.

Attachments

A Grace and Hannah Weston - Presentation

4.2 Margot Korhonen

Margot Korhonen, resident, addressed the Board in relation to a book she has published "Creating Connected Communities" with the goal to help more people help more people.

The Chairperson thanked Ms Korhonen for her presentation.

4.3 Richmond Residents and Business Association (RRBA)

David Duffy and Rachel Crawford presented the attached materials on behalf of RRBA in support of their request for an alcohol ban covering the northern section of Stanmore Road, including Richmond Village Green, and the Richmond Village shopping centre.

The Board received RRBA's attached evidence and petition, and referred the request for an alcohol ban to Council staff in order that it may receive a report to enable it to consider a recommendation that the Council exercise its powers to investigate the request further.

The Chairperson thanked Mr Duffy and Ms Crawford for their presentation.

Attachments

A RRBA Supporting Materials regarding Request for Alcohol Ban

4.4 Brigette McKenzie-Rimmer

Brigette McKenzie-Rimmer, resident, spoke to her attached presentation regarding issues of over intensification adversely affecting particularly Holly Road.

The Chairperson thanked Ms McKenzie-Rimmer for her presentation.

Attachments

A Brigette McKenzie-Rimmer - Presentation on Over Intensification

4.5 Ian Harvey and Des Banks

Local business operators, Ian Harvey and Des Banks, spoke regarding the adverse impact of road works associated with the Innes Road Street Renewal on local businesses.

The Board referred their concerns and suggestions to staff for investigation, and thanked them for their presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Jo Byrne

Jo Byrne spoke regarding Item 9, Shirley Community Reserve: Proposed Community Facility. The Board received answers to their questions from Ms Byrne, and the Chairperson thanked her for her deputation.

5.2 Margaret Stewart

Margaret Stewart spoke regarding Item 9, Shirley Community Reserve: Proposed Community Facility. The Board received answers to their questions from Ms Stewart, and the Chairperson thanked her for her deputation.

5.3 Joanna Gould

Joanna Gould spoke regarding Item 9, Shirley Community Reserve: Proposed Community Facility, with the attached presentation further to her attached submission and comments on her dedicated website referred to the Board. The Board received answers to their questions from Ms Gould, and the Chairperson thanked her for her deputation.

Attachments

- A Joanna Gould - Presentation
- B Joanna Gould - Submission

5.4 Don Gould

Don Gould was not present to speak.

5.5 Mark Wilson

Mark Wilson, Chair of St Albans Residents Association (SARA), spoke to SARA's attached statement regarding Item 9, Shirley Community Reserve: Proposed Community Facility. The Board received answers to their questions from Mr Wilson, and the Chairperson thanked him for his deputation.

Attachments

- A Statement from SARA

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved PCBCC/2024/00039 Officer recommendations accepted without change

Part B

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the correspondence attached to the agenda report.

Pauline Cotter/Simon Britten

Carried

9. Shirley Community Reserve: Proposed Community Facility

The Board considered the submissions and deputations (refer items 5.1-5.5 of these minutes above) relating to the future vision for the reserve before accepting the officer recommendations, and adding a noting provision regarding its support for the request in Jo Byrne's deputation for an accessible playground and accessible change facility, and a further noting provision that resolution 3 is not contingent on resolution 4 above and will not delay the project.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Shirley Community Reserve: Proposed Community Facility 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. Request that staff initiate the process to design an 'on budget community building' on Shirley Community Reserve that will enable a mixed use of the Reserve and support recreation, play and social connections. This is subject to Council bringing back the budget for the facility to financial years 2024/25, 2025/26 and 2026/27 in the 2024/34 LTP.
4. Requests that staff identify an appropriate community partner/ operator to progress the development of the community facility at Shirley Community Reserve and report this back to the Board.
5. Requests that staff provide an update to the Board on a quarterly basis.

Community Board Resolved PCBCC/2024/00040

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Shirley Community Reserve: Proposed Community Facility 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. Request that staff initiate the process to design an 'on budget community building' on Shirley Community Reserve that will enable a mixed use of the Reserve and support

recreation, play and social connections. This is subject to Council bringing back the budget for the facility to financial years 2024/25, 2025/26 and 2026/27 in the 2024/34 LTP.

4. Requests that staff identify an appropriate community partner/ operator to progress the development of the community facility at Shirley Community Reserve and report this back to the Board.
5. Requests that staff provide an update to the Board on a quarterly basis.
6. Notes and supports the request in a deputation for an accessible playground and accessible change facility.
7. Notes that resolution 3 is not contingent on resolution 4 above, and will not delay the project.

Pauline Cotter/Ali Jones

Carried

10. Waipapa Papanui-Innes-Central Community Board 2023-24 Youth Development Application - McKenzie Bailey-McDowell and Kaipo Ngai-Tokowaru

Community Board Resolved PCBCC/2024/00041 Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board resolve to:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board 2023-24 Youth Development Application - McKenzie Bailey-McDowell and Kaipo Ngai-Tokowaru 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 \$500 from its 2023-24 Youth Development Fund to McKenzie Bailey-McDowell towards the costs of competing at the 2024 World Qualifying Championships from 23 Jul-27 August 2024 in Brazil as a member of the New Zealand U18 Women's Softball team.
4. Approves a grant of \$500 from its 2023-24 Youth Development Fund to Kaipo Ngai-Tokowaru towards the costs of competing at the Australian Junior Volleyball Championship in Adelaide from 6-15 July as a member of the New Zealand U20 Junior Men's Volleyball Team.

Emma Norrish/John Miller

Carried

11. Waipapa Papanui-Innes-Central 2023-24 Discretionary Response Fund Applications

The Board accepted the staff recommendations, except in respect of granting more than recommended to Edgeware Croquet Club Incorporated (an additional \$600), Nomads United Association Football Club Incorporated (an additional \$2,000), Papanui Boxing Club Incorporated (an additional \$1,000), St James Croquet Club (an additional \$500), and Redwood Scout Group (an additional \$300).

Staff Recommendations / Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to Avon Ōtākaro Network Inc. towards the Matariki in the Zone event to be held on 29 June 2024.
2. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to Christchurch Public Service Childcare Centre Incorporated trading as Forfar Preschool and Nursery towards the Forfar Nursery and Preschool Outdoor Play Project and Winter Heating.
3. Approves a grant of \$2,000 from its 2023-24 Discretionary Response Fund to Shirley Toy Library Incorporated towards the Shirley Toy Library.
4. Approves a grant of \$2,000 from its 2024-25 Discretionary Response Fund to the Edgeware Croquet Club Incorporated towards the Lawn Maintenance project.
5. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to Nomads United Association Football Club Incorporated toward the purchase of balls and volunteer expenses.
6. Approves a grant of \$3,500 from its 2023-24 Discretionary Response Fund to Papanui Boxing Club Incorporated towards equipment and uniforms.
7. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to St James Croquet Club towards its Operating Costs project.
8. Approves a grant of \$600 from its 2023-24 Discretionary Response Fund to Redwood Ladies Friendship Club towards Monthly Community Activities and Events.
9. Approves a grant of \$3,200 from its 2023-24 Discretionary Response Fund to Redwood Scout Group towards Building insurance cover.
10. Approves a grant of \$2,200 from its 2023-24 Discretionary Response Fund to The Village Community Centre – Papanui for Community Centre Drop In Programme equipment and costs.

Community Board Resolved PCBCC/2024/00042

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to Avon Ōtākaro Network Inc. towards the Matariki in the Zone event to be held on 29 June 2024.
2. Approves a grant of \$3,000 from its 2023-24 Discretionary Response Fund to Christchurch Public Service Childcare Centre Incorporated trading as Forfar Preschool and Nursery towards the Forfar Nursery and Preschool Outdoor Play Project and Winter Heating.
3. Approves a grant of \$2,000 from its 2023-24 Discretionary Response Fund to Shirley Toy Library Incorporated towards the Shirley Toy Library.
4. Approves a grant of \$2,600 from its 2024-25 Strengthening Communities Fund to the Edgeware Croquet Club Inc. towards the Lawn Maintenance project.
5. Approves a grant of \$5,000 from its 2023-24 Discretionary Response Fund to Nomads United Association Football Club Incorporated toward the purchase of balls and volunteer expenses.
6. Approves a grant of \$4,500 from its 2023-24 Discretionary Response Fund to Papanui Boxing Club Incorporated towards equipment and uniforms.

7. Approves a grant of \$3,500 from its 2023-24 Discretionary Response Fund to St James Croquet Club towards its Operating Costs project.
8. Approves a grant of \$600 from its 2023-24 Discretionary Response Fund to Redwood Ladies Friendship Club towards Monthly Community Activities and Events.
9. Approves a grant of \$3,500 from its 2023-24 Discretionary Response Fund to Redwood Scout Group towards Building insurance cover.
10. Approves a grant of \$2,200 from its 2023-24 Discretionary Response Fund to The Village Community Centre – Papanui for Community Centre Drop In Programme equipment and costs.

Pauline Cotter/Sunita Gautam

Carried

12. Request for an Alcohol Ban – Edgeware Village

The Board received the attached Briefing Note from the Strategic Policy Team on the Edgeware Village Issues prior to the meeting, but subsequent to the report to assist their consideration of it.

The Board accepted the officer recommendations, but did not accept their intent to initiate a trial of working with external agencies as a more effective alternative to further investigating an alcohol ban at this time. Instead, the Board decided to additionally recommend that the Council requests that staff investigate and implement a trial alcohol ban for Edgeware Village.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Edgeware Village Report.
2. Requests that staff initiate a six month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging, and engage with problematic individuals, to be reported back to the Board as a means of exploring assessment this will be the more effective use of resource at this time.

Community Board Resolved PCBCC/2024/00043

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Edgeware Village Report.
2. Requests that staff initiate a six month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging, and engage with problematic individuals, to be reported back to the Board as a means of exploring assessment this will be the more effective use of resource at this time.

Pauline Cotter/Jake McLellan

Carried

Ali Jones requested that her vote against the resolution 2 above be recorded.

Attachments

A Briefing Note from Strategic Policy Team on Edgeware Village Issues

Community Board Decided PCBCC/2024/00044

Part A

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

1. Requests that staff investigate and implement a trial alcohol ban for Edgeware Village under the Alcohol Restrictions in Public Places Bylaw 2018.

Pauline Cotter/Jake McLellan

Carried

Victoria Henstock requested that her abstention from voting on this item be recorded.

13. 2024 Community Boards' Conference - Board Members Attendance

The Board accepted the officer recommendations and resolved upon which two Board Members would be supported to attend the conference, namely Sunita Gautam and Emma Norrish.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the 2024 Community Boards' Conference - Board Members Attendance Report.
2. Approves the attendance of two Board members to the Community Boards' Conference in Wellington from Thursday 22 to Friday 23 August 2024.

Community Board Resolved PCBCC/2024/00045

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the 2024 Community Boards' Conference - Board Members Attendance Report.
2. Approves the attendance of two Board members, Sunita Gautam and Emma Norrish, to the Community Boards' Conference in Wellington from Thursday 22 to Friday 23 August 2024.

Emma Twaddell/John Miller

Carried

Ali Jones left the meeting at 6.39pm during consideration of item 14.

14. Waipapa Papanui-Innes-Central Community Board Area Report - June 2024

Community Board Resolved PCBCC/2024/00046 Officer recommendations accepted without change

Part B

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the Waipapa Papanui-Innes-Central Community Board Area Report for June 2024.

Emma Norrish/John Miller

Carried

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

Part B

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

- Intensification in the Board area.
- Progress with playground maintenance in Phillipstown.
- Engagement with youth mentoring programme.
- Neighbourhood Trust AGM.
- Papanui Bush Planting Day.

Victoria Henstock left the meeting at 6.50pm during consideration of item 15.

16. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Community Board Resolved PCBCC/2024/00047

Part C

That at 6.53pm the resolution to exclude the public set out on pages 211 to 212 of the agenda be adopted.

Emma Norrish/Jake McLellan

Carried

The public were re-admitted to the meeting at 7.02pm.

Karakia Whakamutunga

Meeting concluded at 7.03pm.

CONFIRMED THIS 11th DAY OF JULY 2024

**EMMA NORRISH
CHAIRPERSON**

7. Briefings

Reference Te Tohutoro: 24/1068250

Responsible Officer(s) Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori – Community Board Advisor

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

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

| Subject | Presenter(s) | Unit/Organisation |
|----------------------------|--------------|-----------------------------|
| Parks In-house Maintenance | Kim Wood | Community Parks Maintenance |
| Mobilisation Introduction | | Operations Manager |

2. Staff Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

- Notes the information supplied during the briefing.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

8. Fenchurch Street and Paddington Street - Proposed No Stopping Restrictions

Reference Te Tohutoro: 24/669325

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall – Traffic Engineer

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waipapa Papanui-Innes-Central Community Board to approve the installation of No Stopping restrictions at the following locations:
 - Section of Fenchurch Street between Northcote Road and Lambeth Crescent, including the intersections of Paddington Street and Lambeth Crescent; and
 - Paddington Street adjacent to Paddington Reserve.
- 1.2 This report has been written in response to numerous community requests to improve congestion at the Northcote Road end of Fenchurch Street. Also, to improve pedestrian visibility at the pedestrian walkway on Paddington Street.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The Preferred Option is to install No Stopping restrictions as shown on **Attachments A and B**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Fenchurch Street and Paddington Street - 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 4a to 4m below.
4. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that:

Fenchurch Street (Attachment A)

- a. the stopping of vehicles is prohibited at all times on the north side of Northcote Road commencing at its intersection with Fenchurch Street, and extending in an easterly direction for a distance of 29 metres.
- b. the stopping of vehicles is prohibited at all times on the east side of Fenchurch Street commencing at its intersection with Northcote Road, and extending in a northerly direction for a distance of 27 metres.
- c. the stopping of vehicles is prohibited at all times on the north side of Northcote Road commencing at its intersection with Fenchurch Street, and extending in a westerly direction for a distance of 19.5 metres.

- d. the stopping of vehicles is prohibited at all times on the west side of Fenchurch Street commencing at its intersection with Northcote Road, and extending in a northerly direction to its intersection with Paddington Street.
- e. the stopping of vehicles is prohibited at all times on the south side of Paddington Street commencing at its intersection with Fenchurch Street, and extending in a westerly direction for a distance of 23 metres.
- f. the stopping of vehicles is prohibited at all times on the north side of Paddington Street commencing at its intersection with Fenchurch Street, and extending in a westerly direction for a distance of 27.5 metres.
- g. the stopping of vehicles is prohibited at all times on the west side of Fenchurch Street commencing at its intersection with Paddington Street, and extending in a northerly direction for a distance of 22 metres.
- h. the stopping of vehicles is prohibited at all times on the east side of Fenchurch Street commencing at its intersection with Lambeth Crescent, and extending in a southerly direction for a distance of 22 metres.
- i. the stopping of vehicles is prohibited at all times on the north side of Lambeth Crescent commencing at its intersection with Fenchurch Street, and extending in an easterly direction for a distance of 26.5 metres.
- j. the stopping of vehicles is prohibited at all times on the south side of Lambeth Crescent commencing at its intersection with Fenchurch Street, and extending in an easterly direction for a distance of 26.5 metres.
- k. the stopping of vehicles is prohibited at all times on the east side of Fenchurch Street commencing at its intersection with Lambeth Crescent and extending in a northerly direction for a distance of 27.5 metres.

Paddington Street (Attachment B)

- l. the stopping of vehicles is prohibited at all times on the north side of Paddington Street commencing at a distance of 44 metres in a westerly direction from its intersection with Ealing Street, and extending in a westerly direction for a distance of 54.5 metres.
 - m. the stopping of vehicles is prohibited at all times on the south side of Paddington Street commencing at a distance of 140 metres in a westerly direction from its intersection with Fenchurch Street, and extending in a westerly direction for a distance of 47.5 metres.
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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The neighbourhood has seen significant commercial development over the past 6 months. Pak'n'Save Papanui, on the corner of Northcote Road and Main North Road, opened in March 2024. Marion College, on the same site, also re-opened at the end of 2023. These developments have resulted in an increase in traffic numbers travelling to and from the area.
- 3.2 More vehicles have been observed parking on nearby local streets. Pak'n'Save has on-site staff carparking, however no parking is provided on-site for Marion College students. Construction

works on Fenchurch Street, Paddington Street and other surrounding streets have also led to a temporary increase in vehicles parked within the available road space.

- 3.3 There is an existing pedestrian walkway that links Northcote Road to Paddington Street. Concerns about reduced pedestrian visibility of oncoming traffic due to vehicles parked near the walkway on Paddington Street have been raised by the Northcote School Principal (Community Board deputation 15th Feb 2024) and a local resident through direct communications with the Traffic Operations team.
- 3.4 This report presents the Preferred Option to address the issues raised by the Community, which is to install No Stopping restrictions as shown on **Attachments A and B**.

4. Background/Context Te Horopaki

- 4.1 Both Fenchurch Street and Paddington Street are classified as Local roads in the Councils Road Classification System. These roads function almost entirely for access purposes and are not intended to act as through routes.
- 4.2 Both Fenchurch Street and Paddington Street are eight metre wide, two-way streets. They are primarily fronted by residential properties. Paddington Reserve is accessed off Paddington Street.
- 4.3 The speed limit on the local streets in this area is 30 km/h as approved by Council as part of the Safer Speed Neighbourhoods – Interim Speed Management Plan, July 2023. The posted speed limit however is currently 50 km/h; the approved 30 km/h signage is expected to be installed later this year.
- 4.4 Traffic counts were recorded in February 2024 on Fenchurch Street and Paddington Street and are discussed separately below. These are given in **Attachment C** with the previous traffic data from 2018 in **Attachment D**.
- 4.5 Uxbridge Street was also assessed as part of our investigations. This street does not have the same congestion issues as Fenchurch Street as it is wider at 10.5 metres. We have not received any complaints relating to this street and are therefore not recommending any changes to parking restrictions here.

Fenchurch Street

- 4.6 Fenchurch Street is being used as a short cut by drivers avoiding the signals at the QEII/Main North Road/Northcote Road intersection, particularly at peak times and in a northerly direction from Northcote Road.
- 4.7 Parking occupancy demand has recently increased here, especially on the 95 metre long section between Northcote Road and Paddington Street. Due to the 7.5 metre width, when vehicles are parked on both sides the street is effectively reduced to one-way.
- 4.8 The results of the recent traffic counts have been compared with those from the previous count in 2018. Average comparative traffic results are summarised in the Table 1:

| | 2018 | 2024 |
|--|------|------|
| Average Weekday Traffic (AWDT) | 1094 | 1335 |
| Average Weekend Traffic (AWET) | 839 | 964 |
| Average Speed (km/h) | 41.5 | 36.8 |
| 85th Percentile Speed (km/h) | 49.3 | 44.3 |
| Heavy Vehicle (%) | 3 | 5.6 |
| Average AM Peak Hour (Week Days) | 104 | 111 |
| Average PM Peak Hour (Week Days) | 107 | 113 |

Table 1 – Fenchurch Street, Comparative Traffic Count Result from 2018 & 2024 (Combined Direction)

The main points are:

- Average Weekday Traffic (AWDT) has increased by 18%.
 - Average Weekend Traffic (AWET) has increased by 8%.
 - Average speeds have dropped since 2018, which is expected with higher vehicle volumes.
 - Heavy vehicle traffic (Class 4 and over) has increased by 2.6%
 - The average AM and PM peaks have increased by 8% and 4% respectively.
- 4.9 Waka Kotahi’s CAS traffic crash database shows that there have been two reported crashes at the Fenchurch Street intersection with Northcote Road and one crash outside #3 Fenchurch Street in the last ten years. All of these were non-injury crashes and were unrelated to either speed or the road layout, the causes being:
- A vehicle crashed into the back of another vehicle waiting to turn onto Northcote Road
 - Medical event caused driver to lose control, mount footpath and crash into power pole
 - Driver accelerated instead of braking and crashed into power pole
- 4.10 Generally, we would not recommend installing a No-Stopping restriction on one side of a street unless it was under seven metres wide, as per guidance in the Suburban Parking Policy (2019), Policy 10.
- Parked cars provide side friction on streets and this assists with lowering vehicle speeds. However the increased traffic volumes, combined with the bottle-neck resulting from cars being parked on both sides are causing congestion issues especially at peak times. Maintaining two-way through traffic is therefore of benefit in this location.
- 4.11 Community engagement highlighted that the intersections of both Paddington Street and Lambeth Crescent with Fenchurch Street are particularly difficult to navigate when vehicles are parked close to or within these intersections. We have therefore extended the proposed No Stopping restrictions to include these intersections.

The recommended length of No Stopping proposed at the intersections is 55 metres, which achieves Minimum Gap Sight Distance (ref. Austroads, Guide to Road Design Part 4a: Unsignalised and Signalised Intersections, 2023).

This is considered to be appropriate for this location as there is no pattern of crashes at these intersections or permanent obstructions that affect visibility. It is also expected that the 85th percentile speed will decrease when the approved speed limit of 30kmh is installed later this year.

- 4.12 The recommended proposal will remove approximately twelve unrestricted parking spaces on Fenchurch Street, five at Paddington Street/Fenchurch Street intersection and four at the Lambeth Crescent/Fenchurch Street intersection.

Paddington Street

- 4.13 There is no formalised pedestrian crossing point across Paddington Street near the Reserve.
- 4.14 There is an existing pedestrian walkway that links Northcote Road to Paddington Street. Concerns about reduced pedestrian visibility of oncoming traffic due to vehicles parked near the walkway on Paddington Street have been raised by the Northcote School Principal (Community Board deputation 15th Feb 2024) and a local resident through direct communications with the Traffic Operations team.
- 4.15 Waka Kotahi’s CAS traffic crash database shows that there have been no reported crashes on Paddington Street in the last ten years.
- 4.16 Parking occupancy is generally observed to be moderate in this location, especially during school hours.
- 4.17 The results of the recent traffic counts have been compared with those from the previous count in 2018. Average comparative traffic results are summarised in the Table 2:

| | 2018 | 2024 |
|--|-------------|-------------|
| Average Weekday Traffic (AWDT) | 438 | 617 |
| Average Weekend Traffic (AWET) | 390 | 386 |
| Average Speed (km/h) | 42.5 | 40.8 |
| 85th Percentile Speed (km/h) | 51.1 | 48.8 |
| Heavy Vehicle (%) | 2.9 | 6.4 |
| Average AM Peak Hour | 30 | 37 |
| Average PM Peak Hour | 43 | 44 |

Table 2 – Paddington Street, Comparative Traffic Count Result from 2018 & 2024 (Combined Directions)

The main points are:

- Average Weekday Traffic (AWDT) has increased by 29%
- Average Weekend Traffic (AWET) has decreased by 1%

- The average speeds have dropped since 2018, which is expected with higher vehicle volumes
 - Heavy vehicle traffic (Class 4 and over) has increased by 3.5%
 - The average AM and PM peaks have increased by 18% and 2% respectively
- 4.18 Crossing sight distance (CSD) should be provided at crossings where pedestrians do not have the priority and must choose gaps in the traffic stream to cross safely.
- The CSD has been calculated as 54 metres in this location considering the 30km/h approved speed limit, a 1.2 metre per second walk rate and a 7.7 metre crossing distance. This resulted in a No Stopping restriction of 35.5 metres on either side of the walkway.
- 4.19 Considering the mitigating factors; the width of the street, the 30 km/h approved speed limit and crash history, our Preferred Option is to reduce the length of No Stopping restriction to 23.5 metres in both directions on both sides of Paddington Street, with a further seven metres extending in an easterly direction on the northern side of Paddington Street to prevent vehicles parking over the vehicle access to the reserve and in the small space just west of #31, refer **Attachment B**. This is discussed further in 4.24.
- 4.20 The recommended proposal will remove approximately eight unrestricted parking spaces adjacent to Paddington Reserve and four on the south side of Paddington Street.
- 4.21 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.22 The following reasonably practicable options were considered and are assessed in this report:
- Mark No Stopping restrictions on Fenchurch Street and Paddington Street, as shown on **Attachments A and B**
 - Maintain the status quo – do nothing.
- 4.23 The following option was initially considered on Fenchurch Street but has been ruled out:
- Install No Stopping restrictions on the east side of Fenchurch Street from Northcote Road to just south of Lambeth Crescent.
- This proposal was based on the understanding that the main congestion issues were along the small section of Fenchurch Street between Northcote Road and Lambeth Crescent, and the east side of the road has the longest section of existing no stopping.
- We received feedback during the consultation period that this proposal:
- Did not address the congestion issues being experienced at the intersections of Paddington Street and Lambeth Crescent
 - Would affect fewer properties, in terms of the loss of unrestricted parking spaces, if it were on the western side of Fenchurch Street
- Considering these points we are therefore recommending the No Stopping restrictions as shown on the Preferred Option, **Attachment A**.
- 4.24 The following option was initially considered on Paddington Street but has been ruled out:
- Install No Stopping restrictions to achieve Crossing Sight Distance (CSD) which, as discussed in 4.16, is a minimum of 54 metres resulting in a No Stopping restriction 35.5 metres long on either side of the walkway.

The original reason for the proposal was to address the concerns raised about reduced pedestrian visibility of oncoming traffic due to vehicles parked near the walkway. We initially proposed No Stopping restrictions to meet the CSD standard, with an extension on the north side of Paddington Street in a westerly direction to account for people leaving the park and starting to cross in this location.

We received feedback during the consultation period that this proposal:

- removes all the parking spaces directly adjacent to the reserve; and
- could increase vehicle speeds as removing the parking would open up the road and remove the side friction provided by parked vehicles.

Considering these points and the mitigating factors discussed in 4.17 we are therefore recommending a reduced length of No Stopping restriction as shown in the Preferred Option, **Attachment B**.

Options Descriptions Ngā Kōwhiringa

4.25 **Preferred Option:** Install No Stopping Restrictions as shown on **Attachments A and B**.

4.25.1 Option Advantages

Fenchurch Street

- Reduces congestion caused when vehicles are parked on both sides of the street by maintaining two-way traffic
- Addresses safety issues and concerns raised by the Community

Paddington Street

- Provides a safer means for pedestrians to cross Paddington Street to/from Paddington Reserve
- Addresses safety issues and concerns raised by the Community

4.25.2 Option Disadvantages

Fenchurch Street

- Removes approximately 12 unrestricted parking spaces
- May increase vehicle speeds due to the reduction in side friction provided by parked vehicles
- May make this route more attractive for use as a short cut (“rat running”)

Paddington Street

- Removes approximately eight and four parking spaces on the north and south side of the street respectively
- May increase vehicle speeds due to the reduction in side friction provided by parked vehicles

4.26 Maintain the status quo – do nothing:

4.26.1 Option Advantages

Fenchurch Street

- Retains approximately 12 on street parking spaces

Paddington Street

- Retains approximately eight and four parking spaces on the north and south side of the street respectively

4.26.2 **Option Disadvantages**

Fenchurch Street

- Does not reduce congestion caused by the increased volume of traffic using the street when vehicles are parked on both sides of the street reducing the navigable traffic lane to one-way
- Does not address safety issues and concerns raised by the Community

Paddington Street

- Does not provide a safer means for pedestrians to cross Paddington Street
- Does not address safety issues and concerns raised by the Community

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

| | Recommended Option | Option 2 – Do nothing |
|---------------------------|---|---|
| Cost to investigate | \$3000 to write report including consultation and site visits | \$3000 to write report including consultation and site visits |
| Cost to Implement | \$1000 to install BYL | \$0 |
| Maintenance/Ongoing Costs | Will be added to and covered by the area maintenance contract | \$0 |
| Funding Source | Traffic Operations Team traffic signs and markings budget | \$0 |

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

6.2.1 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.

6.2.2 The Community Board has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

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

6.3 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 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

6.4 The required decisions:

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

6.4.2 The recommendations in this report are consistent with the Suburban Parking Policy.

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

6.4.4 The community engagement and consultation outlined in this report reflect the assessment.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Sixteen residents and five property owners were advised of the initial proposals by letter. We also sent the consultation documentation to a further eighteen people who submitted customer service requests (CSR's) and to the Principal of Northcote School. The majority of the CSR's were concerned with the congestion issues on Fenchurch Street.

6.8 *Fenchurch Street*

We received eight responses in general support of the proposals and one against, who did not want to lose the parking outside their property.

Further comments were:

In our initial proposal, the No Stopping restriction ended just south of the intersection with Lambeth Crescent.

We had five responses stating that this proposal did not address the congestion issues being experienced at the Paddington Street intersection.

A resident also informed us that vehicles regularly park near to the intersection with Lambeth Crescent which also causes congestion and affects visibility.

We therefore updated our proposal to the No Stopping restriction in our Preferred Option, refer **Attachment A**.

We reconsulted with a further six directly affected residents. We received one response in support of the proposal.

Two respondents want the No Stopping restriction to extend the entire length of Fenchurch Street to Tuckers Road. We consider that the length of No Stopping proposed is adequate to alleviate the reported congestion issues being experienced at the Northcote Road end of Fenchurch Street and at the intersections of Paddington Street and Lambeth Crescent. This also removes the minimum number of on-street parking spaces. We have not received any further complaints about congestion issues on Fenchurch Street at the northern end of the

street. Removing parking along the entire length of Fenchurch Street is likely to increase vehicle speeds due to reduced side friction and would remove half of the available unrestricted parking spaces currently available.

Two submissions suggested time restricted parking during school hours instead of the No Stopping restriction. The width of Fenchurch Street is constricting traffic flow and recent traffic counts show that traffic volumes are gradually increasing with similar issues also being experienced at other times of the day. This observation has been confirmed by two residents of Fenchurch Street, including the submitter who made a deputation to the Community Board on the 15th February 2024.

6.9 *Paddington Street*

We received four responses to our proposals, three generally for and one concerned with the amount of parking being removed at Paddington Reserve. They also requested that we install a No Stopping restriction along the entire length of one side of Paddington Street.

Our Preferred Option is a reduced length of No Stopping restriction than we proposed on the initial consultation plan, as discussed in 4.23, refer Attachment B.

The length of No Stopping restriction proposed is the minimum to provide adequate visibility of oncoming traffic to pedestrians crossing in this location and removes the minimum number of on-street parking spaces. We have not observed that the same congestion issues are occurring on Paddington Street as have been noted on Fenchurch Street that would support a departure from the Suburban Parking Policy guidelines ie. the removal of parking along the entire length of one side of the street. We consider having parking on both sides assists to keep vehicle speeds down and is of more benefit, especially as this has been highlighted as an issue by two other submitters.

The two submitters on the proposals had general concerns about speeding and were concerned about the effect that removing parking would have on speeding vehicles. The speed data taken as part of the traffic counts does not indicate that there is a particular current issue with speeding; this is something that we would monitor after the 30 km/h approved speed limit signage has been installed.

One submitter stated we should provide a pedestrian refuge adjacent to the walkway. This sort of infrastructure is not specifically funded within our road safety budgets, which are prioritised for high-risk/high-crash intersections and locations. Based on the zero crashes recorded in CAS, the narrow width of the street and the approved 30kmh approved speed limit we do not consider this to be a high risk location at this time, we would monitor this after the the 30 km/h approved speed limit signage has been installed.

The resident at #31 Paddington Street did not want parking restrictions outside their house. We have been able to action this request and remove them as we have shortened the restrictions in this location.

6.10 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.11 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.

6.12 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

- 6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.16 This is a minor proposal that is principally intended to address safety issues at these locations. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the new road markings to be installed.

Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|--|------------|------|
| A   | Attachment A - Fenchurch Street, Proposed No Stopping Restriction | 24/1016185 | 30 |
| B   | Attachment B - Paddington Street, Proposed No Stopping Restriction | 24/1016186 | 31 |
| C   | Attachment C - 2024 Traffic Count Data | 24/742912 | 32 |
| D   | Attachment D - 2018 Traffic Count Data | 24/742914 | 33 |

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

| Document Name - Location / File Link |
|--------------------------------------|
| Not applicable |

Signatories Ngā Kaiwaitohu

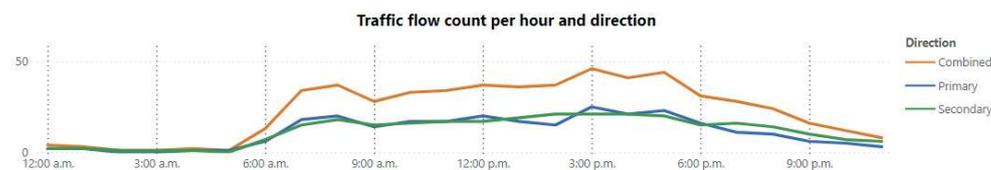
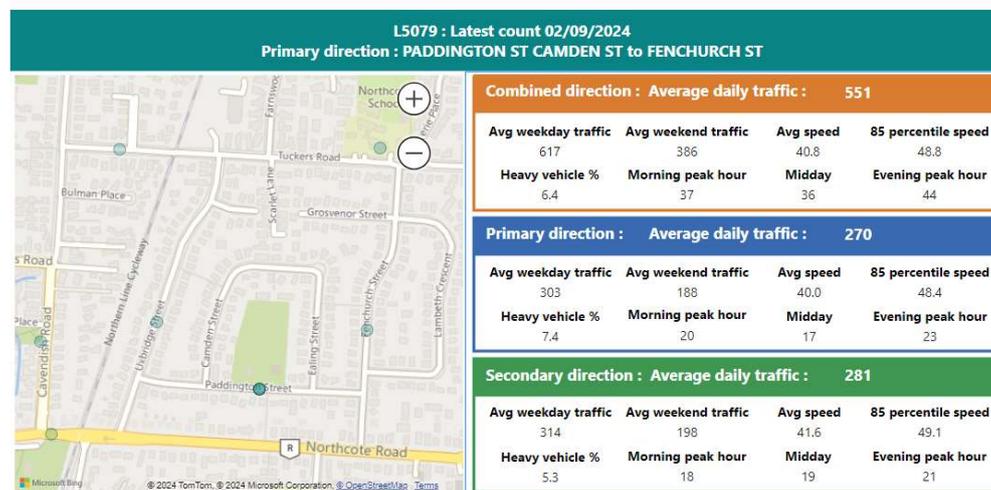
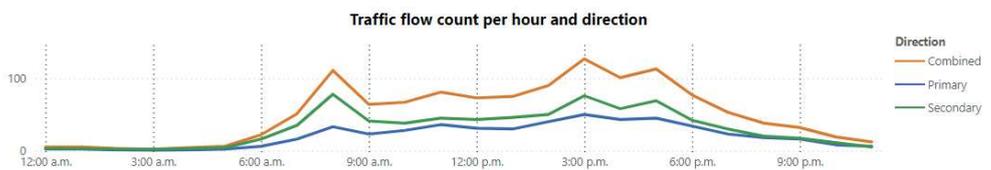
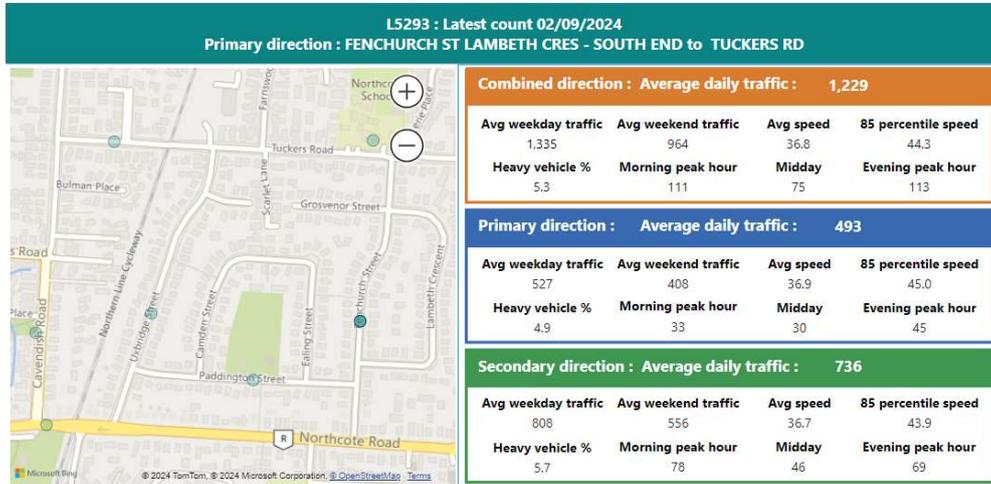
| | |
|--------------------|---|
| Author | Sally-Ann Marshall - Traffic Engineer |
| Approved By | Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) |





Fenchurch Street and Paddington Street
Traffic Count Data

Attachment C
29th April 2024



Fenchurch Street & Paddington Street
2018 Traffic Count Data

Attachment D

**Agfirst MetroCount Traffic Executive
Traffic Summary - Combined**

Site: L5293 SP Location: [-43.482430 +172.613333]
Description: Fenchurch St (A>B) Lambeth Cres South to Grosvenor St @ #24 <50> OS# 24
Profile: NZTA2011 Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(0,160) Headway(>0) Span(0 - 100)
Duration: 0:00 7 December, 2018 to 0:00 14 December, 2018 (7 days)
Created by MTE version 4.0.6.0

Grand Total

| Volume Days | Mon 1036 | Tue 1046 | Wed 1115 | Thu 1110 | Fri 1162 | Sat 878 | Sun 799 | Weekday 5469 | Weekend 1677 | All Days 7146 |
|-------------|----------|----------|----------|----------|----------|---------|---------|--------------|--------------|---------------|
|-------------|----------|----------|----------|----------|----------|---------|---------|--------------|--------------|---------------|

Average Volume

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|--------------|-------------|-------------|-------------|-------------|-------------|------------|------------|-------------|-------------|-------------|
| 0000 | 3 | 2 | 4 | 5 | 7 | 11 | 11 | 4 | 11 | 6 |
| 0100 | 6 | 1 | 6 | 3 | 2 | 10 | 3 | 4 | 7 | 4 |
| 0200 | 3 | 6 | 4 | 3 | 5 | 6 | 1 | 4 | 4 | 4 |
| 0300 | 4 | 1 | 2 | 2 | 3 | 5 | 3 | 2 | 4 | 3 |
| 0400 | 3 | 4 | 3 | 3 | 3 | 3 | 0 | 3 | 2 | 3 |
| 0500 | 14 | 7 | 14 | 10 | 9 | 2 | 5 | 11 | 4 | 9 |
| 0600 | 23 | 21 | 27 | 20 | 25 | 8 | 5 | 23 | 7 | 18 |
| 0700 | 67 | 74 | 72 | 70 | 71 | 19 | 9 | 71 | 14 | 55 |
| 0800 | 109 | 106 | 116 | 90 | 99 | 51 | 19 | 104 | 35 | 84 |
| 0900 | 51 | 69 | 54 | 60 | 67 | 48 | 39 | 60 | 44 | 55 |
| 1000 | 48 | 56 | 50 | 65 | 60 | 65 | 62 | 56 | 64 | 58 |
| 1100 | 56 | 52 | 58 | 61 | 53 | 66 | 61 | 56 | 64 | 58 |
| 1200 | 52 | 47 | 54 | 71 | 56 | 75 | 65 | 56 | 70 | 60 |
| 1300 | 48 | 52 | 70 | 41 | 56 | 64 | 66 | 53 | 65 | 57 |
| 1400 | 77 | 77 | 90 | 92 | 95 | 59 | 67 | 86 | 63 | 80 |
| 1500 | 73 | 98 | 84 | 83 | 125 | 68 | 65 | 93 | 67 | 85 |
| 1600 | 93 | 84 | 80 | 94 | 125 | 67 | 76 | 95 | 72 | 88 |
| 1700 | 110 | 97 | 108 | 124 | 94 | 56 | 62 | 107 | 59 | 93 |
| 1800 | 52 | 65 | 87 | 59 | 63 | 51 | 47 | 65 | 49 | 61 |
| 1900 | 57 | 45 | 41 | 40 | 48 | 35 | 38 | 46 | 37 | 43 |
| 2000 | 29 | 25 | 33 | 37 | 29 | 28 | 40 | 31 | 34 | 32 |
| 2100 | 33 | 20 | 35 | 36 | 25 | 31 | 26 | 30 | 29 | 29 |
| 2200 | 16 | 29 | 15 | 23 | 22 | 37 | 20 | 21 | 29 | 23 |
| 2300 | 9 | 8 | 8 | 18 | 20 | 13 | 9 | 13 | 11 | 12 |
| Total | 1036 | 1046 | 1115 | 1110 | 1162 | 878 | 799 | 1094 | 839 | 1021 |
| | | | | | | | | AWDT | AWET | ADT |

Average Peaks

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|-----------|------|------|------|------|------|------|------|---------|---------|----------|
| AM Total | 109 | 106 | 116 | 90 | 99 | 66 | 62 | 104 | 64 | 84 |
| AM Time | 0800 | 0800 | 0800 | 0800 | 0800 | 1100 | 1000 | 0800 | 1000 | 0800 |
| PM Total | 110 | 98 | 108 | 124 | 125 | 75 | 76 | 107 | 72 | 93 |
| PM Time | 1700 | 1500 | 1700 | 1700 | 1500 | 1200 | 1600 | 1700 | 1600 | 1700 |
| Day Total | 110 | 106 | 116 | 124 | 125 | 75 | 76 | 107 | 72 | 93 |
| Day Time | 1700 | 0800 | 0800 | 1700 | 1500 | 1200 | 1600 | 1700 | 1600 | 1700 |

Average Daily Classes

| Class | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days | % |
|--------------|-----|-----|------|------|------|-----|-----|---------|---------|----------|------|
| 1 - MC+PC | 6 | 1 | 3 | 1 | 9 | 3 | 2 | 4 | 3 | 4 | 0.3 |
| 2 - PC+LCV | 990 | 999 | 1062 | 1061 | 1108 | 852 | 780 | 1044 | 816 | 979 | 95.9 |
| 3 - PC+LCV | 6 | 6 | 5 | 11 | 6 | 12 | 11 | 7 | 12 | 8 | 0.8 |
| 4 - BUS+MCV | 27 | 36 | 43 | 34 | 34 | 8 | 6 | 35 | 7 | 27 | 2.6 |
| 5 - BUS+HCV1 | 4 | 1 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | 2 | 0.2 |
| 6 - HCV1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0.1 |
| 7 - HCV1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 8 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 9 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 11 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 - ??? | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0.1 |

Speed Statistics - PSL 50km/h

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|--------------|------|------|------|------|------|------|------|---------|---------|----------|
| Mean | 40.9 | 42.0 | 41.9 | 42.9 | 42.0 | 40.7 | 39.6 | 41.9 | 40.2 | 41.5 |
| Median | 41.4 | 42.8 | 42.5 | 42.8 | 42.5 | 41.0 | 40.0 | 42.5 | 40.7 | 42.1 |
| 85%ile | 48.2 | 50.0 | 49.7 | 50.4 | 49.7 | 48.6 | 48.2 | 49.7 | 48.2 | 49.3 |
| 95%ile | 52.9 | 54.7 | 53.6 | 55.4 | 54.7 | 53.6 | 52.6 | 54.4 | 52.9 | 54.0 |
| Mean >PSL | 54.1 | 54.0 | 54.2 | 54.3 | 54.5 | 54.3 | 54.0 | 54.2 | 54.2 | 54.2 |
| Number >PSL | 110 | 162 | 156 | 185 | 172 | 100 | 83 | 785 | 183 | 968 |
| Percent >PSL | 10.6 | 15.5 | 14.0 | 16.7 | 14.8 | 11.4 | 10.4 | 14.4 | 10.9 | 13.5 |

Item 8
Attachment D

**Agfirst MetroCount Traffic Executive
Traffic Summary - Combined**

Site: L5079 SP Location: [-43.483410 +172.611010]
Description: Paddington St (A>B) Camden St to Ealing St @ #24 <50> OS# 24 @ 0.227
Profile: NZTA2011 Cls(1 2 3 4 5 6 7 8 9 10 11 12 13 14) Dir(NESW) Sp(0,160) Headway(>0) Span(0 - 100)
Duration: 0:00 25 November, 2018 to 0:00 2 December, 2018 (7 days)
Created by MTE version 4.0.6.0

Grand Total

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|--------|-----|-----|-----|-----|-----|-----|-----|---------|---------|----------|
| Volume | 376 | 412 | 433 | 469 | 500 | 461 | 319 | 2190 | 780 | 2970 |
| Days | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 2 | 7 |

Average Volume

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|-------|-----|-----|-----|-----|-----|-----|-----|---------|---------|----------|
| 0000 | 1 | 5 | 0 | 2 | 5 | 14 | 4 | 3 | 9 | 4 |
| 0100 | 2 | 3 | 2 | 0 | 4 | 4 | 2 | 2 | 3 | 2 |
| 0200 | 1 | 4 | 4 | 2 | 2 | 3 | 5 | 3 | 4 | 3 |
| 0300 | 1 | 2 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 1 |
| 0400 | 2 | 4 | 0 | 3 | 1 | 0 | 2 | 2 | 1 | 2 |
| 0500 | 4 | 3 | 3 | 4 | 4 | 2 | 1 | 4 | 2 | 3 |
| 0600 | 7 | 10 | 7 | 3 | 5 | 5 | 4 | 6 | 5 | 6 |
| 0700 | 12 | 17 | 20 | 12 | 16 | 10 | 3 | 15 | 7 | 13 |
| 0800 | 34 | 34 | 23 | 32 | 26 | 9 | 11 | 30 | 10 | 24 |
| 0900 | 22 | 19 | 14 | 31 | 30 | 24 | 11 | 23 | 18 | 22 |
| 1000 | 26 | 16 | 24 | 26 | 31 | 28 | 25 | 25 | 27 | 25 |
| 1100 | 12 | 14 | 23 | 32 | 23 | 37 | 24 | 21 | 31 | 24 |
| 1200 | 20 | 17 | 28 | 23 | 32 | 20 | 27 | 24 | 24 | 24 |
| 1300 | 16 | 12 | 28 | 23 | 25 | 30 | 24 | 21 | 27 | 23 |
| 1400 | 21 | 34 | 29 | 32 | 37 | 38 | 26 | 31 | 32 | 31 |
| 1500 | 27 | 43 | 36 | 44 | 42 | 29 | 20 | 38 | 25 | 34 |
| 1600 | 37 | 34 | 32 | 37 | 47 | 31 | 33 | 37 | 32 | 36 |
| 1700 | 39 | 51 | 42 | 37 | 48 | 34 | 33 | 43 | 34 | 41 |
| 1800 | 23 | 24 | 31 | 37 | 27 | 35 | 17 | 28 | 26 | 28 |
| 1900 | 24 | 27 | 31 | 30 | 24 | 22 | 17 | 27 | 20 | 25 |
| 2000 | 19 | 15 | 20 | 17 | 11 | 25 | 11 | 16 | 18 | 17 |
| 2100 | 11 | 13 | 18 | 19 | 28 | 28 | 8 | 18 | 18 | 18 |
| 2200 | 10 | 7 | 10 | 14 | 10 | 18 | 5 | 10 | 12 | 11 |
| 2300 | 5 | 4 | 7 | 8 | 22 | 15 | 2 | 9 | 9 | 9 |
| Total | 376 | 412 | 433 | 469 | 500 | 461 | 319 | 438 | 390 | 424 |
| | | | | | | | | AWDT | AWET | ADT |

Average Peaks

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|-----------|------|------|------|------|------|------|------|---------|---------|----------|
| AM Total | 34 | 34 | 24 | 32 | 31 | 37 | 25 | 30 | 31 | 25 |
| AM Time | 0800 | 0800 | 1000 | 0800 | 1000 | 1100 | 1000 | 0800 | 1100 | 1000 |
| PM Total | 39 | 51 | 42 | 44 | 48 | 38 | 33 | 43 | 34 | 41 |
| PM Time | 1700 | 1700 | 1700 | 1500 | 1700 | 1400 | 1600 | 1700 | 1700 | 1700 |
| Day Total | 39 | 51 | 42 | 44 | 48 | 38 | 33 | 43 | 34 | 41 |
| Day Time | 1700 | 1700 | 1700 | 1500 | 1700 | 1400 | 1600 | 1700 | 1700 | 1700 |

Average Daily Classes

| Class | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days | % |
|--------------|-----|-----|-----|-----|-----|-----|-----|---------|---------|----------|------|
| 1 - MC+PC | 1 | 1 | 4 | 2 | 3 | 4 | 0 | 2 | 2 | 2 | 0.5 |
| 2 - PC+LCV | 352 | 397 | 410 | 442 | 477 | 441 | 312 | 416 | 377 | 404 | 95.3 |
| 3 - PC+LCV | 5 | 4 | 5 | 5 | 8 | 8 | 3 | 5 | 6 | 5 | 1.3 |
| 4 - BUS+MCV | 18 | 10 | 14 | 19 | 10 | 8 | 4 | 14 | 6 | 12 | 2.8 |
| 5 - BUS+HCV1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 6 - HCV1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 7 - HCV1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 8 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 9 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 11 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13 - HCV2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14 - ??? | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |

Speed Statistics - PSL 50km/h

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Weekday | Weekend | All Days |
|--------------|------|------|------|------|------|------|------|---------|---------|----------|
| Mean | 44.4 | 44.6 | 43.2 | 42.4 | 41.4 | 39.2 | 43.0 | 43.1 | 40.8 | 42.5 |
| Median | 44.6 | 45.0 | 43.9 | 42.8 | 41.8 | 40.0 | 43.6 | 43.6 | 41.0 | 42.8 |
| 85%ile | 52.9 | 52.6 | 51.1 | 50.4 | 50.4 | 49.0 | 50.8 | 51.5 | 49.7 | 51.1 |
| 95%ile | 58.0 | 59.4 | 56.5 | 56.5 | 54.7 | 52.9 | 56.9 | 57.2 | 55.1 | 56.9 |
| Mean >PSL | 55.3 | 56.5 | 54.7 | 54.6 | 55.3 | 55.3 | 54.8 | 55.3 | 55.0 | 55.3 |
| Number >PSL | 95 | 99 | 86 | 84 | 82 | 53 | 61 | 446 | 114 | 560 |
| Percent >PSL | 25.3 | 24.0 | 19.9 | 17.9 | 16.4 | 11.5 | 19.1 | 20.4 | 14.6 | 18.9 |

9. South-East Central Neighbourhood Plan

Reference Te Tohutoro: 24/468584

Responsible Officer(s) Te Laura Botica, Planner Urban Regeneration

Pou Matua: Danielle Endacott, Engagement Advisor

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 recommend adoption of the South-East Central Neighbourhood Plan (**Attachment A**). The plan has been refined following feedback gathered through community consultation.
- 1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the South-East Central Neighbourhood Plan Report.
2. Endorse the South-East Central Neighbourhood Plan (Attachment A).
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

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

1. Receive the information in the South-East Central Neighbourhood Plan report.
2. Adopt the South-East Central Neighbourhood Plan as a guide to decision making (Attachment A).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The South-East Central (SE Central) area is shown on the map overleaf. A key anchor catalysing growth in this area is Te Kaha, Canterbury's Multi-Use Arena. The neighbourhood also includes a range of education offerings, hospitality, offices, some light industrial uses, and a growing residential population. The development of this area of the Central City is key to achieving the Council's ambition of 20,000 residents by 2028.
- 3.2 A neighbourhood plan has been developed through engagement with community members, businesses, and organisations. The draft South-East Central Neighbourhood Plan was last shared with the Community Board on 15 February 2024, prior to consultation.
- 3.3 The SE Central Neighbourhood Plan aims to guide the area's transition over the next 10+ years and sets out a range of actions for the Council, our partners and the community.

- 3.4 Feedback gathered through Kōrero Mai during March has helped to refine the plan. Key changes include refining the vision statement, adding new actions that support safety initiatives, clarifying housing outcomes the community want to see and adding detail about the current businesses and organisations in the neighbourhood. The analysis of submissions is included in **Attachment B** (and the submissions with address and other private details unredacted are available separately for the decision-makers in confidential format to protect the privacy of those details).
- 3.5 The key themes of the plan address environmental, community, housing, mixed use and movement outcomes.
- 3.6 Adopting the plan will enable integrated and coordinated development of a quality, mixed use living environment that delivers on the Council’s identified strategic outcomes for the city.



4. Background/Context Te Horopaki

Background

- 4.1 In 2018, the Council adopted the Central City Residential Programme (‘Project 8011’ – CNCL/2018/00198). This programme set an ambition to achieve 20,000 Central City residents by 2028 and staff have progressed a range of initiatives to facilitate this growth.
- 4.2 In 2021, the Council requested staff to investigate measures to ‘*further integrate [Te Kaha] with the surrounding community and catalyze regeneration*’ (CNCL/2021/00067).
- 4.3 In 2024, the Council adopted the Greater Christchurch Spatial Plan (GCSP), which identifies the Central City as a Priority Development Area (PDA). PDAs provide opportunity to accelerate development in locations that will support the desired pattern of growth, including greater intensification and higher densities around centres and public transport routes. Thriving neighbourhoods are described as ones that enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are well connected, enable safe and equitable access for all, have high quality and safe open spaces, green spaces and public realm, and provide a diverse range of housing including social and affordable housing.
- 4.4 The SE Central Neighbourhood is a key opportunity to grow the Central City’s population and achieve a quality, mixed-use neighbourhood. Transformation in this neighbourhood is already underway with Te Kaha under construction, new residential developments being built and new businesses opening in the area.
- 4.5 The community has been at the heart of the development of this plan, inputting during in-person information gathering sessions and sharing feedback through Kōrero Mai. The following related information sessions/workshops have taken place for community board members:

| Date | Subject |
|-------------------|--|
| 13 April 2023 | Briefing – update on regeneration work in South-East Central City Neighbourhoods |
| 21 September 2023 | Briefing – summary of early engagement in South-East Central City Neighbourhoods |
| 15 February 2024 | Community Board meeting - Draft South-East Central Neighbourhood Plan – approval to proceed to consultation. Agenda of Waipapa Papanui-Innes-Central Community Board - Thursday, 15 February 2024 (infocouncil.biz) |

The Neighbourhood Plan

4.6 The SE Central Neighbourhood Plan comprises a vision statement, key themes, actions and a high-level implementation plan. These collectively give effect to the various directions embodied in subregional and district level plans and policies.

4.7 The vision statement of SE Central is:

South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.

4.8 The key themes in the SE Neighbourhood Plan include:

- **Good mixed-use neighbours:** Businesses and residents adapt well to one another with an improved offering to meet needs of residents and visitors.
- **More people in quality housing:** Accelerated housing growth and diversity to meet needs of all ages and abilities.
- **Healthy, green neighbourhood:** Increased tree canopy, more open space and native and productive plantings.
- **Easy and enjoyable to get from A to B:** More appealing pedestrian, cycle and bus journeys with green links, street furniture, safety improvements, attention to vacant sites and well-located bus stops.
- **Strong sense of community:** Residents are well-connected, feel safe, enjoy an established identity for the area and are engaged in community place-making initiatives.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Adopt the South-East Central Neighbourhood Plan
- Do not proceed with adopting the Draft South-East Central Neighbourhood Plan

Options Descriptions Ngā Kōwhiringa

4.10 **Preferred Option: Adopt the South-East Central Neighbourhood Plan**

4.10.1 **Option Description:** Adopt the South-East Central Neighbourhood Plan as a guide to decision making.

4.10.2 **Option Advantages**

- An agreed plan for the neighbourhood supports alignment between the Council, key partners and the community in the delivery of actions. Addressing the identified current and future challenges will support residential and commercial growth and help to create a great neighbourhood.
- The SE Neighbourhood Plan helps to deliver on the Council's Strategic Framework, the Climate Resilience Strategy, the Urban Forest Plan, and the Central City Residential Programme.
- The plan has been developed alongside the community and there is collective buy-in to support the delivery of the SE Neighbourhood Plan.

4.10.3 Option Disadvantages

- The SE Neighbourhood Plan will require time and budget to implement actions in the plan.

4.11 Alternative option: Do not proceed with adopting the Draft South-East Central Neighbourhood Plan

4.11.1 **Option Description:** The plan is not adopted, and work ceases on the SECNP.

4.11.2 Option Advantages

- Short to medium term financial savings.

4.11.3 Option Disadvantages

- Would not follow through on the identification of this area as a regeneration priority.
- Doesn't respond to feedback gathered through engagement.
- Fails to deliver on the request of Council to integrate Te Kaha into the surrounding neighbourhood.
- Does not contribute to addressing climate resilience imperatives via improved greening and multi-modal shift.
- Does not test approaches and provide leadership on supporting intensification to occur in appropriate locations.
- Action will still likely be required in this neighbourhood in the future (i.e. transport improvements, creating new open space and development support). Without alignment to a wider vision, there is risk of ad hoc and uncoordinated delivery.

Analysis Criteria Ngā Paearu Wetekina

4.12 The criteria used to assess the options considered the extent to which each option achieves:

- Alignment with the Council's previous resolutions, its Strategic Framework and other plans and policies.
- Best outcomes for the community, with reference to community views and feedback.
- Efficient and coordinated delivery.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

| | Recommended Option – adopt SE Neighbourhood plan | Option 2 – Do not adopt neighbourhood plan |
|----------------------------|--|--|
| Cost to Implement | <ul style="list-style-type: none"> ○ The decision to adopt the Neighbourhood Plan involves no direct or immediate costs. ○ The delivery of elements of the SE Neighbourhood Plan, over coming years, will require separate decision-making processes or can be achieved under existing delegations. Costs to implement include: <ul style="list-style-type: none"> ○ New parks - to be funded predominantly by Development Contributions (estimated \$10 million). ○ Transport and streetscapes improvements – would need to be funded in future LTP (estimated \$24 million): Pedestrian and cycle-friendly infrastructure; Safety improvements; Increasing greenery through street tree planting and landscaping; Street furniture; Improve access through long city blocks and increased permeability by walking and cycling within the neighbourhood. ○ Placemaking initiatives and ‘trial and test’ approaches – within current Enliven Places Programme budgets (up to 100k per FY). ○ Other initiatives to be scoped and costed. | N/A |
| Maintenance/ Ongoing Costs | <ul style="list-style-type: none"> ● Facilitating community connections and site development advice within existing operational budgets (estimated 30k per FY). ● Staff time ● Ongoing maintenance costs of new open space or new planting - will be investigated during the delivery phase. | N/A |
| Funding Source | <ul style="list-style-type: none"> ● CPMS 61731 – Development Funded Neighbourhood Parks Urban Catchment ● CPMS 36874 and 77079 - Enliven Places ● Urban Regeneration Team operational budgets | N/A |
| Funding Availability | Transport improvements require funding in the future LTP. | N/A |
| Impact on Rates | If transport improvements were added to future LTP’s there would be an increase in rates by 0.02% | Cost neutral |

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 The current fiscally constrained environment affects timing of implementation, in particular the shorter term delivery of actions to achieve a walkable, cycle friendly neighbourhood. However, the neighbourhood plan is future focused and outlines the opportunities for future

implementation. Over time, the actions in this plan are achievable, reflect community feedback and are high level to allow for more detailed investigations once the plan is adopted.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 This project will be delivered as part of Council services under the Local Government Act.
- 6.3 Other Legal Implications:
- 6.3.1 There is no legal context, issue, or implication relevant to this decision to adopt the neighbourhood plan as a guide to future decision making.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 Is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of wider community interest in the plan and the associated costs and benefits of the proposed neighbourhood plan.
- 6.4.3 Is consistent with Council's Plans and Policies, including;
- The Christchurch Central Recovery Plan, which sets a vision for the rebuild of the Central City. The development of SE Central will build on this vision and will be consistent with An Accessible City.
 - The Central City Action Plan, which aims for 'A Central City built on exploration, open to new ideas and ways to work, live and play'. As a mixed-use area, this neighbourhood provides multiple ways to address vacant sites and other amenity issues, support economic prosperity and engage in neighbourhood level planning to grow numbers of residents and visitors.
 - The Central City Residential Programme ('Project 8011'), which has an ambition of 20,000 residents by 2028. This area of the Central City provides the greatest opportunity for new housing.
 - The Christchurch Climate Resilience Strategy, which sets out how to reduce our greenhouse gas emissions. The development of the South-East Central Neighbourhood provides an opportunity to improve resilience to the effects of climate change and reduce transport emissions.
 - The Urban Forest Plan, which sets out guidance to grow the city's tree canopy cover which includes ambitions to have no ward with less than 15% tree canopy cover and increasing planting on streets.
 - The Draft Ōtautahi Transport Plan, which sets the direction for transport in Christchurch over the next 30 years and includes goals to create safe and healthy streets and a transport system that supports the transition to a low-emission city.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.6 Strategic Planning and Policy
- 6.6.1 Activity: Strategic Planning, Future Development and Regeneration

- Level of Service: 17.0.20.2 Place-based policy and planning advice to support integrated urban regeneration, city identity, community leadership and place making. - Provide annual regeneration programme report/s to Council, that report on: Central City regeneration projects, including a focus on residential development (P8011) Regeneration projects in priority Suburban Centres, Annual Heritage Festival

Community Impacts and Views Ngā Mariu ā-Hāpori

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

6.7.1 Waipapa Papanui-Innes-Central Community Board

Early engagement

- 6.8 Conversations with Central City residents has been ongoing through a variety of forums including meeting with Central City residents through a series of ‘Conversation Walks’ in 2020, a Central City residents forum in 2021 and a community Asset Mapping process in 2022. This engagement helped to focus attention on the South-East area of the Central City.
- 6.9 Early engagement with strategic partners, key stakeholders, and residents located in the SE Central area started in January 2023.
- 6.10 Staff gathered insights on the opportunities, challenges, investment, and interest in the SE Central area by meeting with SALT District, Central City Business Association (CCBA), Methodist Mission, Gap Filler, Kainga Ora, Te Whatu Ora, Atlas Quarter residents, and inner-city developers.
- 6.11 Community insights and knowledge of the area were gathered using an interactive online tool (187 people provided 364+ pieces of feedback) and at an in-person neighbourhood gathering (35 attendees provided 245+ pieces of feedback).
- 6.12 Early feedback informed the development of the draft plan including the vision statement, five key themes, and their respective actions and aims. In particular:
- **Good mixed-use neighbours** - There is a wide range of businesses in this area that help create a vibrant neighbourhood. A short walk to the services in the core of the city and easy access to everyday services is a key attractor for living in this area.
 - **Quality housing** - People would like housing that is affordable and meets the needs of a wide range of people. Access to sunlight, greenspace and bike parking are important considerations for people wanting to live in this area.
 - **Healthy, green neighbourhood** - The area is lacking greenspace and would benefit from more trees and landscaping.
 - **Easy and enjoyable to get from A to B** - Safety, access and appearance of streets warrants improvement. The area should become cycle and pedestrian friendly.
 - **Strong sense of community** – As a newly evolving community, it doesn’t have an established identity. Residents would value support to build community – through events, a resident group, and spaces to gather.
- 6.13 Feedback gathered about Central City noise in September 2023 also informs the draft Plan.
- 6.14 The Community Board approved the plan to proceed to consultation in February 2024.
- #### *2024 consultation on the Draft Plan*
- 6.15 Public consultation on the draft plan ran between 4 March and 1 April 2024. An email was sent to over 2000 key stakeholders, including business owners and operators in the area, local

resident associations, the Accessibility Advisory Group, and Life in Christchurch survey participants who live or want to live in or near the Central City (Central City Survey 2022, Housing and Neighbourhoods Survey 2023).

- 6.16 The consultation link was shared on the Council, CŌN-centric Christchurch Ōtautahi Neighbours, and Chester Community Facebook pages, and via Newsline (1,854 views). Submissions were invited on our Kōrero Mai | Let's Talk webpage (1,605 views).
- 6.17 The consultation was also promoted as a video on the Council's Instagram page (12,700 views) and in the Te Kaha e-newsletter, which was sent to a database of more than 9,000 subscribers.
- 6.18 Consultation documents were delivered to Te Whare Roimata, St Paul's Trinity Pacific Presbyterian Church, Youth and Cultural Development (YCD), Christchurch Community House, City Mission, Ara Institute of Canterbury, Christchurch East School, and Ao Tawhiti. Documents were made available at Tūranga and Papanui libraries, and at the Council Civic Offices.

Summary of Submissions Ngā Tāpaetanga

- 6.19 Submissions were made by 10 recognised organisations, one business and 71 individuals.
- 6.20 Most submitters somewhat or fully agreed that the plan's vision aligns with their ideas for the neighbourhood's future:
- 45 (64%) fully agreed
 - 22 (32%) somewhat agreed
- 6.21 The feedback showed general support for the themes and actions set out in the draft plan. Submitters also had suggestions which have resulted in changes to the plan. Key feedback and changes include:
- Revising the vision to reflect ideas from the community.
 - Support for creating a greener neighbourhood with more trees to soften the current environment.
 - Support for improving pedestrian and cyclist journeys and enhancing public transport.
 - Ensuring the plan covers specific characteristics of the housing outcomes sought for SE Central.
 - Monitoring and delivering actions to attract long-term residents.
 - Having a focus on safety as the neighbourhood grows.
- 6.22 A full analysis of submissions is available in Attachment B.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.23 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.
- 6.24 Discussions were commenced with Mana Whenua, seeking involvement in the development of this plan. However, Whitiōra confirmed that the planning process was not a matter of direct interest and would progress without specific input at this stage, confirming this will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga. Specific elements in the delivery of the SE Central Neighbourhood Plan may be of interest in due course and will be shared as the project progresses.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.25 The decisions in this report are likely to:

- 6.25.1 Contribute positively to adaptation to the impacts of climate change.
- 6.25.2 Contribute positively to emissions reductions.
- 6.26 This project seeks to facilitate housing intensification in the Central City. This will support a reduction in travel emissions by enabling more people to live in a major employment centre and have easy access to their everyday needs. Transport is the largest source of emissions in Christchurch, and reducing the need to travel long distances is a key element in reducing those emissions.
- 6.27 Climate change is increasing the severity and frequency of extreme weather. This project will also explore opportunities for increasing tree canopy cover, green spaces and water-sensitive design in the neighbourhood which will absorb carbon dioxide, provide shade, and help absorb rainfall - which will all help the neighbourhood become more resilient to the effects of climate change. The plan may also identify opportunities to repurpose spaces to use existing resources more efficiently.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the report is adopted by Council as a guide to decision making, actions will begin to be implemented.
- 7.2 The first year of delivery will include: investigating suitable land for purchase to provide new open space; supporting community development through organising community gatherings and supporting the establishment of a residents group; providing site development support; small scale placemaking initiatives at key locations to improve greening and transport outcomes; and investigating opportunities for new public open space.
- 7.3 Community Board will be kept up to date at key stages. The implementation of actions may require separate approval processes.

Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|---|------------|------|
| A   | South-East Neighbourhood Plan - July 2024 | 24/1049993 | 45 |
| B   | Submission analysis | 24/844504 | 66 |
| C | Unredacted submissions table (<i>Under Separate Cover</i>) - CONFIDENTIAL | 24/1162726 | |

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

| Document Name - Location / File Link |
|--|
| <ul style="list-style-type: none"> • South-East social pinpoint online feedback tool: South-East Central Neighbourhood Plan Social Pinpoint (mysocialpinpoint.com.au) • South-East Let's talk webpage: South-East Central Neighbourhood Plan Kōrero mai Let's talk (ccc.govt.nz) |

Signatories Ngā Kaiwaitohu

| | |
|--------------------|--|
| Authors | Laura Botica - Planner Urban Regeneration Danielle Endacott - Community Development Advisor |
| Approved By | Bruce Rendall - Head of City Growth & Property Brent Smith - Acting General Manager City Infrastructure |

Item 9

South-East Central Neighbourhood Plan

July 2024

Attachment A Item 9



ccc.govt.nz

Christchurch
City Council 

Waipapa Papanui-Innes-Central Community Board foreword

The South-East Central Neighbourhood is a vibrant community in central Christchurch that is undergoing an exciting transformation.

With Te Kaha, Canterbury’s Multi-Use Arena, and a number of commercial and residential properties coming online in the coming years, South-East Central has a bright future.

A strong and cohesive vision for the neighbourhood is essential for creating a vibrant neighbourhood where people want to live, work and visit.

The South-East Central Neighbourhood Plan has been co-created with residents, businesses, landowners and Council staff. It includes a number of actions that stakeholders can work towards collaboratively to guide the development of this unique part of our city.

Thank you to everyone who has attended the drop-in sessions and workshops, and provided feedback and ideas through the consultation process. Your contributions have shaped this plan and helped create the vision for the future of the neighbourhood.

Emma Norrish

Chairperson, Waipapa Papanui-Central-Innes Community Board



Keep up to date on progress on the SE Neighbourhood Plan
ccc.govt.nz/se-central-neighbourhood-plan/

Speak to the team
urbanregeneration@ccc.govt.nz

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1. Summary

Overview

Christchurch's Central City has an exciting future. Through reinvention it is becoming a drawcard for business, residents and visitors. The South-East Central neighbourhood offers a particular opportunity for large-scale change and enhancement. A key feature of the area is Te Kaha, Canterbury's Multi-Use Arena.

The South-East Central (SE Central) Neighbourhood Plan aims to guide the area's transition and sets out focus areas and actions for the Council, our partners, and the community, in supporting residential growth.



The vision for South-East Central South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.

This plan sets out a range of actions – summarised below by the key themes. The map and visuals over the page (more detail in Appendix A) draw together some of the key moves that will contribute to great outcomes for this neighbourhood.

Key themes



Good mixed-use neighbours

Businesses and residents adapt well to one another with an improved offering to meet needs of residents and visitors (Actions 1, 2 & 3).



More people in quality housing

Accelerated housing growth and diversity to meet needs of all ages and abilities (Actions 4 & 5).



Healthy, green neighbourhood

Increased tree canopy, more open space and native and productive plantings (Actions 6, 7 & 8).



Easy and enjoyable to get from A to B

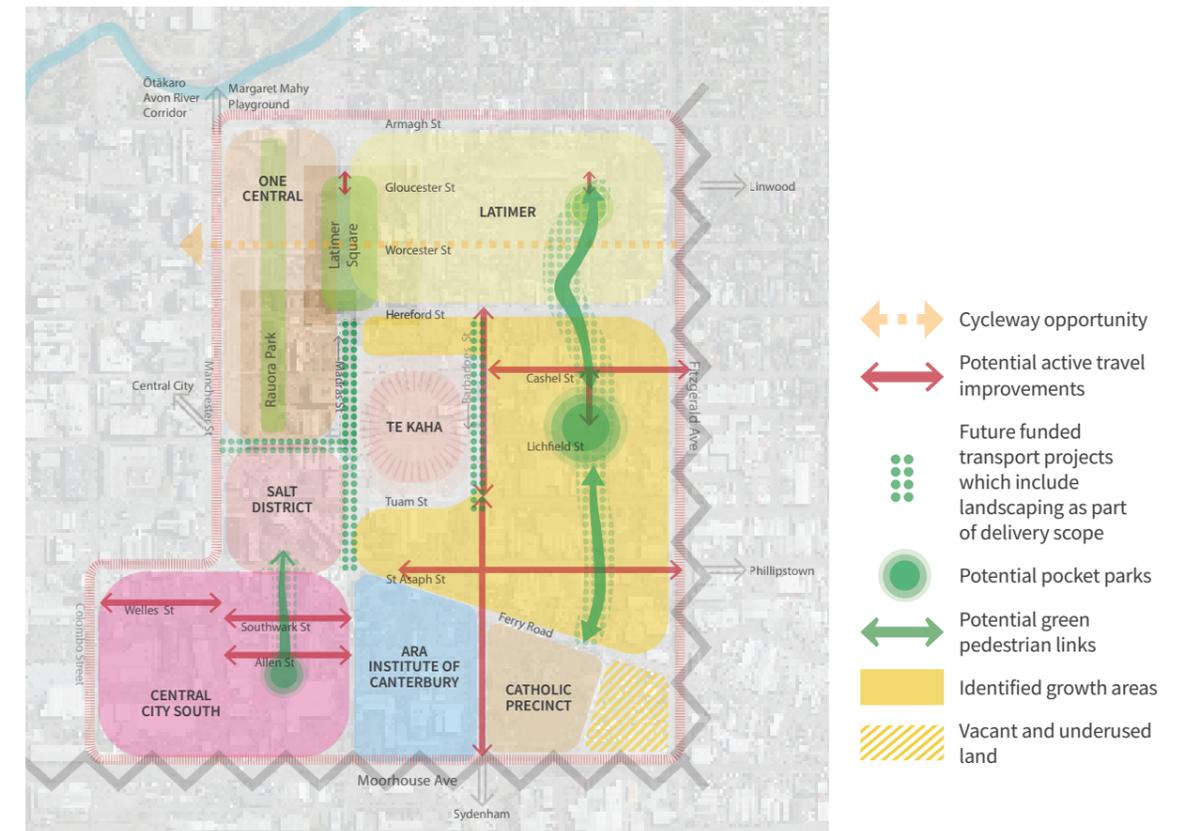
More appealing pedestrian, cycle and bus journeys with green links, street furniture, safety improvements, attention to vacant sites and well-located bus stops (Actions 9 & 10).



Strong sense of community

Residents are well-connected, feel safe, enjoy an established identity for the area and are engaged in community place-making initiatives (Actions 11 & 12).

Key actions (refer to larger map in Appendix A)



What change can you expect to see?



Current → Transitioning → Future neighbourhood →

2. Introduction

Over the next 10 years SE Central is expected to change. We've been working alongside the community to develop a neighbourhood plan with a strong vision to support development.



The SE Central area is home to a range of education offerings, offices, some light industrial uses and increasingly, houses and apartments. Clusters of food and entertainment venues can be found along St Asaph, Manchester and High streets. A key feature of the area is Te Kaha, Canterbury's Multi-Use Arena. This facility, supported by the surrounding public space (Te Kaharoa) and the upgrade of adjacent streets, is a strong attraction for people to visit and work in the neighbourhood and is a driver of both public and private investment.

New homes are being built and the planning framework continues to provide for an ongoing increase in housing. Large sites (vacant sites and those with older commercial buildings) provide opportunities for comprehensive redevelopment as medium and high-density housing, or for mixed commercial and residential use.

Unlike longer established Central City residential neighbourhoods, the area has received a relatively low level of investment (both public and private). We have heard from existing and potential residents through a series of [conversation walks](#) that the area's low amenity reduces its attraction as a desirable neighbourhood. Research on the [demand for Central City living](#) suggests that the perception of the neighbourhood held in the wider Christchurch community is relatively low when compared to the other neighbourhoods within the Central City.

There's an opportunity to lead change and regeneration, to optimise good outcomes for this Central City neighbourhood. The SE Central Neighbourhood Plan will guide this transition, with a strong focus on building a neighbourhood to support and accelerate the supply of new homes in a vibrant mixed-use environment. This includes considering aspects such as open space, greening, people movement, mixed-use and building community identity. The plan sets out the context, rationale, focus areas and actions to achieve the vision for this neighbourhood.

The why

3. Why South-East Central City?

Encouraging and supporting growth in this area helps deliver on post-earthquake priorities to create a vibrant, green and thriving city centre.

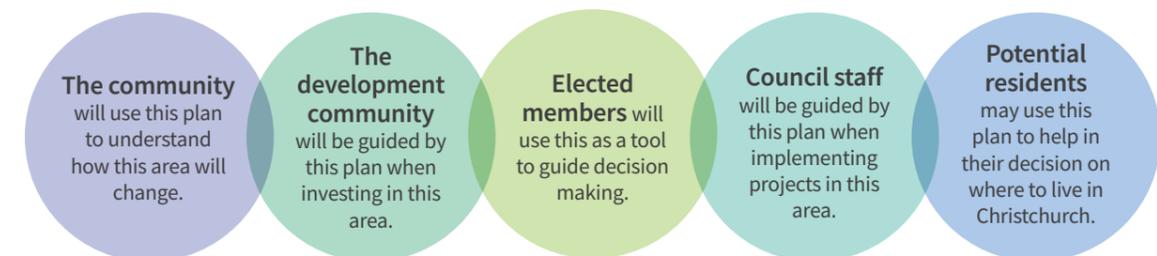
The development of SE Central is key to achieving our ambition for 20,000 Central City residents by 2028 ([Project 8011](#)). A supply of relatively large sites (compared to elsewhere in the Central City), vacant sites and relatively lower value buildings (e.g. warehouses, older commercial buildings) suggest the SE Central neighbourhood has good potential for land supply to help to meet this ambition. However, engagement with the local community, developers and the wider community suggests a need for investment and focused work to help make the neighbourhood more attractive to builders and buyers of new homes, while helping to maintain its strong mixed-use function in the Central City.

The national, regional and local planning framework aims to encourage growth close to commercial centres where there is good access to services, public transport networks and infrastructure. Facilitating housing growth in SE Central delivers on this direction while making use of existing and committed infrastructure improvements, reducing transport emissions, growing our climate resilience and supporting nearby businesses to thrive.

4. Why a neighbourhood plan?

The purpose of this neighbourhood plan is to set a strong vision for the future of the neighbourhood and articulate what it will take to achieve this vision. The plan reflects feedback gathered from those who currently live or work in or visit this area as well as those who may do so in the future.

Preparing a neighbourhood plan will help us ensure that separate initiatives delivered in this area align with the overall vision and are delivered in a way that most efficiently achieves good outcomes. The plan will help guide decision making and will be useful to a variety of groups including:



5. The bigger picture

The South-East Central Neighbourhood Plan fits into a wider strategic framework of plans and policies. The hierarchy of national, regional, and local priorities set out in these plans and policies provide a strong strategic context for investing in SE Central. A few of the key guiding documents are listed below:

National and regional direction

National Policy Statement on Urban Development (NPS-UD): ensures that New Zealand's towns and cities are well-functioning urban environments. It aims to encourage growth in areas with good access to services, public transport and infrastructure.

Greater Christchurch Spatial Plan: provides a blueprint for how population and business growth will be accommodated in the greater Christchurch area into the future. The Central City is a priority development area.

Mahaanui Iwi Management Plan (2013): will guide the delivery of the South-East Central Neighbourhood Plan especially in relation to sustainable transport, climate change and increasing native planting.

Christchurch's strategic direction

Council's Strategic Framework and Community Outcomes: (draft 2024-2034 LTP) include a collaborative confident city; a green, liveable city; a cultural powerhouse city and a thriving prosperous city.

Urban Forest Plan: sets out guidance and ambitions to grow the city's tree canopy cover.

Draft Ōtautahi Transport Plan: sets the direction for transport in Christchurch over the next 30 years, including enhancements that contribute to a vibrant Central City and a balance between streets as movement corridors and places for people.

Ōtautahi Christchurch Climate Resilience Strategy: sets out how to reduce our greenhouse gas emissions.

Strengthening Communities Together Strategy: supports active and connected communities.

Central City recovery

Christchurch Central Recovery Plan: sets a vision and direction for the rebuild of the Central City. The development of SE Central will build on this vision and will be consistent with **An Accessible City**.

Central City Action Plan: aims to improve the Central City environment, grow its economic activity and attract people to enjoy, visit and live.

Central City Residential Programme (Project 8011): supports the establishment of liveable neighbourhoods and facilitates growth to meet our ambition of 20,000 residents in the Central City by 2028.

Neighbourhood planning

South East Central Neighbourhood Plan: Engagement has helped to inform our work in SE Central, shaping up the actions and scope of the plan. Actions and delivery will be guided by strategic direction and levels of service including: access to parks, improving streets and stimulating private and public investment.

Inner City East Linwood Revitalisation Plan: is a community-led plan that interfaces with the SE area.

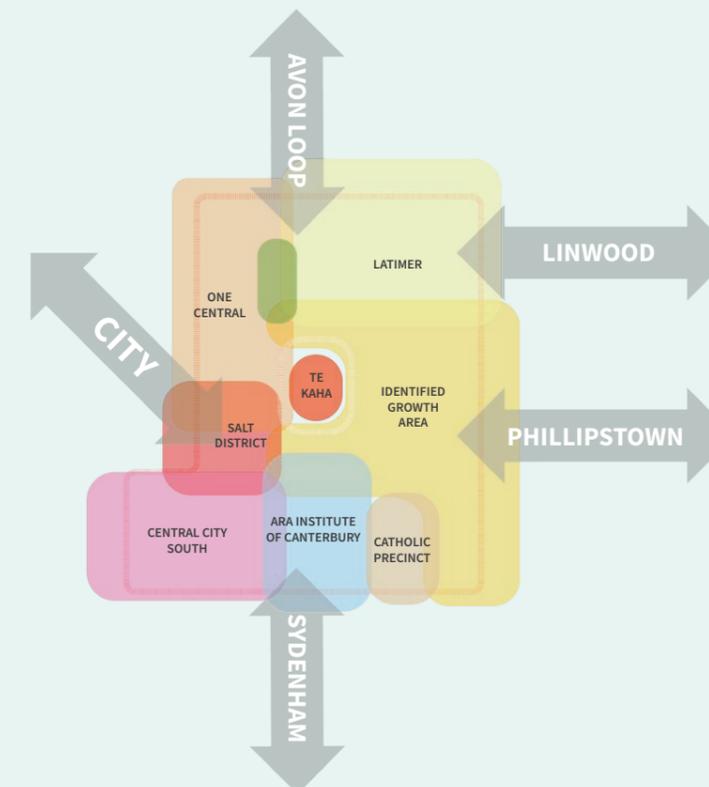
The place

6. Spatial scope

The SE Central area is bordered by Fitzgerald Avenue, Moorhouse Avenue, Colombo Street, St Asaph Street, Manchester Street and Armagh Street.

South-East Central is a placeholder name for the area and may change as the identity of the neighbourhood is established. There are several clusters of activity and emerging identities (see diagram).

The different parts of this neighbourhood will need different types of and levels of attention. While the focus of effort will be within these boundaries, this plan will consider connections with neighbouring areas including the Central City core, Linwood, Sydenham and Phillipstown.



One Central: a new residential area created under the Central City Recovery Plan which is centred around a green space (Rauora Park).

Latimer: an established residential area with some room for growth.

SALT District: a cluster of retail, hospitality and office spaces.

Central City South: a mainly commercial area with some new residential activity and some opportunity for change.

Identified growth area: surrounding Te Kaha in the mixed-use zoned area, this offers the greatest opportunity for change.



7. History of South-East Central

Mana whenua

Ngāi Tahu is tangata whenua for most of the South-Island with Ngāi Tūāhuriri Rūnanga holding mana whenua over the Central City area. This is a significant area for mana whenua for mahinga kai (food and resource gathering) and settlement sites located near the Ōtākaro Avon River. Historically, the area contained areas of wetland, grass, flax and cabbage trees as shown in the 'black map' of the area.

Mana whenua describe their interest in the development of the SE Central Neighbourhood Plan as being focused towards future actions that may result from this plan.



Source: Canterbury Maps

Historic background

The uniform street grid of Ōtautahi Christchurch was laid out by Edward Jollie over the natural environment and remains an important part of the city's identity. Latimer Square was included in the original design of Christchurch and was originally used for horse racing and sports events. Ferry Road was one of the first surveyed roads, providing access to the Bridle Path and Lyttelton via Sumner and Evans Pass. The city developed over 160 years into a commercial hub, with the south-east area predominately used for workshops and manufacturing.

The Cathedral of the Blessed Sacrament in Barbadoes Street was built in 1905 and the precinct grew to include Catholic Cathedral College. Following the earthquakes the Basilica was damaged and eventually demolished. The neighbourhood was also home to St Paul's Presbyterian Church on the corner of Cashel and Madras streets.



Source: Canterbury Stories

St Paul's Presbyterian Church on the corner of Cashel and Madras streets.

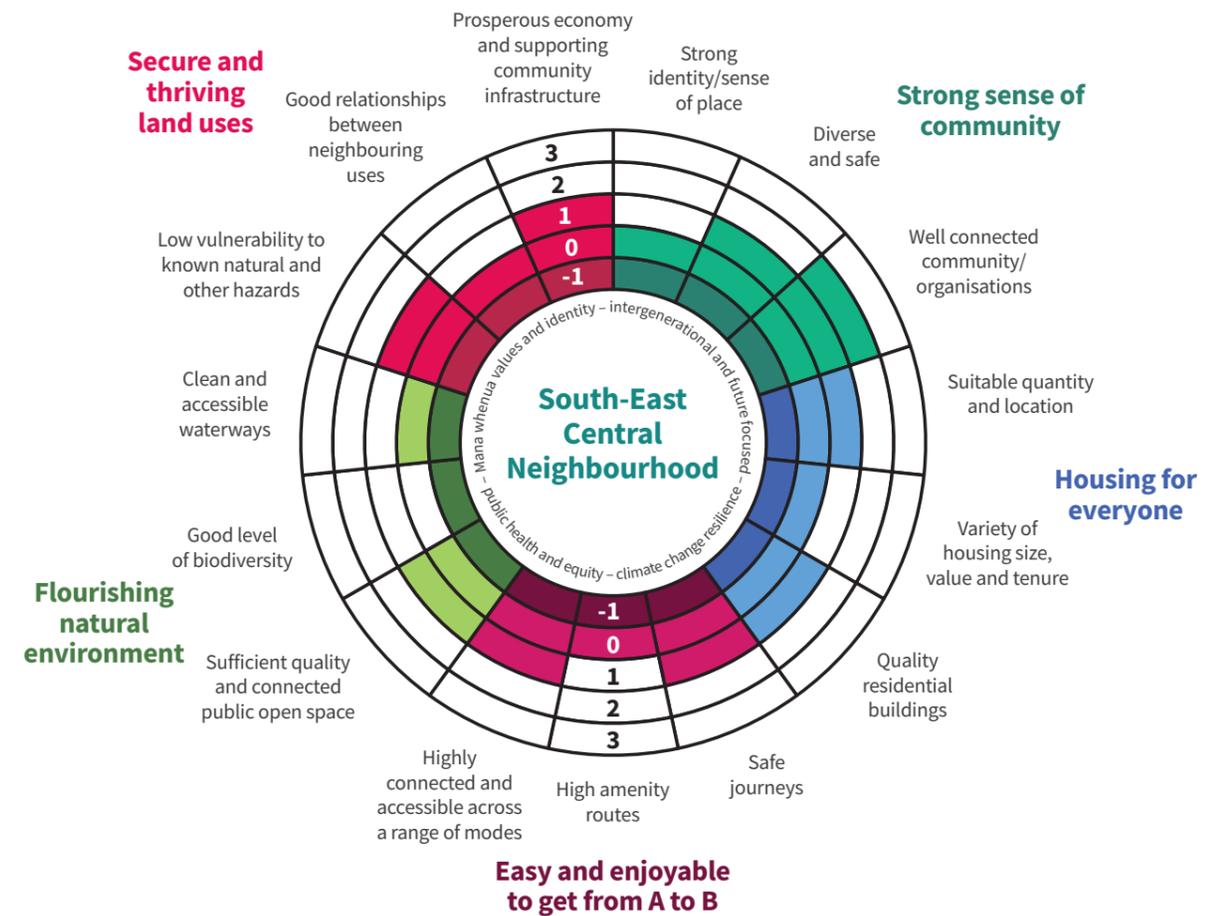


Source: Canterbury Stories

Aerial view of the south of the Central City (1980).

8. Existing environment

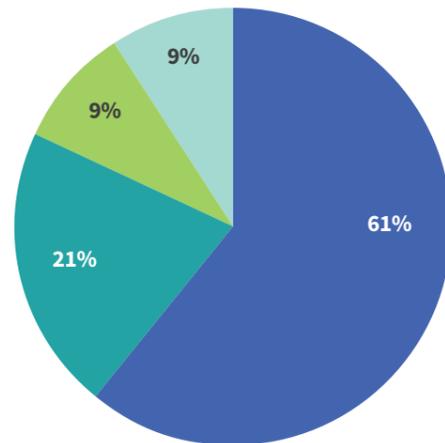
This diagram seeks to show the current status of the environment. Many factors contribute to making a neighbourhood a vibrant and attractive place to live, work and visit. Neighbourhoods are measured against these various factors with either a -1 (detractor), 0 (very low or no evidence), 1 (low), 2 (medium), 3 (high) status. The status is drawn from a range of qualitative and quantitative data (outlined in more detail in the next section). It also includes a subjective view that is formed from early engagement and Life in Christchurch Surveys.



Zoning context

The neighbourhood is a mix of residential and mixed-use zoning. Under proposed Plan Change 14 the pattern of zones will remain largely the same for the neighbourhood. However, height limits will rise. Please view the current **District Plan** as this will be updated as the plan change progresses. From an activity perspective, the Central City Mixed-use Zone allows for residential development and some supporting commercial activity. However, it is likely that the Central City core (to the west of the neighbourhood) will remain the focus for office, retail and hospitality.

Opportunity sites – 2022



Type

- Pre-earthquake development
- Post-earthquake development
- Buildings under construction
- Vacant land

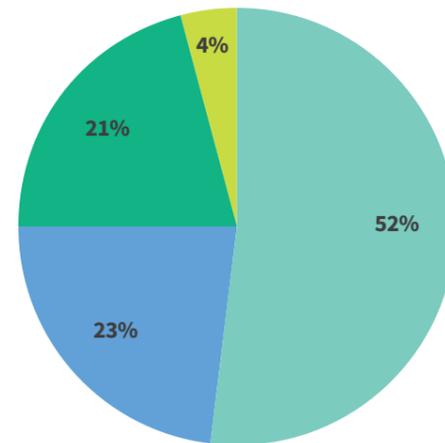
As shown in the pie charts above, a substantial portion of the land in SE Central provides significant opportunity for further development. Sixty percent of land was developed pre-earthquake with 20% of this land classified as partially vacant. Most of the current buildings are one or two storeys. Ten percent of the total land is vacant. The area is made-up of large blocks with no significant infrastructure limitations. The identified growth area in **Appendix A** provides the most significant opportunity for land-use transition.

Current land-use

In past decades the neighbourhood has become home to light industrial, service and manufacturing businesses (transitioning from a primarily residential neighbourhood pre-1950). A variety of small and creative businesses flourish in this neighbourhood, attracted by more affordable rents and the ability to reuse former commercial spaces (where these have been or are suitable for conversion). In more recent times the range of business activity has expanded to include music venues, restaurants, cafes, retail businesses and office spaces.

A range of organisations is active in the neighbourhood, including: Ara, CCS Disability Action, Christchurch Community House, Elim Church and St Paul's Trinity Pacific Church. Through engagement we heard that Boxed Quarter, Little High, and the variety of restaurants and entertainment venues are key attractors for residents and visitors.

Building stock – 2022



Buildings

- Commercial
- Residential
- Education
- Community and spiritual

Fifty percent of current land-use is commercial. There is a growing number of residential developments and a good range of educational and community services.

Housing

The area north of Hereford Street is already developed, primarily for housing. There's a mix of older homes and more recent post-earthquake development, including the One Central development around Rauora Park. South of Hereford Street, in the mixed-use zoned area, new housing developments are becoming more common.

In 2018 the population of SE Central was 1401. We've assessed the potential population yield based on townhouse and low-rise apartments on vacant and underused sites and estimate that 9000 residents could live in this area in the next 10 years. Elsewhere in the Central City there are several four, five and six-storey developments including on Manchester, Madras and Welles Streets as well as overlooking Cranmer Square. The same potential development opportunity exists in SE Central. We're on track to achieve population growth with 462 homes built in SE Central since 2018. A further 192 homes are in the pipeline. On average homes are being built with two bedrooms.

In SE Central 46% of people are aged 15-29 years, 67% of households are a couple without children, 80% of properties are rented, and 20% are owner occupied. The population is currently quite transient with 41% of residents having lived in the area for less than a year and 28% living in the area between 1-4 years. This is likely to continue given the high proportion of rentals, short-term student accommodation and visitor accommodation. Improving the neighbourhood environment may encourage people to stay longer term.

The neighbourhood includes several community housing developments that provide tenants with a range of housing options including transitional and emergency housing. A range of social services are also located nearby to support tenants.



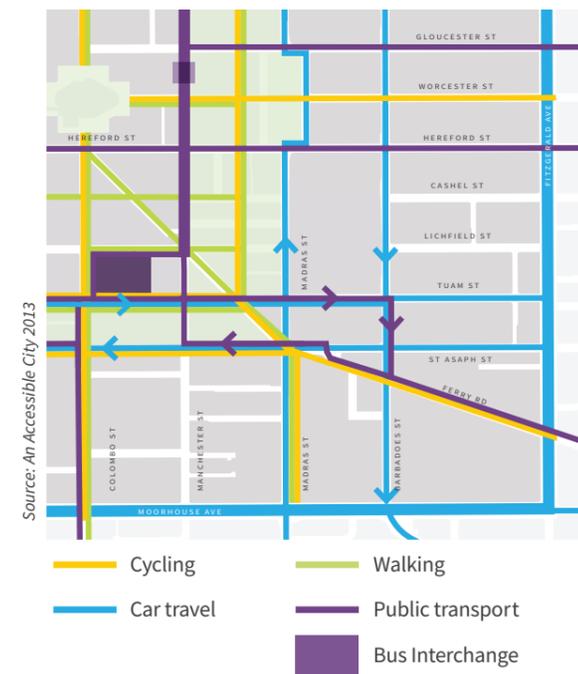
Existing housing in SE Central

Data is sourced from the 2018 Census and Christchurch City Council databases.

Transport network

Movement to and around SE Central is currently serviced by bus routes along Ferry Road, Manchester, Gloucester and Hereford streets, and via the nearby bus interchange.

The Rapanui-Shag Rock Cycleway connects the neighbourhood to Linwood and Sumner, with the main connection along Worcester Street. Cycleways along Ferry Road, St Asaph and Tuam Streets also enhance connectivity. Movement around the neighbourhood on foot is enhanced by an increasing number of 30km/h slow streets and shared pathways along Rauora Park and the South Frame. General vehicle movement is well serviced by the grid pattern of roads through the neighbourhood.



9. Challenges of the existing environment

This section addresses the challenges of the existing mixed-use neighbourhood as it transitions to provide more new housing alongside existing businesses and activities. These are challenges that may need to be addressed to support transition and challenges that may arise from that transition. The 'Actions and Implementation' section addresses the potential responses to these challenges.

Public realm

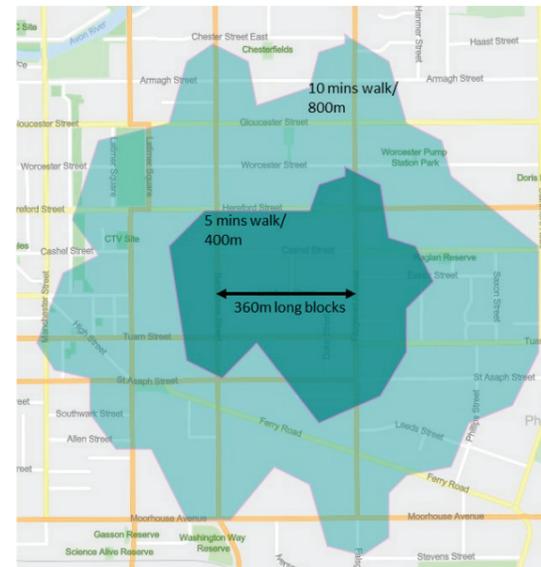
In many places through the SE Central neighbourhood, the existing public realm environment has received relatively low levels of investment. The streets are designed for the area's current commercial and industrial occupants. The streets are wide to primarily accommodate vehicle movement and parking. Many streets lack greenery which results in low amenity.

Rauora Park and the South Frame greenways are positive examples of quality public realm on the edges of this neighbourhood.

Connectivity

The road network has a strong grid pattern that supports good access across the neighbourhood, traditionally by car. There is room for improvement, especially in making it easier for pedestrians, cyclists and micro-mobility users as well as connecting people to public transport services. There is an opportunity to better connect people to the core of the Central City and surrounding suburbs. The long blocks between Barbadoes Street and Fitzgerald Avenue limit north-south movement, effectively isolating these streets from one another rather than functioning in an integrated way. The former east-west routes of Lichfield and Cashel Streets have now been disconnected by the construction of Te Kaha, which has altered the movement patterns in the area. As the area grows and with events frequently being held at Te Kaha, streets will become an important place to manage large visitor numbers and there will be more competition for on street parking alongside other potential uses in the public realm (e.g. cycleways, bus stops and greening).

For most residents, workers and visitors, bus stops are a short walk away, but some residents have identified a desire for more stops, improved frequency and better connectivity to and from bus stops.



Walking radius from the centre of the neighbourhood.



Greening and open space

Latimer Square, Rauora Park, Margaret Mahy Playground and the Ōtākaro Avon River Corridor provide larger spaces for recreation. The Te Kaharoa precinct includes open space surrounding the arena which is likely to be well-used by residents and workers outside of event days. However, there is a lack of open space within walking distance for residents in the east and south of the neighbourhood. This makes it difficult for biodiversity to flourish and to support urban stormwater management. Current levels of service aim to have 80% of homes within 500m walking distance of a park at least 3000m² in size. With higher densities there won't be as much private or communal open space, making the streets and spaces within a neighbourhood more important. While the Council's 2010 Public Open Space Strategy anticipates new neighbourhood parks for the Central City, additional pocket parks would also be appropriate given the intensification anticipated.

The tree canopy cover for the neighbourhood is currently at 7%. Many other areas of the Central City have canopy cover over 20% (see **Appendix B** for more detail). The Urban Forest Plan sets out ambitions to grow the tree canopy cover to improve sustainability and amenity of the neighbourhood. An increase of trees, native planting and open space will help attract a variety of bees, insects and native birds and support building a functioning ecosystem in this neighbourhood.

Climate change will result in increasing temperatures, more frequent droughts, more frequent storm events and extreme rainfall. Intensification and climate change will put pressure on the existing stormwater system. A lack of greening and open space further increases the risk for flooding.



Existing built form and mix of activities

The existing environment in the opportunity area east of Te Kaha comprises mostly one and two-storey commercial buildings. Overall, many businesses lack connection with the street due to inactive frontages or car parking at the front of the site. Many of the commercial uses are light industrial service industries which may be noisy for new residents. Repurposing existing commercial buildings may be possible in some cases, although many are of poor quality and low value. Redevelopment of whole sites and amalgamation is a more likely outcome.

Current market conditions favour two and three-storey townhouse residential developments. Residents have indicated a preference for townhouses with private outdoor space. The area is yet to see a comprehensive shift towards low-rise apartments and mixed-use buildings (ground floor commercial uses with apartments above). Some of the barriers to achieving higher densities are small land parcels, low public realm amenity and low demand for higher density living, although more established parts of the Central City have begun to make this shift.



Transitioning to a new mix of activities

The current commercial offering lacks localised neighbourhood services such as medical services, childcare, hospitality and community spaces which may be required as the mix of uses includes a growing housing component.

Many of the existing businesses are a 'good fit' for a mixed-use neighbourhood and may seek to stay in the neighbourhood. However, for some it may be a challenge to operate alongside a growing residential population, and for these businesses there are opportunities within the city's industrial zones where there is less need to accommodate residential neighbours. As more sites are redeveloped, the stock of older commercial buildings will reduce and there will be fewer opportunities for re-purposing older buildings; this may narrow the range of businesses attracted to the area.

Sense of community

The current low population base, together with a high number of rentals and short-term accommodation units, works against the development of community identity and connection. Te Kaha is likely to drive demand for visitor accommodation.



10. Building the future

There is already great momentum in the South-East Neighbourhood. This page outlines some of the key anchor developments, completed, planned and underway.



Te Kaha – Canterbury's Multi-Use Arena

Te Kaha will attract a range of large events with seating capacity for 30,000 people for sports events and 36,000 people for music events. Te Kaha will add to the Central City's vibrancy and catalyse further development.



Catholic Cathedral Precinct

The Catholic Diocese has intentions to create a Catholic Cathedral Precinct on the large Barbadoes Street site where the Cathedral of the Blessed Sacrament once stood. The precinct will likely include a Cathedral, community facility, education spaces, offices and parking.



Ara Institute of Canterbury – Te Pūkenga

Ara is a hub for students and staff. The campus includes learning spaces, offices, food and beverage options, health services, a gym, greenspace, parking and student accommodation for 192 students. Educational facilities are a hive of activity and a place for people to gather.

Students of Ara, University of Canterbury and University of Otago Christchurch Campus are an important part of the future of this neighbourhood. There is an opportunity to provide housing and facilities to service this market.



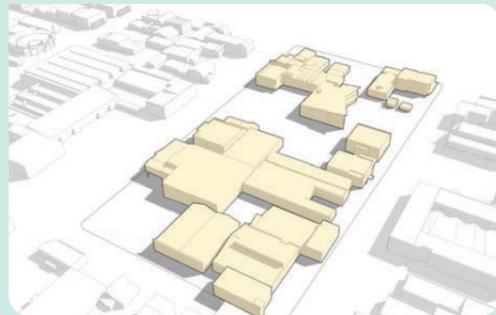
Residential growth

East Frame runs from Lichfield Street to Kilmore Street between Manchester Street and Madras Street. Hundreds of homes will fill this space in the next few years bringing vibrancy to the neighbourhood.

Developers are attracted to this neighbourhood for the availability of land, proximity to the attractions of the Central City and demand for housing.

11. What further change can you expect to see?

The SE Central area is expected to transition from its current built form over the next 10 or more years. Different parts of the neighbourhood will transition in different ways and some areas more rapidly than others. This transition is guided by the vision set out in this document, the current District Plan provisions and how other parts of the Central City have developed over time.



Current neighbourhood

The current neighbourhood is mostly commercial in nature with pockets of residential communities. The area has poor amenity, vibrancy and tree canopy.



Transitioning neighbourhood

With Te Kaha's completion we anticipate increased investment in the neighbourhood. Streets surrounding Te Kaha will be upgraded, private investment opportunities will be identified and new homes will pop up to meet demand. We expect to see a mix of homes alongside the existing businesses, with some three and four-storey developments.



Future neighbourhood (long term)

The future neighbourhood is green, easy to get around and has a growing residential population. There will likely be more apartment developments exceeding four storeys and a greater number of mixed-use developments. The proximity to Te Kaha and the growing residential population is likely to attract more businesses, including hospitality, everyday services and small offices.

- Existing commercial
- Medium density housing
- High density housing
- Mixed use developments

The South-East Central Neighbourhood Plan seeks to support and guide this transition.

The how

12. Our approach

The Neighbourhood Plan is the next step towards identifying and implementing actions to help SE Central grow and flourish.

Research and analysis

Neighbourhood-level planning and engagement across the Central City identified SE Central as a priority neighbourhood for future investigation and support.

Early engagement

- 1) Meetings with strategic partners, key stakeholders, businesses and residents in the SE Central area.
- 2) Interactive map (26 June until 24 July 2023): Through an online mapping tool, people could provide public comments to share their insights and knowledge of the area (187 people provided 364 pieces of feedback).
- 3) Neighbourhood gathering: We held a community get-together at a local venue, with pizza and conversation about the future of SE Central (35 attendees provided 245 pieces of feedback).
- 4) Feedback gathered about Central City noise in September 2023 also informs the draft Plan.

Draft SE Central Neighbourhood Plan

We asked for feedback on the draft plan via the Council's Kōrero Mai portal from 4 March until 1 April 2024. Posts on Facebook and Instagram helped to boost submissions from a variety of demographics. Submissions were made by 10 recognised organisations, one business and 71 individuals.

Final SE Central Neighbourhood Plan

The neighbourhood plan has been refined based on feedback and reported to Council for final adoption in August 2024.

Implementation

Delivery of key moves and actions outlined in the neighbourhood plan commences post-adoption.



Community engagement

In the development of the South-East Neighbourhood Plan staff engaged with residents, businesses, organisations, developers and visitors. Community insights helped us to understand the challenges, opportunities, development activity and interest in SE Central.

Clear themes emerged which have helped guide the plan.

People shared that the future of SE Central should be:

edgy alternative
green walkable mixed-use
cultural arty friendly
vibrant inclusive
colourful

People supported the draft plan and agreed with the vision. Key feedback and changes to the plan include:

- Revising the vision to reflect ideas from the community.
- Support for creating a greener neighbourhood with more trees to soften the current environment.
- Support for improving pedestrian and cyclist journeys and enhancing public transport.
- Ensuring the plan covers specific characteristics of the housing outcomes sought for SE Central.
- Monitoring and delivering actions to attract long-term residents.
- Having a focus on safety as the neighbourhood grows.



The community is passionate about staying involved throughout the implementation of this plan.

13. The draft vision for South-East Central

Feedback during engagement has supported the development of a vision for this neighbourhood. The vision will help guide our actions and those of our partners and the community to support growth in this neighbourhood.



This image is an artist impression that reflects elements that are currently a part of this neighbourhood and other elements that will be introduced over time.

The vision for South-East Central South-East Central – everything on your doorstep!

This vibrant, green neighbourhood is a key destination for study, work and play. People are attracted to the creative vibe, a range of affordable, quality homes, the proximity to Te Kaha and the friendly community spirit.



Actions and implementation

14. Focus areas to achieve the vision

The challenges of the existing environment, along with the community feedback have together helped shape five focus areas. These, and a summary of actions are shown below and expanded further in the next section.



Good mixed-use neighbours

- Understand the current offering of facilities, amenities and commercial services for existing residents.
- Support growth of everyday services to meet the needs of the growing population.
- Resolve challenges in the mixed-use environment through support to existing businesses.



More people in quality housing

- Encourage good development outcomes that improve neighbourhood liveability.
- Incentivise housing growth through investment in the public realm.
- Galvanise partnerships to achieve a growth in housing.



Healthy, green neighbourhood

- Increase tree canopy cover.
- Create pockets of open space.
- Support greater resilience towards climate change.



Easy and enjoyable to get from A to B

- Improve pedestrian and cycle links around the neighbourhood.
- Create safe, accessible and pleasant routes to key destinations.



Strong sense of community

- Foster and promote local identity and character.
- Support people to build community connections.
- Support the development of a safe neighbourhood.



15. Good mixed-use neighbours

SE Central is home to a variety of businesses that help to create a vibrant neighbourhood. There are clusters of music venues, service industries, restaurants, cafes, creative businesses and retail. This neighbourhood is mainly zoned Central City Mixed-Use, allowing for growth in small-office space and services. The current mix of businesses helps to create an emerging identity..

Rationale for action

Central City living offers a different experience to suburban neighbourhoods. The concentration of hospitality, retail and offices is a key attractor for residents. A mixed-use neighbourhood allows more people to walk and cycle to work, retail and hospitality venues from their homes. Residents should expect some noise that will come from neighbouring businesses. New housing needs to factor in the mixed-use environment when planning site development –including improved noise mitigation.

SE Central will continue to be a mixed-use environment and will evolve over time. Many businesses are in older buildings such as warehouses, with limited engagement with their

surrounding neighbourhood. Both the completion of Te Kaha and the growing residential population are likely to attract new business to the area. Some businesses are likely to remain in the area, some will pivot to meet the changing needs, while other businesses are likely to be replaced by new development.

The biggest opportunity for transformation is in the identified growth area in **Appendix A**. Vacant and underused land in this area provides an opportunity for new mixed-use development to service the growing residential population and the increase in visitors anticipated with the opening of Te Kaha.

Current Mixed-Use Environment



Future Mixed-Use Environment



| Topic | Outcome sought | Actions |
|---------------------------------|--|--|
| Land-use transition | Business and landowners in SE Central are engaged in the future of the neighbourhood. They understand the opportunity to grow or evolve to meet the changing needs. New businesses are added to the neighbourhood to meet the needs of the growing population. | <p>1a. Gather information on existing commercial businesses in SE Central to understand the current offering and identify any potential gaps. This information will help build an understanding of the likely change that will happen over time and ensure that advice and support is effectively targeted.</p> <p>1b. Develop relationships with business and landowners to understand future intentions and provide support as the area transitions particularly where there may be tensions with residential neighbours. Advice and support will address design, future intentions planning and how to make the most of site opportunities, tailored to suit the needs of businesses / landowners.</p> |
| | Residents adapt to the evolving mixed-use neighbourhood. | <p>2a. Continue to manage expectations of residents moving into the area that a mixed-use environment provides a range of opportunities and a level of activity that is different from suburban areas – particularly in relation to noise. This may include advice on what to expect in a vibrant Central City neighbourhood, emphasising benefits over, and differences from, other locations.</p> <p>2b. Developers consider noise mitigation approaches in the development of new homes. This will be actioned through support and advice, and potentially future changes to District Plan rules. Monitoring the issue will also help identify or refine solutions as the neighbourhood develops, to help developers meet the needs of residents.</p> |
| Business and service attraction | The offering of facilities and commercial services is improved, and sites are developed in a way that meets the needs of residents and visitors. | <p>3a. Continue to monitor the changing needs of the growing residential population and share information with key agencies to encourage consideration of future requirements for more education, health or community facilities.</p> <p>3b. Council supports development through providing an information resource for site owners that reflects the community's aspirations for the neighbourhood and provides early guidance in the development of sites.</p> |



16. More people in quality housing

SE Central has the potential to transform into a vibrant, mixed-use, walkable neighbourhood. This area has room to grow to help achieve our ambition for 20,000 Central City residents by 2028.

The most significant area for growth is east of Te Kaha with a concentration of both vacant and underused land (shown in Appendix A). It's important to achieve good development outcomes to improve neighbourhood liveability.

Government direction has consistently enabled higher densities in urban centres. The Christchurch District Plan responds to this through increased height limits in the SE Central neighbourhood. For example, the National Policy Statement on Urban Development (NPS-UD) (2023) has provided strong direction for greater densities in and around the Central City.

Rationale for action

Feedback during engagement highlighted the need for affordable, medium and high-density housing of a variety of different types. People also commented on the need for housing developments to include space for bikes and EV charging, shared open space, good access to sunlight, and adequate noise insulation.

Quality housing examples



Best practice housing qualities for SE Central:

- Housing for all – a mix of housing types, sizes, densities and designs that service people from all stages of life and abilities.
- Affordability – create homes that are an affordable option to rent and buy.
- Mixed-use - developments with ground floor commercial spaces can help to create a vibrant neighbourhood with a variety of services nearby for residents.
- Healthy homes - Delivering healthy and climate-resilient houses that are warm, dry, insulated and well-ventilated.
- Increased building height – the delivery of apartment buildings helps to make the most efficient use of land.
- Sustainable housing - Incorporating sustainable principles such as secure cycling facilities, EV car-share, trees, shared gardens and communal spaces.
- Storage – Create homes that attract long-term residents by having sufficient storage spaces.

| Topic | Outcome sought | Actions |
|-----------------------------------|--|--|
| Accelerated housing growth | Housing providers are supported and encouraged to develop housing that achieves positive outcomes in the neighbourhood. | <p>4a. Continue to support owners of vacant sites and buildings to progress plans for permanent development, through providing early planning advice.</p> <p>4b. Encourage developers and landowners to build housing that achieves positive outcomes and efficient use of development sites through: development support, incentives, site amalgamation and partnerships.</p> <p>4c. Monitor the effectiveness of the District Plan policy direction in achieving good outcomes for residential development and through this identify where more targeted advice and support may be required, or where policy settings may need to be adjusted (accepting that this may be a longer-term action).</p> <p>4d. Monitor numbers of homes that are vacant or used for short-term accommodation. Deliver actions (e.g. 6, 7 and, 9) to support more long-term residents to call SE Central home.</p> <p><i>Note: Actions 6, 7 & 9 (more appealing streets and improved tree canopy cover, more open space and climate change mitigation) will also achieve this outcome. Feedback from developers has shown this will improve feasibility of developments, giving confidence to developers and adding value to housing projects.</i></p> |
| Diverse housing | Housing providers develop a diverse range of housing that meets market demand and enables growth of healthy communities of all ages and family configurations. | <p>5a. Continue to provide early support and information to housing providers to overcome challenges in their development journey and support good quality design outcomes that are attractive to buyers. This can include providing advice on knowledge of demographic trends and what we have heard through the engagement process.</p> <p>5b. Delivery by housing providers of a range of affordable and social housing options with support from the Council.</p> <p>5c. Investigate opportunities to partner with housing providers to deliver mixed-tenure developments. This could include site amalgamation to support better design outcomes and/or allow for a mix of housing.</p> |

Our role in achieving housing growth

Create a desirable neighbourhood: Deliver parks and quality streets that encourage investment.

Support and encourage: Help developers through their planning journey by sharing information that supports good outcomes, pre-application advice and case management support.

Investigate incentives: Support best practice housing qualities to be achieved through investigating appropriate incentives to catalyse development.

Explore partnerships: Work in partnership with housing developers to achieve positive outcomes including exploring site amalgamation.

Encourage social and affordable housing: Support and/or partner with housing providers to deliver social and affordable housing through advice, investment and/or access to land.



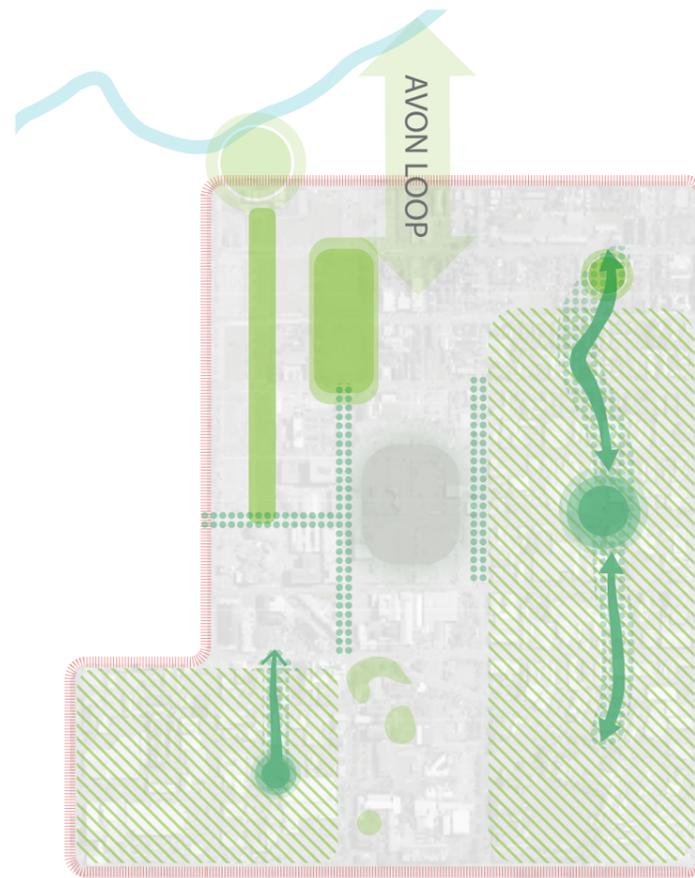
17. Healthy, green neighbourhood

To support and encourage quality residential development and help mitigate the effects of climate change, it is timely to shape this area as a healthy, green neighbourhood.

Rationale for action

There are currently several greenspaces within SE Central including Latimer Square, Te Ara a Rongo Reserve and Rauora Park. Te Kaharoa precinct is a valuable new space (outside of event times) for recreation with some lawn area and trees. Feedback during engagement showed concern over a lack of parks east and south of Te Kaha. Engagement with residents showed a preference for smaller parks dotted throughout the neighbourhood for residents living in townhouses or apartments. Greenspaces can improve residential design outcomes by allowing homes to face towards a park, resulting in improved amenity and engagement between residents. Higher densities can be encouraged through reducing the need to provide large private outdoor space. Greenspaces can also improve accessibility by creating pathways between neighbourhood streets.

The current tree canopy cover is 7.3% due to the area's large proportion of commercial and light industrial activities. Recent residential development offers only a limited number of trees. The streets in this area are dominated by cars and have not been upgraded with street trees and other enhancements. Plans for Te Kaha and the surrounding streets will contribute to increasing the tree canopy cover. Trees have significant amenity and health benefits and contribute to reducing temperatures, managing stormwater and filtering out air pollutants.



-  Existing green network
-  Future funded transport projects which include landscaping as part of delivery scope
-  Potential green pedestrian, cycle and micromobility link
-  Identified area for enhancing landscaping and tree canopy
-  Potential pocket parks

| Topic | Outcome sought | Actions |
|----------------------|--|---|
| Green infrastructure | Streets become more appealing for residential activity and the neighbourhood's tree canopy cover is increased. | <p>6a. Implement public realm greening on suitable streets ahead of any permanent upgrades.</p> <p>6b. Increase tree canopy cover on streets through permanent upgrades (see map on previous page for key opportunity areas).</p> <p>6c. Incorporate stormwater treatment systems into street renewals to manage contaminants and flooding. Explore opportunities for planted rain gardens to also improve amenity.</p> |
| | Residents have a park within walking distance of their homes. | <p>7a. Acquire land for new parks, that improve:</p> <ul style="list-style-type: none"> • Pedestrian, cyclist and micromobility connections through blocks. • Access to neighbourhood greenspace that is safe for everyone to use for recreation, events and social activities. • Access to shaded areas. • Biodiversity through planting a range of native trees and shrubs to create a safe habitat and food source for wildlife. • Urban stormwater management through native plantings and raingardens. <p><i>Note: creating new open space will be delivered through Council purchasing vacant or underused land and where appropriate in partnership with housing providers through easements.</i></p> |
| Healthy city | The neighbourhood is resilient to the effects of climate change. | <p>8a. Increase tree canopy cover, increase landscaping and use sustainable materials in the design of parks and streets to help mitigate the effects of climate change.</p> <p>8b. Include urban orchards, community gardens and other productive planting where appropriate to provide amenity and community building opportunities for nearby residents.</p> <p>8c. Developers explore opportunities to retain existing trees and integrate landscaping that helps provide shade, biodiversity and drainage in-line with the Urban Forest Plan.</p> <p>8d. Opportunities for car-share and secure bike storage are located on streets, in carparking buildings and in private developments.</p> <p><i>Note: Climate change resilience is integrated throughout the actions in this plan, including through housing design (refer to Actions 4 & 5) and supporting active travel choices (refer to Actions 9 & 10).</i></p> |





18. Easy and enjoyable to get from A to B

Transport movements through SE Central are currently car-dominated due to the mostly commercial and light-industrial uses. Many streets are lined with parked cars and people use the key connector streets to access the CBD. Access to the area using active modes can be difficult due to the major arterial routes like Fitzgerald and Moorhouse avenues and busy one-way streets like Madras and Barbadoes streets. The area is also dominated by long blocks with little greening or other amenity. This makes the area less easy or pleasant to walk, cycle and live in than it could be.

Rationale for action

People told us they often feel unsafe cycling and walking around this area. To make it easier and more enjoyable to get around for a range of ages and abilities, people have requested improved cycling routes, bike parking at key locations, safer crossing points on busy roads, slower speeds, and improved amenity on streets and improved public transport services. Making active travel and public transport options more appealing is a key way we can reduce transport emissions.

Te Kaha, Canterbury's multi-use arena, is going to impact movement around the south-east of the Central City. The Te Kaha surrounding streets package of works is designed to ensure the streets around the arena can cater for, the high volume of visitors that comes from frequent large events. Current and future businesses and residents near to Te Kaha benefit from these upgrades with more pleasant, slower and walkable streets. Extensive community feedback has helped to shape the detail of these upgrades, which

can complement ease of movement around the Central City including: wider footpaths in places, safer crossing points, drop off zones and increased amenity through improved landscaping, tree planting and street furniture enhancements. Te Kaha and the associated package of street improvements support the delivery of actions set out in this plan.

Community feedback has provided direction to further enhance connectivity, greening and amenity (for streets outside the scope of the Te Kaha project package). These will be further investigated as the neighbourhood evolves. The below actions will help guide and inform future Annual Plan and Long Term Plan decision making. Residents and business owners can also advocate through future Long Term Planning submissions for specific transport improvements to this neighbourhood. Small improvements may be made ahead of permanent upgrades by using existing funding sources.



| Topic | Outcome sought | Actions |
|---|--|--|
| Active travel, car-share and public transport | Improved pedestrian journeys | <p>9a. Investigate opportunities to enhance pedestrian routes through safety, accessibility and environmental improvements including; slow speed streets, new pedestrian links through long blocks (see detailed map over the page), footpath widening, additional safe crossing points, traffic calming measures, trees, landscaping and street furniture. Monitor residential growth to understand streets with the greatest need for change. <i>Note: interventions will be compatible with the purpose of the street as set out in the Road Classification System.</i></p> <p>9b. Investigate opportunities to improve wayfinding throughout the neighbourhood to help connect visitors and residents with the CBD, surrounding neighbourhoods, public transport nodes, key pedestrian and cycle routes and other key destinations.</p> <p>9c. Investigate incorporating mana whenua cultural design elements and artworks in the area.</p> <p>9d. Investigate opportunities to implement appropriate lower speed environments to improve pedestrian safety (in line with policy direction).</p> <p>9e. Encourage improvements to the visible appearance of vacant sites along key pedestrian journeys.</p> <p>9f. Encourage internal linkages through private developments (see map on page 33 for opportunity area).</p> |
| | Improved cyclists journeys | <p>9g. Investigate opportunities to install secure and convenient cycle parking at key locations where there are no current stands or not enough parking (SALT District, St Asaph and Cashel streets). <i>Note: cycle parking will be installed as part of delivery of Te Kaha.</i></p> <p>9h. Investigate opportunities to improve cycle infrastructure across the area, including the continuation of the Rapanui-Shag Rock cycleway along Worcester Street.</p> |
| | Ease of access, less reliance on cars, reduced transport emissions | <p>10a. Work in partnership with Environment Canterbury for improved public transport frequency on core routes through the PT Futures programme, alongside other service improvements in alignment with the Greater Christchurch Transport Plan. Monitor increases in the residential population and travel patterns to inform increases in stops.</p> <p>10b. Promote existing services (car-share, bike repair services, bus routes etc.) that reduce reliance on cars.</p> <p>10c. Provide a balance of amenity improvements outlined above with maintaining short-term parking to service existing businesses.</p> |



18. Easy and enjoyable to get from A to B (continued)

Range of street environments in SE Central

Feedback during engagement and an external transport assessment have helped identify challenges with the current street environment and the range of potential future street changes.



Current street environment

The current environment has:

- Low overall pedestrian amenity
- Few mid-block crossing points
- Substandard footpath widths
- Low tree canopy cover
- Gaps in public transport infrastructure



Improved street environment

Modest changes to the street environment within smaller budgets can help to make a more pleasant place to live, work and visit. An improved street environment may have:

- More greenery
- Safer speeds
- Cycle parking
- Traffic calming measures to support speed reduction
- Safe crossing points
- Seating areas



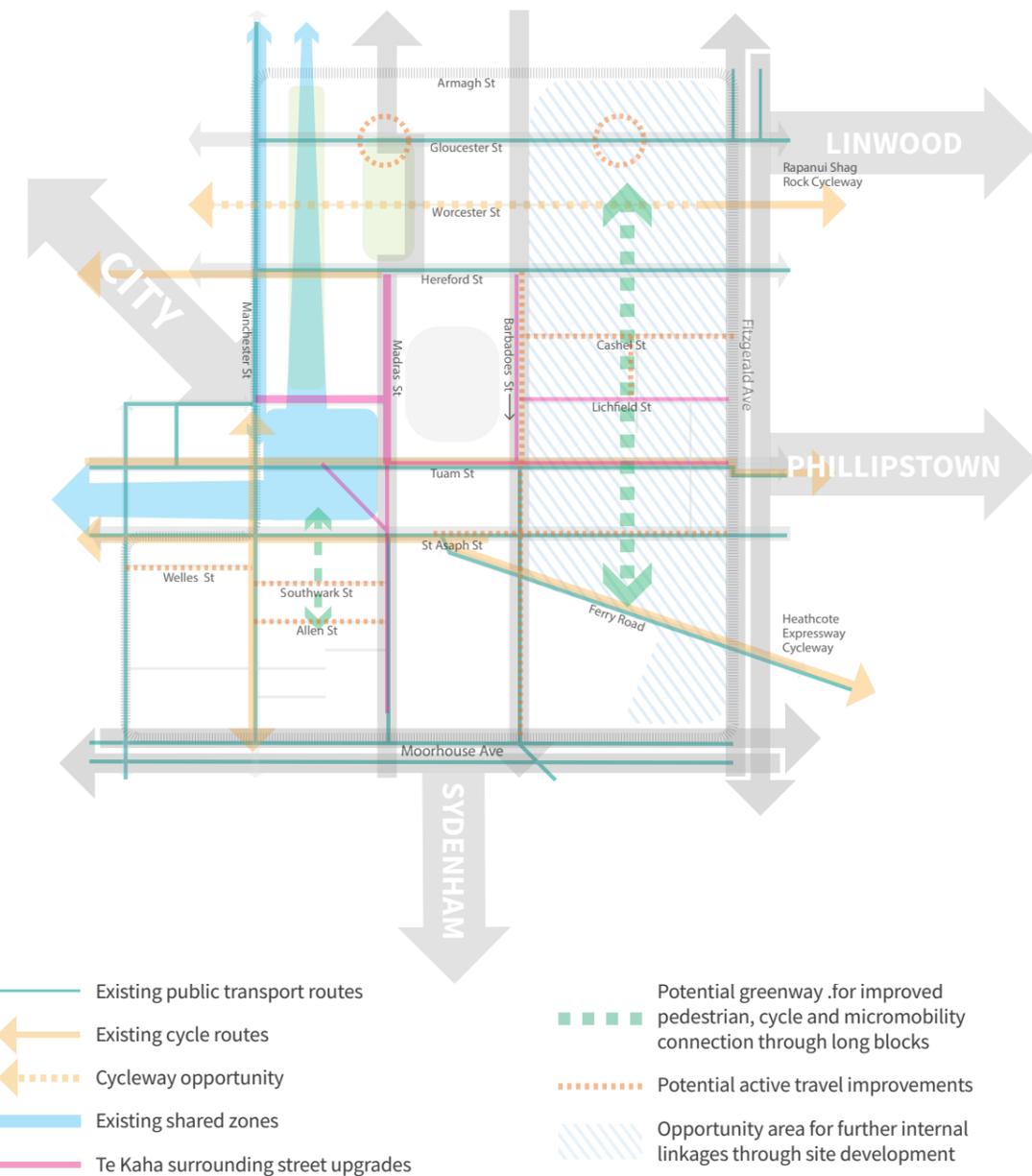
Pedestrian friendly living streets

Comprehensive renewal of streets can contribute to creating a more desirable neighbourhood. This can include:

- Cycleways
- Frequent and easily accessible public transport stops
- Pleasant and safe pedestrian routes
- Mid-block greenways
- An increased tree canopy cover and raingardens
- Art, lighting and similar features to grow place identity and sense of safety

Transport opportunities

This map shows the key transport routes (correct as at July 2024) and Te Kaha street upgrades. The community have shared with us which streets currently lack amenity and may require future upgrades as the residential population grows (dashed orange streets). Other opportunities to improve linkages are also shown. An external transport assessment has given us more detail on the transport needs of this neighbourhood and how that may change in response to increased residential and mixed-use development. The private development in the neighbourhood will continue to be monitored to help us investigate which streets should be prioritised for future Long Term Plan funding and in partnership with the development community.





19. Strong sense of community

SE Central is home to an increasing residential population (last estimated at 1401 residents in the 2018 census). There are more established communities, including along Gloucester, Worcester and Hereford streets and new emerging communities near Rauora Park and on Welles Street. The businesses, organisations, employees and education facilities are also an important part of the community.

Rationale for action

The history of the SE Central neighbourhood, along with more recent establishment of businesses and attractions, helps to build a localised identity as a unique 'place' in the city. Building this sense of place will involve telling the story of the neighbourhood's development, alongside maintaining and enhancing a cluster of small businesses, creative industries, art and music venues, education facilities and hospitality.

As the area grows over time, an identity and vision for the area will emerge. This will help build a strong sense of place so that residents feel connected to their neighbourhood and there is more appeal for prospective residents and developers.

This theme will be delivered in collaboration with residents, businesses and organisations.

One of the focus areas, based on community feedback, is to support residents to feel well connected, safe and have a good level of capacity to engage in community placemaking initiatives and explore opportunities to improve their neighbourhood.



| Topic | Outcome sought | Actions |
|---|---|---|
| Community capacity | <p>Strong sense of neighbourhood cohesion and connectedness.</p> <p>Residents are engaged in civic processes and have capacity to give feedback on proposals for the area.</p> <p>Residents lead placemaking initiatives and projects.</p> <p>Everyone feels safe in their neighbourhood.</p> | <p>11a. Support the development of neighbourhood residents' and business groups.</p> <p>11b. Support residents to be aware of existing community assets, spaces and funding that helps to strengthen community connections through placemaking and events.</p> <p>11c. Support the development of amenities that meet the needs of residents as the area evolves. This could include community gardens, car-share schemes, and spaces for residents to meet and run community initiatives.</p> <p>11d. Support safety initiatives through existing partnerships with Council, Police and social service providers. Monitor and adapt approaches as the neighbourhood grows with more visitors and residents.</p> |
| Vision and identity – a sense of 'place' | <p>Create a cohesive vision of what the area can become that guides vibrant residential and mixed-use neighbourhood transformation.</p> <p>Residents and businesses understand the vision for SE Central.</p> | <p>12a. Support the community in the ongoing development of a vision for SE Central, including a vision for the future of the growth area identified in Appendix A.</p> <p>12b. Tell/reflect the story of SE Central as a place, from pre-colonial times to present, as part of new projects.</p> <p>12c. Involve the Catholic Diocese, Te Kaha, Ara Institute of Canterbury and other key organisations in community development and identity establishment.</p> <p>12c. Promote the vision and identity of the area to help existing residents feel connected and attract new residents.</p> <p>12e. Deliver placemaking projects and initiatives in collaboration with the community to enhance the identity of the neighbourhood.</p> |

20. Implementation plan

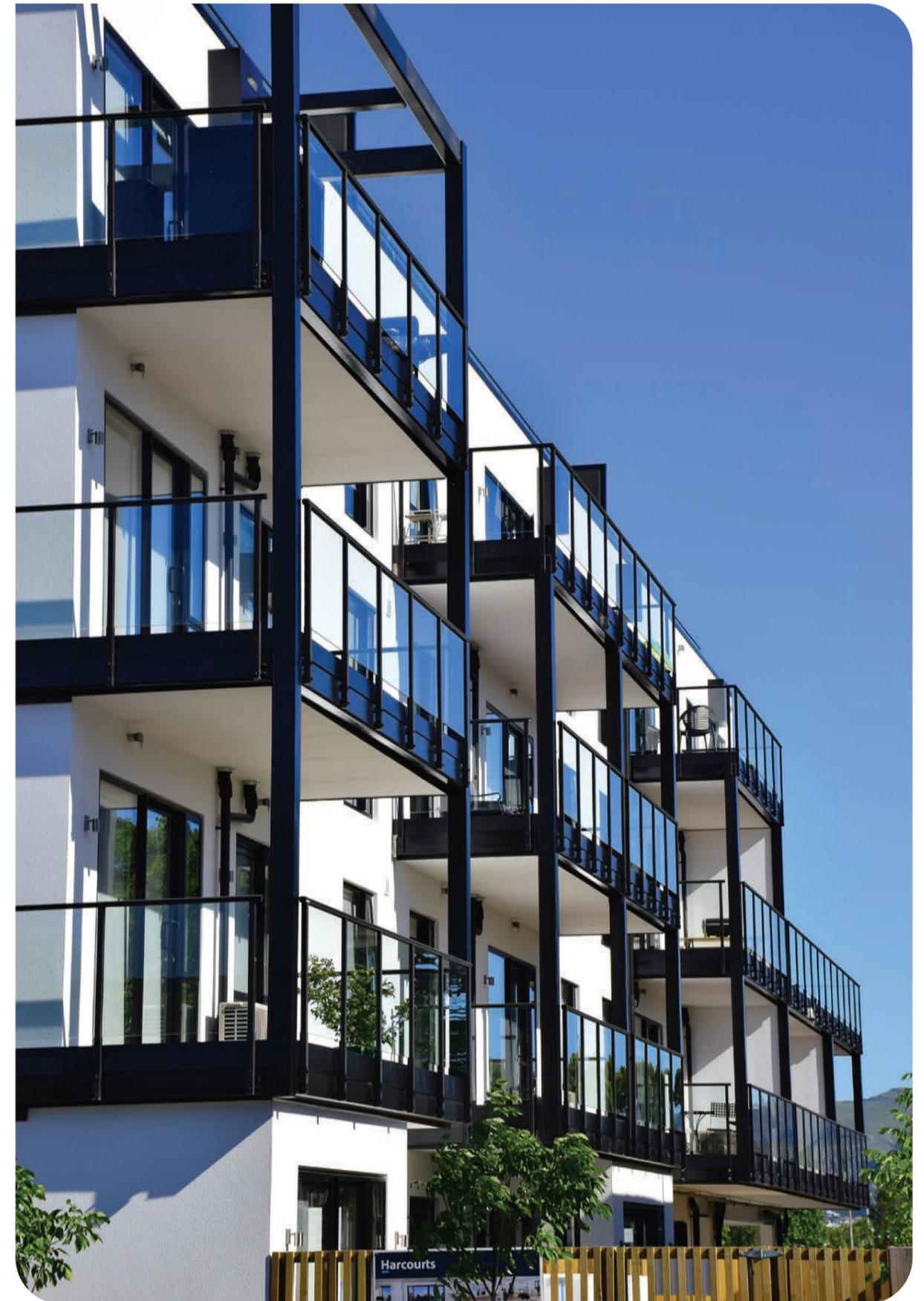
| Action | Time frame | Lead | Support | Cost to Council | |
|--|--|------------|--|--|---|
| Good mixed-use neighbours | | | | | |
| 1 | Support land-use transition | 0-10 years | Private landowner/ business community | Council | Opex |
| 2 | Support residents to adapt to the mixed-use environment. | 0-10 years | Council | Business community, private landowner and residents | Opex |
| 3 | Grow mixed-use development | 0-10 years | Private landowner | Council | Opex |
| More people in quality housing | | | | | |
| 4 | Accelerate housing growth | 0-10 years | Private landowner/ housing providers | Council | Opex |
| 5 | Develop diverse housing to meet market demand | 0-10 years | Private landowner/ housing providers | Council | Predominantly Opex |
| Healthy, green neighbourhood | | | | | |
| 6 | Increase the tree canopy cover | 0-10 years | Council | Private landowner | Financial contributions/Capex |
| 7 | Create mid-block open spaces | 0-10 years | Council | Private landowner | Predominantly funded by Development Contributions |
| 8 | Explore climate change mitigation | 0-10 years | Council | Business community, private landowner and residents | Capex* and Opex |
| Easy and enjoyable to get from A to B | | | | | |
| 9 | Improve pedestrian and cyclist journeys | 0-10 years | Council | | Capex*^ |
| 10 | Encourage a reduction in car-use | 0-10 years | Council | Community | Predominantly Opex |
| Strong sense of community | | | | | |
| 11 | Strengthen neighbourhood connections | 0-3 years | Community | Council | Opex |
| 12 | Create a vision and identity for the area | 0-3 years | Community | Council | Opex |

Council costs: Opex = Operational budget (principally staff or consultant time)

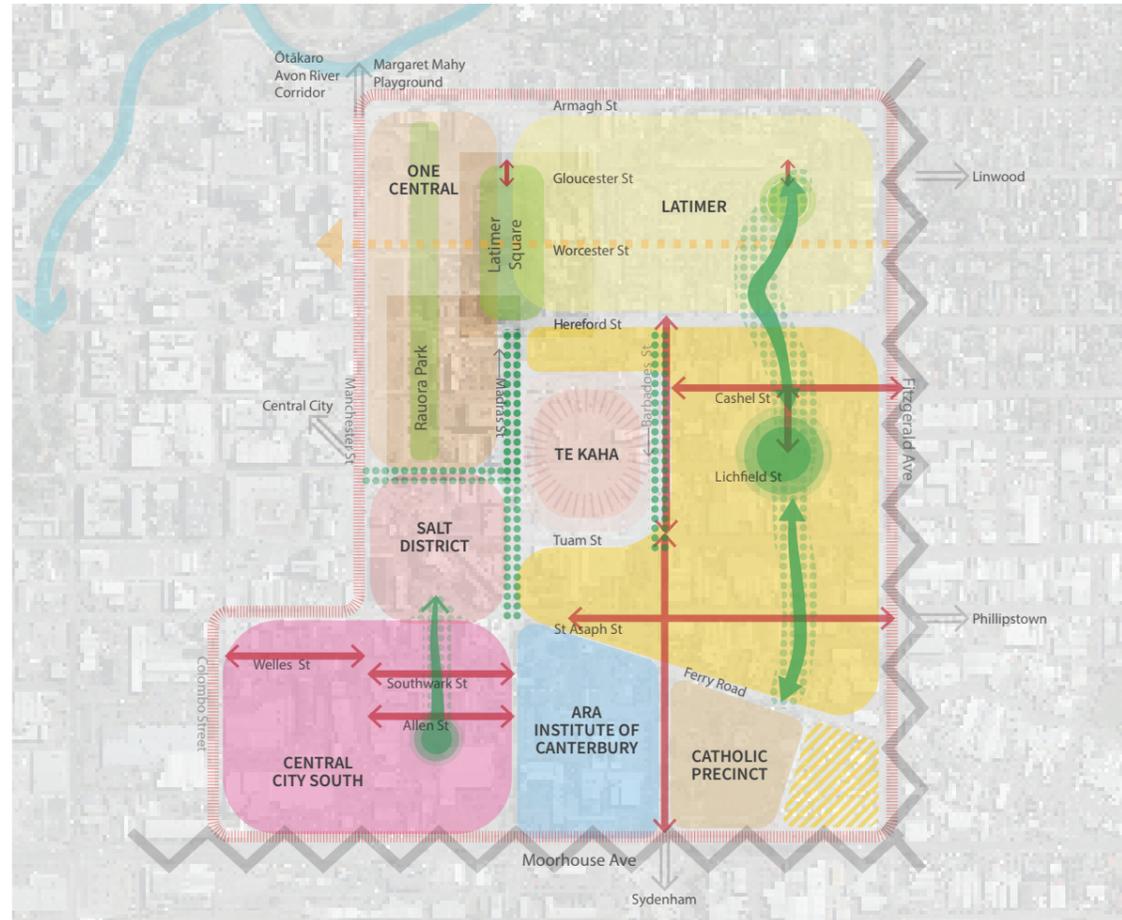
Capex = Capital budget (e.g. installing new build infrastructure including temporary placemaking initiatives)

All projects have existing budgets except those marked with a (*) which are to be considered for funding during future LTP processes.

^The Te Kaha surrounding street upgrades are planned and due to be completed pre-2026. Further enhancements are to be identified for future LTP's.



Appendix A: Map for the future of SE Central



- Cycleway opportunity
- Potential active travel improvements
- Future funded transport projects which include landscaping as part of delivery scope
- Potential pocket parks
- Potential green pedestrian links
- Identified growth areas
- Vacant and underused land

South-East Neighbourhood Plan – Key moves

More people in quality housing: The area marked in yellow provides the greatest opportunity to house more people. Proposed public realm improvements will make this a desirable place to live.

Good mixed-use neighbours: As the area transitions, businesses and housing take steps to accommodate one another, whether through noise mitigation, provision of local services or progressing plans for vacant sites.

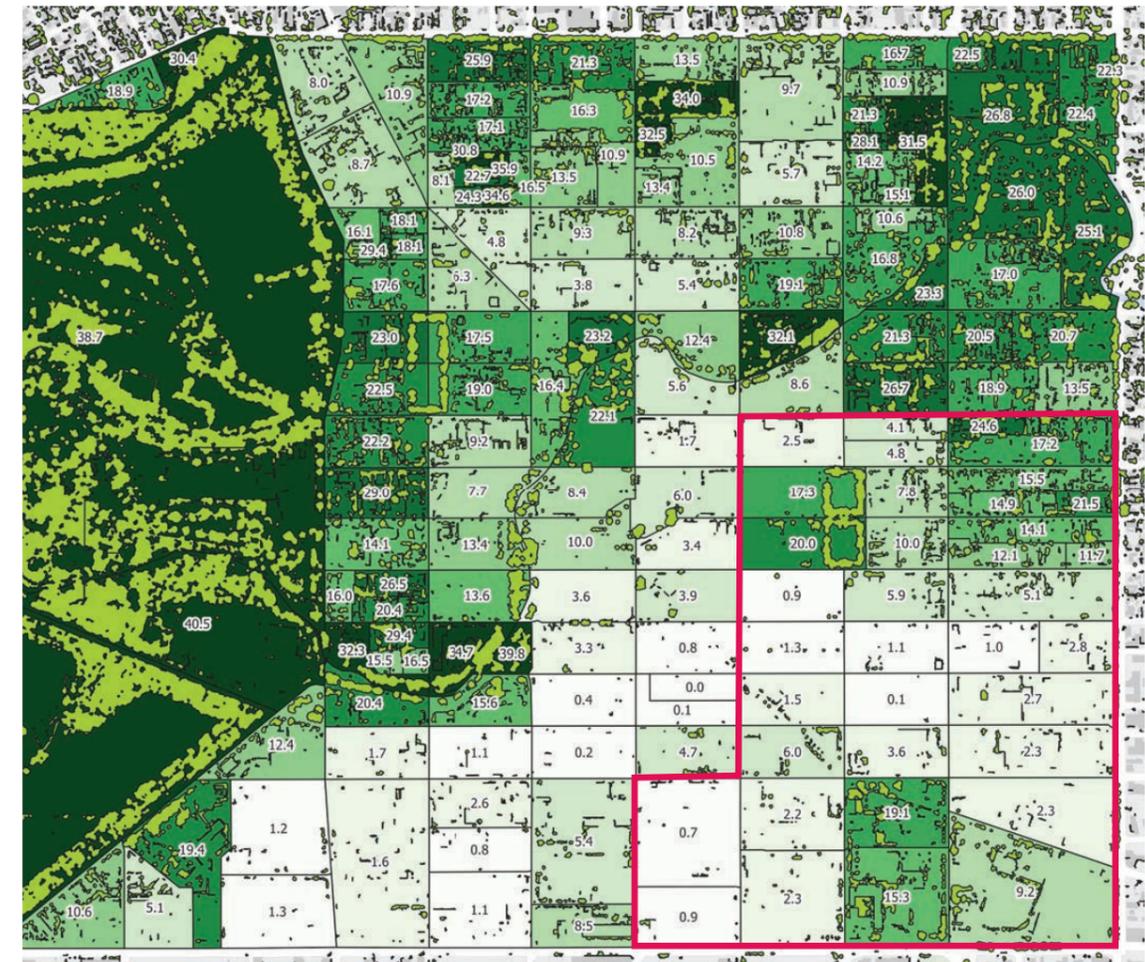
Healthy, green neighbourhood: Green links, pocket parks and more trees throughout the neighbourhood will create a more pleasant place to live.

Easy and enjoyable to get from A to B: Potential upgrades to enhance active travel across the neighbourhood are marked in red and may include safer crossing, wider footpaths and improved amenity.

Strong sense of community: Fostering community connections and local identity will occur throughout the neighbourhood and will build on the existing emerging identities.

Appendix B: Tree canopy cover

This map shows the Tree Canopy Cover for the Central City with a percentage for each meshblock (2018-2019 data).



South-East Central Neighbourhood Plan

July 2024

Attachment A Item 9

STR656 July 2024

ccc.govt.nz

Christchurch
City Council 

South-East Central Neighbourhood Plan – Analysis attachment

Overview

Between 4 March and 1 April 2024, 82 groups and individuals made submissions on the Draft South-East Central Neighbourhood Plan.

Submitter profile

Submissions were made by one local business, 10 recognised organisations, and the remaining 71 from individuals.

| Business/organisation type | Name |
|----------------------------|---|
| Organisation | <ul style="list-style-type: none"> • Active Canterbury • Spokes Canterbury • Te Whatu Ora • Greater Ōtautahi • National Council of Women of New Zealand, Ōtautahi Christchurch Branch • The Catholic Diocese • Ara Institute of Canterbury • Christchurch Methodist Mission • Victoria Neighbourhood Association • Te Whare Roimata Trust |
| Local business | <ul style="list-style-type: none"> • Darkroom/Art Hole/Moonbase Record Collective |

Most organisations/businesses noted general support for the draft plan and the aims it sets to achieve. Points raised in support included:

- Creating a greener neighbourhood will benefit the area and people (Active Canterbury, Spokes Canterbury, Te Whare Roimata, Ara, Methodist Mission, Te Whare Roimata). Particularly with increased tree canopy cover (Greater Ōtautahi) and native plantings (Te Whatu Ora).
- Improving pedestrian and cyclist journeys and enhancing public transport would benefit the area and its residents (Active Canterbury, Te Whatu Ora, Methodist Mission), as well as increasing car-sharing options (Ara).
- The plan’s focus and actions to support the mixed-use environment will benefit the area (Spokes, Te Whatu Ora, Greater Ōtautahi, Methodist Mission)
- A strengthened sense of community would benefit the area (Spokes, Te Whatu ora, National Council of Women of New Zealand)

Common suggestions that organisations/businesses raised included:

- Short-term rental accommodation can make it hard to build a strong sense of community (Methodist Mission, Victoria Neighbourhood Association, Te Whatu Ora, National Council of Women of New Zealand)
- The plan could go further to improve public transport offerings in the area (Spokes, Victoria Neighbourhood Association, Te Whare Roimata)

- The plan could go further to encourage cycling (Greater Ōtautahi, Ara), like making sure bike parking works for most types of bikes (Active Canterbury, Spokes, Te Whatu Ora)

The Darkroom/Art Hole/Moonbase Record Collective emphasised the importance of understanding the current mixed-use environment and supporting its growth to ensure that live music venues and residents can coexist.

The Catholic Diocese proposed better labelling for their future Barbadoes Street site in the plan, as it's currently labelled as "underutilised land." Staff have worked with them to make this change.

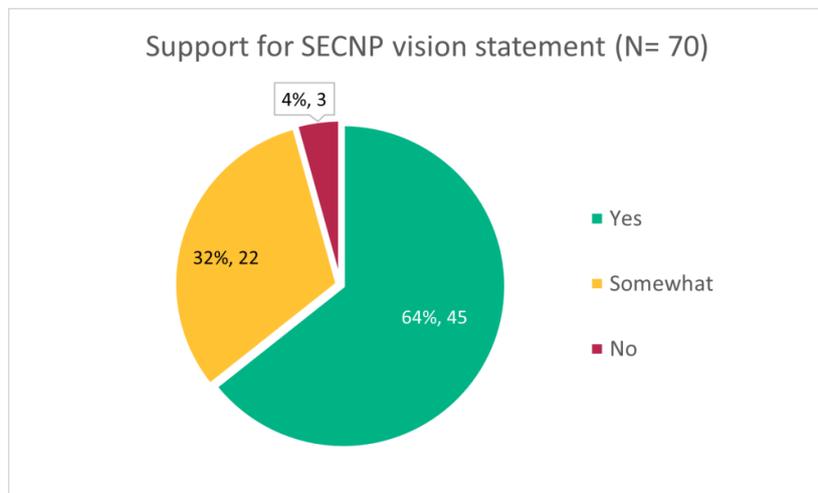
Of the 71 individuals that submitted:

- 19 (26%) live within the Central City, including 14 that live within the defined SEC area
- 48 live elsewhere in Christchurch
 - 20 of which would like to live in SEC in the future
- 2 live in wider Canterbury
- 1 lives internationally

Feedback on vision statement

When submitters were asked if the plan's vision statement aligns with their ideas for the neighbourhood's future;

- 45 fully agreed(64%)
- 22 somewhat agreed (32%)
- Three did not agree (4%)

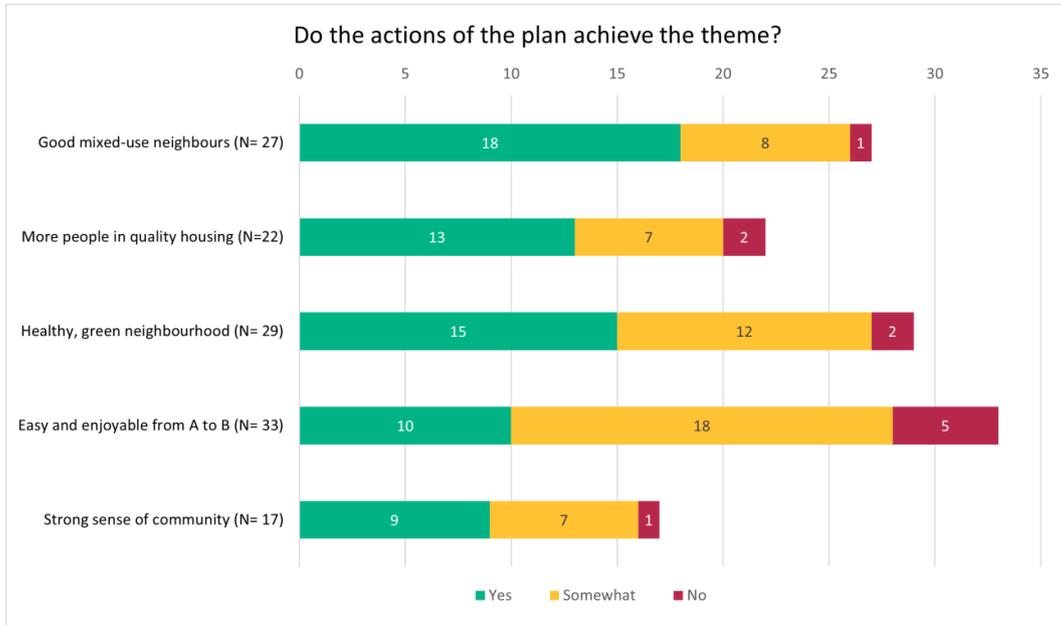


Submitters who 'somewhat' agreed with the vision, suggested a stronger focus on discouraging private vehicle use (5), encouraging active travel (4), and increasing greenery (4). Of the three submitters who did not agree with the vision, two suggested a stronger focus on supporting central city businesses.

Three submitters selected 'Unsure/ Don't know' for this question.

Feedback on theme areas

Submitters were able to provide feedback on the five themes of the plan and whether they believed the actions outlined would achieve those themes.



Good mixed-use neighbours

As shown above, 27 submitters provided specific feedback on the theme “Good mixed-use neighbours”, of which 26 partially or fully agreed that the identified actions will achieve that theme.

Common comments made in support agreed that higher housing densities (3) and increased greenery (3) would benefit the area. Three submitters also noted general support of the theme and its actions without specifics.

Some submitters felt the plan could go further to promote active travel, specifically walking (4) and cycling (3). Other common suggestions focused on discouraging short-term accommodation (3) and noise: improving noise reduction infrastructure (such as soundproofing) (3) and managing residents' expectations to minimise complaints (3).

More people in quality housing

22 submitters provided feedback on the theme “More people in quality housing”, of which 20 partially or fully agreed that the identified actions will achieve that theme.

Comment made in support agreed with the importance of achieving higher densities (6), developing underutilised land (3), supporting multi-storey development (3), and providing housing options that are affordable (3) with shared amenities (4), and social housing options (4).

Some submitters thought the plan could go further to support a wider range of housing options (4) and multi-storey development (3).

Healthy, green neighbourhood

29 submitters provided feedback on the theme “Healthy, green neighbourhood”, of which 27 partially or fully agreed that the identified actions will achieve that theme.

Common comments in support agreed with the importance of increased tree canopy coverage (8), green spaces (8), stormwater management infrastructure (4) and pedestrian links through the area (3).

Some submitters thought the plan could go further to increase greenery (5) and stormwater management infrastructure (3).

Easy and enjoyable to get from A to B

The theme “Easy and enjoyable to get from A to B” received the most feedback. Out of 33 respondents, 28 fully or somewhat agreed that the identified actions will achieve this theme, while five did not.

Submitters commonly noted support for aspects of the plan that focus on increasing pedestrian (12) and cycling (9) infrastructure, increasing greenery (4), slowing speeds (3), and improving public transport (3).

Some submitters thought that the plan could go further to improve infrastructure for cyclists (8), public transport (7), and pedestrians (3). Improved public safety was also commonly requested (3).

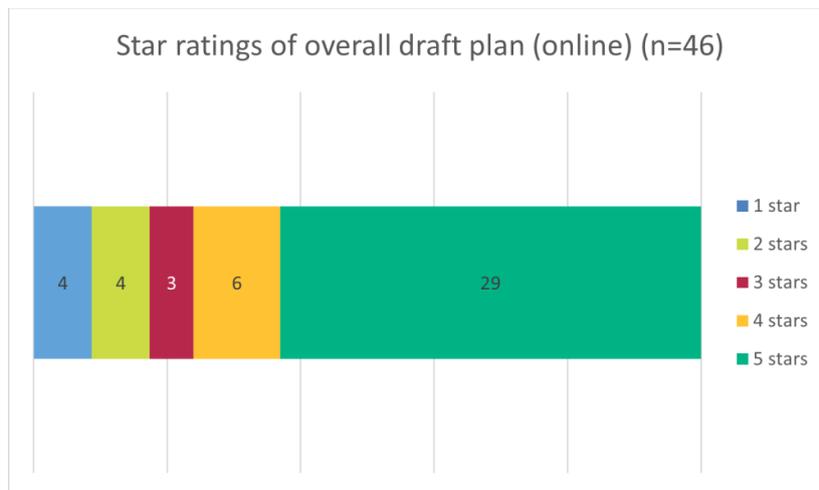
Strong sense of community

Compared to the other theme areas, “Strong sense of community” received the lowest amount of specific feedback. Of the 17 submitters that provided feedback on this theme, 16 partially or fully agreed that the identified actions achieve this theme.

While the rationale raised in support was varied, some common requests can be identified, including request for short-term rental accommodation to be discouraged (3), and request for more community events in the neighbourhood (3).

Quick Poll Star Rating on the Kōrero Mai | Let’s Talk page

An online quick-fire poll was set up for those who may not be able to make a submission. Participants were asked to rate the overall plan (1 star low rating to 5 star high rating). There were 46 responses, with most allocating five stars, as shown in the graph below.



10. No Stopping Restrictions on Chester Street East

Reference Te Tohutoro: 24/576994

Responsible Officer(s) Te Rushani Bowman, Public Transport Coordinator,

Pou Matua: Sally-Ann Marshall, Traffic Engineer

Accountable ELT

Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Waipapa Papanui-Innes-Central Community Board to consider a change to the current No Stopping restrictions at the northeast intersection of Barbadoes Street and Chester Street East.
- 1.2 The report has been written in response to concerns raised by a resident that the current No Stopping restrictions outside their Chester Street East residence are outdated due to a 2022 property development.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to partially remove the No Stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the No Stopping Restrictions on Chester Street East 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. Revokes any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions described in resolutions 4 and 5 below.
4. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Barbadoes Street commencing at its intersection with Chester Street East and extending in a northerly direction for a distance of 26 metres.
5. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Chester Street East, commencing at its intersection with Barbadoes Street and extending in an easterly direction for a distance of 18 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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Complaints have been received from residents regarding redundant No Stopping restrictions outside 115 Chester Street East. The No Stopping restrictions currently extend over a vehicle

crossing cutdown, which is no longer required due to the construction of a multi-complex property development in 2022.

- 3.2 Staff are proposing that the No Stopping restrictions on Chester Street East be updated, reflecting the disused vehicle cutdown. The No Stopping restrictions on Barbadoes Street will remain unchanged.
- 3.3 Implementing the noted recommendations will free up one on-street parking space adjacent to the property development, which has no off-street parking. This will also stop residents from receiving infringement notices for parking on the broken yellow lines.
- 3.4 There are no safety concerns identified with this proposal.

4. Background/Context Te Horopaki

- 4.1 115 Chester Street was redeveloped in 2022. The previous property had a vehicle crossing cutdown off Chester Street East. (see below).



- 4.2 The resource consent for the new development did not include a vehicle crossing nor for the existing cutdown to be remediated as part of the development. For future developments, staff are looking for the costs of kerb alignment and No Stopping lines to be borne by the property developer.
- 4.3 Residents at 115 Chester Street have been receiving infringement notices for parking on the yellow no-stopping lines outside 115 Chester Street East and have questioned their validity now that the driveway no longer exists (see below).



- 4.4 The proposal is for a reduction in the No Stopping restrictions on the northern side of Chester Street East. The existing No Stopping restrictions follow the kerb around the intersection. The No Stopping restriction on Barbadoes Street will remain unchanged.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.5 The following reasonably practicable options were considered and are assessed in this report:
- Remove four metres of No Stopping restriction on Chester Street East.
 - Maintain the status quo.

Options Descriptions Ngā Kōwhiringa

4.6 **Preferred Option:** Remove four metres of No Stopping restrictions.

4.6.1 **Option Advantages**

- Makes available one extra parking space.
- Addresses residents’ concerns over the redundant vehicle crossing.
- No safety issues identified.

4.6.2 **Option Disadvantages**

- None identified.

4.7 **Alternative Option:** Maintain the status quo.

4.7.1 **Option Advantages**

- No cost to Council.

4.7.2 **Option Disadvantages**

- Does not address the identified issues with the redundant vehicle crossing cut down.
- Does not make available one extra parking space.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

| | Recommended Option | Option 2 – maintain status quo |
|---------------------------|--|---------------------------------|
| Cost to Implement | \$350 to remove markings | \$0 |
| Cost to prepare report | \$1,500 | \$1,500 |
| Maintenance/Ongoing Costs | \$0 | \$0 |
| Funding Source: | | |
| Capital | Traffic Operations Team traffic signs and markings budget. | NA |
| Opex | Traffic Operations staff budget | Traffic Operations staff budget |

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

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

- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2018 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 The Community Boards have delegated authority from 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.
- 6.2.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.3 Other Legal Implications:
- 6.3.1 There is no other legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.4 The required decision:
- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of people affected and the low level of impact by the recommended decision.
- 6.4.3 Is consistent with Council's Plans and Policies.
- 6.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.6 Transport
- 6.6.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.7 Consultation documents were sent to 10 adjacent properties via letter drop.
No responses were received from the letter drop.
- 6.8 The Team Leader for Parking Compliance supports the preferred option.

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 unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for the line marking to be removed.

Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|---|-----------|------|
| A   | Chester Street East No-Stopping Restriction | 24/824104 | 76 |

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

| Document Name - Location / File Link |
|--------------------------------------|
| Not applicable |

Signatories Ngā Kaiwaitohu

| | |
|--------------------|--|
| Authors | Rushani Bowman - Project Coordinator - Public Transport Sally-Ann Marshall - Traffic Engineer |
| Approved By | Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) |



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Chester Street East
 Proposed removal of existing no stopping restrictions
 For Community Board Approval

Original Plan Size: A4
 Drawn: MJR Issue 1 23/04/2024
 Designed: RB Drawing: TG148322
 Approved: LB Project:

11. Proposed Lane Names - 235 Gloucester Street

Reference Te Tohutoro: 24/971303

Responsible Officer(s) Te Pou Matua: Sean Ward, Team Leader Planning

Accountable ELT Member Pouwhakarae: John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve the proposed lane names at 235 Gloucester Street, Central City.
- 1.2 The report is staff-generated resulting from a naming request received from the developer.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Proposed Lane Names - 235 Gloucester Street 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 names for 235 Gloucester Street (RMA/2021/3505)
 - a. Lane 1 - Indigo Lane
 - b. Lane 2 - Blossom Walk

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by DCM Urban Design on behalf of the developer. A preferred name and alternative names have been put forward for the lanes.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Naming Policy dated 15 November 2023 and are considered to be consistent with this policy. The specific criteria for assessing a name from clause 2 is set out below.
 - 3.3.1 A traditional or Māori name which is acceptable to the Rūnanga or Iwi; this may be a name reflecting the physical characteristics of an area, an activity or event associated with the area or of a notable ancestor.
 - 3.3.2 A feature of historical, social, cultural, environmental or physical importance in the area (e.g., Carlton Mill Road or Carlton Mill Reserve*).
 - 3.3.3 The name of a notable family, person or event associated with the locality or with the wider Christchurch area.
 - 3.3.4 A name in recognition of a person's service. This can be for community service, conservation, sport, the arts, science and research or other sphere of activity.

- 3.3.5 Consistency with a common or established theme for naming in a subdivision or locality.
- 3.3.6 A name that reflects the diverse cultures and communities of the locality or of Christchurch generally.
- 3.3.7 The name of an event or activity strongly associated with the immediate location including an informal name for the area that is (or was historically) in common usage.
- 3.3.8 A name associated with a person, event or activity of significance to Christchurch including names associated with people, events, or places of national and international significance.
- 3.4 The criteria for names that are not suitable for approval from clause 6 is set out below.
 - 3.4.1 Names of people, flora, fauna or geographical features not associated with the area, e.g., names of native trees which are not present in the area or views that cannot be identified, except where the name continues a current naming theme in the locality.
 - 3.4.2 Currently trading commercial organisations except for sponsorship names for facilities and leased parks.
 - 3.4.3 Anagrams, amalgamations or derivatives of people's names.
 - 3.4.4 Names of living persons.
 - 3.4.5 Names related to the developer of a subdivision.
 - 3.4.6 Name of a person, club or organisation associated with a privately owned building on Council land, where the club or organisation does not hold the ground lease for the building.
 - 3.4.7 Names for roads which may cause confusion because they are associated with another geographical location or feature e.g., Parklands Drive which is not located in the Parklands suburb.
- 3.5 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZA 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard.
- 3.6 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is no ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.7 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed names.
- 3.8 Consultation under the policy with rūnanga is not required because the roads to be named are not collector roads and/or sites of significance under the District Plan (clause 3 of the Naming Policy).
- 3.9 No addresses of neighbouring properties are affected by the proposed road naming (clause 12.2 of the Naming Policy).
- 3.10 The names requested have been accompanied by an explanation of the background of the names, which is summarised below.

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.11 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

- 3.12 The level of significance was determined by the number of people affected and/or with an interest.
- 3.13 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

- 3.14 The proposed lanes are shown in **Attachment A**.
- 3.15 Lane 1 - Indigo Lane
- 3.16 Indigo draws its name from the deep blue dye that has significant historical importance, as Indigo was one of the prominent exports from the Madras region (now Tamil Nadu state) in India. The name reflects the historical trading connections and cultural exchange between Christchurch and India.
- 3.17 Lane 2 - Blossom Walk
- 3.18 Blossom has a strong connection to spring and blooming flowers which can be seen throughout many of the streets and parks in and around Christchurch city during springtime. The name signifies growth, beauty, and a fresh start making it an appropriate choice for this development.

Alternative Names

- 3.19 Silk Court - Silk is inspired by the luxurious fabric that was a major product in global trade, particularly from regions like India. Silk signifies elegance, quality, and tradition. This name evokes a sense of sophistication and timeless beauty.
- 3.20 Spice Court/Lane - Spice reflects the history of the spice trade, which played a role in the development of many cities, including Madras. Spices such as pepper, cinnamon, and cardamom were highly prized and traded globally. This name brings historical significance to this development.
- 3.21 Market Court - Market pays homage to the bustling markets that have been central to urban life for centuries. Markets are places of commerce and social interaction. The name Market Court highlights the idea of a vibrant inner city residential development as can be seen with this development.
- 3.22 *Officers Note: Either proposed road type is appropriate for the alternative names.*

Assessment of Names

- 3.23 The proposed names are considered to be consistent with the policy.
- 3.24 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.
- 3.25 *Officers Note: Lane 1 provides for both vehicle and pedestrian access, and Lane 2 provides for pedestrian access only.*

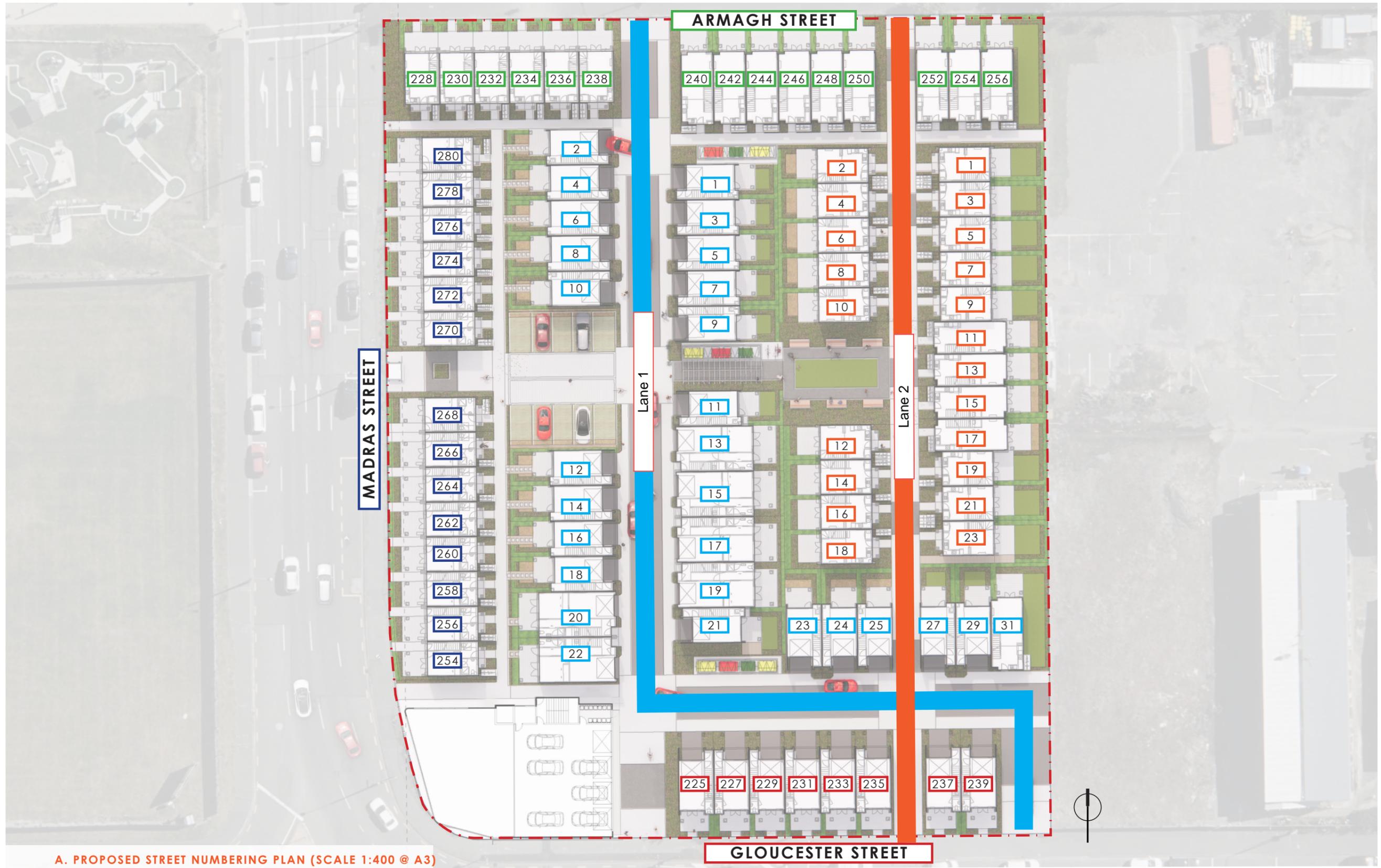
Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|--|-----------|------|
| A  | RMA/2021/3505 - Proposed Lane Names Plan - 235 Gloucester Street | 24/882895 | 81 |

Signatories Ngā Kaiwaitohu

| | |
|--------------------|--|
| Authors | Leashelle Miller - Planning Technician Sean Ward - Team Leader Planning |
| Approved By | Mark Stevenson - Acting Head of Planning & Consents |

Item 11



A. PROPOSED STREET NUMBERING PLAN (SCALE 1:400 @ A3)

client / project name: MIKEGREER / MADRAS SQUARE B&L
drawing name: **PROPOSED STREET NUMBERING PLAN**
designed by: Dave Compton-Moen / Will Todd
drawn by: Will Todd / Jeremy Ross
original issue date: 20 MARCH 2024
scales: 1:400 @ A3

revision no:
A
B
amendment:
For comment
Two streets

approved
DCM
DCM
date
20/03/2024
20/03/2024



DCM URBAN DESIGN LIMITED
10/245 ST. ASAPH STREET
CHRISTCHURCH 8011
WWW.DCMURBAN.COM

project no / drawing no: 2021_046/001

revision: B

12. Christchurch Northern Corridor (CNC) Downstream Effects Management Plan (DEMP) - Francis Avenue and Flockton Street

Reference Te Tohutoro: 24/503006

Responsible Officer(s) Te David Sun, Transport Project Manager

Pou Matua: Kiran Skelton, Engagement Advisor

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 for the Community Board to approve the recommended solution for Francis Avenue and Flockton Street in response to the increase in traffic following the opening of CNC.
- 1.2 The report is prepared by Council staff.
- 1.3 It is to meet the Notice of Requirement (NoR) conditions for the CNC, which is to improve the operation of Cranford/Sherborne Streets, or implement calming on affected streets, where traffic increases by more than 30% as a result of the opening of the CNC.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Christchurch Northern Corridor (CNC) Downstream Effects Management Plan (DEMP) - Francis Avenue and Flockton Street Report.
2. Notes that the decision in this report is assessed as medium-level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Notes that any proposed traffic calming measures may not be supported by residents unless Forfar Street is reopened. However, reopening Forfar Street is not recommended based on traffic modelling and staff assessments.

FRANCIS AVENUE

4. Agrees that no immediate action be taken on Francis Avenue except for continued monitoring of traffic volumes.
5. Notes that further action will be considered on Francis Avenue, if any of the following criteria is met within the period where the Notice of Requirement is active:
 - a. The Community Board requests staff to investigate.
 - b. There is a significant change in resident feedback, indicating a preference for traffic calming measures other than reopening Forfar Street.
 - c. Average Daily Traffic (ADT) reaches 1,832 vehicles per day (the level in November 2020 before the opening of the CNC).

FLOCKTON STREET

6. Approves the scheme design for the section of Flockton Street between its intersection with Westminster Street and its intersection with Warrington Street as detailed in sheet 1 and sheet 2 of plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.

7. Approves all the raised safety platforms including new kerbs and cycle paths, road surface treatments and road markings, for the section of Flockton Street between its intersection with Westminster Street and its intersection with Warrington Street as detailed in sheet 1 and sheet 2 of plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
8. Approves that all existing No Stopping restrictions on both sides of Flockton Street between its intersection with Westminster Street and its intersection with Warrington Street be revoked.
9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time:
 - a. On the southern side of Westminster Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 16 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - b. On the southern side of Westminster Street, commencing at its intersection with Flockton Street and extending in a south-westerly direction for a distance of nine metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - c. On the eastern side of Flockton Street, commencing at its intersection with Westminster Street and extending in a south-easterly direction for a distance of 15 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - d. On the eastern side of Flockton Street, commencing at a point 149 metres southeast of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 19 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - e. On the eastern side of Flockton Street, commencing at a point 84 metres southeast of its intersection with Archer Street and extending in a south-easterly direction to its intersection with Speight Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - f. On the eastern side of Flockton Street, commencing at a point 100 metres southeast of its intersection with Speight Street and extending in a south-easterly direction to its intersection with Carrick Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - g. On the eastern side of Flockton Street, commencing at its intersection with Carrick Street and extending in a south-easterly direction for a distance of 38 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - h. On the eastern side of Flockton Street, commencing at a point 101 metres southeast of its intersection with Carrick Street and extending in a south-easterly direction to its intersection with Thornton Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - i. On the eastern side of Flockton Street, commencing at its intersection with Thornton Street and extending in a south-easterly direction for a distance of six metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
 - j. On the eastern side of Flockton Street, commencing at its intersection with Warrington Street and extending in a northerly direction for a distance of 32 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.

- k. On the western side of Flockton Street, commencing at its intersection with Westminster Street and extending in a south-easterly direction for a distance of 15 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- l. On the western side of Flockton Street, commencing at a point 146 metres southeast of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 17 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- m. On the western side of Flockton Street, commencing at a point 284 metres southeast of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 18 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- n. On the western side of Flockton Street, commencing at a point 425 metres southeast of its intersection with Westminster Street and extending in a south-easterly direction for a distance of 29 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- o. On the western side of Flockton Street, commencing at its intersection with Warrington Street and extending in a northerly direction for a distance of 21 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- p. On the northern side of Speight Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 17 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- q. On the southern side of Speight Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 16 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- r. On the northern side of Carrick Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 20 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- s. On the southern side of Carrick Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 16 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- t. On the northern side of Thornton Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction for a distance of 13 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- u. On the southern side of Thornton Street, commencing at its intersection with Flockton Street and extending in a north-easterly direction to its intersection with Harrison Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- v. On the western side of Harrison Street, commencing at its intersection with Thornton Street and extending in a south-easterly direction for a distance of seven metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- w. On the northern side of Warrington Street, commencing at its intersection with Flockton Street and extending in an easterly direction for a distance of 15 metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.

- x. On the northern side of Warrington Street, commencing at its intersection with Flockton Street and extending in a westerly direction for a distance of seven metres as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- 10. Approves that a Stop control be placed against Speight Street at its intersection with Flockton Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- 11. Approves that a Stop control be placed against Carrick Street at its intersection with Flockton Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- 12. Approves that a Stop control be placed against Thornton Street at its intersection with Flockton Street as detailed in plan SK3400, dated 28/05/2024 and attached to this report as **Attachment A**.
- 13. 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).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Notice of Requirement (NoR) for the Christchurch Northern Corridor (CNC) opening places obligations on Council for 10 years from the opening of the motorway (November 2020):
 - 3.1.1 Where there is an increase in vehicle movements on any of the potentially affected streets by more than 30%, above the traffic level that would have occurred without the operation of the CNC.
 - 3.1.2 Should traffic movements increase as described in 3.1.1 measures to improve the operation of Cranford Street and Sherborne Street and/or traffic calming work should be undertaken by the Council.
 - 3.1.3 The purpose of the calming work is to mitigate the effects, but does not place any obligation to reduce traffic numbers.
- 3.2 Francis Avenue and Flockton Street, both local streets within the DEMP area, have experienced traffic increases of over 30% since the closure of Forfar Street as part of the DEMP Stage 1 works.
 - 3.2.1 A comprehensive traffic assessment, including option studies, traffic calming trials, traffic modelling, and community engagement, concluded that no option could effectively reduce traffic volumes on Francis Avenue and Flockton Street without adversely affecting other local streets.
 - 3.2.2 Further investigation therefore focused on mitigating the impact of increased traffic. It was concluded that installing a series of raised safety platforms at approximately 60 to 80 metres intervals could effectively maintain lower vehicle speeds. This measure is one of the most effective options to mitigate the impact of increased traffic, improve safety and discourage through traffic from using these roads.
- 3.3 Public consultation held in September 2023 proposed installing five raised safety platforms on Francis Avenue (including the renewing three existing ones) and eight new raised safety platforms on Flockton Street, along with pavement rehabilitation on Flockton Street between shoulders to reduce the potential for vibration issues from the new safety platforms.

- 3.3.1 Feedback from the consultation indicated that most respondents, particularly local residents, did not support this option. Issues raised, included the potential for reopening Forfar Street, doubts about the effectiveness of the proposed measures in reducing traffic, potential loss of parking, and concerns about noise and vibration.
- 3.3.2 Based on consultation feedback, the consultation option has been revised to develop the preferred option.
- 3.3.3 The preferred option (2) proposes installation of four raised safety platforms in Flockton Street with road pavement rehabilitation between the shoulders. No action is proposed for Francis Avenue except continued monitoring.
- 3.4 The revised recommended option has been reviewed by the independent traffic expert required by the NoR. The independent traffic expert has provided a positive endorsement of the revised recommended option (**Attachment B**).

4. Background/Context Te Horopaki

Issues on Francis Avenue and Flockton Street

- 4.1 The Notice of Requirement (NoR) forms part of the Resource Consent for the Christchurch Northern Corridor (CNC), and places obligations on Christchurch City Council (CCC). Under this, Council had to appoint an independent traffic engineer expert to identify and mitigate the effects of additional vehicles entering the local network as a result of the opening of the CNC, and to monitor the outcome of the mitigation.
 - 4.1.1 The Downstream Effects Management Plan (DEMP) was prepared in 2019 as a response to the NoR, and quantifies the extents and quantum of the downstream issues, and proposes ways of managing these issues.
 - 4.1.2 Under this, CCC have obligations to improve the operation of Cranford/Sherborne Streets and to implement traffic calming measures on any of the potentially affected streets, should traffic volumes increase by more than 30% above the traffic level that would have occurred without the operation of the CNC. These can be installed progressively and iteratively, meaning Council can see the effects of an intervention, before deciding on the next steps. Many of the major interventions were completed ahead of the opening of the motorway.
 - 4.1.3 These obligations remain applicable for 10 years from the opening of the Christchurch Northern Corridor project, which occurred in December 2020.
 - 4.1.4 As part of the Independent Traffic Engineer's role to monitor these effects, CCC seeks advice on DEMP-related issues and interventions to ensure they remain consistent with the objectives of the plan. The Independent Traffic Engineer's comments on the proposals for Francis and Flockton are therefore included in **Appendix B**.
- 4.2 The DEMP Stage 1 led to major road and intersection improvements and traffic calming measures in the St Albans area before the CNC opened.
 - 4.2.1 As part of these works, Forfar Street north of Warrington Street had been identified as a rat-running route, and was therefore closed, to encourage through traffic onto Cranford/Sherborne.
 - 4.2.2 Failure to do so was expected to result in significant rat-running on local streets like Mersey Street, Severn Street, and Forfar Street, as indicated by traffic modelling, putting Council at risk of significant mitigation works. This was therefore closed in 2020, ahead of the opening of the motorway.

- 4.2.3 As a result of this, local traffic – which had previously used Forfar Street – has diverted along Francis Ave and Flockton Street. This has driven the increases in traffic numbers on these roads.
- 4.3 The primary issue on Francis Avenue is the increased traffic volume, which has doubled since Forfar Street's closure (see traffic monitoring data in **Attachment C**).
 - 4.3.1 Although the current traffic volume (around 1,500 vehicles) falls within the acceptable range for local streets according to the One Network Framework (ONF) developed by NZ Transport Agency Waka Kotahi (NZTA), some residents are dissatisfied and advocate for reopening Forfar Street.
- 4.4 In addition to an increase in traffic of about 40%, Flockton Street faces other challenges including high vehicle speeds and vibration caused by heavy vehicles.
 - 4.4.1 The 85th percentile speed exceeds 50 km/h, with maximum speeds over 100 km/h, despite the current 40 km/h speed limit.
 - 4.4.2 As a bus route, Flockton Street has a history of pavement vibration issues from heavy vehicles. Speed cushions installed in 2006 were later removed due to the vibrations caused by buses.
 - 4.4.3 A Falling Weight Deflectometer (FWD) test in 2022 revealed a significant probability of failure in a large section of Flockton Street's 63-year-old pavement. While road resurfacing is planned for the 2024/25 financial year, a more extensive pavement rehabilitation is likely to be required.

Previous investigation and trials

- 4.5 Since the closure of Forfar Street, there has been close engagement with the community supported by traffic engineering consultants. This has included traffic calming trials in 2021 and 2022, resident surveys and traffic modelling to explore options to mitigate increased traffic and its negative impacts.
- 4.6 Traffic modelling in 2022 and a review in 2023 concluded that there were limited viable options to reduce traffic on Francis Avenue and Flockton Street.
- 4.7 Traffic modelling indicates that reopening Forfar Street or providing a left turn from Berwick Street onto Warrington Street could reduce traffic on Francis Avenue but would have limited benefits for Flockton Street.
 - 4.7.1 However, these options would be expected to attract rat-running traffic from Cranford Street onto local roads. This would potentially cause traffic increases above the 30% threshold on a number of other streets, requiring extensive traffic calming measures and possible street renewals to cope with the increased volumes.

Selection of traffic calming measures

- 4.8 Further investigation was undertaken to select appropriate traffic calming measures to mitigate the impact of increased traffic, as there were no options that could reduce traffic volume on Francis Avenue and Flockton Street without adversely affecting other local roads.
- 4.9 The traffic calming trial from August to October 2022 tested both horizontal and vertical displacement measures. It included four temporary speed humps on Francis Avenue and temporary road narrowing, kerb buildout and a mid-block chicane on Flockton Street. The results showed that:
 - 4.9.1 The vertical displacement measures (speed humps) on Francis Avenue successfully reduced speed (85th percentile speed reduced from 42.8 km/h to 36.6 km/h) and encouraged a minor shift in traffic away from Francis Avenue (around 100 to 200

- vehicles per day). However, there was not overwhelming community support for these devices.
- 4.9.2 The horizontal displacement measures on Flockton Street were not effective in reducing vehicle speed (85th percentile speed reduced from 50.8 km/h to 49.1 km/h). There was an increase of around 100 vehicles per day, likely due to vehicles using Flockton Street instead of Francis Avenue.
- 4.9.3 The limited effectiveness of horizontal displacement measures in reducing vehicle speeds and impacting on traffic volumes led to the horizontal displacement measures not being recommended as a long-term solution for Francis Avenue and Flockton Street.
- 4.10 Raised safety platforms were selected for the following reasons.
- 4.10.1 They provide vertical deflection to achieve lower operating speed, ensuring safe and appropriate speed for vulnerable users.
- 4.10.2 Raised safety platforms provide a more gradual transition than other vertical displacement measures such as speed humps, reducing the likelihood of abrupt vehicle movements that can cause discomfort to bus passengers and also minimising vibration.
- 4.10.3 Multiple raised safety platforms at regular intervals would create a consistent lower speed environment, mitigating the impacts of increased traffic and enhancing local amenity.
- 4.10.4 They may reduce traffic volumes by making the slow-speed environment less attractive for through traffic.
- 4.11 The rehabilitation of Flockton Street's road pavement is also included in the preferred option.
- 4.11.1 While this maintenance is outside of the scope of the DEMP project, it is a prerequisite of installing raised safety platforms, due to the pre-existing vibration issues.
- 4.11.2 The kerb and channel, plus an adjacent strip of road pavement, was replaced in 2001, and test pits have shown that this section of the road remains in good condition. Therefore the pavement rehabilitation will be the central section, starting approximately 1m from the kerb line.
- 4.12 Following consultation with Environment Canterbury and bus operators, further consideration was given to whether raised safety platforms or speed cushions should be proposed. While speed cushions allow large vehicles such as buses to pass through the gaps between the cushions without abrupt vehicle movements, general traffic also tends to maintain higher speeds by putting one side wheels through the gap. In contrast, raised safety platforms effectively slow all vehicles to a consistent lower speed. Raised safety platforms are therefore proposed as the preferred option for the consultation for Francis Avenue and Flockton Street.
- 4.13 The recommended option has been revised following public consultation feedback:
- 4.13.1 No immediate action is proposed for Francis Avenue except continued monitoring. This recommendation is due to residents objections to the consultation option and the request to reopen Forfar Street. However, reopening Forfar Street is not recommended based on traffic modelling and assessments.
- 4.13.2 It is acknowledged that this may not be an acceptable long-term solution for the community, therefore further action would be considered on Francis Avenue if any of the following criteria are met within the period where the Notice of Requirement applies:

- The Community Board requests staff to investigate.
- There is a significant change in resident feedback, indicating a preference for traffic calming measures other than reopening Forfar Street.
- The Average Daily Traffic (ADT) reaches 1,832 vehicles per day. This was the baseline level in November 2020 after the closure of Forfar Street but before the opening of the CNC. Reaching this level indicates a significant change in traffic patterns that would necessitate a reassessment of traffic calming measures.

4.13.3 The number of proposed raised safety platforms on Flockton Street has been reduced from eight to four in order to minimise the potential parking loss and potential for noise and vibration concerns. This adjustment aims to balance the need for traffic calming with the impact on local residents.

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

| Date | Subject |
|-------------|--|
| 10/11/2022 | Briefing on the Results of Francis Avenue and Flockton Street Traffic Calming Trial |
| 29/06/2023 | Briefing on the Origin-Destination Survey Results for Francis Avenue and Flockton Street and High-level Design Approach – Not Providing a Left Turn from Berwick Street to Warrington Street Origin-Destination Survey Results for Francis Avenue and Flockton Street |
| 27/07/2023 | Briefing on Francis Avenue and Flockton Street pre-consultation |
| 26/10/2023 | Briefing on Francis Avenue and Flockton Street consultation feedback |
| 29/02/2024 | DEMP briefing – Francis Avenue and Flockton Street proposal |

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Option 1 – Installation of raised platforms on both Francis Avenue and Flockton Street, with road pavement rehabilitation between shoulders on Flockton Street, in line with the consultation design.
- Option 2 - Installation of fewer raised platforms on Flockton Street with the road pavement rehabilitation between shoulders. No action for Francis Avenue except continued monitoring.
- Option 3 – Road pavement rehabilitation between shoulders on Flockton Street without traffic calming measures. No action for Francis Avenue except continued monitoring.

4.16 The following options were considered but ruled out:

- Option 4 – Reopen Forfar Street.
 - Traffic modelling shows reopening Forfar Street could reduce traffic on Francis Avenue by 900 vehicles per day, but with only a minor reduction on Flockton Street. The proposed works on Flockton Street are still necessary.
 - Reopening Forfar Street is expected to divert over 2,200 vehicles per day from Cranford Street, causing other local streets in the DEMP area to exceed the 30% traffic increase threshold.
 - This may necessitate the renewal of Mersey Street south of Westminster Street and extensive traffic calming measures on local streets such as Forfar Street, Mersey Street, Mayfield Avenue, Severn Street and Thames Street etc.

Options Descriptions Ngā Kōwhiringa

4.17 Preferred Option: Option 2 - Installation of fewer raised platforms on Flockton Street with the road pavement rehabilitation between shoulders. No action for Francis Avenue except continued monitoring.

4.17.1 **Option Description:** This is a scaled down option from the public consultation option. It involves installation of four raised safety platforms on Flockton Street with road pavement rehabilitation between shoulders as shown in **Attachment A**. The details of this option are:

- Full depth road pavement rehabilitation between shoulders on Flockton Street.
- Conversion of the temporary raised safety platform at the north end of Flockton Street to a permanent platform.
- Installation of new raised safety platforms at the existing kerb build out at No.49 and No.83.
- Installation of one new raised safety platforms with narrowing and cycle bypass at around No.29.
- Conversion of uncontrolled side roads, Speight Street and Carrick Street, to STOP controls at their intersection with Flockton Street.
- Removal of eight on-street parking spaces (out of a total of approximately 122) to accommodate the new traffic calming measures and marking of bus stops.
- Continuing traffic monitoring on Francis Avenue and Flockton Street before and after the proposed works on Flockton Street to review the need for additional calming work.

4.17.2 Option Advantages

- Raised safety platforms will mitigate the speeding issue on Flockton Street and therefore mitigate the impact of increased traffic.
- Pavement rehabilitation will mitigate the historic vibration issue on Flockton Street.
- No loss of on-street parking on Francis Avenue.

4.17.3 Option Disadvantages

- Removal of eight on-street parking spaces on Flockton Street.
- Potential increase in noise for local residents if drivers do not slow down sufficiently when traveling over the raised platforms.
- Will not significantly reduce traffic volume on Francis Avenue or Flockton Street.

4.17.4 The recommended option has been revised following public consultation feedback.

4.17.5 No immediate action is proposed for Francis Avenue except continued monitoring. This recommendation is due to residents objections to the consultation option and the request to reopen Forfar Street. However, reopening Forfar Street is not recommended based on traffic modelling and assessments.

4.17.6 It is acknowledged that this may not be an acceptable long-term solution for the community, therefore further action would be considered on Francis Avenue if any of the following criteria are met within the period where the Notice of Requirement applies:

- The Community Board requests staff to investigate.
- There is a significant change in resident feedback, indicating a preference for traffic calming measures other than reopening Forfar Street.
- The Average Daily Traffic (ADT) reaches 1,832 vehicles per day. This was the baseline level in November 2020 after the closure of Forfar Street but before the opening of the CNC. Reaching this level indicates a significant change in traffic patterns that would necessitate a reassessment of traffic calming measures.

4.17.7 The number of proposed raised safety platforms on Flockton Street has been reduced from eight to four in order to minimise the potential parking loss and potential for noise and vibration concerns. This adjustment aims to balance the need for traffic calming with the impact on local residents.

4.18 Option 1 – Installation of raised platforms on both Francis Avenue and Flockton Street, with road pavement rehabilitation between shoulders on Flockton Street.

4.18.1 **Option Description:** This public-consulted option involves installing/renewing five raised safety platforms on Francis Avenue and eight raised safety platforms on Flockton Street with road pavement rehabilitation between shoulders, as shown in **Attachment D**

4.18.2 Option Advantages

- Raised safety platforms installed at short intervals would maintain low vehicle travelling speed, prevent braking and acceleration before and after the raised safety platforms and mitigating the impact of increased traffic on both Francis Avenue and Flockton Street.
- Pavement rehabilitation will mitigate the historic vibration issue on Flockton Street.

4.18.3 Option Disadvantages

- Removal of 30 on-street parking spaces (out of a total of approximately 111) on Francis Avenue.
- Removal of 46 on-street parking spaces (out of a total of approximately 122) on Flockton Street.
- Will not significantly reduce traffic volume on Francis Avenue or Flockton Street.
- Not supported by local residents based on consultation feedback.

4.19 Option 3 – Road pavement rehabilitation between shoulders on Flockton Street without traffic calming measures. Do nothing for Francis Avenue except continue monitoring.

4.19.1 **Option Description:** This option involves the road pavement rehabilitation between shoulders on Flockton Street without installing any additional traffic calming measures. No action is proposed for Francis Avenue except continued monitoring.

4.19.2 Option Advantages

- Pavement rehabilitation would mitigate the historic vibration issue on Flockton Street.
- No loss of parking on Francis Avenue and Flockton Street.

4.19.3 Option Disadvantages

- The Council and the Board may breach the NoR conditions as no traffic calming measures are included.
- Will not address the speeding issue on Flockton Street; travel speeds may even increase after the road rehabilitation.
- Will not reduce traffic volume on Francis Avenue or Flockton Street.
- Potential safety risks remain for pedestrians and cyclists due to high vehicle speeds.

Analysis Criteria Ngā Paearu Wetekina

4.20 The following criteria have been used to evaluate the options.

4.20.1 Compliance with Notice of Requirement conditions: The option's compliance with the NoR conditions for the CNC opening.

4.20.2 Safety improvements: The option's impact on safety for all road users, including pedestrians, cyclists, and drivers.

4.20.3 Effectiveness in reducing vehicle speeds: The option's ability to reduce vehicle speeds on Francis Avenue and Flockton Street.

4.20.4 Vibration mitigation: The option's effectiveness in addressing vibration issues caused by heavy vehicles on Flockton Street.

4.20.5 Parking impact: The number of on-street parking spaces affected by the option.

4.20.6 Impact on traffic volumes: The option's influence on traffic volumes on Francis Avenue and Flockton Street, as well as other local streets in the DEMP area.

5. Financial Implications Ngā Hiraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

| | Recommended Option Option 2 – Four raised platforms on Flockton Street with pavement rehabilitation | Option 1 – Five raised platforms on Francis Avenue and eight on Flockton Street including pavement rehabilitation | Option 3 – Pavement rehabilitation on Flockton Street |
|---------------------------|--|--|--|
| Cost to Implement | \$2,360,000 for Flockton Street | \$2,860,000 for Flockton Street \$294,000 for Francis Avenue Total \$3,154,000 | \$2,150,000 for Flockton Street |
| Maintenance/Ongoing Costs | \$1,575 per annum for the maintenance works associated with the proposed traffic signs, road marking and street cleaning | \$2,275 per annum for the maintenance works associated with the proposed traffic signs, road marking and street cleaning | \$1,475 per annum for the maintenance works associated with the proposed traffic signs, road marking and street cleaning |
| Funding Source | This project has been funded in the Council's LTP as follows: 17088 Cranford Street Intersection Improvement | | |
| Funding Availability | Available | | |
| Impact on Rates | None | 0.01% | None |

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There is a risk that the vibration on Flockton Street cannot be fully mitigated due to multiple contributing factors, including the geotechnical conditions and the structural condition of dwellings on private properties.
- 6.2 There is a risk that additional traffic calming measures will be required if speeding is not sufficiently moderated on Flockton Street.
- 6.3 As described in the conditions of the NoR, “*the purpose of any calming work undertaken is to mitigate (effects from) any increased traffic movement to an acceptable level but does not mean a requirement to reduce traffic movements or their effects to the levels occurring prior to the opening date of the NAE/CSU.*” However, there is a risk that residents' expectations of what constitutes an acceptable level of impact from increased traffic may differ from the staff's technical assessments and recommendations, even when endorsed by the assigned independent expert traffic engineer.

Legal Considerations Ngā Hiraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
 - 6.4.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 6.5 Other Legal Implications:
 - 6.6 The NoR for the CNC opening requires that if the increase in traffic is likely to raise or has raised the level of vehicle movements on any of the potentially affected streets by more than 30% above the traffic level that would have occurred without the operation of the CNC, then measures to improve the operation of Cranford Street and Sherborne Street and/or traffic calming work will be undertaken by the Council as recommended.
 - 6.6.1 Breaching the NoR conditions constitutes a breach of the Resource Management Act.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.7 The required decisions:
 - 6.7.1 Aligns with the [Christchurch City Council's Strategic Framework](#). This project is in alignment with the Christchurch Transport Strategic Plan 2012, the Draft Christchurch Transport Plan 2022 and the Christchurch District Plan.
 - 6.7.2 The decisions in this report are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by a high level of local community interest and the length of time and number of residents affected.
 - 6.7.3 The decision is consistent with Council's Plans and Policies.
- 6.8 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.9 Transport
 - 6.9.1 Activity: Transport

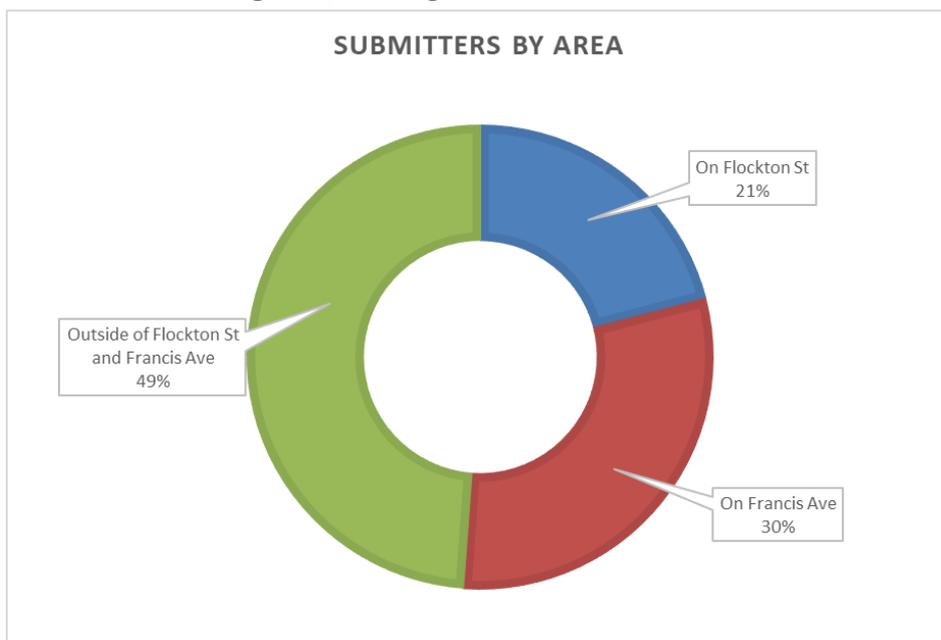
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes .

Community Impacts and Views Ngā Mariu ā-Hāpori

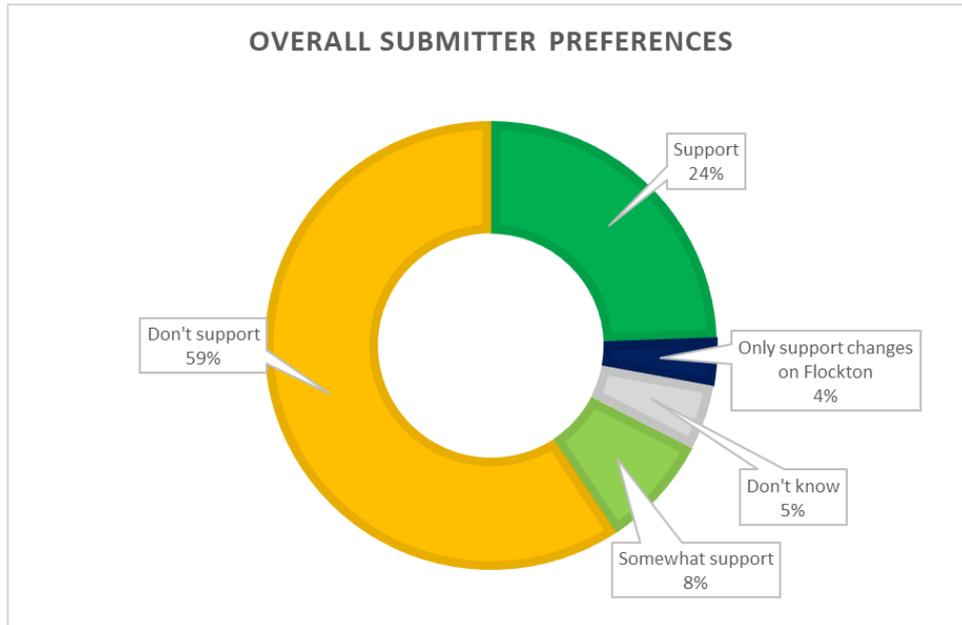
Public Consultation Te Tukanga Kōrerorero

- 6.10 Consultation started on 30 August and ran until 27 September 2023. An email was sent to seven key stakeholders, including emergency services, Spokes, AA, Environment Canterbury, and St Alban’s Residents’ Association (SARA). An email was sent to 51 previous Flockton Street and Francis Avenue consultation submitters, this included residents who made comments during the 2022 traffic calming trials.
- 6.11 The consultation was posted on the council Facebook page and on Newline. Staff also posted on the St Albans, Edgware, Mairehau and Merivale area community group Facebook page, inviting submissions onto our Kōrero Mai Let’s Talk platform.
- 6.12 Consultation documents were delivered to all properties on Flockton Street and Francis Avenue on 30 August 2023. These documents invited affected residents to contact staff or arrange a meeting if they had any questions about the proposal or wanted to give feedback in person.

Summary of Submissions Ngā Tāpaetanga

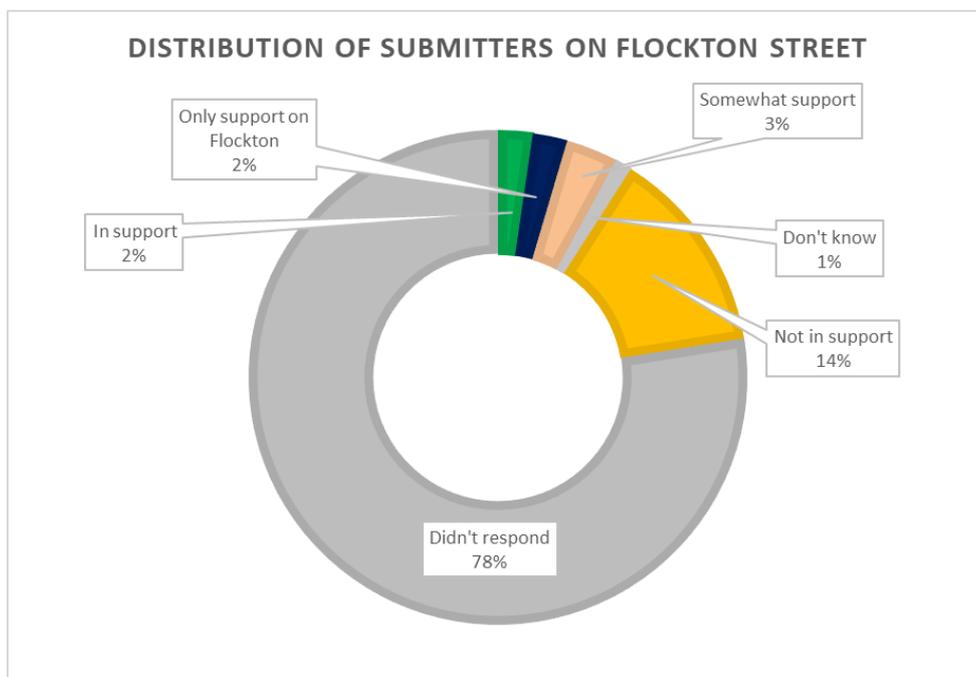


- 6.13 Submissions were made by 86 individuals; these were made up of 44 residents living on Flockton and Francis and 42 individuals outside the area. We heard from 20 residents on Flockton Street out of a total of 89 properties on Flockton Street and 24 residents on Francis Avenue out of a total of 67 properties.
- 6.14 A full table of submission feedback is available in **Attachment E**.



6.15 Overall:

- 51 submitters (59%) did not support the proposed changes.
- 21 submitters (24%) supported the proposed changes.
- 7 submitters (8%) somewhat supported the proposed changes.
- 4 submitters (5%) didn't know.
- 3 submitters (3%) only supported changes on Flockton Street.

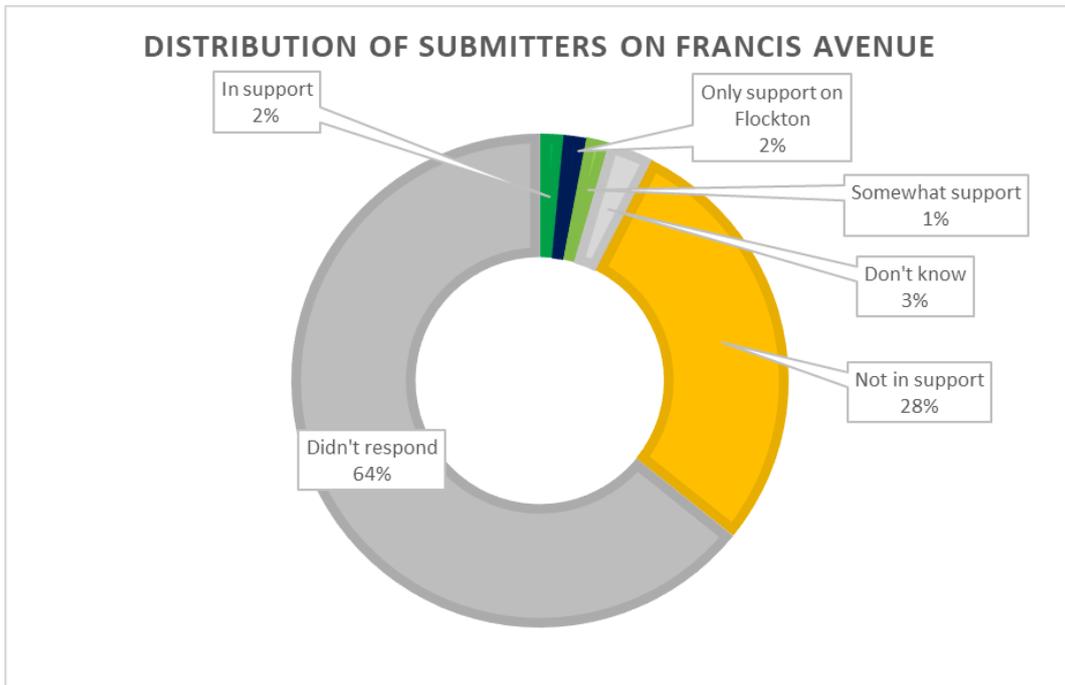


6.16 Focusing on Flockton Street, the majority of the residents didn't respond (69 out of 89 properties; 79%).

6.16.1 Of the 20 that did respond:

- 12 submitters (60%) were not in support of the changes.
- 3 submitters (15%) somewhat supported.

- 2 submitters (10%) were in support.
- 2 submitters (10%) only supported the changes on Flockton Street.
- 1 submitter (5%) didn't know whether they supported the changes.



6.17 Focusing on Francis Avenue, the majority of the residents didn't respond (43 out of 67 properties; 64%).

6.17.1 Of the 24 that did respond:

- 19 submitters (79%) were not in support of the changes.
- 2 submitters (8%) didn't know.
- 1 submitter (4%) only supported changes on Flockton Street.
- 1 submitter (4%) was somewhat in support.
- 1 submitter (4%) was in support.

6.18 Submitters didn't support the changes for these reasons:

- Not focused on the right area, Forfar Street should have been proposed to be reopened. (17 submitters)
- Didn't address traffic volumes on Francis Street. (10 submitters)
- Too much parking proposed to be removed on both streets. (9 submitters)
- Concerns that the changes would increase noise and vibration from vehicles travelling along Flockton Street. (9 submitters)
- The number of proposed platforms on Flockton Street was too high. (6 submitters)

6.19 Submitters supported the changes for these reasons:

- The proposed traffic calming would make a positive difference for cyclists on the road. (4 submitters)

- The proposed traffic devices promote a safer street by balancing speed management and minimising the impact on the road. (2 submitters)

6.19.1 Five submitters made comments expressing their support for the overall proposal.

6.20 Submitters who somewhat supported the changes or didn't know explained that the factors stopping them from having a stronger preference were:

- No confidence that the proposal would work to slow vehicles. (5 submitters)
- Forfar Street should be reinvestigated to be reopened. (2 submitters)
- The number of platforms being proposed was too high. (1 submitter)
- Too many carparks proposed to be removed. (1 submitter)

6.21 Seven submitters, both those in support and not in support of the proposal, chose not to provide comments to explain their preference.

Changes made to the scheme design as a result of consultation feedback.

6.22 The recommendation for Francis Avenue has been updated to no action except continued monitoring, based on opposition from residents of Francis Avenue during consultation.

6.23 The recommendation for Flockton Street has been updated to reduce the number of proposed raised safety platforms from eight to four, including converting the existing temporary platform at its intersection with Westminster Street into a permanent one.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.24 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.

6.25 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

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

6.27 This project focuses on providing traffic calming measures on Flockton Street to maintain vehicles travelling at lower speeds to mitigate the impact of increased traffic since the closure of Forfar Street. Research for Waka Kotahi and Auckland Transport shows that the overall impact of traffic calming on greenhouse gas emissions, air quality and health impacts from air pollution would be small across the affected area.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once the proposal is approved by the Board, staff will commence the detailed design.
- 7.2 The construction is anticipated to begin in January 2025.

Attachments Ngā Tāpirihanga

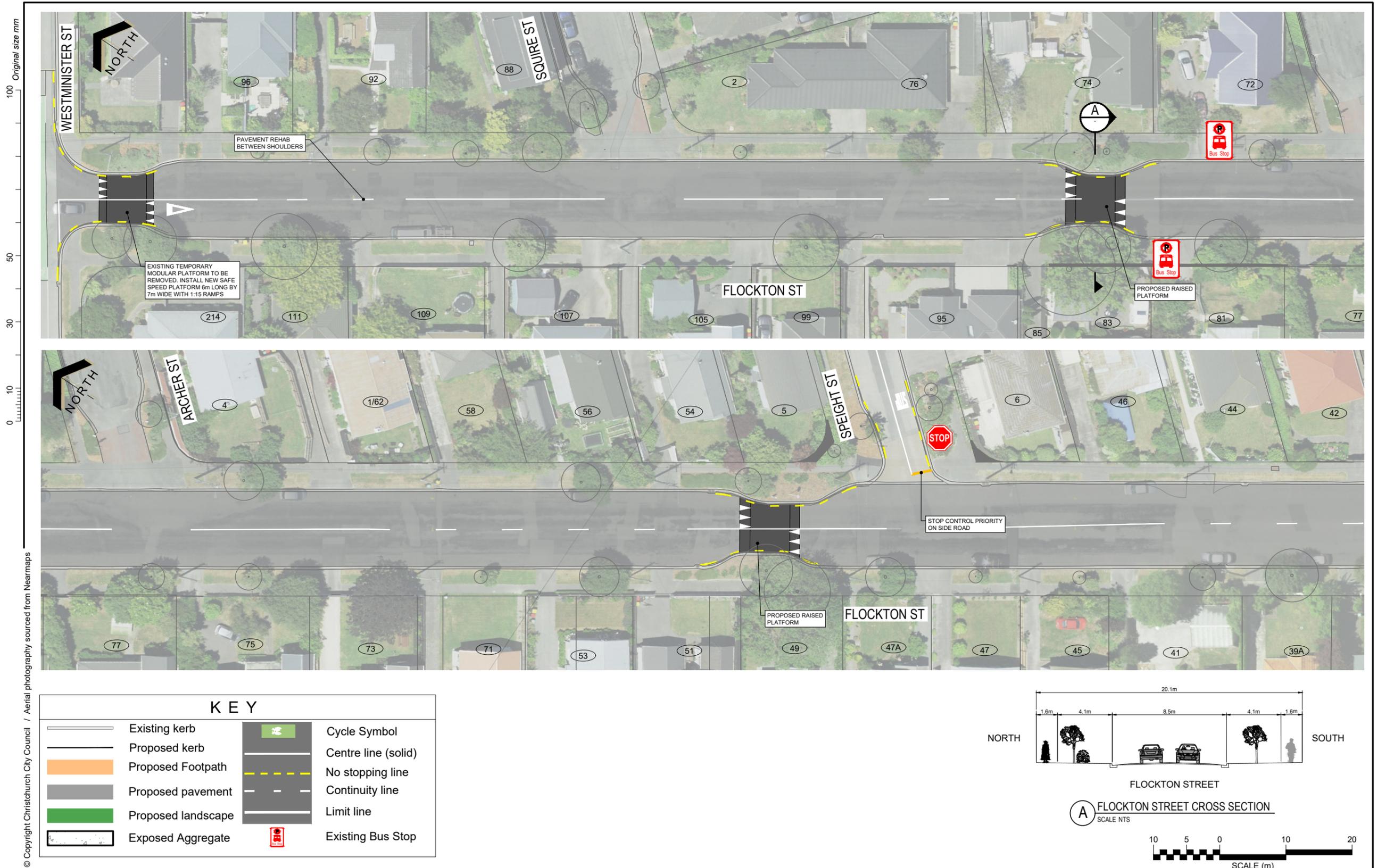
| No. | Title | Reference | Page |
|---|--|------------|------|
| A   | Scheme Plan for Approval - Flockton Street | 24/445359 | 100 |
| B   | Independent Traffic Expert's Review on Francis Flockton Proposal | 24/775289 | 102 |
| C   | Francis Flockton Traffic Monitoring | 24/905460 | 104 |
| D   | Option 1 - Francis and Flockton | 23/1918196 | 105 |
| E   | Francis Avenue and Flockton Street - submission table (public) | 23/1958561 | 109 |

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

| Document Name - Location / File Link |
|---|
| <p>Notice of Requirement Conditions https://resources.ccc.govt.nz/HaveYourSay/RMA92020038FinalDecisionCCC-Appendix1Update27July.PDF</p> |
| <p>Christchurch Northern Corridor Downstream Effects Management Plan – developed by the independent Traffic Engineer https://ccc.govt.nz/assets/Documents/Consultation/2019/03-March/DEMP-draft-FINAL.pdf</p> |
| <p>St Albans, Edgware and Mairehau transport projects https://ccc.govt.nz/transport/improving-our-transport-and-roads/transport-projects/stalbans-edgware-mairehau-projects</p> |
| <p>Flockton Street and Francis Avenue traffic calming trials https://www.ccc.govt.nz/the-council/community-consultation-archive/show/537</p> |
| <p>The effect of speed on emissions: summary report https://at.govt.nz/media/1992225/the-effect-of-speed-on-emmissions-summary-report.pdf</p> |

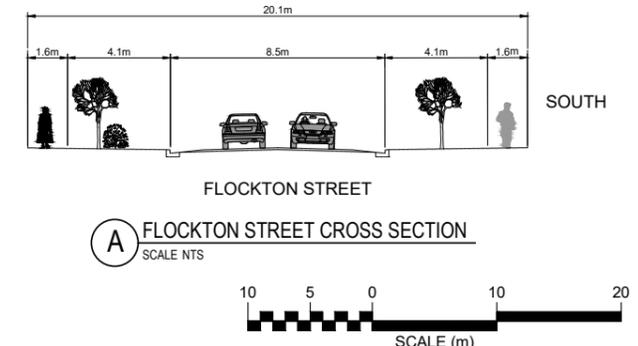
Signatories Ngā Kaiwaitohu

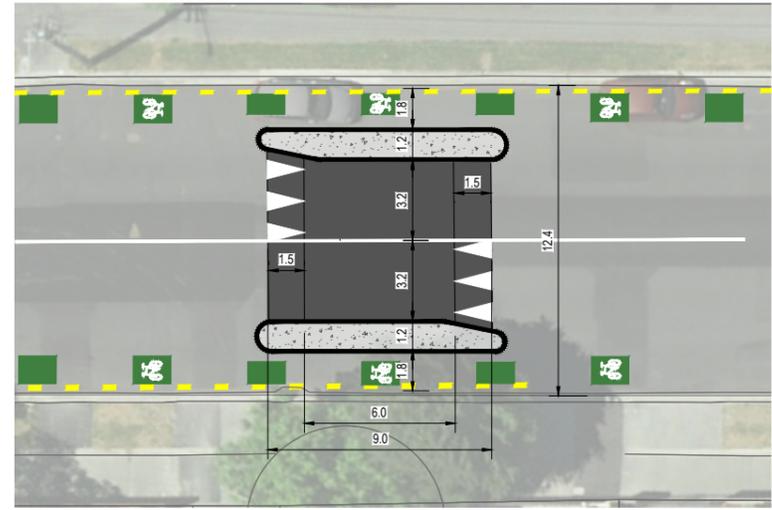
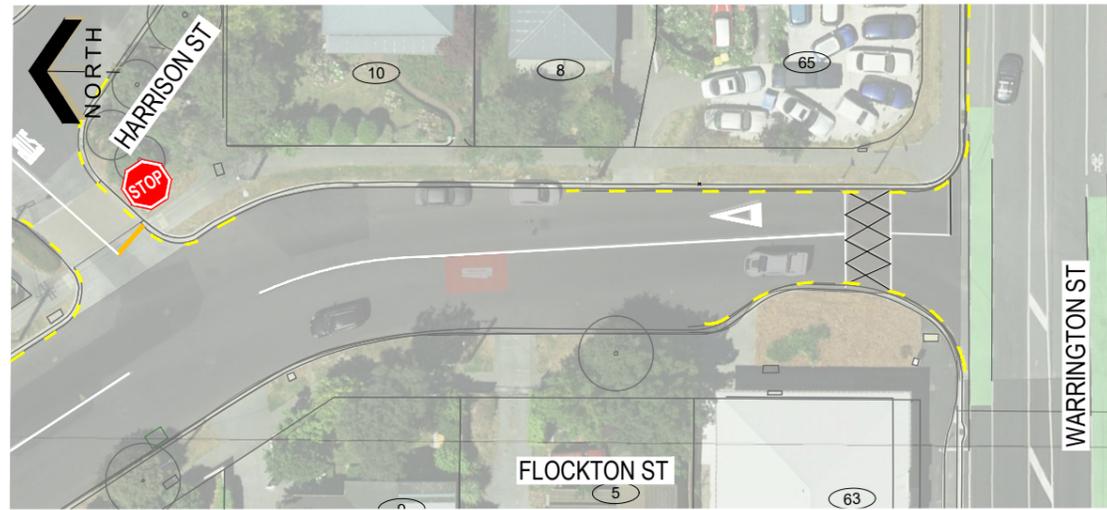
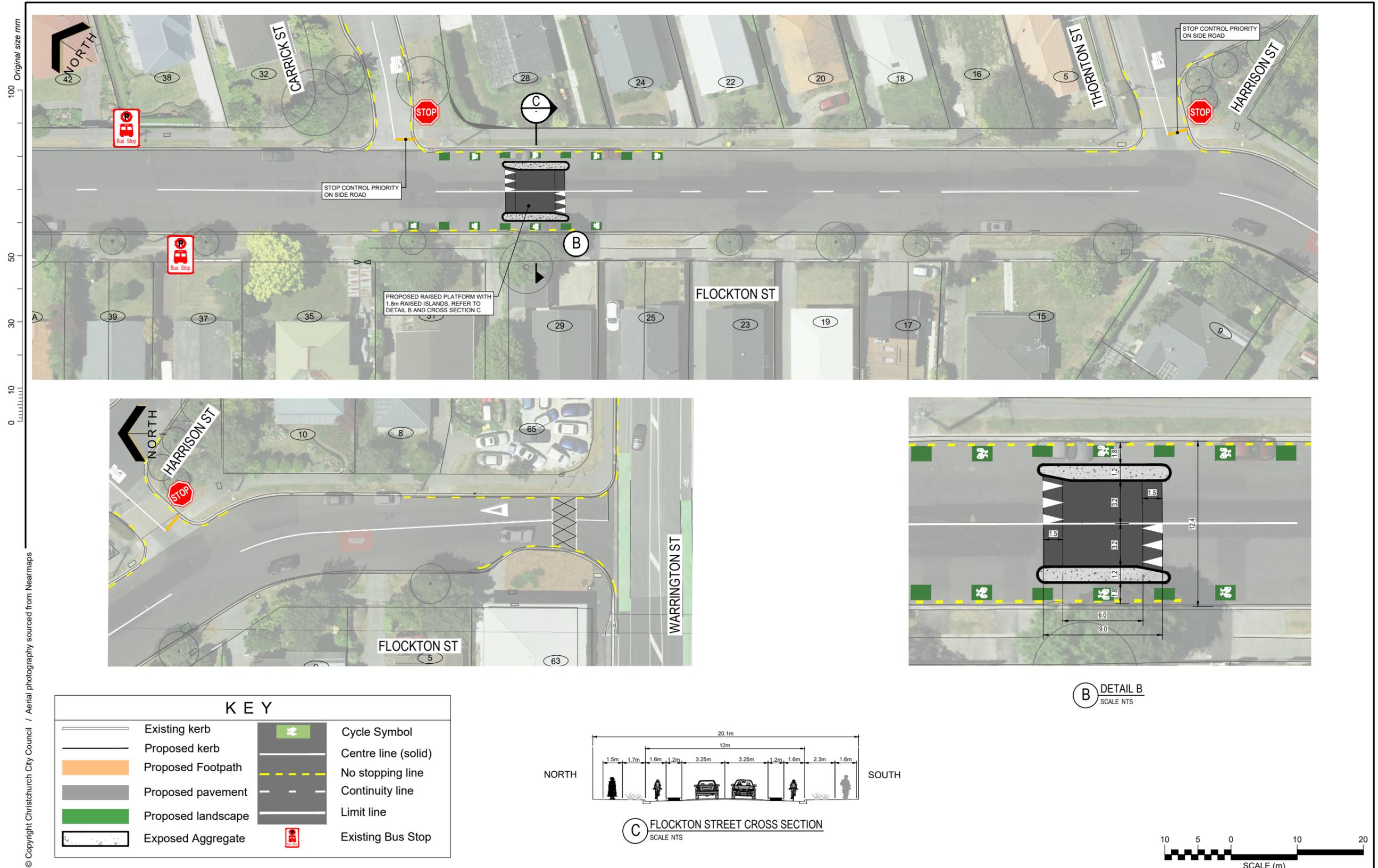
| | |
|--------------------|---|
| Authors | David Sun - Project Manager Kiran Skelton - Engagement Advisor |
| Approved By | Oscar Larson - Team Leader Project Management Transport Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management |



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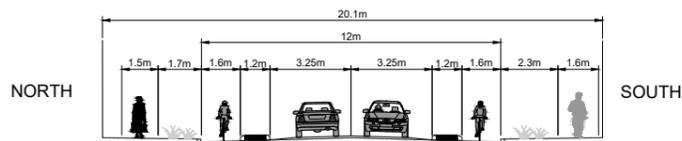
| KEY | | | |
|-----|--------------------|--|---------------------|
| | Existing kerb | | Cycle Symbol |
| | Proposed kerb | | Centre line (solid) |
| | Proposed Footpath | | No stopping line |
| | Proposed pavement | | Continuity line |
| | Proposed landscape | | Limit line |
| | Exposed Aggregate | | Existing Bus Stop |



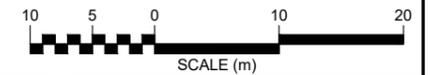


B DETAIL B
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| KEY | | | |
|-----|--------------------|--|---------------------|
| | Existing kerb | | Cycle Symbol |
| | Proposed kerb | | Centre line (solid) |
| | Proposed Footpath | | No stopping line |
| | Proposed pavement | | Continuity line |
| | Proposed landscape | | Limit line |
| | Exposed Aggregate | | Existing Bus Stop |



C FLOCKTON STREET CROSS SECTION
SCALE NTS



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08 May 2024

David Sun
Christchurch City Council
PO Box 73014, Christchurch 8154

Attention: David Sun

TRANSMITTAL: Email
david.sun@ccc.gov.nz

Dear David

Future Traffic Management Plans for Francis Avenue and Flockton Street

As per your email of the 30 April 2024, I have reviewed the proposed CCC approach to the increase in traffic volumes on Francis Avenue and Flockton Street, St Albans, following the opening of the CNC. In both cases the traffic volumes on these Local Roads have grown by at least 30%. This triggers the requirement for CCC to investigate further options to mitigate this increase.

The proposed CCC approach is 1) to do nothing and monitor traffic volume on Francis Avenue, and 2) undertake a pavement rehabilitation and add raised platforms to Flockton Street. With respect to Flockton Street, a decision was made after consultation with residents, to reduce down the number of traffic calming measures to four, including the existing platform already provided at the Westminster Street end.

I am aware that Council have investigated and trialed several traffic management devices and engaged with the community on several occasions over the years since the CNC was opened. This has even included trials of partial and full road closer options at each end of Francis Street.

It is acknowledged that the additional traffic on both streets was a result of other traffic management measures that were applied in St Albans by Council to manage the downstream effects of the CNC; to prevent rat-running in local streets. The main change impacting these two streets being the closure of the northern section of Forfar Street at Warrington Street. This move was in response to the transport modelling that indicated considerable rat-running would occur on Mersey, Severn and Forfar local streets if the northern section of Forfar Street was kept open at Warrington Street. The main reason for the rat-running potential is the relatively close proximity of these roads to a congested Cranford Street.

Traffic monitoring by council on a large number of local streets in this area has indicated that the majority of the through traffic using Francis Avenue and Flockton Street is local St Albans traffic. It is though acknowledged that some of the traffic that uses this street comes from further north. The analysis also shows the traffic using Francis and Flockton combined is below that previously carried by Francis, Flockton and Forfar combined. So, there is less traffic in total. But nonetheless the additional traffic on these local streets is not desirable.

The key issues identified, and agreed with residents of these streets, is the increased traffic, speeding and vibration. With the latter two primarily of concern on the wider Flockton Street.

The main concern on Francis Avenue is the additional traffic. There is approximately twice as much traffic using this road following the opening of the CNC and downstream road changes, although the

Francis Flockton Street Decision_ (002).docx





new volumes still fall within Councils limits for local roads. Speeds on Francis Avenue are already moderated by the narrow width of the road and existed traffic calming. I agree that further traditional traffic calming (like speed platforms) is unlikely to significantly reduce traffic flows but it may slow down traffic further. The only way to significantly drop traffic flows would be to full or partial (one-way) close the street at either end. This has been trialled and has the negative effect of pushing even more traffic onto Flockton Street. It is also not clear that the majority of resident would support any closure options. So, I agree with the current recommendation to do nothing and monitor traffic flows. If traffic flows do continue to grow, then one of the closure options may need to be re-considered.

While the increase traffic flow on Flockton Street is not desirable, the higher level of traffic before the CNC opened means the effect as a proportion of total flow is much lower than on Francis Avenue. As a bus route and a popular linkage road Flockton Street is acting more like a Collector Road in the network, and there should ideally be a better north-south collector between Cranford Street and Hills Road. A key issue on this road, which was an issue before the CNC opened, and the additional traffic appeared, are the higher speeds along the road because of its relatively wide width. While there is some road narrowing at a couple of locations, and the addition of 40km/h speed limits, this has had limited impact on operating speeds. So further traffic calming to manage speed is required.

However, vibration is also an issue as a result of the local soils and poor road base. The result of this is that vehicles braking, especially larger vehicles, for the calming measures can cause vibration within houses along the street. Given this concern I support a cut back in the traffic calming program to four traffic calming measures and the pavement rehabilitation to try and minimise vibration, especially as a result of vehicle braking and mounting and dismounting of the traffic calming devices. The effectiveness of this scheme will need to be monitored with regard to speeding. If speeding is not moderated sufficiently by the four traffic calming devices then further action may be required.

In conclusion I am happy to support the Councils decisions on a way forward with both Francis Avenue and Flockton Street.

Regards,

Abley Limited



Shane Turner

Technical Director, Road Safety

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E shane.turner@abley.com

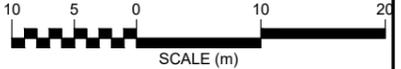
Traffic Monitoring Data for Francis Avenue and Flockton Street

| Year | Francis Avenue | | | Flockton Street | | |
|----------|----------------|--------------|---------------------|-----------------|--------------|---------------------|
| | ADT | ±% from 2018 | 85%ile Speed (km/h) | ADT | ±% from 2018 | 85%ile Speed (km/h) |
| Aug-2018 | 735 | - | 46.1 | 2,220 | - | 55.8 |
| Nov-2020 | 1,832 | 149% | 45.3 | 3,103 | 40% | 52.0 |
| May-2021 | 1,582 | 115% | 44.3 | 3,269 | 47% | 50.9 |
| Mar-2022 | 1,292 | 76% | 43.3 | 2,704 | 22% | 51.6 |
| May-2023 | 1,467 | 100% | 43.4 | 3,144 | 42% | 51.1 |
| Sep-2023 | 1,503 | 104% | 43.1 | 3,062 | 38% | 51.0 |
| Mar-2024 | 1,436 | 95% | 43.6 | 3,192 | 44% | 50.9 |

1. ADT is the Average Daily Traffic during a week (7 days)
2. Data in Year 2018 is the base year data without any DEMP work has started.
3. Data in November 2020 is the base year data after the DEMP Stage 1 work but before the opening of CNC on 17 December 2020.
4. Post speed limit on Francis Avenue and Flockton Street has been lowered from 50 km/h to 40 km/h before November 2020.
5. 85%ile speed refers to a speed where 85% of vehicles travel at or below



| KEY | | | |
|-----|--------------------|--|----------------------|
| | Existing kerb | | Cycle lane - painted |
| | Proposed kerb | | Centre line (solid) |
| | Proposed Footpath | | No stopping line |
| | Proposed pavement | | Continuity line |
| | Proposed landscape | | Limit line |
| | Exposed Aggregate | | |



FOR REVIEW
NOT FOR CONSTRUCTION



FRANCIS AVENUE
Option 1 - For Information

Original Plan Size: A3
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SK301

Sheet 1 of 2



A TYPICAL RAISED SAFETY PLATFORM
SCALE NTS

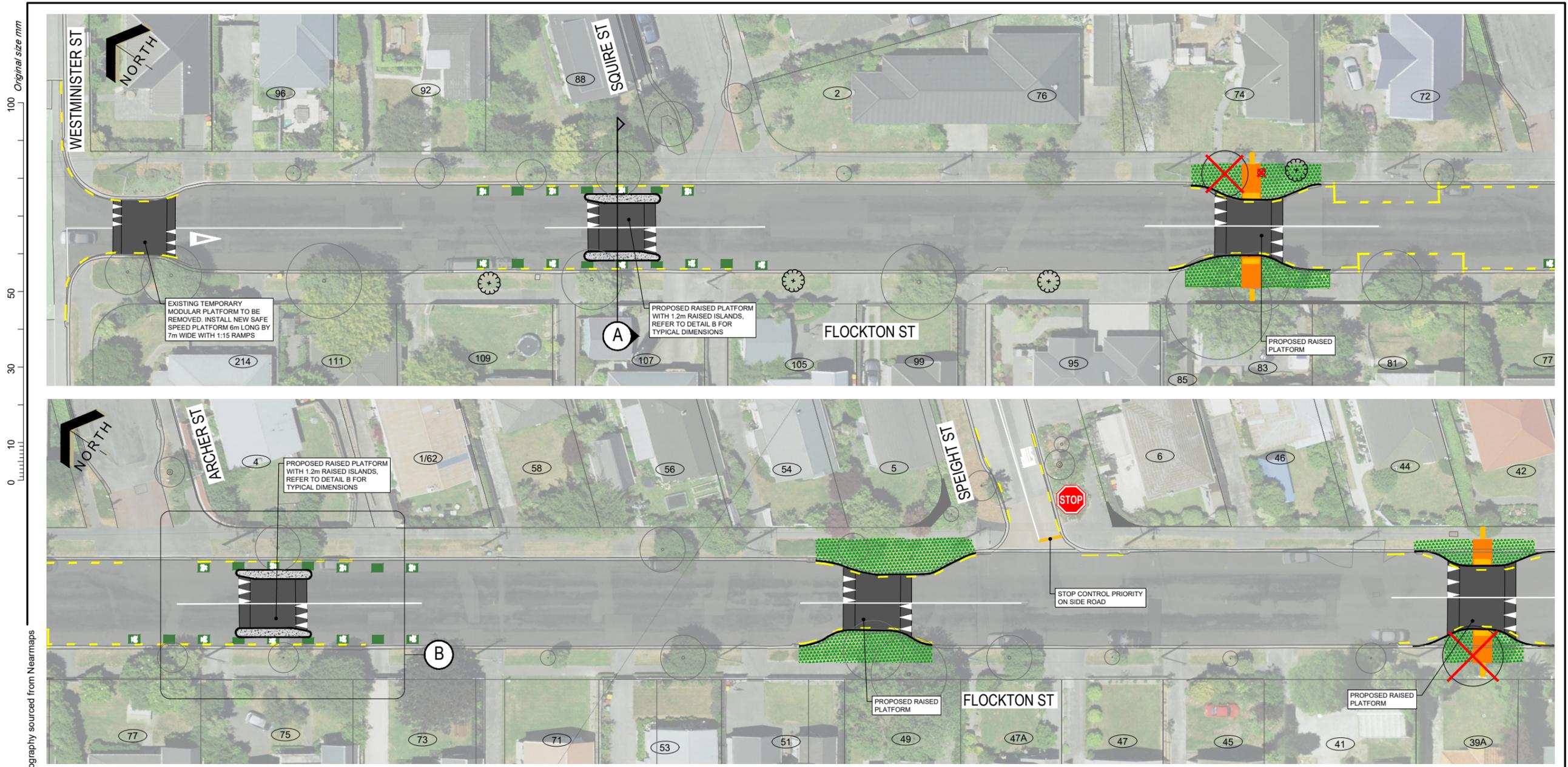
FOR REVIEW
NOT FOR CONSTRUCTION



FRANCIS AVENUE
Option 1 - For Information

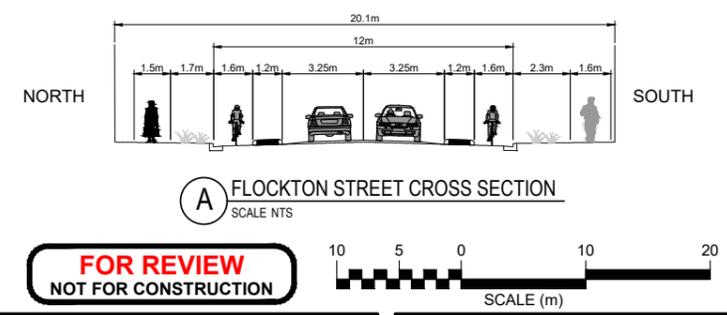
Sheet 2 of 2

Original Plan Size: A3
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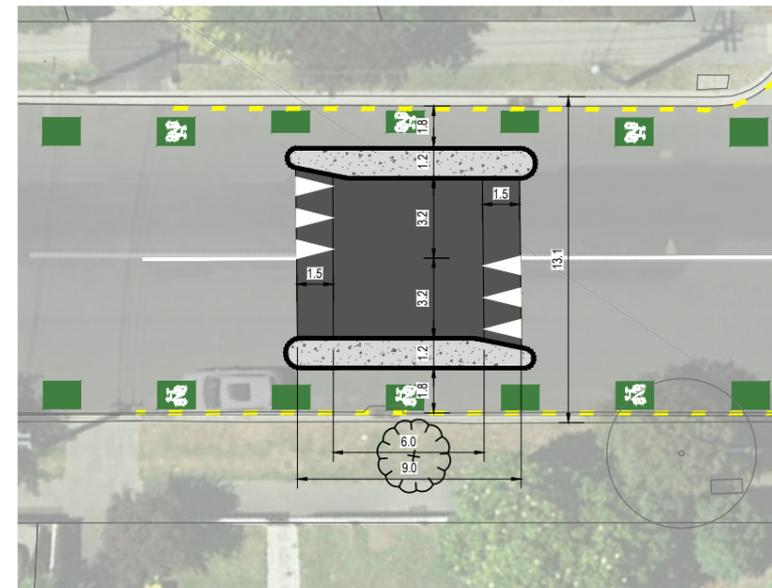
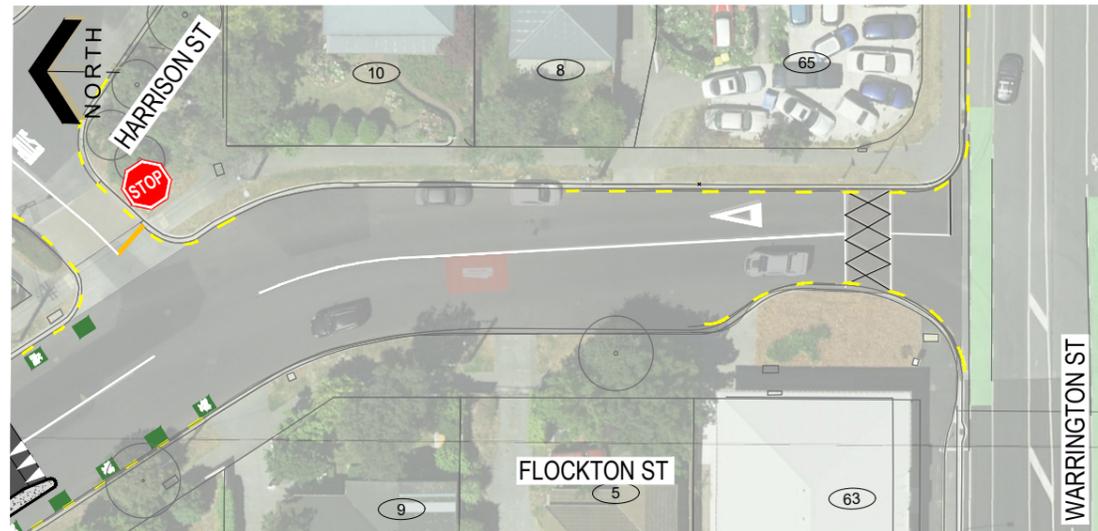
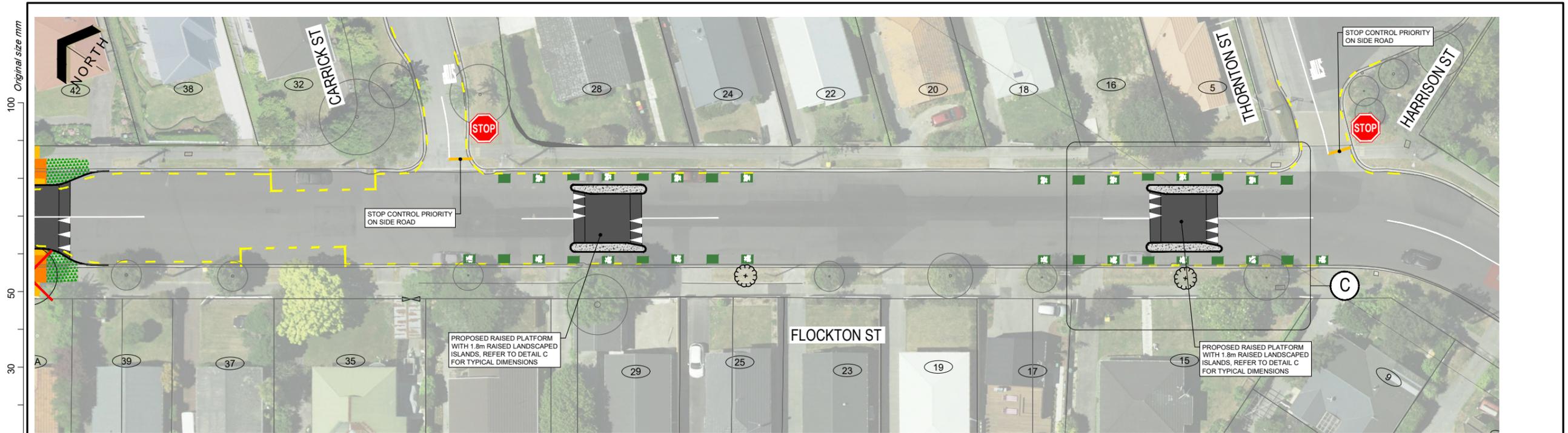
| KEY | | | |
|-----|--------------------|--|----------------------|
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| | Proposed Footpath | | No stopping line |
| | Proposed pavement | | Continuity line |
| | Proposed landscape | | Limit line |
| | Exposed Aggregate | | Tree to be removed/ |
| | | | Proposed tree |



FLOCKTON STREET
Option 1 - For Information

Sheet 1 of 2

Original Plan Size: A3
ISSUE. 1 21/11/2023
SK3400

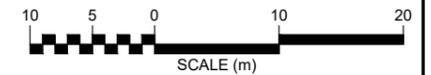


C RAISED PLATFORM WITH LANDSCAPED ISLANDS
SCALE NTS

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| KEY | | | |
|-----|--------------------|--|----------------------|
| | Existing kerb | | Cycle lane - painted |
| | Proposed kerb | | Centre line (solid) |
| | Proposed Footpath | | No stopping line |
| | Proposed pavement | | Continuity line |
| | Proposed landscape | | Limit line |
| | Exposed Aggregate | | Tree to be removed/ |
| | | | Proposed tree |

FOR REVIEW
NOT FOR CONSTRUCTION



FLOCKTON STREET
Option 1 - For Information

Sheet 2 of 2

Original Plan Size: A3
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SK3400

Submissions received on Proposal for a new policy on Traffic calming on Flockton St and Francis Ave, October 2023

| ID | Sentiment | Do you have any comments on your preference? | What parts of the proposal would you change? | What are your concerns with the proposal, and what changes do you recommend? | Full name |
|------|-----------------------------------|--|--|--|------------------|
| 7204 | No - I do not support the changes | | | <p>I do not see how this will address the problem of too much traffic and people using Francis Ave as a through road (which is only going to get worse once more housing developments go in to the north east of this area). You say below that removing parking will ease movement of two-way traffic. What this does is make Francis Ave MORE attractive as a through route. The only thing that puts people off using our street is to make it a slow, meandering alternative to using the main roads. This plan is just an invitation.</p> <p>The council has a responsibility to address the fact that traffic on our street has increased by 2.5 x since Forfar St was closed. Reducing speeds to a trial of 30km was helpful. But now that other streets in the area have proposed 30km limits and Francis Ave doesn't, it will likely send even MORE traffic our way. Our community feels incredibly let down and ambushed by the sudden reduction in quality of living in our quiet street caused by the closing of Forfar. What has happened to the proposal to partially reopen Forfar that we saw last year? I would like to see those options explored in tandem with traffic calming please. NB the link to find out more about the closure Forfar below is broken and goes nowhere.</p> | Rachael King |
| 7205 | No - I do not support the changes | | | <p>You're taking away about 40% of the car parks down flockton st, that's completely ridiculous where are residents suppose to park our cars? That's too many! Is 7 speed barriers necessary. Wouldn't it be more prudent to start with 3 or 4 and see if more are needed in 6 months.</p> | Kristin Muirhead |
| 7207 | No - I do not support the changes | | | <p>Significant impact to parking/driveway access to my property</p> | Scott Gimblett |

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| 7208 | No - I do not support the changes | | | <p>I am concerned for a number of reasons. I own one of the cross-leased properties down Flockton street and with the combined driveway arrangement we only have street parking available. With these proposed changes, a Median Island would be located directly outside. This will remove the only parking available, devalue the property and still introduce bottle necked traffic. In combination of increased noise levels, we experienced sever vibrations throughout the house when the bases passed through the temporary medians during the trial period. With the additional median locations, I fear that this would be enhances even further, despite an improved road seal.</p> <p>I would also request that you monitor not only noise but vibration BEFORE and AFTER, as I am confident this will be heightened if these changes are implemented. If this is the case, I would be requesting compensation to modify our property a result of this.</p> <p>Please take this feedback as a strong objection to these changes, and I wish the planning division would explore the root cause, rather than the reactive proposal.</p> | Jarrold Tucker |
| 7209 | No - I do not support the changes | | | <p>OPEN FORFAR STREET. Admit you guys got it wrong and do the right thing. But I guess it's easier to double down on a mistake...</p> <p>I do not see how this will address the problem of too much traffic and people using Francis Ave as a through road (which is only going to get worse once more housing developments go in to the north east of this area). You say below that removing parking will ease movement of two-way traffic. What this does is make Francis Ave MORE attractive as a through route. The only thing that puts people off using our street is to make it a slow, meandering alternative to using the main roads. This plan is just an invitation. The council has a responsibility to address the fact that traffic on our street has increased by 2.5 x since Forfar St was closed. Reducing speeds to a trial of 30km was helpful. But now that other streets in the area have proposed 30km limits and Francis Ave doesn't, it will likely send even MORE traffic our way. Our community feels incredibly let down and ambushed by the sudden reduction in quality of living in our quiet street caused by the closing of Forfar. What has happened to the proposal to partially reopen Forfar that we saw last year? I would like to see those options explored in tandem with traffic calming please.</p> | Timothy Robert McGilk |

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| 7210 | Yes - I support all changes | We have been waiting a long time for this (with glasses on the shelves rattling every 15 mins as busses pass, and speeding drivers) so this sounds great! I would only like to make two comments. 1) it would be excellent (to reduce vibration and noise) if you could use the softer speed bumps like they have outside the Canterbury museum and along the Tekapo lakefront. 2) you are going to get some negative feedback (because there is always some) but please understand that dangerous speed and vibration is the biggest issue and MUST be addressed. You will never please every single person. | | | Clint Marston |
| 7211 | No - I do not support the changes | | | We already have speed humps/bumps/platforms on Francis Ave. They make no difference to the traffic volume and/or speed. Francis Ave has had a, I believe, 3 fold increase in traffic & the street is not designed to deal with this. Residents cars are being sude swiped, it can be difficult to get in & our of your property, & cars tailgate you down the street when you do the speed limit. Speed humps etc are not working & another solution needs to be found. | Susan McCabe |
| 7214 | Don't know / not sure | As a resident of Francis Ave who has endured this merry-go-round since 2019 I would like to point out once again that the root cause for the traffic problem is the volume of traffic that is now coming down Francis and Flockton. As you are pointing out in the latest flyer, Cul-de-sac Francis is not an option. And I do understand the reasons for it. However, what I don't understand is why those same reason didn't apply when closing Forfar. In fact, these exact reasons have caused the most negative impacts on Francis. You are simply treating some symptoms but not attempting to cure the main issue. | | | Monika Cassidy |
| 7215 | Yes - I support all changes | What about the other streets like Thames St? | | | patrick gernon |

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| 7217 | Yes - I support all changes | As a cyclist that uses Flockton Street regularly, the traffic calming measures are a good idea to make the road safer for everyone. | | | Katherine Burt |
| 7219 | Don't know / not sure | Total bare minimum which won't stop the insesent rat racing. No one takes any notice of the speed limits and a couple of extra bumps will make things noisier with the boy racers and ford ranger bogans already accelerating noisily between bumps. Anything other than opening up forfar or cul de sacs is a failure for the wellbeing of the streets. | | | Tim cowper |
| 7220 | I somewhat support the changes | | Less speed platforms on Flockton (7 seems excessive) and reopening Forfar as an exit only for left hand turning traffic onto Warrington St. | | Meredith Woodhouse |
| 7221 | I somewhat support the changes | | Why is reopening Forfar street with these road calming options not a consideration? By shutting Forfar you reduced access on Mayfield & Mersey as well. Why is this open to comment to everyone and not just residents in the Flockton & Francis streets? | | Sharon Chapman-Stead |
| 7223 | No - I do not support the changes | | | My thoughts are regarding Francis Ave. The humps that are there now do nothing to slow people down so adding more of them will have the same result. The best option to slow traffic would be a chicane like feature where the humps are now. The street needs to not be a faster way to get somewhere and slight humps won't achieve that. The loss of carparks is neither here nor there...there are plenty of driveways to use. | Matt Lucas |
| 7224 | Yes - I support all changes | How about closing the NCC at QE2 and then the residents of St Albans no longer have to put up with non residents speeding through our suburb like it is Silverstone Race Circuit. When is the Council going to get something done about the speedsters? Have you come to an arrangement with the police yet to get some speed cameras on the street? | | | Margaret Stewart |
| 7233 | Yes - I support all changes | | | | Aaron Wilson |

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| 7234 | Yes - I support all changes | | | | Alan England |
| 7235 | No - I do not support the changes | | | Speed bumps are just frustrating, the speed limits have already been reduced. Why impose more restrictions? It's putting good money into bad, why not spend it on more valuable things, education, community events or sports matches. Maybe think about adding turning arrows to traffic lights instead of having to go through orange and red lights to get to where you need to go. | Forbes Scott |
| 7236 | No - I do not support the changes | | | It is just going to add more issues to home owners in the area. The street is already narrow enough as it is. It's supposed to be a quiet street not a traffic byway. Open up Forfar street again, the only reason it is busy is because you can't cut through there. Was a dumb decision to close it in the first place | Bernie mom |
| 7237 | Yes - I support all changes | | | | Natalie O'Connell |
| 7238 | No - I do not support the changes | | | The speed platforms will not slow traffic down and will cause more vibrations to residents than there already are. What does need to be done is at the corner of Flockton and Warrington streets to make it safer for traffic turning right onto Warrington street. The council have created car parks outside the new shops on Warrington street which makes it impossible to see if traffic is coming especially when a fire engine is parked there which is a common occurrence as the owner parks it there while he goes for a beer at Schrodgers across the road. This is of way more importance to save lives than the speed platforms in anyone's mind that has common sense! | Nick Griffiths |
| 7239 | Yes - I support all changes | I like these type of platforms, they are way better than the ones down Aylesford St, these ones cause more congestion & frustration than helpfulness. At least these ones actually help the matter of speed, without fully impacting the usage of the road | | | Travis Moody |
| 7240 | No - I do not support the changes | | | The boy racers just used the last temporary speed bumps to get air time. There is not enough space to park on Francis Avenue as is without removing more cars parks. | Alice Best |

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| 7241 | Yes - I support all changes | You also need to look at Kensington avenue, everyone goes through flockton onto Kensington avenue at 80km/hr to get to Innes road, there is a school access on our street and honestly I think it's only a matter of time before a child is hit, I've witnessed so Many close calls, please consider extending this to Kensington avenue, also the street vibrates when buses etc go past so I imagine you'd need to do a similar plan that you have for flockton | | | Sharna McQuoid |
| 7242 | I only support changes on Flockton | There's not enough car parks as is on Francis avenue from around number 66 to probably number 20. I live at 62 Francis ave and it is often difficult to get a park right outside my house. | | | Terese Best |
| 7243 | No - I do not support the changes | | | It won't help at all just make people frustrated if it the best route to drive down people will use it no matter what the people you frustrate the most are those who live down there and can't get as many parks. There is always a lot of cars parking there you should of continued dual carriage way to Warrington street and dual carriage way to Barbados's st with two lanes up and one down and Madras st three lanes two down and one up then locals would have used that option | Tim Loversidge |
| 7244 | No - I do not support the changes | | | There's already no parks as it is on francis ave | Haylee snelgar |
| 7245 | Yes - I support all changes | What about streets and suburbs further north of these streets?! The increased traffic does not come off the motorway, turn left down Innes then enter Flockton and Francis! McFaddens, Weston, Knowles and Jameson are all used in the same vein to dodge Cranford, Westminster and Warrington to ultimately get to Barbadoes | | | Tom Williams |

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| 7246 | No - I do not support the changes | | | I have heard that you have tried this in the past and it did not work, so why try it again? I live on Flockton Street and the vibrations and house shaking is getting worst. From what other people have said, it seems that you should open Forfar again. On another note, everytime it rains my back yard floods - maybe you should look into drainage of lower lying house while you are at it | Ashleigh Gunstone |
| 7247 | I somewhat support the changes | | <p>I would like to see an increased focus on safety issues, I note that this was the main concern of residents highlighted in the Aurecon report 2020. The minimal mitigations in the current proposal don't seem likely to address those concerns. As an example I was trying to cross Francis Ave on Tuesday this week at about 5pm when a work van went past me and over the existing "safe speed platform" at at least 50km. I was close to my house so the driver had recently made a turn onto the street and had to negotiate the corner at 11 Francis Ave so even with those factors was still able to be travelling at speed.</p> <p>We live on a narrow residential street where people park on the street, this causes obstructed visibility for both drivers and pedestrians and the risk increases when there is no barrier to speed for drivers. I felt unsafe trying to make this crossing and that it became my responsibility to adapt my behaviour because there is NO incentive for drivers to adapt theirs. This plan seems like one designed to make driving along Francis Ave easier which will not improve safety or limit traffic numbers.</p> <p>I'm also genuinely baffled as to how these platforms will perform any differently from those currently installed?</p> | | Jane Hossack |
| 7248 | I somewhat support the changes | | Why are only these two streets being considered for traffic calming measures when Thames St, Kensington Ave and others are impacted by increased traffic volumes and the speed at which these vehicles are travelling. | | Kieran Davis |

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| 7249 | No - I do not support the changes | | | <p>The biggest issue for residents was safety and the plan does not address this. I think you have decided to discount the other choices to meet CCC needs. I wanted a cul de sac. I know this would force traffic down other streets, but the imposition of the Forfar Street cul de sac did not consider the residents of Francis Avenue when that was put in place. I find it remarkable that you have decided on platforms as the best solution, when they are already used in the street and do not slow traffic down. Where is the residents voice in your plan? What did the residents want? Safety of pedestrians was raised by residents as a key issue, but you have not presented a pedestrians focussed safety plan. I look forward to you sharing what the residents of Francis Avenue want. Thanks</p> <p>I would like to see bicycle lanes on the street. You have not presented a case that reduces the number of cars using Francis avenue to avoid traffic lights on Cranford street.</p> | David John Barr |
| 7250 | No - I do not support the changes | | | | Glen |
| 7251 | No - I do not support the changes | | | The increase in traffic down flockton street has been mainly cause by blocking of forfar street. I think opening forfar street to join up with Madras again will help fix this issue. | Jordan Lilley |
| 7253 | I somewhat support the changes | | Your continual focus on these two streets without recognising the impact on surrounding streets. Francis Ave is already highly parked up with cars which significantly slows traffic, but I live on Thames St and we regularly have people doing 60+kmph down the street and burnouts. It would be appreciated if you could look at other streets - Francis and Flockton aren't the only ways who experience speeding from the Northern Corridor. | | Chelsea Johnson |
| 7254 | No - I do not support the changes | | | This is a huge waste of money. If you hadn't closed Forfar Street you wouldn't be having these issues, reopen that and you'll spread the traffic. Cranford Street also needs a clear way during peak traffic (2 lanes into the city in the morning and 2 lanes north in the afternoon). | Andrew Stevenson |

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| 7255 | Yes - I support all changes | It's a good idea to aim to reduce speeds and speed bumps seem an appropriate choice given the context. I'd like to see it taken further with a block (closure?) Of the both roads at halfway to prevent through traffic and therefore stop rat running while still enabling residents access and pedestrian/cyclists throughfare. Good examples of this can be seen on Canning St in Carlton, Melbourne for example, which creates a very nice quiet residential environment and a safe space for walkers etc. | | | Charles smart |
| 7258 | No - I do not support the changes | | | We live on Westminster st and ever since you shut off Forfar you have made our work and home commute take a different route. Flockton and Francis are our only options currently. Our cars shock absorbers have already been replaced due to the quality of roads in Christchurch. Your making it harder on cars with so many bumps | Corey Kitchen |
| 7263 | Yes - I support all changes | I support safer speeds in our community and measures to reduce the impact of traffic on our residents. | | | Cody Cooper |
| 7267 | No - I do not support the changes | | | I do not think that the changes will potentially reduce traffic volumes - vehicle drivers will not be put off by the speed platforms. There needs to be more concern for cyclists. Your changes do not take into account the fact that many house owners park their cars on the street in our narrow avenue and this can lead to dangerous situations with cars passing in different directions - especially on dark winter nights. | Geraldine Pickles |
| 7268 | Yes - I support all changes | Will the speed platforms be installed on the Northside of Francis Avenue, before crossing Westminster street as traffic volumes and speed turning off Norah onto the top of Francis has increased since the motorway changes? Motorists seem to use this section as well to get onto Francis, cross Westminster then onto Barbados Street | | | Daniel Ramirez |

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| 7269 | No - I do not support the changes | | | This is pointless, I never drove down cranford st before the motorway opened, I drove down forfar st because I worked at corner of madras/bealey. Even with these changes I will continue to use Francis. What are you trying to do, make everyone go down cranford, it's not double laned, there is a lot more traffic and it takes me 3 x longer to get to work that way. Why are you trying to enforce everyone uses cranford, it cant currently cope with the current amount of traffic let alone if you block off Francis and flockton. If you double laned cranford past innes rd, then maybe I would use it. Just reopen forfar. There was barely an issue with flockton or Francis when forfar was open. However with all the money your about to spend on calming traffic, people will still go down flockton and Francis as they have no other option than cranford | Lee smith |
| 7270 | No - I do not support the changes | | | I support the change in road surface to reduce vibration. However, the proposed plan which includes raised speed platforms drastically differs from what was trialed on Flockton Street. Will these raised speed platforms be noisy as vehicles drive over them? Will vehicles accelerating away from these contribute to street noise? Objective speed and traffic data collected during the trial supported two-way chicanes with cycleway bypass. The raised speed platforms are also visually unappealing and will reduce street appeal, reduce street character and de-value surrounding properties. | Mark Ovrton |
| 7275 | Yes - I support all changes | | | | Riley Brosnahan |

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| 7286 | No - I do not support the changes | | | Im a resident on Flockton St where there are 7(!) proposed speed bumps!! They arent where traffic trials were (so theres no evidence that they'll work) vibrations will increase when busses go over them even with the new road surface. Not only this but the proposed speed bump at the top of Flockton st where it meets Warrington takes away parking for the staff and customers who are in the shops on the corner!! The speed bump at houses #16, #15 and #5 is completely impractical! The old lady in #5's gardener parks there as its the only practicable place unless hes miles up Thornton! If you look back you'll see that speedbumps were put in previously and they had to be removed at residents request! Would be worth approaching residents at an evening seminar rather than door knocking in the middle of a work day when everyones not home | Bronte Daniels |
| 7322 | Yes - I support all changes | I think this is good as it will reduce speeds and make the area safer for cyclists and pedestrians, while also reducing vehicle noise | | | Jackson Davey |
| 7363 | No - I do not support the changes | | | I live just off Flockton and the previous changes made driving down the street a real pain and made no difference to traffic. It seems like the issues on these streets were caused by closure of Forfar street. Opening that up will reduce congestion and it already has traffic lights to control traffic. | Jack Foster |
| 7418 | I somewhat support the changes | | It does seem like a bandaid to the problem & speed bumps have previously caused vibrations to housing | | Renee Kake |
| 7453 | No - I do not support the changes | | | This would have to be the most ridiculous option you could have come up with. Council is well aware that speed humps damaged houses on Flockton Street previously and had to be removed. People are incredibly angry and worn out by the multiple rounds of consultation. | Jo Scott |
| 7461 | No - I do not support the changes | | | Just open Forfar Street and most of the problem would be solved why was it closed without thinking this thru | Jacqueline Norton |
| 7577 | No - I do not support the changes | | | Extend Cranford Street to 2 lanes the entire way down so that it's not bottle necked to one lane. Adding more platforms and decreasing street parking is not going to stop people from travelling down these roads | Courtney Dupont |

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| 8078 | I only support changes on Flockton | <p>As a Flockton Street resident (75A), I support the proposed measures to slow traffic speeds and improve safety, whilst addressing the vibration issues.</p> <p>I wonder if a consistent treatment could be applied rather than the mix of concrete and planted raised platforms, some with and others without cycle access. My preference is to plant and green the corridor where possible and i don't see a need for the cycle lane behind some of the raised tables.</p> <p>I would like to know how rubbish collection will work with the raised tables blocking where we usually place our bins?</p> <p>Otherwise please note my full support and thank you for making our communities safer. Lets get on with this and address the issues caused by the CNC.</p> | | | Andrew Smith |
| 8815 | No - I do not support the changes | | | I live at 74 flockton. I can see a fundamental flaw in this proposal. As I am heading north and performing a right hand turn into my property an impasse occurs. I block south bound traffic as my car is situated in such a position that they cannot access the road as going over the calming platform is one way. I need to explain this better and all will be clear. Perhaps a visit is required. | John Stephen Stout |
| 8881 | No - I do not support the changes | | | It makes way more sense to open up Forfar St, it's wider and more suited for more traffic particularly at peak times. | Gloria Smith |
| 9139 | No - I do not support the changes | | | Reopen Forfar street. You have blocked off too big an area and given the locals no choice but to go up flockton and francis | Debbie Booth |

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|------|-----------------------------------|--|--|---|----------------|
| 9158 | No - I do not support the changes | | | <p>These are not going to slow down traffic or reduce traffic. Taking away street parking is detrimental for residents.</p> <p>When surrounding streets become 30kmhr Francis & Flockton being 40km will be even more appealing</p> <p>Reopening Forfar with calming is the only option. Forfar should never have been closed, it was with inadequate consultation and inaccurate information.</p> <p>And it's somewhat concerning when the reasons (eg for not considering options) are incorrect, such as no right turn into or out of Francis didn't reduce volume. It did reduce volume on Francis considerably but increased it on Flockton.</p> <p>And vibrating for all houses near the platforms will still be considerable whatever the surface. So adding more platforms only increases the number of houses affected.</p> | Melanie Doogue |
| 9186 | No - I do not support the changes | | | <p>People are only using these side streets because of the bottleneck created at Innes Road. I would rather see this bottleneck fixed. 4 lanes into Bealey Ave would be my preference.</p> | John Lawson |

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|------|-----------------------------------|--|--|---|-------------|
| 9257 | No - I do not support the changes | | | <p>I disagree with the proposed changes to Francis Avenue for these reasons:</p> <p>Impact on cyclists and pedestrians</p> <p>There are no facilities for cyclists or pedestrians in the plans for Francis Ave, unlike on Flockton Street. Cyclists have two more narrow platforms to get over with no flat bypass.</p> <p>The reduction in parking spaces will result in longer stretches of parked cars on both sides of the road which will also increase the danger for cyclists.</p> <p>The central refuge for pedestrians on Warrington Street appears to have been completely forgotten and when combined with the lack of pedestrian crossing on the West side of the Barbadoes/Warrington junction, this means a long detour with two waits for traffic lights just to get to St Albans Park.</p> <p>In total, a negative impact for both pedestrians and cyclists.</p> <p>Impact on traffic speed and volume</p> <p>At present, average road length between the three raised platforms is 130 metres. After the changes the average will be 87 metres. My reading of the literature on the subject suggests that there will be next to no impact on traffic speed or volume. To the large number of rat-runners who use our street every day it will appear more or less the same after the changes as it did before.</p> <p>In total, no impact on traffic volume or speed.</p> <p>Impact on safety</p> <p>The long rows of parked cars on both sides of the narrow roadway lead to frequent dangerous situations for all road users. The decrease in parking spaces will make this even worse. It is particularly bad at night when it is difficult to see where the gaps in parked vehicles are. On any car trip, Francis Avenue is easily the most dangerous part of the journey.</p> <p>In total, a negative impact on road safety</p> <p>Impact of changes to Flockton Street on Francis Avenue</p> <p>While proposed changes on Francis Avenue are hardly noticeable to motorists, Flockton Street will change completely. It will have seven raised platforms as opposed to Francis Avenue's five and they will be an</p> | Jim Pickles |

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| | | | | <p>average of 75 metres apart compared to 87 metres on Francis Avenue. Rat runners who currently drive down Flockton Street despite the difficult right turn at Warrington Street will now gain no speed benefit from using Flockton Street and many are likely to switch to using Francis Avenue and take the easier left turn onto Warrington Street.</p> <p>In total, a very negative impact on traffic volume on Francis Avenue</p> | |
| 9268 | Yes - I support all changes | <p>The traffic volume and speed down both of these roads has increased substantially in recent years, and I support traffic calming measures. The options chosen seems like a good fit to reduce vehicle speeds and facilitate the safety of cyclists and pedestrians on/around these roads.</p> <p>I strongly support the inclusion of built out cycle bypasses in areas where the road is narrowed (where practicable), as my experience cycling has been that vehicles often force past a cyclist in an unsafe way in narrowed road areas.</p> | | | Lancia Hubley |

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| 9306 | No - I do not support the changes | | | <p>Your plans are delusional and are based in fantasy land. I read your plan which clearly takes no account of why people are travelling through these streets and how to alleviate it.</p> <p>Firstly there are 2 primary school, a high school and numerous pre school that people use for after school and before school. Also people in this suburb are clearly inner city office workers That are using these streets to get access to Barbados st.</p> <p>Hills road, Cranford st, and Barbados st are the 3 big arterial roads that you want people to go down but you dont have a joiner road connecting Barbados to Westminster the blue circle apart from frances ave and flockton.</p> <p>You need to realise that flockton is main roads and not a local for everyone in this suburb. Changing they layout will NOT reduce traffic. Blocking it off will not reduce traffic either just fuck off the locals And push down the other streets regardless of the speed bumps you put in for the next street over.</p> <p>The ability to turn right onto hills road at anytime is dangerous let alone during peak. Putting traffic lights at alyesford st and hills rd and also at hills rd and akaroa would alleviate traffic also include flockton into the Barbados st traffic lights and accept this as a main road.</p> <p>You need to fix the bottle necks that occur on the 3 main arterials so traffic flows faster which would intice other traffic to to take the longer route down the arterials.</p> | Paul fielding |

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| 9376 | No - I do not support the changes | | | <p>The proposed solution to solve the traffic issues for Francis Avenue created by the CNC are inadequate and a fresh perspective is immediately required.</p> <p>Francis Avenue remains an overused and unsafe through-road for rat-running traffic purely created by poor execution of the CNC and the subsequent failure of the DEMP – even though this was its sole purpose.</p> <p>Francis Avenue has seen a proportionally huge increase in traffic volume post the CNC and specifically following Forfar Street becoming a cul-de-sac. Pre CNC vols were ~800 AWDT with recent traffic calming monitoring showing volumes have doubled.</p> <p>Francis Avenue is a narrow, treelined street with many residents parking on the road (some due to CCC restrictions within our Character overlay). This means for long stretches it becomes one-lane, and now, incredibly dangerous due to the new diverted volume of traffic from surrounding roads. Its danger is exacerbated because the new volume is concentrated at the beginning and end of the day – timeframes that coincide with residents reversing onto a busy street and children making their way to and from school.</p> <p>The proposed speed humps in isolation will not correct the problem – Francis already has these.</p> <p>As CCC indicates itself, the solution is unlikely to reduce traffic volumes, demonstrated by this noncommittal language, “potentially reduce traffic volumes”. Residents don't want potential – they want actual solutions that deliver to the original CNC strategy of reducing downstream rat-running and keeping local streets safe.</p> <p>Early in the CNC planning, Forfar (sometimes referred to as ‘Madras/Forfar’) is highlighted for its importance to the network. Because Madras is considered an arterial road, and Madras becomes Forfar Street at Winton Street, Forfar naturally carries on this large volume. In the 2019 DEMP report published by Stantec and approved by Shane Turner, Forfar is classified by NZ Transport Agency’s One Network Road Classification (ONRC) as a ‘primary collector road’. A primary collector road can accommodate 1000-3000 AADT (according to the NZTA ONRC functional classification). Francis (we assume) would be classed as an ‘access road’ – which is designed for 200-1000 AADT. Therefore, the new traffic volume caused by the CNC breaches this limit of 1000 AADT which we think creates, at best, grounds to reconsider the Forfar cul-de-sac, and at worst, grounds for possible legal issues for CCC.</p> <p>The only clear solution here has been what residents have been suggesting all along – to reopen Forfar. CCC should do so with traffic</p> | Jeff Goss |

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| | | | | <p>calming on Forfar to meet the previous volumes of ~3000 AADT. These calming measures should encourage traffic to use the CNC and not onto surrounding side access roads.</p> <p>Huge amounts of time, effort, resources and money have been collectively wasted on this with no progress made.</p> | |
| 9393 | No - I do not support the changes | | | <p>As a resident of Francis Avenue I feel like we have been treated like a pass the buck...so the increased vehicle problem was caused by the closing of Forfar street..this was always gong to happen...now the suggestion of taking away a number of car parks.which by the way doesn't effect my property at all..but will greatly impact other residents of Francis avenue is totally unfair..the traffic in our street has now been slowed down to 40 ks this in my opinion has reduced the volume..spending more money on so called traffic calming is a total waste of rate of payers money...just leave a bad decision alone... Paul Williams..</p> | Paul Williams |

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| 9536 | Yes - I support all changes | Please ensure cars can safely drive over the safe speed platforms at the posted speed limit, 40km per hour or just below. Being able to hold a steady, slow speed feels a lot safer than braking and accelerating every 70m. Perhaps the science contradicts this, but I appreciated holding a slow steady speed enables me to be on the constant look out for pedestrians, kids playing and any cyclists entering the road. | | | Natasha Spink |
| 9670 | No - I do not support the changes | | | I strongly feel that the decision to close off Forfar Street was a mistake. It is a wide road and can manage traffic so much easier than Francis or Flockton. It seems like the council thought that drivers would not go so far to the east to bypass Cranford Street, and so they closed off Forfar thinking it would prevent drivers from cutting through the residential area. However - what has actually happened is those drivers are using Francis and Flockton. And they will continue to do so no matter how many speed bumps are put down either street! Please - admit the mistake and reopen Forfar. If this happens, we could then close off Francis at Westminster (which was trialled at one point). | John Rynearson |

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| 9673 | No - I do not support the changes | | | <p>I think there are clearly structural problems in the Flockton street sub-base that carry the vibration from trucks/buses. Pipes are carrying vibration through to the back of our house. Please invest wisely, to fix the road once and do it right. Simply resurfacing the road might be a short term proposal, but it will break up again under heavy vehicles, as the problem lies below. Narrowing the road provides opportunities to make Flockton a beautiful street without compromising parking. Solve speeding cars by partnering with law enforcement. I'll admit none of these are perfect ideas, but I hope for a sustainable solution.</p> <p>I think that a street renewal will contribute to your primary goal in managing the downstream effects of the northern corridor is to lighten the consequences of increased traffic volumes and speeds on the local streets. Until the Council and Environment Canterbury make a decision to divert buses from Flockton street, they are the primary cause of heavy traffic volumes and vibration, which make this environment a hazard to residents. Every bus feels like a 4.5 earthquake. I believe that the ratepayers of Flockton street and the road users should expect more from our Council and consider street renewal in the scope of this project. This proposal does not represent an improvement in road safety and functionality of Flockton Street.</p> <p>Francis Ave already has traffic calming measures, I fail to see how this will change traffic behaviour.</p> <p>Ideas to keep the cost down, but narrow the street: https://www.pps.org/article/livememtraffic * Diagonal parking * Narrowing the street with islands in the middle/raised medians * Vertical elements like trees or bollards further reduce the "optical width" of a narrowed street, thereby discouraging speeding</p> <p>Has the Council measured vibration from heavy traffic bouncing off speed humps, platforms and pipe inspection structures in Flockton street? It feels like 250mm/s for every bus past our house (see https://at.govt.nz/driving-parking/road-traffic-vibration/)</p> | Simon Rush |

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| 9744 | Don't know / not sure | <p>I would ask , what traffic calming measures are being used to protect the most affected residents of the down stream effects of the increased traffic coming into Cranford street ?</p> <p>The info talks about the wellbeing of Flockton street residents but no mention of the wellbeing of the most affected residents living on Cranford and Sherbourne streets.</p> <p>We pay rates and have no representation for our concerns.</p> <p>The community board are only interested in votes and have no concern for Cranford and Sherbourne street residents.</p> <p>Its an appalling lack of consideration from the community board and the CCCC.</p> <p>I would like to hear back as to why we are being thrown under the bus.</p> | | | Clinton Minchington |
| 9794 | No - I do not support the changes | | | <p>I am only commenting on Francis Ave. The platforms will not stop motorists from using our street as a short cut and the platforms will cause more angst for us residents due to the increased motor and brake noises as vehicles, slop, we then hear a thump and then revving as motorists put their foot back on the accelerator. These humps will make the issue worse for residents not better.</p> <ol style="list-style-type: none"> 1. Re-open Forfar street and admit you made a mistake in closing it too early. 2. DO NOT put any more speed humps down our street that interfere with residents peace and quiet 3. Put in single lane chicanes along most of the street, which a will cause people to drive slower and b also force a big backlog of traffic in high flow times and hopefully enough annoyance from those non residents cutting through Francis Ave that they choose another route going forward. | Andrew Conlon |

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| 9853 | No - I do not support the changes | | | Traffic is only using these routes because Cranford Street is such a mess. Fix Cranford St to be 2 lanes the whole way to the Northern corridor which will improve the traffic flow, thus reducing the need to use side streets to get anywhere. Reducing Cranford St to one lane with a bus lane is a waste of time. I hardly ever see a bus going down there to make having a dedicated bus lane worthwhile. | Rebecca Syme |
| 9866 | No - I do not support the changes | | | Speed bumps did not work on Flockton Street a few years ago, they shook the houses, created noise and were asked to be removed. The street is not designed for heavy traffic flow, and yet you've shut Forfar and funnelled all that traffic down Flockton and Francis. A crazy decision, that the original modelling and engineering report did not recommend, yet you've done it anyway. We've submitted ideas, met with the council and engineers all the way through this shambles of an (non) process and they are continually ignored. | Dave Chapman |

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| 9877 | No - I do not support the changes | | | <p>The proposed platforms (of which Francis Avenue has three already) do not slow traffic down. I dont have any problems with the volume of traffic because ultimately volume self-manages. I do have a problem with the speed and change of engine speed and its rev count.</p> <p>Please please consider planted out chicanes like Hanrahan Street in Upper Riccarton - making the street undesirable to rat-race but accessble for the locals to use. I would sign a contract/memorandum of understanding to contribute to the upkeep of planted out chicanes.</p> <p>Loss of parking has never been part of the concerns expressed in any forum.</p> <p>The City Council are usually pretty good at working in areas at times of day that are less busy - Francis Avenue has specific busy times - closing for maintenance would be outside of these times would have a low impact on street residents and people from outside of the area who use it.</p> <p>Flooding is an issue for Francis Avenue but I am sure that households can be part of the solution to ensure kerbing is kept clear.</p> <p>Francis Avenue is a Special Amenties Area - people have bought in this street because of this. If they wanted to be on a busy street they would have bought on Cranford Street.</p> | Rachel Vavasour |
| 10224 | Yes - I support all changes | | | | Eric Ackroyd |
| 10325 | No - I do not support the changes | | | <p>Noise of vehicles due to stop starting due to Road bumps !!! It is nearly impossible to speed down Francis Ave as it's too narrow with cars parked on the Street as there is only room for one car to drive through !</p> | Andrea Tudehope |

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| 10339 | No - I do not support the changes | | | <p>I live at 83a Francis Avenue and do not support proposed changes because,</p> <ul style="list-style-type: none"> - there are already 3 slow down strips on the street - noise from additional slow down barriers will increase vehicle noise, i.e slowing down/then accelerating -already its only one lane with vehicles parked on either side of the street, you cannot speed! - what has been done to reduce traffic feeding in from Thames St - this is like a motorway - why not discourage from Innes Rd/Thames St corner as that is the source of the issue - Forfar St - obvious to widen but CCC goes on about legal ramifications if this was to happen, what a load of rubbish, its just a cause of not accepting a previous mistake made, and accepting it was a poor decision - make entrance to Francis Ave narrower to detour traffic from using Francis Ave as a short cut - sort out Rutland Street, lights too slow and road is not wide enough for a feeder corridor to the motorway. at peak times of the day | David Tudehope |
| 10341 | No - I do not support the changes | | | <p>I support new road and footpaths structure being redone entirely as these need to be done the vibration from buses and heavy vehicles shake our entire house daily. However speed bumps are not the solution especially not 7 of them, flockton cant afford to lose that much parking on the street and when we had trial speed bumps traffic congestion was even worse and it didnt reduce anyones speed anyway it was constant braking and speeding up all down the street. Speed and amount of traffic is a huge issue how ever the constant shaking of everyones houses is the biggest issue for us all.</p> | Kate Grimshaw |
| 10345 | I somewhat support the changes | | <p>I support the road being resurfacing and slowing down traffic. I don't think the traffic flow is that heavy to warrant removing so many car parks on the street</p> | | Jessica Laing |
| 10358 | No - I do not support the changes | | | <p>We had speed humps in 2004, they failed and were removed. Why repeat a mistake of the past? Vibrations are a problem, why create the situation for more. Why remove so much street parking? Why not have better speed limit notification, road markings, bigger signs.</p> | Alec Bickerton |

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| 10360 | Yes - I support all changes | Especially flockton st - great to see something finally being done! | | | Kate Foxall |
| 10362 | I only support changes on Flockton | | | | Sina Daneshmandi |
| 10414 | No - I do not support the changes | | | Removal of car parks will cause problems in surrounding streets-those cars have to go somewhere Slowing traffic down just causes further congestion and frustration. | Jose Aquino |
| 10415 | No - I do not support the changes | | | I support the resurfacing of Flockton St if it will reduce vibrations. I do not support the installation of raised platforms on either street. Speed cushions have been tried in the past and made the vibrations worse and increased noise from vehicles slowing down and speeding up while crossing the speed cushions. I suggest trialling raised platforms after the road has been resurfaced so that residents can experience the impact before installing a permanent solution that may not work for many people. | Catherine Early |

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| 10419 | No - I do not support the changes | | | <p>Us, and many of the other residents on Francis Ave are not only concerned with the proposal, but are very much against the proposed works and changes to our street.</p> <p>The fact that a quiet, character overlay street has turned into a main thoroughfare for traffic is unfair and unacceptable. Our street has unique features that have been deemed special by the council, and subsequently have additional rules to adhere to, yet the decisions made for our street are seemingly not keeping within those same rules.</p> <p>Francis Avenue remains an overused and unsafe through-road for rat-running traffic purely created by poor execution of the CNC and the subsequent failure of the DEMP – even though this was its sole purpose.</p> <p>Francis Avenue has seen a proportionally huge increase in traffic volume post the CNC and specifically following Forfar Street becoming a cul-de-sac. Pre CNC vols were ~800 AWDT with recent traffic calming monitoring showing volumes have doubled.</p> <p>Francis Avenue is a narrow, treelined street with many residents parking on the road (some due to CCC restrictions within our Character overlay). This means for long stretches it becomes one-lane, and now, incredibly dangerous due to the new diverted volume of traffic from surrounding roads. Its danger is exacerbated because the new volume is concentrated at the beginning and end of the day – timeframes that coincide with residents reversing onto a busy street and children making their way to and from school.</p> <p>The proposed speed humps in isolation will not correct the problem – Francis already has these.</p> <p>As CCC indicates itself, the solution is unlikely to reduce traffic volumes, demonstrated by this noncommittal language, “potentially reduce traffic volumes”. Residents don’t want potential – they want actual solutions that deliver to the original CNC strategy of reducing downstream rat-running and keeping local streets safe.</p> <p>Early in the CNC planning, Forfar (sometimes referred to as ‘Madras/Forfar’) is highlighted for its importance to the network. Because Madras is considered an arterial road, and Madras becomes Forfar Street at Winton Street, Forfar naturally carries on this large volume. In the 2019 DEMP report published by Stantec and approved by Shane Turner, Forfar is classified by NZ Transport Agency’s One Network Road Classification (ONRC) as a ‘primary collector road’. A primary collector road can accommodate 1000-3000 AADT (according to the NZTA ONRC functional classification). Francis (we assume) would be classed as an ‘access road’ – which is designed for 200-1000 AADT. Therefore, the new traffic volume caused by the CNC breaches this limit of 1000 AADT which we think</p> | Lisa Goss |

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| | | | | <p>creates, at best, grounds to reconsider the Forfar cul-de-sac, and at worst, grounds for possible legal issues for CCC.</p> <p>The only clear solution here has been what residents have been suggesting all along – to reopen Forfar. CCC should do so with traffic calming on Forfar to meet the previous volumes of ~3000 AADT. These calming measures should encourage traffic to use the CNC and not onto surrounding side access roads.</p> | |
| 10429 | No - I do not support the changes | | | <p>7 new speed platforms is overkill , along with removing 46 car parks ! We don't need that many interrupting out street layout . I don't believe we have a high number or pedestrians either ? Have you done studies to show how many people get on and off the buses on Flockton Street and actually cross the road in order to install crossings at platforms and islands and make our street less user friendly for those of accessing our homes daily ...If only you had listened and not closed Forfar then we wouldn't have had all this traffic calming chaos ...do look forward to my house not shaking each time a bus drives past and hope the footpaths also will get the upgrade they are in need of in some areas towards the northern end of Flockton Street ...</p> | Margot Black |

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| 10430 | No - I do not support the changes | | | <ul style="list-style-type: none"> • I've lived on Francis Ave (between Warrington and Westminster) since 1994. My children (x3) grew up in this location from babies, to toddlers, to school and university aged. I know the location intimately and am fully cognisant of the impacts CCC and CCC traffic engineering has caused over the past years. • I commute and undertake a lot of my local travel by bicycle, using my car several times per week, mostly on the weekend. <p>The closure of Forfar street, has significantly increased the risk of my means of getting around. This is especially during commuting times, but it is a 24/7 issue – increased traffic on Francis Ave is NOT only during commuting hours:</p> <ul style="list-style-type: none"> • Francis Ave is a narrow road, and as your data and stats shows, the closing of Forfar has pushed large volumes of local traffic (ex the block encompassing Warrington, Cranford, Innes, Hills, and probably also north of Innes) onto Francis and Flockton streets. Additionally, some northern corridor traffic is using our street as a means of avoiding Cranford – my evidence is my Waimakariri resident work colleagues who use Francis Ave to access the central city via Barbados street. • Cars seek to pass bicycles as they travel along Francis Ave, and they regularly do this in very silly locations and situations. I have taken evasive action in all of these examples: amongst parked cars where there is no room for a car and bike; in the face of oncoming traffic while there is no room; while drivers check their phone / drink coffee / eat breakfast / apply makeup; as a line of closely following cars pushing their way down the street with total disregard for those they are passing. • The speed of cars driving along Francis does cause concerns for residents exiting their driveways. This is NOT only during commuting times, with local traffic (see block ref above) forced to use narrow Francis as a 24/7 rat-run to go about their normal lives. I would be concerned to be a parent of children on our street since closure of Forfar – you have turned a quiet, narrow suburban street into a 24/7 rat run, and your Kōrero Mai “traffic calming” proposal will NOT address this. <p>Your calming proposal is highly unlikely to do anything to reduce this increased risk, (and reduced living quality) that I and other residents now shoulder:</p> <ul style="list-style-type: none"> • On an already narrow road like Francis Ave, the issue is the increase in VOLUME of cars. And you have stated, your traffic calming will NOT impact this. • Additionally with the proposed reducing of speed on many other local streets to 30km/hr, while retaining Francis at 40km/hr, you will effectively | Hamish McGowan |

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| ID | Sentiment | Do you have any comments on your preference? | What parts of the proposal would you change? | What are your concerns with the proposal, and what changes do you recommend? | Full name |
|----|-----------|--|--|---|-----------|
| | | | | <p>be encouraging MORE traffic onto Francis!</p> <p>It is very frustrating to read the back page of your Korero mai. Much of the argument used are incorrect, apply dated data, or are simply wrong. I will point out the one that matters most to my view: Reopening Forfar Street at Warrington Street; :</p> <ul style="list-style-type: none"> • Re-open Forfar. Your first bullet is nonsensical. In lay persons terms you are already breaking the Northern Corridor resources consents – traffic volumes have increased significantly on Francis and Flockton – hence this “mitigation” farce, and your Korero mai. CCC staff have advised that CCC obligation to mitigate under the resource consent, does not relate to the volume of cars. This is legal-ease trickery. Shame on you. • Re the second bullet. Yes, traffic calming and flow measures would be needed on local roads to discourage rat-running. Such measures were proposed in the publicly released report from your traffic engineering consultants as preferable to closure of Forfar. Closing of Forfar was the last and final option if all other mitigations failed to stop rat running, yet you elected to do it first. Claiming cost as an issue now, after you have wasted several years and rate payer \$’s, attempting to justify poor decision making is galling. Please stop using past mistakes to justify current proposals. • Safety. Safety would NOT be compromised by reopening Forfar Street. The intersection with the roundabout in the past was far safer than the situation you have created by closing Forfar. For example, when travelling north on Madras in the bike lane, I have had left turning vehicle attempt to drive through me, and when turning right onto Warrington, right turning traffic claiming the bike lane and squashing me into the footpath. This situation NEVER happened when Forar was open to straight ahead traffic. You are using unsubstantiated arguments. <p>Your only viable option is to reopen Forfar Street, apply traffic calming on it, and spread the local community traffic across the local streets.</p> <p>Please can you do the thing you should have done in the first place and place traffic calming on Mersey, Severn and Forfar and reopen Forfar. This is what the publicly released draft report said to do in the first place, with the closure of Forfar as the 4th and final step if, AFTER opening of the northern corridor, there was evidence of significant Northern corridor traffic rat-running on Forfar. Instead CCC choose to close Forfar FIRST. This nonsensical decision, and the poorly communicated notification to residents of this decision, is the reason why you, and we are in this pickle now. Do the sensible thing, and reopen Forfar!</p> <p>Thanks for the opportunity to comment</p> | |

Submissions received on Proposal for a new policy on Traffic calming on Flockton St and Francis Ave, October 2023

| ID | Sentiment | Do you have any comments on your preference? | What parts of the proposal would you change? | What are your concerns with the proposal, and what changes do you recommend? | Full name |
|-------|-----------------------------------|--|--|---|---------------------|
| 10438 | No - I do not support the changes | | | Reopen Forfar st and admit that a huge mistake was made closing it. The volume of traffic going to down Francis ave is too much for a narrow flood prone character st | Ann James |
| 10442 | Don't know / not sure | While I didn't live on Flockton Street at the time, I understand speed humps were previously installed and caused problems for residents. I understand the proposal is for 'safe speed platforms', but I don't know what this means for vibration impacts - if these cause similar issues for residents as the speed humps did, then I would not be supportive. It also does not seem like the speed platforms would address increased traffic volumes. If this does go ahead, I do like the painted cycle lanes and plantings. | | | Sebastian Kueng |
| 10446 | Yes - I support all changes | I strongly support efforts to reduce the speed of motor vehicles on these streets, including the creation of safe speed platforms to accomplish this. I strongly support creating safe crossing points and separated cycle bypasses. I strongly support efforts to reduce traffic volumes of motor vehicles. I strongly support the reduction in car parks. The storage of personal motor vehicles should not be subsidised by rate payers - especially when some rate payers can't even easily afford car ownership. | | | Richard Abey-Nesbit |

Submissions received on Proposal for a new policy on Traffic calming on Flockton St and Francis Ave, October 2023

| ID | Sentiment | Do you have any comments on your preference? | What parts of the proposal would you change? | What are your concerns with the proposal, and what changes do you recommend? | Full name |
|----|-----------------------------|---|--|--|----------------|
| ID | Yes - I support all changes | <p>Thank you for including details on why other options were not considered appropriate (chicanes, etc.).</p> <p>I would love for footpaths to be wider, but I know this is out of scope at this point in time. One day, I'd love to see all footpaths widened, with exotic trees replaced with native trees (loving the kōwhai at the moment), and roads made narrower (where appropriate) to encourage reduced speeds and make it safer for cycling.</p> <p>It appears the best solution is being proposed by staff, and I commend them on the process they have undertaken to get us here.</p> <p>A question for clarification - are cyclists expected to detour around the side of the raised safety platforms on Francis Ave? If yes, 0.5 from the existing kerb to the concrete traffic islands is not wide enough for trikes, cargo bikes/trikes, and some recumbent bikes/trikes, so they will need to go over the raised platforms, unless the traffic islands are made narrower and the bicycle bypass wider. Perhaps sharrows are required to tell people where to go or where to expect to see cyclists in a shared space? Trafalgar Street works well now (except on my cargo trike when I can't bypass the islands).</p> <p>Please reduce the speed limit to 30 km/h along both Francis Ave and Flockton Street, with reminders.</p> <p>Overall, I love raised safety platforms and they are making a positive difference. Behaviour change takes time.</p> | | | Fiona Bennetts |

13. Request for an Alcohol Ban – Northern Stanmore Road

Reference Te Tohutoro: 24/1030375

Responsible Officer(s) Te Pou Matua: Mark Saunders, Kaitohutohu Hāpori – Community Board Advisor

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider making a recommendation that the Council investigate a new alcohol ban area for the northern section of Stanmore Road and surrounds under the Alcohol Restrictions in Public Places Bylaw 2018, and alter its recommendation from last meeting in relation to the request for an alcohol ban in Edgeware Village to confirm both its support for trialling a ban in Edgeware Village, and accept confirmation below a temporary ban also requires staff further investigate in terms of the legislative requirements before the Council considers implementation.
- 1.2 This report was generated at the behest of the Board to commence the process to consider the request for an alcohol ban in this area from the Richmond Residents and Business Association (RRBA) in their public forum presentation to the Board meeting of 13 June 2024.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Request for an Alcohol Ban – Northern Stanmore Road Report.
2. Requests that staff initiate a six-month trial of working with external agencies to address the underlying social issues in the area, including aggressive begging.
3. Notes that if the Board considers the request for an alcohol ban has merit to be further investigated in terms of the legislative requirements, it may recommend further investigations be requested in accordance with that process, which requires these precede consideration of any ban (temporary or permanent) and be reported back to the Council.
4. Considers whether to recommend that the Council:
 - a. Notes the concerns and support attached to the agenda report relating to the Richmond Residents and Business Association's request for an alcohol ban around northern Stanmore Road.
 - b. Requests that staff investigate an alcohol ban for the area under the Alcohol Restrictions in Public Places Bylaw 2018.
5. Noting the information in this report on the requirements of a temporary alcohol ban added in response to the Board's consideration at its 13 June 2024 meeting of the request for an alcohol ban in Edgeware Village, alter its resolution PCBCC/2024/00044 passed at that meeting to read as follows:

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

1. *Notes the Board's support for implementing a trial alcohol ban in Edgeware Village.*
2. *Requests that staff investigate ~~and implement~~ a trial alcohol ban for Edgeware Village under the Alcohol Restrictions in Public Places Bylaw 2018.*

3. Detail Te whakamahuki

Introduction Te Whakatkinga

- 3.1 The Council can make alcohol ban areas under the Alcohol Restrictions in Public Places Bylaw 2018. An alcohol ban area is a defined area of public open space where people cannot drink alcohol or have alcohol containers during specified times and days. The procedure to request a new alcohol ban is set out in the guide found in the link at the end of this report.
- 3.2 Once a request for a ban is received, the community board may consider the proposal and make a recommendation for the Council to investigate a ban. Alternatively, it may note the concerns generating the request, but consider that further investigation into an alcohol ban bylaw is not warranted at this time. It may instead request that the issues of concern to the community are referred to the Council for action, which may include working with the Police and other agencies. There are some overlapping issues with persistent and sometimes aggressive or intimidating begging, for example, which may not be alcohol related.
- 3.3 Matters to consider concerning a request for an alcohol ban include:
- Is there clear evidence of ongoing problems of crime and disorder linked to people drinking in the area?
 - Is there support for an alcohol ban within the community and from the Police?
 - Alternatively, could the problems be resolved by using other methods e.g. instituting community patrols, improving security lighting, or improving rubbish collection?
- 3.4 The request should be supported by evidence of alcohol-related disorder in the public space that warrants investigating a ban. There are legal thresholds to proceed with implementing a temporary or permanent ban as indicated below, which would take some time for policy staff to assess, so it may be considered whether resource and expectation is appropriately focused on this regulatory approach, and an alcohol ban the relevant mechanism to addressing the issues of concern to the community.
- 3.5 Once the Council has received a request from a community board, it will decide whether to ask staff to investigate further. The staff investigation will provide advice to the Council in line with the requirements in legislation. The addition of a new alcohol ban area to the bylaw would require a bylaw amendment process. Before amending a bylaw, the Local Government Act 2002 (LGA) requires that the Council determines that a bylaw is the most appropriate tool to address the identified problem (section 155). In considering whether to make a bylaw for alcohol control purposes, the LGA requires that the Council establishes:
- whether there is evidence of a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area (section 147B(a));
 - that the ban is appropriate and proportionate in light of the evidence (section 147B(b)(i)); and
 - that the ban can be justified as a reasonable limitation on people's rights and freedoms (section 147B(b)(i)).
- 3.6 If the Council was satisfied that these legal requirements had been met, the LGA would then require a consultation process to amend the bylaw.

Requirements of a temporary alcohol ban

- 3.7 A temporary alcohol ban still has the legislative requirements of section 147B of the LGA to be implemented; the assessment of whether the evidential threshold for a temporary ban is met

will take due account that it will be contributing to the evidence related whether the threshold is met for a permanent ban.

- 3.8 The Alcohol Restrictions in Public Places Bylaw 2018 (clauses 4 and 5) shows the distinction between permanent and temporary alcohol ban areas, where the former only is noted as needing to be in accordance with section 156 of the LGA, which sets out consultation requirements when amending bylaws made under the LGA. However, it confirms the requirements of section 147B of the LGA apply to the Council for even a temporary ban, as well as the decision-making provisions in part 6 of the LGA. These requirements for Council decision-making include identifying all reasonably practicable options to achieve the objective and considering the views and preferences of persons likely to be affected by, or to have an interest in, the decision.
- 3.9 These requirements dictate that it should be left to the Council if it requests further investigation to approve even a temporary ban. Accordingly, the procedure set out in the guide (in the link at the end of this report) allows for the Board to recommend the Council investigate further if it supports the ban proposal, though it should not drive implementation of a ban (even on a trial basis) prior to Council asking staff to report back with the necessary analysis. The Board can note its support for a ban, whether temporary or permanent, in its discretion, but the staff advice remains that applying the LGA accords with the procedure set out that Council requesting staff further investigate would be the first step before a ban (including a temporary one) is considered.

Alteration to resolution in relation to Edgeware Village trial alcohol ban

- 3.10 There is opportunity through this report for the Board to alter its recommendation to the Council at its last meeting in relation to a trial alcohol ban in Edgeware Village in accordance with this advice that the Council may note the Board's support for a trial ban, though should not consider implementation of one prior to reviewing further investigation of this in terms of the legislative requirements.

Request for an Alcohol Ban Area around the northern section of Stanmore Road

- 3.11 On 13 June 2024, Richmond Residents and Business Association (RRBA) presented to the Board in its public forum requesting that the Council put in place an alcohol ban around the northern section of Stanmore Road, including Richmond Village. They provided evidence and support for the proposed ban in the form of the materials collated in Attachment A.
- 3.12 In their presentation in the Board's public forum, RRBA indicated they were seeking assistance through their request for an alcohol ban with issues of aggressive begging in public, and related petty thefts from the businesses, in northern Stanmore Road area, which they have seen as increasing since last Christmas. They also specifically referenced:
- reports of the community restricting their movements in the area to avoid the beggars as being intimidated by them;
 - indications there is an organised group delivering the beggars to the area;
 - evidence of increased related litter (bottles and cans) and other nuisances associated with the issues in the area;
 - ongoing discussion of the reach of the issues as relevant to the boundaries of a ban, centring on the northern section of Stanmore Road from around the NPD and Gull petrol stations northward to the Richmond Village shopping centre, but also highlighting the issues being reported in Richmond Village Green with it being regularly cleared of alcohol and drug paraphernalia and human faeces;
 - the interest in potentially extending the ban toward Avebury House and 'Adventure Ave';

- anecdotal evidence of people drinking in the street, and threatening abuse to the public (noting the range of underlying issues, including substance abuse and mental health issues, as well as alcohol abuse);
- a previous request in 2021 for an alcohol ban in Richmond, pointing to an ongoing problem; and
- the short time in which on this occasion RRBA have been able to obtain the volume of community support for an alcohol ban indicated in their supporting materials (Attachment A).

Considerations

- 3.13 The legislative (LGA) thresholds in relation to the power of territorial authorities to make bylaws for alcohol control purposes essentially are that:
- A high level of crime or disorder is likely in the proposed ban area if the bylaw is not made;
 - The ban is appropriate and proportionate in light of that likely crime or disorder; and
 - Amending the bylaw can be justified as a reasonable limitation on people's rights and freedoms.
- 3.14 The Board should consider whether the issue in this area is with lack of an alcohol ban – is it linked to people drinking in the area – or is the issue with disorderly forms of begging and shop lifting, and lack of an alcohol ban not related to a high level of crime or disorder in the area.
- 3.15 The Policy team, if the Council directs it, will need to commit resource to investigating whether the request for an alcohol ban in the area meets the requirements of the Local Government Act 2002. They have supplemented this report with a briefing note on alcohol ban bylaw processes and requirements (Attachment B).
- 3.16 When the Community Governance Team contacted the local community patrol about the Edgeware Village issues raised at the previous Board meeting, their capacity in the Stanmore Road area was also inquired about. They indicated they would make contact with other patrols around the Stanmore Road area (the City Parks and City-Sumner Patrols).
- 3.17 The Community Governance Team have also contacted the Police to ascertain their views on the requested alcohol ban, which will be provided when supplied. It is not a requirement of the process that Police views are received by the Board for their consideration of whether to make a recommendation to the Council, since the process is for those to be analysed if the Council requests staff to further investigate a prospective alcohol ban. Police views would be relevant to whether there is merit in recommending further investigation, but staff have prioritised presenting this report at the earliest opportunity.
- 3.18 Views on alcohol-related disorder in the area have additionally been sought from the Alcohol Licensing Team, which similarly are still to be received, though are not necessary to the Board's consideration.
- 3.19 The Board may find enough merit in Richmond Residents and Business Association's supporting materials to recommend the Council request the further investigations, and further relevant evidence and views would be collected for analysis at the Council's request.
- 3.20 Staff discussions to date have highlighted that the road and other works in Linwood Village may have temporarily contributed to the issues currently being reported further north on Stanmore Road, as displacing some of the relevant activity from Linwood Village to the north. This may prove relevant to whether a ban for the area would be proportionate.

- 3.21 It should also be considered before resource is invested in this policy work whether the issues in the area are likely to meet the other legislative thresholds for a ban – particularly whether, on the face of it, there are indications of a high level of crime or disorder likely in the proposed ban area if the bylaw is not made. If it is not believed that a ban will address the issues, but merely seen as something to add to the Police’s toolkit, it cannot be expected that this would be an area at this time Parliament had intended to allow an alcohol ban to be applied to.

Conclusion

- 3.22 In conclusion, staff recommend that the Board consider the information in this report and the evidence provided by the Richmond Residents and Business Association and consider whether an alcohol ban is sufficiently relevant to warrant recommending further investigation of a ban.
- 3.23 If, on its face, an alcohol ban will not have a real impact on the issues in the area, such as if they are principally driven by other social issues associated with, for example, instances of begging with no significant connection to alcohol consumption, then the process invites that the Board, rather than recommending a use of resource unlikely to meet the legislative requirement to be implemented, may in the alternative request that non-regulatory tools be explored.
- 3.24 Staff would form their view with particular reference to Police and other evidence; the Board may recommend the Council request further investigation if it wishes that evidence to be considered. To comply with the legislative requirements, the Council cannot skip to implementing an alcohol ban, even a temporary (trial) one.

Supplementary

- 3.25 Subsequent to the writing of this report, Police have provided their assessment in confidence (Attachment C) and make no specific recommendation in respect of the proposed ban, commenting that whether a territorial authority should impose an alcohol ban in a specified area is not one which Police do, or should, seek to make, but is a matter for Council to determine after consultation with the community and relevant stakeholders. They also comment that where alcohol consumption in public places, and associated issues arising, are particularly prevalent in an area – Canterbury Police have at times specifically sought or recommended an alcohol ban be imposed.
- 3.26 They also highlight that the recently undertaken deployment by Police of dedicated community beat patrols in the CBD and surrounds is likely to have a positive effect in terms of public safety in areas such as Richmond, and suggest the following options might be considered:
- 3.26.1 Consideration of activity to address the underlying social issues in the area – including homelessness and aggressive begging.
 - 3.26.2 Utilisation of relevant social agencies to identify and engage with problematic individuals.

Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|---|------------|------|
| A   | Richmond Residents and Business Association's tabled materials in support of request for an alcohol ban around Northern Stanmore Road | 24/1157776 | 147 |
| B   | Briefing note on alcohol ban bylaw processes and requirements | 24/1154000 | 174 |
| C | Police assessment (<i>Under Separate Cover</i>) - CONFIDENTIAL | 24/1162928 | |

Other Reference links:

Procedure to Make New Alcohol Bans

<https://ccc.govt.nz/consents-and-licences/business-licences-and-consents/alcohol/alcohol-bans>

Signatories Ngā Kaiwaitohu

| | |
|--------------------|--|
| Author | Mark Saunders - Community Board Advisor |
| Approved By | Emma Pavey - Manager Community Governance, Papanui-Innes-Central |

We would like to submit the following documents for our Alcohol Ban petition, to be presented tomorrow 13/06 at the Waipapa Papanui-Innes-Central Community Board meeting.

Our online original survey was posted 5 June 2024:

<https://docs.google.com/forms/d/e/1FAIpQLSdizcjkSlAxd8Bxm3fVSLqEJdAzfJczzKCX6CSf4LL3xjnpng/viewform>

Our online petition results as of 11:30am 12 June 2024:

162 responses support the alcohol ban

70% of the respondents are from Richmond 8013

10.6% Dallington 8061

5.6% Linwood 8062

5.6% Linwood/Central

3.1% Burwood/Marshland

4.2% Christchurch Other

0.6% Leeston

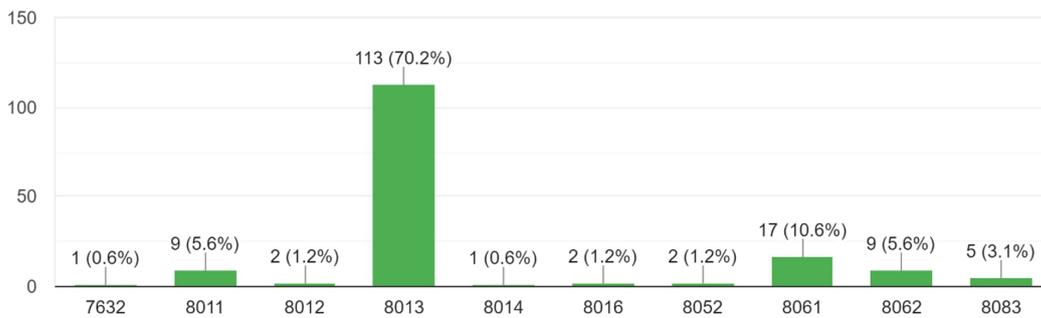
Suburb (eg Richmond)

161 responses



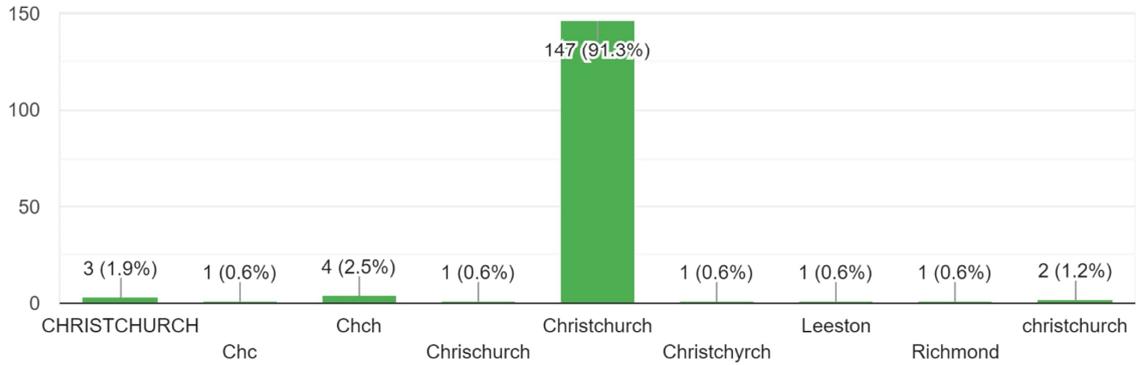
Postcode (eg 8013)

161 responses



City (i.e. Christchurch)

161 responses



Attached are the results of the survey "Richmond Alcohol Ban Petition RESPONSES"

We have provided a second document detailing the responses to the online petition so they are easier to read titled "Richmond Alcohol Ban Petition STORIES" document attached.

Our paper petition document are supplied "Richmond Alcohol Ban Petition PAPER PETITION 1, 2, 3" with 26 signatures. These were only obtained in the last 2 days.

Support Letter from Reuben Davidson, MP

An Alcohol Ban for Richmond?

An alcohol ban makes it an offense to drink on the street. Therefore local businesses and the community could call the police to move on people drinking and congregating on the street.

If you would like to see an alcohol ban in place in Richmond, please sign this petition.

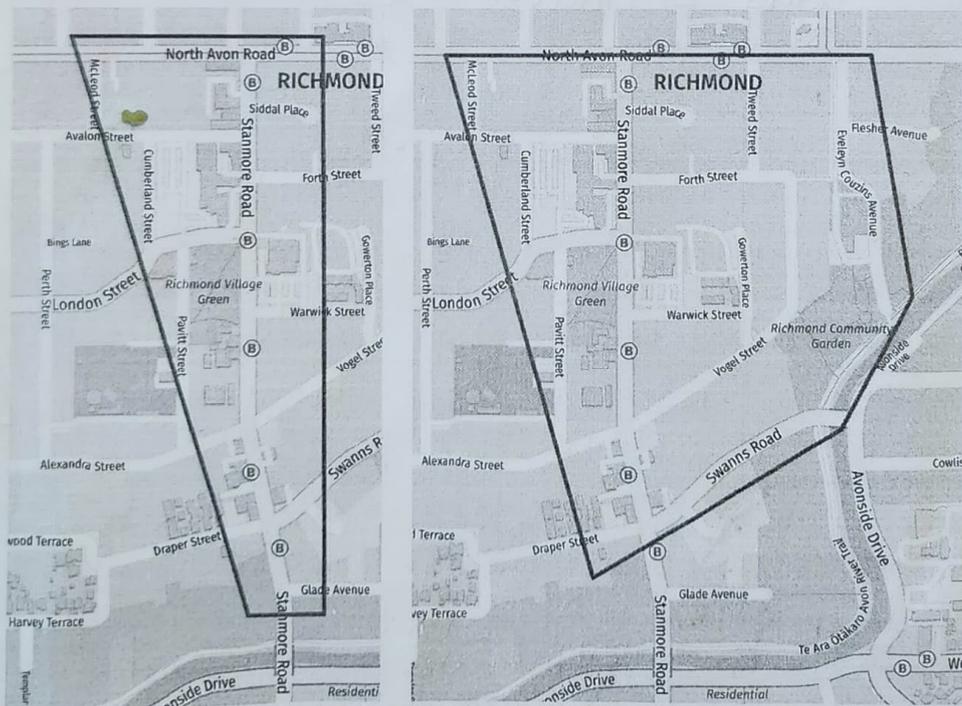
Contact: Rachel Crawford

We are Richmond

secretary@wearerichmond.co.nz

Potential Alcohol Ban Area--

The specific border will be determined at a later date, but will include Stanmore Road and Richmond Village Green. The maps below are indicative only:



We, the undersigned, petition that the Christchurch City Council implements an alcohol ban in Richmond.

| Name | Address | Email | Signature |
|----------------------------------|---------|-------|-----------|
| 1 <i>Suzy Blm</i> | | | |
| 2 Jacqui Govin | | | |
| 3 <i>Sun Ming</i> Jennifer. | | | |
| 4 Anna Versteuis | | | |
| 5 Shane Speden | | | |
| 6 Shelley Wellman | | | |
| 7 <i>Patsy Simms</i> Patsy Simms | | | |
| 8 <i>Mark</i> MARK | | | |
| 9 Kerry Tucker | | | |
| 10 STEVE LEWIS | | | |
| 11 Barry Brier | | | |
| 12 Pam Cornelius | | | |
| 13 Judy Cornelius | | | |

I've been approached numerous times - makes me angry, - Doesn't get take aways
I don't shop here anymore because of constant stream of beggars, - If no parks in front of Sun Ning

We, the undersigned, petition that the Christchurch City Council implements an alcohol ban in Richmond. Many of them elderly feel intimidated by the transient population that lingers outside the ATM. I'm escorting people when my clients are going to the ATM for money, I offer the service walking out with them. use people are dangerous alcohol coming into my premises looking for cigarette butts or abusing the ATM.

| | Name | Address | Email | Signature |
|----|--|---------|-------|-----------|
| 14 | 105 Lisa Taylor | | | |
| 15 | 106 Kara Hamel | | | |
| 16 | 107 Allen Rogner | | | |
| 17 | 108 Rene Watson | | | |
| 18 | 109 Janine Kesser 17665 | | | |
| 19 | 110 Wenna Bendol | | | |
| 20 | 111 Will Robinson | | | |
| 21 | 112 Holly Brown | | | |
| 22 | 113 Catherine Clark | | | |
| 23 | 114 Penny Melne | | | |
| 24 | 115 Brendon Green | | | |
| 25 | 116 Julia Robin | | | |
| 26 | 117 Chris Noel | | | |

Handwritten notes on the right side of the form:
- Kaitiaki
- the premises
- be left
- reported
- to police
- storage
- available

I will send a separate email with photo evidence. [These are copied below]

Thanks so much,

Rachel Crawford

Capacity Builder/ Secretary
We Are Richmond
(Richmond Residents and Business Association)











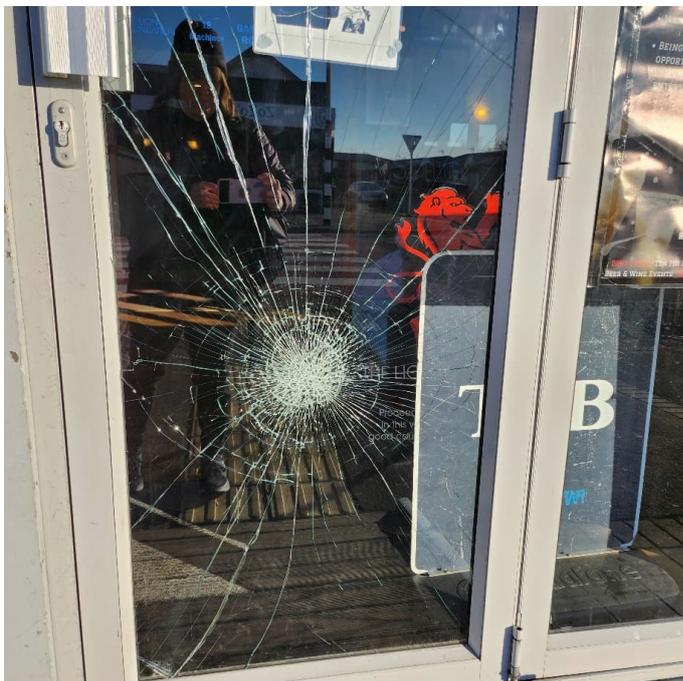


Attachment A Item 13









Photos from Sideline Sports Bar. James Muir said a man came in clearly intoxicated or under the influence of drugs. He was escorted out.

He came back to kick the door in.

in the main Richmond Village Shopping Centre

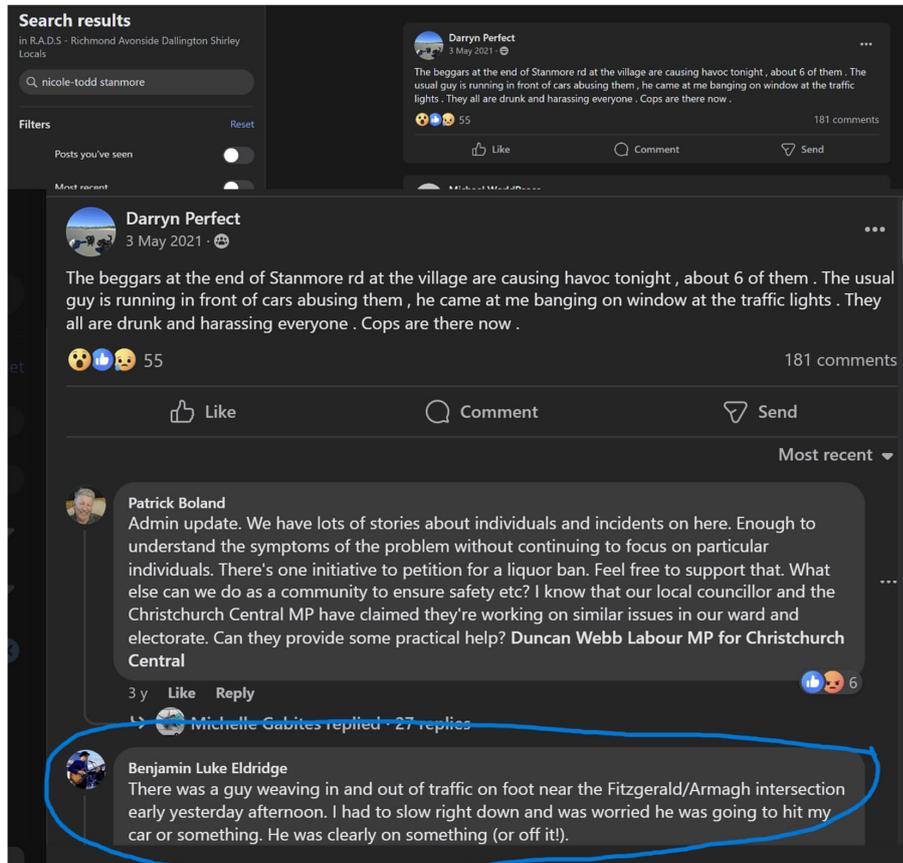


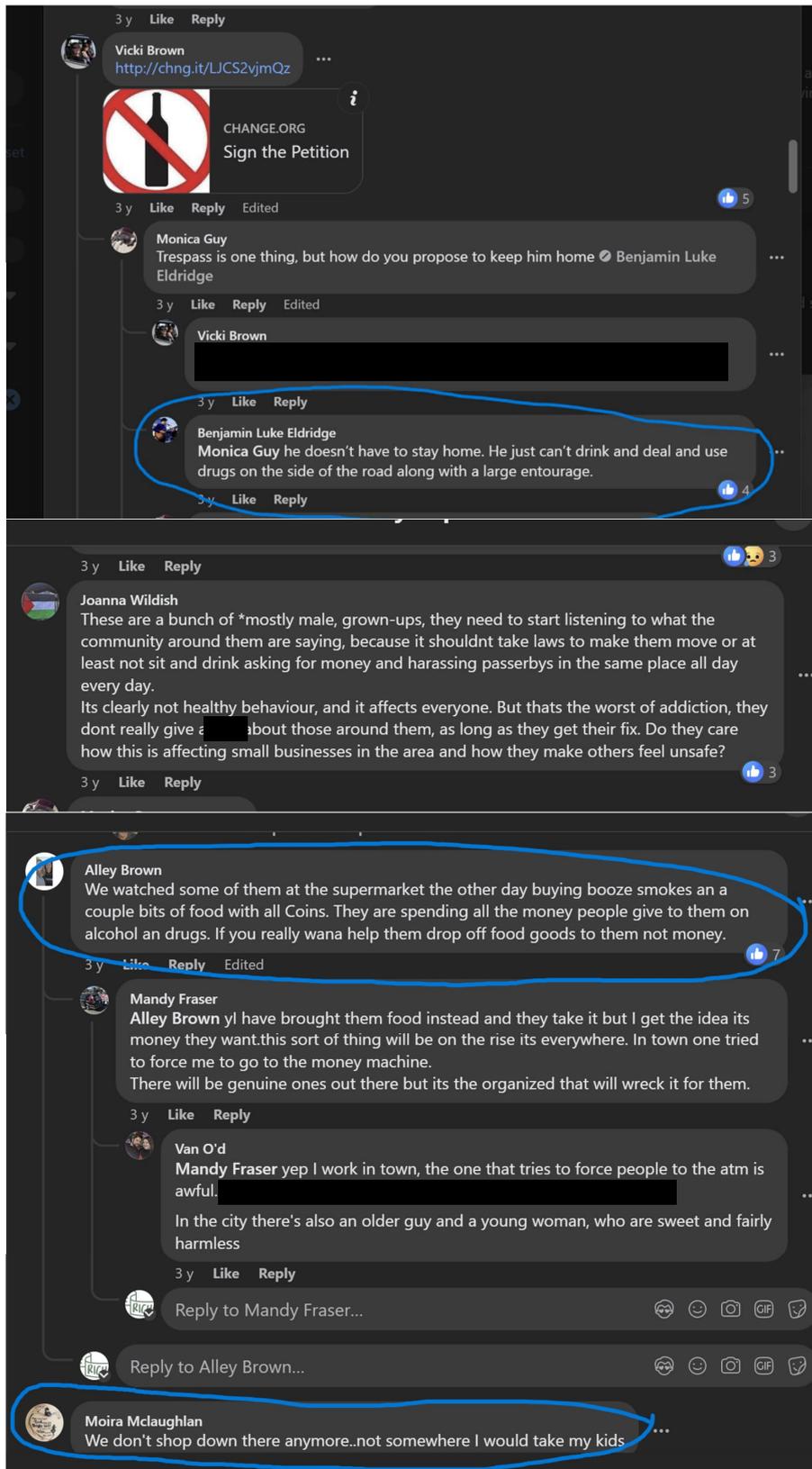
We'd like to call attention to a previous alcohol ban petition being made for the same Stanmore Rd area, 3 yrs ago, 2021. It had 170 signatures...I'm not sure if was ever formally presented to CCC? So it is a historic issue. Not just now.

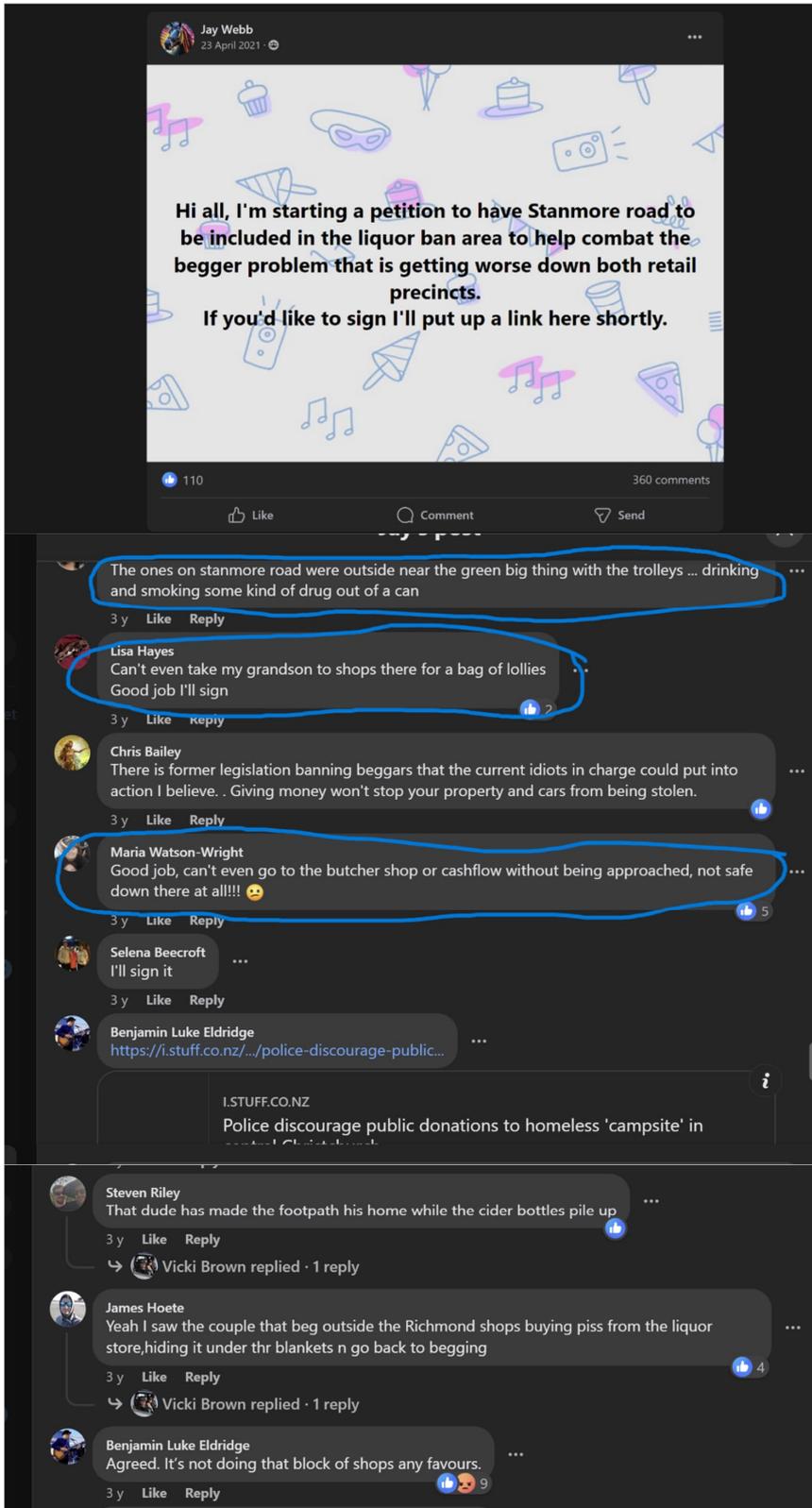
Here is the link:

<https://www.change.org/p/christchurch-city-council-alcohol-ban-in-public-areas-of-richmond-christchurch>

Here are screenshots from local facebook RADS group regarding the alcohol/addiction issue and how it was affecting residents, from 2021. Just trying to show that it's been a problematic issue for many years, not just now:







| Timestamp | Potential A The specific Full Name | Address: Street Number and Nan Email Address | Suburb (eg R | Postcode | City (i.e. Christ | (Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage If you do, please write a statement about it below: |
|---------------|---------------------------------------|---|--------------|----------|-------------------|---|
| 04/06/2024 11 | support a Rachel Crawford | | Richmond | 8013 | Christchurch | |
| 05/06/2024 1 | We, the un Andrew Button | | Richmond | 8013 | Christchurch | Aggressive beggars. Concerned for elderly and children more than anything else. Ive been threatened often, even whilst sitting in my car in the New |
| 05/06/2024 1 | We, the un Suzanne McMillan | | Richmond | 8013 | Christchurch | |
| 05/06/2024 1 | We, the un Malcolm Baker | | Richmond | 8013 | Christchurch | Property damage and abuse |
| 05/06/2024 1 | We, the un Karen Hibberd | | Shirley | 8052 | Christchurch | |
| 05/06/2024 2 | We, the un Natasha Moutter | | Mairehau | 8011 | Christchurch | |
| 05/06/2024 2 | We, the un Maryann Dance | | Richmond | 8013 | Christchurch | |
| 05/06/2024 2 | We, the un Claire Sherwood | | Richmond | 8062 | Christchurch | The alcohol and antisocial behaviour in Stanmore Road has become increasingly concerning. I regularly visit the Richmond club and my children |
| 05/06/2024 2 | We, the un Ajentah rose Alabaster | | Richmond | 8013 | Christchurch | Hi there. We currently live [REDACTED] from Alaxandra street park and have witnessed a lot of littering of alcohols and drugs. They sometimes c |
| 05/06/2024 2 | We, the un Simone McLean | | Shirley | 8013 | Christchurch | When I lived in Hills Road I often had drunk people walking past, yelling, screaming, smashing bottles, having fights. The police were called numer |
| 05/06/2024 2 | We, the un Monica Guy | | Richmond | 8013 | Christchurch | There is often alot of litter at the North Avon end of Petrie Street, [REDACTED] I have felt unsafe going into the dairy m |
| 05/06/2024 2 | We, the un Aaron Dekker | | Richmond | 8013 | Christchurch | |
| 05/06/2024 2 | We, the un Craig John Dance | | Richmond | 8013 | Christchurch | Unsocial behavior and very aggressive. |
| 05/06/2024 2 | We, the un Donna Mitchell | | Richmond | 8013 | Christchurch | My family and I have seen half drunk cans and bottles outside our property and in other areas near our home. When I have seen them especially o |
| 06/06/2024 2 | We, the un Jess Lyons | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Liesbeth van Bruchem | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Rachael Dick | | Richmond | 8013 | Christchurch | Intimidation at NPD station and also New World Stanmore Road |
| 06/06/2024 2 | We, the un Kathryn Russell | | Dallington | 8016 | Chc | Being harassed at local businesses |
| 06/06/2024 2 | We, the un Duncan Hurren | | Richmond | 8013 | Christchurch | Concerned about drinking and unruly behaviour around the shops at Richmond Village |
| 06/06/2024 2 | We, the un Michaela Conlan | | Dallington | 8061 | Christchurch | |
| 06/06/2024 2 | We, the un Jason Mercer | | Shirley | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Leila Aghardach | | Richmond | 8013 | Christchurch | I hate having to answer my young children's question when we go to buy milk at the dairy and come out to drunk men vomiting. |
| 06/06/2024 2 | We, the un Angela Stevenson | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Lisa McCann | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Matt Fleming | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Kate Dekker | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Raima Kameta-Poihipi | | Mairehau/Shi | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Gemma Dutton | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Nachayada Sanitmatjaro | | Richmond | 8013 | Christchurch | I am working at the massage shop (Chada Traditional Thai Massage) so many homeless and people who drunk sometimes they walk into the shop |
| 06/06/2024 2 | We, the un Janine welsh | | Dallington | 8061 | Christchurch | |
| 06/06/2024 2 | We, the un Rubee Mackey Harrison | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Chris Carter | | Richmond | 8013 | Christchurch | Litter |
| 06/06/2024 2 | We, the un Debra Crackett | | Richmond | 8013 | Christchurch | We often cross to the opposite side of the road when we see persons congregating outside Richmond shops as we feel unsafe. |
| 06/06/2024 2 | We, the un Scott cresswell | | Richmond | 8013 | Christchurch | So many stories. Richmond is becoming unsafe and uncomfortable it's time for action before someone is hurt! |
| 06/06/2024 2 | We, the un Graham Rowe | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Phil Oliver | | Richmond | 8013 | Christchurch | Over the last 3 months have been approached several times in the afternoon/early evening at the Richmond Village Shop carpark by beggars. The |
| 06/06/2024 2 | We, the un Nicola shand | | Richmond | 8013 | Christchurch | We constantly pick up cans and bottles in the area. Our children don't feel safe waking to the shops. |
| 06/06/2024 2 | We, the un David Gibson | | Mairehau | 8052 | Christchurch | |
| 06/06/2024 2 | We, the un Megan Foster | | Richmond | 8013 | Christchurch | Yes. Whilst getting petrol at both gas stations on Stanmore Rd ive been approached by men who are intoxicated and asking for money then got qui |
| 06/06/2024 2 | We, the un Celia Sheerin | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Deanna Campbell | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Leanne Woodham | | Richmond | 8013 | Christchurch | The use of alcohol during the day and by 5pm they were arguing and fighting out into the middle of the road into the traffic on multiple occasions. / |

| Timestamp | Potential A The specific Full Name | Address: Street Number and Nan Email Address | Suburb (eg R | Postcod | City (i.e. Christc | (Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage If you do, please write a statement about it below: |
|--------------|---------------------------------------|---|--------------|---------|--------------------|---|
| 06/06/2024 2 | We, the un Rhonda Louise Pattinson | | Richmond | 8013 | Christchurch | Intimation at bank machine and abuse at shops |
| 06/06/2024 2 | We, the un Shona Milne | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Charlotte Goodyer | | Shirley | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Louise Lambie | | Richmond | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Rebecca Hughes | | RICHMOND | 8013 | Christchurch | |
| 06/06/2024 2 | We, the un Hayley Guglietta | | Richmond | 8013 | Chch | Tired of being asked for money everywhere down stanmore road also tired of picking alcohol bottles and cans out of the bushes on my property an |
| 07/06/2024 1 | We, the un Karina Huang | | Avondale | 8061 | Christchurch | |
| 07/06/2024 1 | We, the un Max Grammer | | Burwood | 8061 | Christchurch | |
| 07/06/2024 1 | We, the un Paul Waterhouse | | Richmond | 8013 | Christchurch | People drinking and urinating up street. Also had someone reliving themselves on our frint verge during daylight while leaving with kids. Often being |
| 07/06/2024 1 | We, the un Dorothy Webster | | Richmond | 8013 | Christchurch | I am asked for money while walking my dog. |
| 07/06/2024 1 | We, the un Stan Wilkins | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Jordyn Marie Steer | | Shirley | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Fiona Margetts | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Patrick | | RICHMOND | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Ali Greening | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Tanja Webster | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Joanne Elizabeth Church | | Richmond | 8012 | Christchurch | |
| 07/06/2024 1 | We, the un Jason Koning | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Richmond Community Ga | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Mike Williamson - Gull Ne | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un SARA ANN PHILIP | | RICHMOND | 8013 | CHRISTCHURCH | |
| 07/06/2024 1 | We, the un Robert & Alison Kendall | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Jennifer Gale Datziel | | Richmond | 8013 | Christchurch | I have been hassled for money at Richmond Village and on the footpath outside the Dairy adjacent to Richmond Village on Stanmore Road |
| 07/06/2024 1 | We, the un Kerry Tu; | | Richmond | 8013 | Chch | Significant amount of littering, we pick it up everyday. |
| 07/06/2024 1 | We, the un Michelle Larson | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Tony Garing-John Rhind | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Lisa Quinn | | Richmond | 8013 | Christchurch | |
| 07/06/2024 1 | We, the un Sally-Anne Tull | | Richmond | 8013 | Christchurch | Litter in our carpark nearly every day. Intoxicated/abusive people that we have to turn away |
| 07/06/2024 1 | We, the un Chrystal | | Richmond | 8061 | Chch | Buggers who are clearly drunk and on drugs have followed me asking for money so they can buy food , smashed on the car window at npd beggin |
| 07/06/2024 1 | We, the un Elizabeth tipper | | Avonside | 8061 | Christchurch | |
| 07/06/2024 2 | We, the un Fraser Blakemore | | Burwood | 8061 | Christchurch | Approached by gentleman at service station with alcohol in hand wanting money. Clearly intoxicated. |
| 08/06/2024 1 | We, the un Zoe Odering | | Richmond | 8013 | Christchurch | Constant alcohol litter on Forth Street and all throughout Richmond. We have a 2.5 year old and would love to see Richmond grow into the family fi |
| 08/06/2024 1 | We, the un Anna Williams | | Christchurch | 8013 | Christchurch | |
| 08/06/2024 1 | We, the un Kevin Wills | | Richmond | 8013 | Christchurch | |
| 08/06/2024 1 | We, the un Vicky Harris | | Richmond | 8013 | Christchurch | |
| 09/06/2024 1 | We, the un Nadia Sole | | Richmond | 8013 | Christchurch | |
| 09/06/2024 1 | We, the un Helen Viney | | Dallington | 8061 | Christchurch | |
| 09/06/2024 1 | We, the un Amanda Clifford | | Dallington | 8061 | Christchurch | |
| 09/06/2024 1 | We, the un Matthew Saul Clifford | | Dallington | 8012 | Christchurch | |
| 09/06/2024 1 | We, the un Rachel Dejong | | Dallington | 8061 | Christchurch | |
| 10/06/2024 1 | We, the un Alexandra McKubre-Jorde | | Shirley | 8013 | Christchurch | |
| 10/06/2024 1 | We, the un Amanda Roulston | | Richmond | 8013 | Christchurch | |

| Timestamp | Potential A The specif Full Name | Address: Street Number and Nan Email Address | Suburb (eg R | Postcod | City (i.e. Christc | (Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage If you do, please write a statement about it below: |
|------------|-------------------------------------|---|---------------|---------|--------------------|---|
| 10/06/2024 | 1 We, the un Kristine Spoor | | Richmond | 8013 | Christchurch | feeling unsafe when visiting some shops on Stanmore Rd |
| 10/06/2024 | 1 We, the un Catherine willart | | Richmond | 8083 | Christchurch | |
| 10/06/2024 | 1 We, the un Roussele eric | | Marshland | 8083 | Christchurch | |
| 10/06/2024 | 1 We, the un Luc wong | | Richmond | 8083 | Christchurch | |
| 10/06/2024 | 1 We, the un Tanya Didham | | Richmond | 8013 | Christchurch | |
| 10/06/2024 | 1 We, the un Jenna Richards | | Richmond | 8013 | Christchurch | |
| 10/06/2024 | 1 We, the un Suzanne Mary Power | | Richmond | 8013 | Christchurch | I have moved to [REDACTED] in Richmond over the last month. I have lived here before in Medway Street. There was never people on the streets & |
| 10/06/2024 | 1 We, the un Andrew Button | | Richmond | 8013 | Christchurch | |
| 10/06/2024 | 1 We, the un Ghana Sapkota | | Richmond | 8013 | Christchurch | As a business owner we have had issues that have been going on for the last 5+ years with alcohol and alcohol related drunk disorder. Firstly, The |
| 10/06/2024 | 1 We, the un Anna Versluis | | Linwood | 8011 | Christchurch | I have given up using the Richmond shops because of anti social behavior with people drinking alcohol and the begging has gone completely gone |
| 10/06/2024 | 1 We, the un Vanessa Knowles | | Richmond | 8013 | Christchurch | |
| 10/06/2024 | 1 We, the un Shona Berry | | Richmond | 8013 | Christchurch | |
| 10/06/2024 | 2 We, the un Andrew Bailey | | Richmond | 8011 | Christchurch | |
| 10/06/2024 | 2 We, the un Shanti Niven | | Richmond | 8013 | CHRISTCHURCH | |
| 11/06/2024 | 1 We, the un Rochelle | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Anna Versluis | | Linwood | 8011 | Christchurch | I have encountered numerous beggars approaching me for money, some can be quite aggressive. I am also getting very tired of young people sta |
| 11/06/2024 | 1 We, the un Dongho Choo | | Richmond | 8013 | Christchurch | Sometimes people come to my shop and take sushis without pay. |
| 11/06/2024 | 1 We, the un Kylie Berry | | Shirley | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Tegan Dalley | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Don Gould | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Alice Bates | | Woolston | 8062 | Christchurch | Yes. I have worked in the Richmond area at both Arahina and Pareawa schools and there is constant litter of bottles, particularly after the weekend |
| 11/06/2024 | 1 We, the un Deb Williams | | Phillipstown | 8062 | Christchurch | |
| 11/06/2024 | 1 We, the un Dylan McCabe | | North Linwood | 8062 | Christchurch | |
| 11/06/2024 | 1 We, the un David Ross Skinner | | Merivale | 8014 | Christchurch | |
| 11/06/2024 | 1 We, the un Liza Hewison | | New Brighton | 8083 | Christchurch | |
| 11/06/2024 | 1 We, the un Mark Dowd | | Linwood | 8011 | Christchurch | |
| 11/06/2024 | 1 We, the un Denise Matthews | | Phillipstown | 8011 | Christchurch | |
| 11/06/2024 | 1 We, the un Audra Given | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Ewout van Bruchem | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Karyn Pearce | | Shirley | 8061 | Christchurch | We get litter and human poo up our driveway but this is from The Palms mall. Our toby box was often opened on the weekend and our water turned |
| 11/06/2024 | 1 We, the un Theo Bell-Baxter | | Linwood | 8062 | Christchurch | |
| 11/06/2024 | 1 We, the un Jackalyn Lyons | | Dallington | 8061 | Christchurch | |
| 11/06/2024 | 1 We, the un Konrad Lilley | | Dallington | 8061 | Christchurch | |
| 11/06/2024 | 1 We, the un Verity Verster | | Shirley | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Pauline Clifford | | Dallington | 8061 | Christchurch | |
| 11/06/2024 | 1 We, the un Samantha Morrhall | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Jehanna Callosa | | Richmond | 8013 | Christchurch | It has always felt unsafe to walk around the area especially at night. I have experienced verbal abuse |
| 11/06/2024 | 1 We, the un Portia Osmena | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Cattlin Hewitt | | Linwood | 8011 | Christchurch | |
| 11/06/2024 | 1 We, the un Ben Alder | | Phillipstown | 8011 | Christchurch | |
| 11/06/2024 | 1 We, the un Portia Osmena | | Richmond | 8013 | Christchurch | |
| 11/06/2024 | 1 We, the un Cynthia Packman | | Avonside | 8061 | Christchurch | |

| Timestamp | Potential A The specif Full Name | Address: Street Number and Nan Email Address | Suburb (eg R | Postcod | City (i.e. Christc | (Optional) For an alcohol ban to be approved by CCC, we need to present: Evidence/Stories of crime and disorder linked to people drinking in the area. DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter Property damage If you do, please write a statement about it below: |
|--------------|-------------------------------------|---|--------------|---------|--------------------|---|
| 11/06/2024 1 | We, the un Sacoya Butler | | Richmond | 8013 | Christchurch | in front of the kids playground and it's very unsettling the amount of people (most beggers & homeless) that drink there. They are loud, ar |
| 11/06/2024 2 | We, the un Keryn Scott | | Mairehau | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Morgan Lambert | | Richmond | 8013 | Richmond | |
| 11/06/2024 2 | We, the un Wendy Day | | Avonside | 8061 | Christchurch | |
| 11/06/2024 2 | We, the un PETER England | | Richmond | 8013 | Christchurch | No |
| 11/06/2024 2 | We, the un Michelle Frisby | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Mark Keith | | Richmond | 8013 | Christchurch | Property damage feeling unsafe going to shops |
| 11/06/2024 2 | We, the un Sharron Jakubcik | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Brooke Gardner | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Shane Pedersen | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Linda Nicolson | | Southshore | 8062 | Christchurch | |
| 11/06/2024 2 | We, the un Abel van Bruchem | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Marina Pukeroa | | Ruchmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Brenda Banning | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Boris van Bruchem | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Mary de Roo | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Abbie Pickrill | | Linwood | 8062 | Christchurch | |
| 11/06/2024 2 | We, the un Monique Cadigan | | Shirley | 8061 | Chch | |
| 11/06/2024 2 | We, the un Alison Fowler | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Warren Firth | | Leeston | 7632 | Leeston | |
| 11/06/2024 2 | We, the un Nicholas Treloar | | Richmond | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Dianne Messenger | | Burwood | 8083 | Christchurch | |
| 11/06/2024 2 | We, the un Billie Malyon | | Richmond | 8013 | CHRISTCHURC | Have felt unsafe walking my dogs multiple times due to people drinking and fighting outside of the cash machine on stanmore rd, and people drinki |
| 11/06/2024 2 | We, the un Lisa van Vuuren | | Avondale | 8016 | Christchurch | |
| 11/06/2024 2 | We, the un Vicky Anderson | | Phillipstown | 8011 | Christchurch | Yes many. I work at the community centre on north Avon Rd with the special needs group, theMembers are scared to go to the shops, some come |
| 11/06/2024 2 | We, the un Mark Lawrence wootton | | Christchurch | 8013 | Christchurch | |
| 11/06/2024 2 | We, the un Jean | | Aranui | 8062 | Christchurch | Aggressive men asking me for money at the ATM. Lots of groups yelling at cars. Blocking the street and smashing bottles on the ground. |
| 11/06/2024 2 | We, the un Rebecca Wilson | | Richmond | 8013 | Christchurch | People begging for money by the New World and Petrol Stations approaching customers aggressively. I can hold my own but I suspect more vulne |
| 12/06/2024 1 | We, the un Fiona Kiwi | | Richmond | 8013 | Christchurch | |
| 12/06/2024 1 | We, the un Rob Co3 | | Richmond | 8013 | Christchurch | |
| 12/06/2024 1 | We, the un Marina Paz | | Richmond | 8013 | Christchurch | Beggars asking for money at the npd in Stanmore road and getting agitated when I said I didn't have any cash with me |
| 12/06/2024 1 | We, the un Tamara Perfect | | Richmond | 8013 | Christchurch | |
| 12/06/2024 1 | We, the un Paula Edge | | Richmond | 8013 | Christchurch | |
| 12/06/2024 1 | We, the un Raewyn Holmes | | Linwood | 8062 | christchurch | |
| 12/06/2024 1 | We, the un Steven John Scott | | Edgeware | 8013 | Christchurch | |
| 12/06/2024 1 | We, the un Carmen Hepi | | Richmond | 8013 | Christchurch | |

| DO YOU HAVE STORIES OF: Incidents that made you feel unsafe due to alcohol use? Litter, Property damage, etc | |
|--|--|
| 1 | The use of alcohol during the day and by 5pm they were arguing and fighting out into the middle of the road into the traffic on multiple occasions. Also their litter just left where they were drinking. Agression towards innocent public. |
| 2 | People drinking and urinating up street. Also had someone reliving themselves on our frint verge during daylight while leaving with kids. Often being asked for money by people outside alcohol store. Also seen drunk person verbally assault two females outside liqour store and then pceed ti threaten to bash them till I stepped in and was also verbally attacked. |
| 3 | The alcohol and antisocial behaviour in Stanmore Road has becoming increasingly concerning. I regularly visit the Richmond club and my children attend school and kindy in the area and we now find ourselves avoiding the amenities due to the behaviour of alcohol fuelled locals. I certainly do not go into the area alone, and I find myself locking my car doors as I drive down Stanmore road. It's got to be stopped. |
| 4 | I have given up using the Richmond shops because of anti social behavior with people drinking alcohol and the begging has gone completely gone out of control. Going to Richmond Village I was approached 5 times for money with one beggar even sitting by ATM asking for money. It got to the stage where it made me so depressed going to Richmond shops that I had to go to other areas to shop. I also have to keep my car locked at all times when going down Stanmore Road. |
| 5 | Constant alcohol litter on Forth Street and all throughout Richmond. We have a 2.5 year old and would love to see Richmond grow into the family friendly suburb it could be, but there needs to be changes. We go for at least one family walk daily and there is alcohol rubbish most days, broken glass in the streets, it's awful. |
| 6 | Buggers who are clearly drunk and on drugs have followed me asking for money so they can buy food , smashed on the car window at npd begging for money. |
| 7 | Aggressive beggars. Concerned for elderly and children more than anything else. Ive been threatened often, even whilst sitting in my car in the New World carpark. Ive stopped shopping un Richmomd until theyre dealt with and gone. |
| 8 | My family and I have seen half drunk cans and bottles outside our property and in other areas near our home. When I have seen them especially outside our home I have picked it and tipped out what was left in the cans or bottles and put them in our bins. One morning as I was walking out our front door I saw someones shoes in our garden and I saw on the footpath that someone had urinated on our fence as that evidence showed on the footpath we a 10 year old daughter and there are other young families in our area so I feel that this alcohol ban should include our area as well since we have the preschool [REDACTED] Our daughter goes for walks over at the river and has told me she has seen alcohol bottles and cans over at the river as well. The shoes that I found in our garden I threw in the bin. I am always picking up alcohol cans and bottles that have been left on the road or in the kerb and on our berm. My family and I are now in our second year of living in the area we love it but we don't love the anti social behaviour the alcohol ban should be widened to include Kershaw Place as well so that it covers right down to River Road and North Avon Road. |
| 9 | As a business owner we have had issues that have been going on for the last 5+ years with alcohol and alcohol related drunk disorder. Firstly, There have been increasing numbers of open bottles being left outside on the footpath and carparks which are then being used by people that are drunk to do drugs (such as using a alcohol can to smoke drugs). Secondly, Threatning behaviour by drunk individuals are pushing away people from enjoying the businesses and premises located in the potential alcohol ban area. Broken glass and unsave consumption of alcohol, in an area where families and elderly will be walking in and visiting is damaging the reputation and safety of richmond. |
| 10 | Tired of being asked for money everywhere down stanmore road also tired of picking alcohol bottles and cans out of the bushes on my property and also on the street and in the planters etc |
| 11 | I hate having to answer my young children's question when we go to buy milk at the dairy and come out to drunk men vomiting. |

| | |
|----|---|
| 12 | I am working at the massage shop (Chada Traditional Thai Massage) so many homeless and people who drunk sometimes they walk into the shop and asking for money from the customer and they was yelling outside which is interrupted to customers and business. |
| 13 | I have encountered numerous beggars approaching me for money, some can be quite aggressive. I am also getting very tired of young people standing around Richmond shops drinking and disorderly behavior. I will not use the local shops any longer because of this terrible behavior and now do business elsewhere. I feel very strongly that something drastic needs to happen here to stop this problem. Sitting begging under an ATM machine is a dangerous safety issue. |
| 14 | ██████████ in front of the kids playground and it's very unsettling the amount of people (most beggars & homeless) that drink there. They are loud, angry, abusive and make a dangerous mess with broken glass. |
| 15 | Have felt unsafe walking my dogs multiple times due to people drinking and fighting outside of the cash machine on stanmore rd, and people drinking in the park across from the new world while letting their intimidating dogs run around off leash |
| 16 | Aggressive men asking me for money at the ATM. Lots of groups yelling at cars. Blocking the street and smashing bottles on the ground. |
| 17 | People begging for money by the New World and Petrol Stations approaching customers aggressively. I can hold my own but I suspect more vulnerable people would be intimidated by the manner of this approach. I can't point to a specific incident of litter because I see empty alcohol cans regularly along Stanmore Road. I personally don't go to the Richmond Green due to concerns about unsanitary rubbish and/or used needles being there. |
| 18 | We often cross to the opposite side of the road when we see persons congregating outside Richmond shops as we feel unsafe. |
| 19 | Over the last 3 months have been approached several times in the afternoon/early evening at the Richmond Village Shop carpark by beggars. They have no hesitation to tap on car windows, or approach you while putting items in the car/boot making people feel uneasy and unsafe. |
| 20 | Yes many. I work at the community centre on north Avon Rd with the special needs group, the Members are scared to go to the shops, some come of the bus and say the get followed every day . Especially Mira she is really bad |
| 21 | Litter in our carpark nearly every day. Intoxicated/abusive people that we have to turn away |
| 22 | Property damage and abuse |
| 23 | It has always felt unsafe to walk around the area especially at night. I have experienced verbal abuse |
| 24 | Hi there. We currently live ██████████ from Alaxandra street park and have witnessed a lot of littering of alcohols and drugs. They sometimes get loud across the road at silly hours of the mornings. |
| 25 | When I lived in Hills Road I often had drunk people walking past, yelling, screaming, smashing bottles, having fights. The police were called numerous times as people would fight in the street and sit and the bus stop and drink. |
| 26 | There is often alot of litter at the North Avon end of Petrie Street, where ██████████ I have felt unsafe going into the dairy more than once and have been stopped on the street many times by people asking for money |
| 27 | Unsocial behavior and very aggressive. |
| 28 | We constantly pick up cans and bottles in the area. Our children don't feel safe waking to the shops. |
| 29 | Intimidation at NPD station and also New World Stanmore Road |
| 30 | Being harassed at local businesses |
| 31 | Concerned about drinking and unruly behaviour around the shops at Richmond Village |
| 32 | Sometimes people come to my shop and take sushis without pay. |

| | |
|----|---|
| 33 | Yes. Whilst getting petrol at both gas stations on Stanmore Rd ive been approached by men who are intoxicated and asking for money then got quite intimidated |
| 34 | Litter |
| 35 | So many stories. Richmond is becoming unsafe and uncomfortable it's time for action before someone is hurt! |
| 36 | Intimation at bank machine and abuse at shops |
| 37 | I am asked for money while walking my dog. |
| 38 | I have been hassled for money at Richmond Village and on the footpath outside the Dairy adjacent to Richmond Village on Stanmore Road |
| 39 | Significant amount of littering, we pick it up everyday. |
| 40 | Approached by gentleman at service station with alcohol in hand wanting money. Clearly intoxicated. |
| 41 | Beggars asking for money at the npd in Stanmore road and getting agitated when I said I didn't have any cash with me |
| 42 | feeling unsafe when visiting some shops on Stanmore Rd |
| 43 | I have moved to [REDACTED] in Richmond over the last month. I have lived here before in Medway Street. There was never people on the streets & Begging as sadly is in the city. I visited one of the stores on Stanmore Road & very concerned about someone begging on Stanmore Road. |
| 44 | Yes. I have worked in the Richmond area at both Arahina and Pareawa schools and there is constant litter of bottles, particularly after the weekend. I have also had to be careful when taking children on outings along the road as there are people who drink in the daytime and shout things out at passer-by's that aren't appropriate for children |
| 45 | We get litter and human poo up our driveway but this is from The Palms mall. Our toby box was often opened on the weekend and our water turned off. |
| 46 | Property damage feeling unsafe going to shops |



**Reuben
Davidson**

MP for Christchurch East

03 382 0288

chcheast@parliament.govt.nz

Freepost PO Box 18 888

Parliament Buildings, Wellington 6160

 /ReubenDavidsonLabour

 /reuben4east

11 June 2024

via email

To whom it may concern,

I write in support of the petition put forward to the Christchurch City Council by We Are Richmond for an Alcohol Ban on Stanmore Road.

Stanmore Road is a central hub for the communities of the surrounding suburbs, it provides local shopping and dining options and is a popular commuting route for cyclists and pedestrians traveling to work and school.

Recently I've heard multiple concerns from local residents and businesses that anti-social behaviour is having a detrimental effect. Putting an Alcohol Ban in place would make Stanmore Road and the surrounding area a safer place for local families and the wider community as well as set visible standards for what is acceptable social behaviour.

I wish We Are Richmond all the best and hope to see success with their petition.

Ngā mihi,

Reuben Davidson

MP for Christchurch East



Authorised by Reuben Davidson MP, Parliament Buildings, Wellington.

Briefing note on alcohol ban bylaw processes and requirements

| | | | |
|-------|---|-------|---------------------------------|
| To: | Waipapa Papanui Innes Central Community Board | | |
| Re: | Supplementary to the report on the request for an alcohol ban in Richmond | | |
| From: | Teena Crocker, Senior Policy Analyst | Date: | For the meeting of 11 July 2024 |

1. We are seeing an increase in requests for alcohol ban areas (for example, in Edgeware Village and in Richmond).
2. Alcohol ban bylaws are put in place by the Council to address disorderly behaviour and criminal offending linked to the consumption of alcohol in public places. They can only be enforced by the Police.
3. Alcohol ban areas are made using bylaw-making powers in the Local Government Act 2002 (LGA). In order for a council to use this regulatory power, certain requirements must be met.
4. The Council has a bylaw that specifies public places where alcohol cannot be possessed or consumed (alcohol ban areas) – the [Alcohol Restrictions in Public Places Bylaw 2018](#). Adding a permanent ban area to the bylaw constitutes an amendment to the bylaw, while putting a trial in place can be undertaken by a resolution of Council. In both cases, similar legislative requirements must be met (including evidence and consultation).
5. Generally, alcohol ban areas are focused on addressing crime and disorder associated with clusters of licensed premises at night (i.e. Merivale, Northlands, the Central City). Alcohol ban areas being used as a tool to deal with daytime drinking (associated with begging or loitering) is a more recent development.

What does legislation require before an alcohol ban can be put in place?

6. The LGA requirements are similar for both a trial (temporary ban), or a permanent ban (amendment to the bylaw).
7. The requirements are set out in sections 147A and 147B of the LGA, and require:
 - that there is evidence that the area to which the bylaw is intended to apply has experienced a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area;
 - that the bylaw is appropriate and proportionate in the light of that crime or disorder; and
 - that a bylaw would be a reasonable limitation on people’s rights and freedoms.
8. As with all bylaws made under the LGA, a council must also determine that a bylaw is the most appropriate way of addressing the identified problem (section 155 of the LGA).
9. Problem definition is important to determine whether a bylaw is an appropriate or legally justifiable approach. It is also important to ensure that any bylaw can address the problem.

| Requirements for a trial ban or a permanent ban | |
|---|--|
| Evidence of a high level of crime and disorder related to alcohol | Reasonable limitation on rights |
| Appropriate and proportionate | That a bylaw is the most appropriate way of addressing the identified problem(s) |

Understanding the problem and gathering evidence are required

10. The LGA requires evidence of a high level of crime and disorder that can be shown to have been caused or made worse by alcohol consumption in the area.¹ It does not set out what is required for that evidence or what would constitute a high level. However, it is clear that in order to put an alcohol ban in place, alcohol must be shown to be a significant issue.
11. For example, if the problem is a reduced sense of community safety from persistent and intimidating or at times aggressive begging, where alcohol consumption is sometimes a factor, then an alcohol control bylaw may not be appropriate and may not help to address the problem(s).
12. As the LGA also requires that any bylaw of this type is proportionate (and that there is a high level of crime and disorder), the activities of a small number of people causing problems may not be appropriate to regulate with a bylaw.
13. People begging or persistently occupying public spaces can lead to a sense of community stress and intimidation and has a negative impact on businesses. However, in order to put an alcohol ban in place, alcohol must be shown to be a significant cause of the issues.
14. An alcohol ban bylaw:
 - will not stop people from loitering or begging;
 - will not stop people from being intoxicated;
 - relies on Police enforcement.
15. An alcohol ban bylaw can provide a tool the Police would not otherwise have, to address alcohol possession and consumption in specified public places. Once a bylaw is in place, the Police can request that any alcohol is tipped out or removed from the area. It gives the Police the power to infringe (\$250 fine), search for and seize alcohol, and arrest anyone breaching the bylaw.
16. Requests for alcohol bans need to be analysed individually, based on the local evidence available. In some cases, a bylaw may be appropriate. It is important to assess what the problem is, before moving to a bylaw as the solution.

What else can be done?

17. Often people do not report incidents to the Police. Any incidents should be reported to the Police, as they occur. This will:
 - alert the police to issues that require their attendance or response (eg anything violent, intimidating or threatening);
 - increase Police visibility in the area and support the sense of community safety; and
 - create data indicating the types of incidents, frequency, etc, which, in turn, can provide evidence to support an alcohol ban.
18. Some of the behaviour being reported may already constitute an offence under the Summary Offences Act (e.g. intimidation (s.21) and obstructing a public way (s.22)). The Police can take enforcement action under the Summary Offences Act.
19. An alternative to a bylaw is taking a non-regulatory approach to address the causes of the problems, rather than regulating to criminalise the activities. This would involve working with the community, the Police, Government agencies like Ministry of Social Development (emergency housing) and social service providers e.g. City Mission.
20. Homelessness, emergency housing, marginalisation, mental health, substance abuse, addiction and other factors may be involved.

¹ The LGA was amended in 2012 to increase the threshold for regulating with a bylaw of this type.

14. Waipapa Papanui-Innes-Central Community Board Area Report - July 2024

Reference Te Tohutoro: 24/995769

Responsible Officer(s) Te Emma Pavey, Community Governance Manager Papanui-Innes-
Pou Matua: Central (Emma.Pavey@ccc.govt.nz)

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the Waipapa Papanui-Innes-Central Community Board Area Report for July 2024.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

| Activity | Detail | Timeline | Strategic Alignment |
|--|---|---|---|
| Youth Recreation | Community Recreation staff are collaborating with a small group of emerging leaders from Papanui Youth Development Trust and Te Ora Hou, providing them with a comprehensive training workshop package called Kia Rite Hoha. Kia Rite Hoha workshops focuses on effectively running events and programs. | These young leaders are gaining the skills which they will use to organise their first event in August, titled "Te Wero - The Challenge." | Te Haumako Te Whitingia Strengthening Communities Together Strategy |
| Youth Hui | To gain insights from youth and those working with youth on their recreational needs and how best to facilitate them | Multicultural Youth Hui held in June 2024. | Te Haumako Te Whitingia Strengthening Communities Together Strategy |
| Community Pride Garden Awards 2024 | The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens. | Certificates have been posted out to recipients. | Resilient Communities Te Haumako Te Whitingia Strengthening Communities Together Strategy |

| | | | |
|---|---|--|--|
| Community Service Awards 2024 | Community Service Awards give well-deserved recognition to the people who make our communities better places to live. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives. | Arrangements are in progress for making the awards to the successful recipients. | Te Haumako Te Whitingia Strengthening Communities Together Strategy |
|---|---|--|--|

3.2 **Community Funding Summary**

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

| 2023/24 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF) | | |
|---|---|-----------------|
| Approved Board Projects: <ul style="list-style-type: none"> • Summer with your neighbours • Youth Recreation • Community Pride Garden Awards • Community Liaison • Youth Development Fund • Community Service Awards • Rangatahi Civic Awards | \$4,500 \$9,000 \$700 \$4,000 \$7,500 \$2,500 \$1,100 | |
| AVAILABLE BALANCE (at time of writing): | | \$20,222 |
| 2023/24 Waipapa Papanui-Innes-Central Youth Development Fund (YDF) | | |
| AVAILABLE BALANCE (at time of writing): | | \$750 |

3.3 **The Mayor’s Welfare Fund**

The Mayor’s Welfare Fund provides assistance to families and individuals in the community who are in extreme financial distress. It is a last resource when people have exhausted other appropriate sources such as Work and Income New Zealand (WINZ). The criteria and instructions on how to apply can be found here: [Mayors Welfare Fund - all you need to know](#).

3.4 **Upcoming Community Events and Activities**

- **Volunteer Events**



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

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

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



Or find other opportunities to volunteer in your community at [this link](#), whether it be sharing your passion for art at the Art Gallery, assisting your local community in the event of an emergency, or registering your interest in helping run the [Peace Train](#).

- **FRESH Events 2024**

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



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

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

- [School Holidays: Carpark Roller Disco](#) – 8 and 15 July 2024, 9.30-11.30am at Riverside Market - An exhilarating roller disco hosted by Phatsk8 Roller Discos. Whether a seasoned skater or a first timer, the event promises an unforgettable experience for everyone. Visit the link for pricing and to book.



- [Lancaster Park Community Planting Day](#) – 10 July 2024, 1am to Midday, meeting at the south-west corner of Lancaster Park - Help us make Lancaster Park beautiful! Join Park Rangers to cover this iconic park in native plants like sedge, rush and flax. Recommended to bring warm layers, a hat, raincoat, gumboots, sunscreen, water, snacks, and gardening gloves. Tools will be provided, along with the knowledge your contribution will be beautifying the park for years to come.

A further planting day at Lancaster Park will be coming up on 24 August 2024, 10am till noon.

- [Mid-Winter European Christmas](#) – 13-14 July 2024 at Riverside Market - Riverside Market are introducing a taste of Europe to Christchurch with their Mid-Winter European Christmas. Their weekend of fun and activities includes free fun activities for the kids; Christmas delicacies from Riverside Market vendors; an appearance by the one and only Santa; festive tunes performed by local artists; a Christmas sleigh for the perfect photo op; and more.
- [Repair Revolution](#) – 16 July 2024, 5.30-7.30pm at Riverlution Eco Hub - The Repair Revolution is driving a movement away from throwaway culture and promoting product stewardship through the art and practice of repair.



- [School holiday workshop: Watercolour](#) – 17 to 18 July 2024, 10.30am to Midday at Christchurch Art Gallery - Get the kids into something creative these school holidays with these watercolour workshops for children aged 8 to 12 years, led by artist Julia Holderness. Visit the link for pricing and to book.

- **Parenting Adventures 2024**

The Neighbourhood Trust knows that parenting has both its joys and challenges, so they have created a jam-packed day on 24 August 2024 full of wisdom and researched backed advice to give you tips and strategies to help your Whanau flourish.

Our Workshops are:

- Mindful gaming
- Behaviour management
- Parenting in times of high stress, uncertainty, and disruption
- Role Modelling
- Raising Capable Kids
- Parenting styles, personalities & love languages
- Constructive conversations or better conflicts



There will be the opportunity to take part in two workshops, one in the morning and one in the afternoon. Registrations are essential. [Find out more here.](#)

- **Christchurch City Council Libraries Events**

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

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



- [KidsFest](#) - KidsFest is Christchurch's festival for kids that takes place in the winter school holidays. KidsFest 2023 is on from 6 to 21 July.

Christchurch City Libraries supports KidsFest by hosting a range of events for kids — from special story times sessions to writers' workshops and treasure hunts. KidsFest took place for the first time in 1992, beginning as an idea from the then Mayor, Vicki Buck.

- [Cook Islands Language Week](#) - Kia orana! 'Epetoma o te reo Māori Kūki 'Āirani - Cook Islands Language week is on from Sunday 4 to Saturday 10 August 2024.

- **Redwood Public Library – School Holiday Learn to Knit**

Come along and learn the basics of knitting at the Redwood Library, 339 Main North Road, Christchurch on Wednesday 10 July 2024 from 1pm to 2.30pm. The friendly Knit 'n' Yarn Group will be lending their expertise to teach tamariki how to knit.

Needles and yarn are provided. A fun activity for the school holidays! Free, no bookings required.



3.5 Participation in and Contribution to Decision Making

3.5.1 Report back on other Activities contributing to Community Board Plan

- **Papanui Bush Planting Day**

The planting day at Papanui Bush in Bridgestone Reserve on 8 June 2024 was a great success in engaging local volunteers in further developing this place of refuge in the heart of Papanui, which also serves to enhance drainage and the ecosystem, as well as restoring an important aspect of Papanui's cultural heritage.





There was a sausage sizzle for the volunteers, and local champion for the project, Denis McMurtrie, took the volunteers and other visitors on guided tours of the new extension of the pathway around the bush, extending the walking loop to around a kilometre, which the improvement further opening up the benefit of the emerging bush to the patrons of nearby Braintree, the Cancer Centre, and wider community.



- **Youth Activation of the Multicultural Space**

Staff ran a Multicultural Youth Hui on Friday, 14 June 2024 to gain insights from youth and those working with youth on their recreational needs and how best to facilitate them.

The youth emphasised the importance of creating safe and welcoming environments for the success of programmes and events. They highlighted the need for familiar foods, activities, languages, and faces to foster a sense of belonging. The ability to express one’s culture freely and for programmes to celebrate and understand cultural differences and similarities was deemed crucial.

Key barriers to participation included discrimination, food diversity needs, parental concerns, language barriers, transportation issues, feelings of being judged, stereotypes, lack of information, religious considerations, and misunderstandings.

Suggested programme ideas to bridge cultural gaps included cultural games, intergenerational activities, security measures, volunteering, sports, arts workshops, and cultural festivals. These activities aim to enhance understanding, connection, and participation across diverse communities.



- **Matariki in the Zone**



Matariki in the Zone on 29 June 2024 at Richmond Community Garden was reported to be an amazing day. Many dedicated groups, organisers, entertainers, and volunteers put in great mahi to make Matariki in the Zone 2024 such a special event.

The organisers highlighted the crew from Tuahiwi Marae arriving in the morning to prepare the hāngī in the pre-dug pit, signaling the start of the day's activities. From then, volunteers were busy setting up. Riccarton Community

Garden volunteers ferried their soup to serving tables. Avebury volunteers made hot chocolate donated by Trade Aid with oat milk donated by Delta Trust, and the Richmond Club provided mulled 'not-wine' and volunteers to make and serve it.

Envirokids led star-making, Haven on Avon toasted marshmallows, The Green Lab hosted weaving, and Bee Awesome and AvON organized a star-based scavenger hunt and seed bomb target practice. The White Room brought their art cart, Shirley Village kapa haka group Te Hapori Oraka made poi, and Shirley Library entertained with their story-telling van and bubble machines. The Council's Red Zone Rangers also invited people to plant Hunangāmoho or wind grass, and Para Kore engaged in wānanga ikura/menstrual cycle talks.

The organisers believe they fed about 1,000 people on the day, noting it was all on crockery, creating minimal waste, which they highlight as a fantastic start to Plastic-Free July, and with no food left over.



3.5.2 Council Engagement and Consultation

- **Decision on the Ōtākaro Avon Stormwater Management Plan**

The Council decided to approve the Ōtākaro Avon Stormwater Management Plan (SMP) on 19 June 2024. The Council also approved a resolution to request that staff investigate options for stormwater quality enhancements that achieve a higher level of environmental, social and cultural wellbeing than the approved SMP and report them to Council ahead of Long Term Plan 2027-2037 or to an Annual Plan prior to this if any viable options are identified.

View the [public submissions table here](#), which includes staff responses.

The Ōtākaro Avon Stormwater Management Plan (SMP) will be submitted to Canterbury Regional Council by the deadline of 30 June 2024 to meet consent requirements, and staff will provide information back to the Council to investigate options for stormwater quality enhancements that achieve a higher level of environmental, social and cultural wellbeing.

3.6 Governance Advice

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

Refer to **Attachment A** for the 1 May – 31 May 2024 statistics, and **Attachment B** for the 1 June – 30 June 2024 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

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

3.6.2 Climate action

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

Another resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the [Council's Climate Action webpage](#).

There are heaps of handy resources online with tips for what you can do to lower your emissions. Visit [GenLess](#) or [It's Time Canterbury](#) for some ideas to get you started.

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

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



- **Know your impact**

Measuring your emissions helps you to understand what's creating your footprint. Once you understand this, you can take some simple steps to reduce it.

- [Future Fit](#) provides tips, tools and stories of Kiwis taking action on climate change.
- [Ekos](#) help you measure and offset your emissions.

- **Get updates on climate action**

[Sign up](#) for the Council's newsletter and get the latest news and information delivered to your inbox.

The Council's emission target is [half by 2030, and carbon zero by 2045](#).

3.6.3 Community Patrols

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

3.6.4 Planned road works and closures

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

3.6.5 Public Notices

- [Proposed Temporary Road Closures - New Brighton Fireworks 2024](#)

3.6.6 School travel



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

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

3.6.7 Travel Planning

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

3.6.8 SmartView



The Council's [SmartView page](#) gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of

the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures.

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

4.1 Announcements

Council Delivers Street Art (circulated 27 June 2024)

Two murals have recently been delivered through the Enliven Places Capital Programme. These support actions of the draft *South-East Central Neighbourhood Plan*. Staff worked collaboratively with the SALT Trust (<https://www.saltdistrict.nz/about>) to plan and deliver these murals. Businesses and organisations were also actively involved in the planning of these murals and there has been positive feedback so far.

Southwark Street mural

A large-scale mural was painted by Dcypher (<https://www.dcypherart.com/about>) on the



building at the corner of Southwark and Manchester Streets. This supplements the FY23 project in which [landscaping was added to Southwark Street](#). The wall chosen for the mural reflects its proximity to a new residential population and its prominence for people travelling along Manchester Street. The mural responds to ideas about the future of the neighbourhood shared by the community during the South-East Central Neighbourhood Plan process and celebrates the future of the neighbourhood as a green, walkable and cycle-friendly space.

Cashel Street mural

Artist Kophie Su'a-Hulsbosch (<https://www.yoitskophie.com/info>) has collaborated with organisations on Cashel Street – Tagata Moana, Elim Church and Youth and Cultural Development – to develop the concept for a vibrant mural for the wall of Elim Church.

Students from Tagata Moana Trust kicked off the co-design process with ideas for the mural including, Pasifika culture, the Ocean, navigation, and young people. A young Samoan wahine that regularly attends Elim Church offered to be the model for the mural. Sandra Laufiso is shown in this mural surrounded by a tapestry of Pacifica and New Zealand native flora. The Tuālima on her hand symbolize her ancestors, protection and the



symbols at the tips of her fingers are of the Fa'agogo (seabird) – a symbol of navigation, guidance and returning home to the land. This work honours the historical and cultural journeys of the Pacific peoples, having traversed great ocean distances to settle across the Pacific, including here, in Aotearoa New Zealand where we celebrate a shared heritage of exploration, cultural interconnectedness and of returning home.

This mural is part of a larger project at the intersection of Cashel Street and Clarkson Ave, boosting this location as a key community hub. Alongside the existing cluster of community-focused organisations at this intersection, the area is transforming – with new housing underway and a proposed future north-south greenway link at this location. An update on the wider project (including cycle stands, seating and planters) was shared with the Community Board on 7 June.

Street art context

Street art initiatives are regularly supported across the Council through staff assistance and advice, partnership arrangements and grant funding. This work includes:

- Creating street art opportunities for taggers to refocus their efforts into commissioned work (e.g. power boxes around the city).
- Grants, supporting both established and up-and-coming artists to create new work.
- Partnership with creative organisations and individuals, including facilitation of larger works.

4.2 **Start Work Notices (SWN)**

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

- Te Aratai Midblock Crossing - signals recabbling (*circulated 21 June 2024*)
- Hereford Street - tree planting (*circulated 12 June 2024*)
- 691 Colombo Street - vacant site (*circulated 11 June 2024*)

4.3 **Graffiti Snapshot**

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

4.4 **Memoranda**

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

- CCC: Waipapa Papanui-Innes-Central 2024-25 Strengthening Communities Fund Applications for Consideration (*circulated 2 July 2024*)
- CCC: Colombo Street - Removal of the Planter Boxes (*circulated 25 June 2024*)

Attachments Ngā Tāpirihanga

| No. | Title | Reference | Page |
|---|---|------------|------|
| A   | Customer Service Request Report - May 2024 | 24/1041324 | 189 |
| B   | Customer Service Request Report - June 2024 | 24/1128639 | 190 |
| C   | Graffiti Snapshot - May 2024 | 24/1041325 | 191 |

Signatories Ngā Kaiwaitohu

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

Ticket Report

01 05 2024 - 31 05 2024

Filter by Ward

Papanui-Innes-Central

Filter by month

2024 (Year) + May (Month)

4537

Reported Tickets last month

89.51%

Resolved within SLA

Status as of Report Date

Closed/Resolved

77.50%

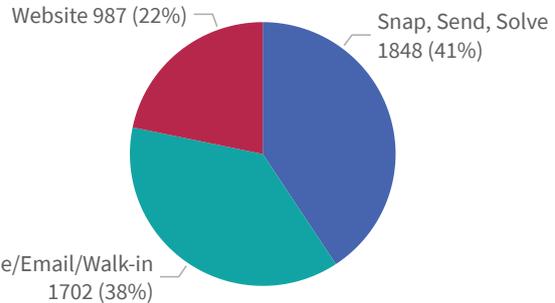
Open

20.04%

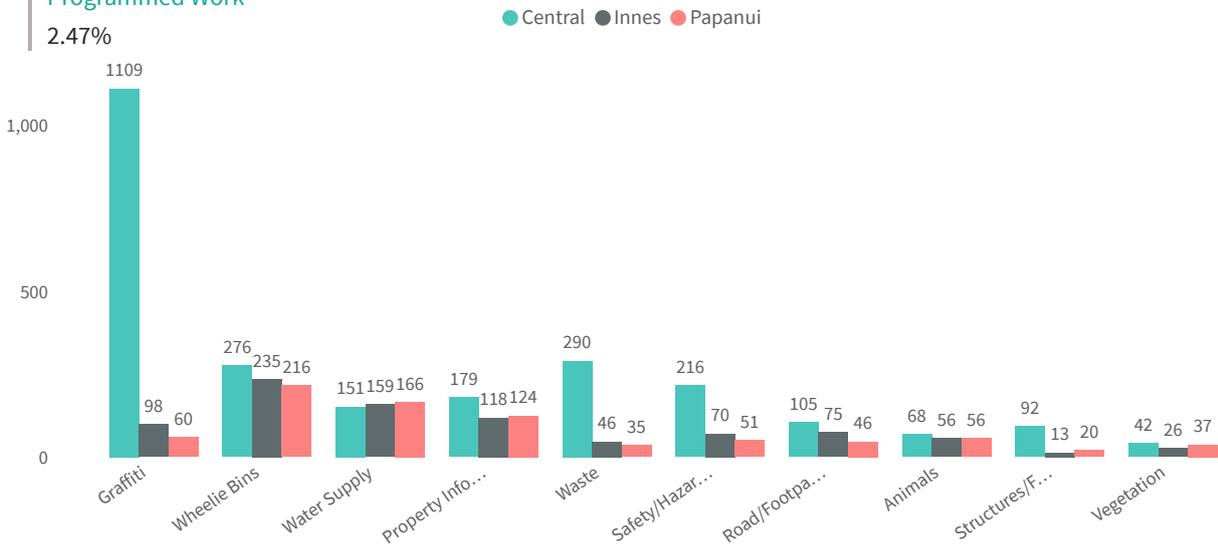
Programmed Work

2.47%

Channels



Top 10 Incident Categories



Top 10 Object Categories

| # Tickets | ObjectCategory | +/- Previous Month |
|-----------|---|--------------------|
| 504 | Graffiti - Utility box, pole, railway | 142 |
| 460 | Graffiti - Fence, building or structure | 17 |
| 332 | Litter | -30 |
| 243 | Damaged Bin | 25 |
| 238 | Water Leak | -49 |
| 217 | Bin Not Collected | -46 |
| 158 | Residential Property Files | 9 |
| 150 | Graffiti - Other | 59 |
| 135 | Residential LIM | -27 |
| 106 | Meter box | 55 |

Report date:
04 Jun 2024

Ticket Report

01 06 2024 - 30 06 2024

Filter by Ward

Papanui-Innes-Central

Filter by month

2024 (Year) + June (Month)

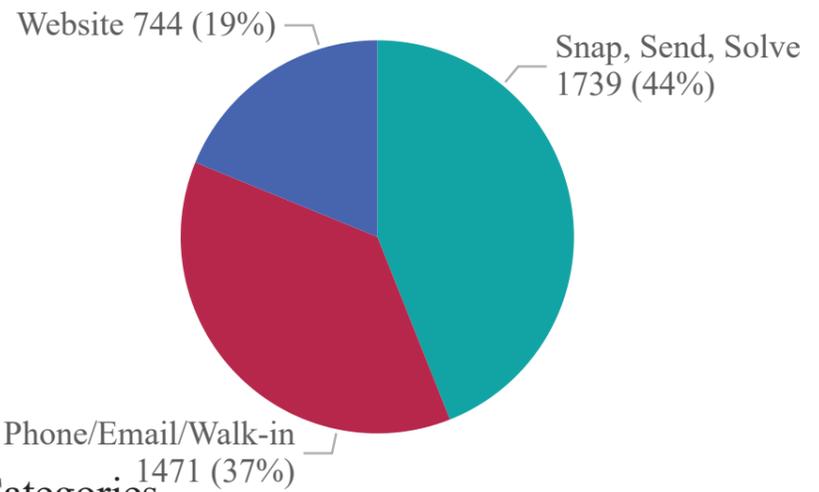
3954

Reported Tickets last month

90.64%

Resolved within SLA

Channels



Status as of Report Date

Closed/Resolved

70.03%

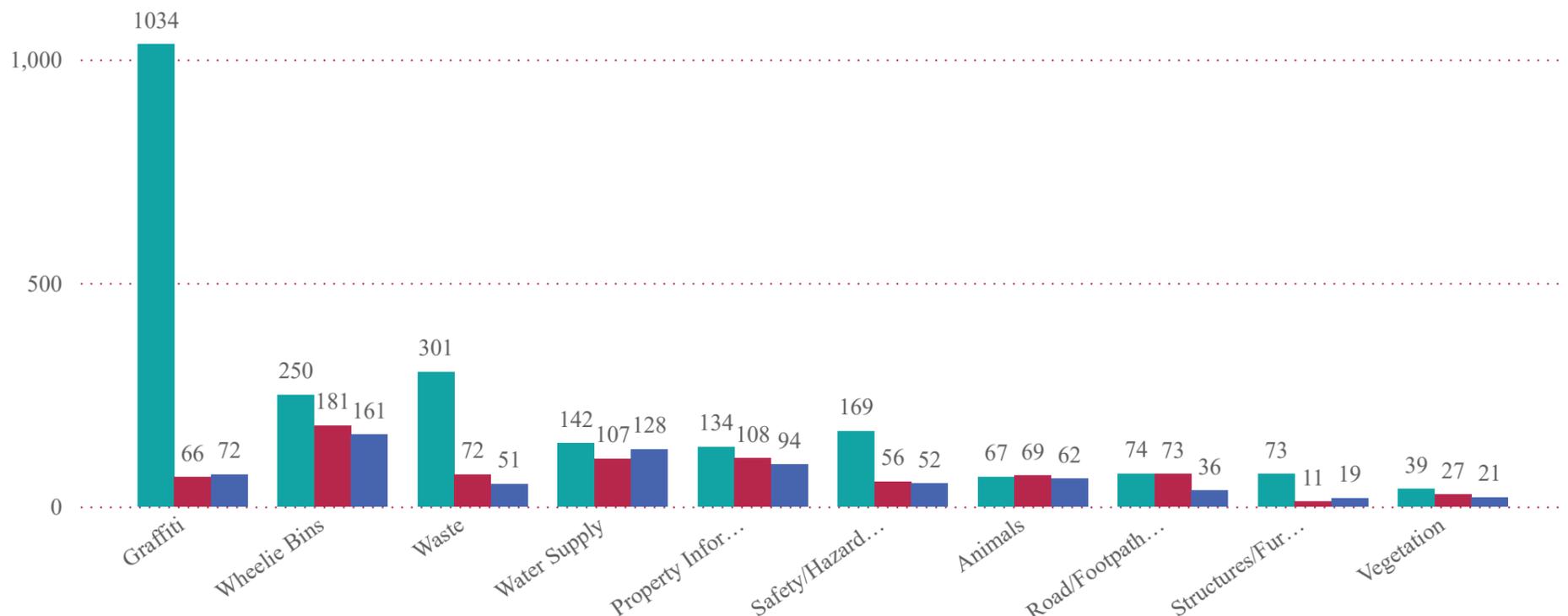
Open

26.35%

Programmed Work

3.62%

Top 10 Incident Categories



Top 10 Object Categories

| # Tickets | ObjectCategory | +/- Previous Month |
|-----------|---|--------------------|
| 467 | Graffiti - Utility box, pole, railway | -38 |
| 454 | Graffiti - Fence, building or structure | -4 |
| 385 | Litter | 53 |
| 196 | Bin Not Collected | -21 |
| 195 | Water Leak | -43 |
| 174 | Damaged Bin | -69 |
| 146 | Graffiti - Other | -3 |
| 114 | Residential LIM | -21 |
| 108 | Residential Property Files | -50 |
| 101 | Missing Bin | 4 |

Report date:

30 Jun 2024

GRAFFITI SNAPSHOT

May 2024

Ward & Suburb Insights



Ward Reporting

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

| Ward | # of Tickets - Latest Month | # of Tickets - Previous Month | % Monthly Change |
|-----------------|-----------------------------|-------------------------------|---|
| Central | 1,106 | 906 | 22% ● |
| Heathcote | 322 | 170 | 89% ● |
| Coastal | 138 | 183 | -25% ● |
| Linwood | 137 | 128 | 7% ● |
| Spreydon | 117 | 161 | -27% ● |
| Innes | 98 | 70 | 40% ● |
| Burwood | 77 | 60 | 28% ● |
| Cashmere | 72 | 125 | -42% ● |
| Banks Peninsula | 71 | 27 | 163% ● |
| Riccarton | 64 | 110 | -42% ● |
| Papanui | 58 | 38 | 53% ● |
| Fendalton | 40 | 40 | 0% ● |
| Harewood | 39 | 40 | -3% ● |
| Hornby | 18 | 62 | -71% ● |
| Waimairi | 13 | 8 | 63% ● |
| Halswell | 11 | 28 | -61% ● |
| Total | 2,381 | 2,156 | 10% |

Ward Removal

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

| Ward | Cleaned Graffiti latest month - mtrs2 | Cleaned Graffiti previous month - mtrs2 |
|-----------------|---------------------------------------|---|
| Banks Peninsula | 117 | 106 |
| Burwood | 48 | 81 |
| Cashmere | 58 | 153 |
| Central | 995 | 802 |
| Coastal | 279 | 456 |
| Fendalton | 29 | 41 |
| Halswell | 28 | 69 |
| Harewood | 102 | 312 |
| Heathcote | 555 | 822 |
| Hornby | 17 | 60 |
| Innes | 116 | 114 |
| Linwood | 199 | 316 |
| Papanui | 60 | 58 |
| Riccarton | 103 | 106 |
| Spreydon | 173 | 235 |
| Waimairi | 10 | 36 |
| Total | 2886 | 3,766 |

Reporting Hot Spots

Streets/Locations with the most reported graffiti

| Street | # of Tickets - Latest Month | # of Tickets - Previous Month |
|--|-----------------------------|-------------------------------|
| Colombo Street | 44 | 17 |
| St Asaph Street | 31 | 7 |
| Avon Riverbank Central City | 25 | 20 |
| Manchester Street | 24 | 12 |
| Fitzgerald Avenue | 17 | 3 |
| Oxford Terrace | 17 | 6 |
| Tuam Street | 17 | 3 |
| Thomson Park | 15 | 9 |
| Waltham Park | 14 | 2 |
| Cathedral Square | 13 | 14 |
| Cashel Street | 11 | 9 |
| Avon Corridor 1 RRZ Land | 10 | 3 |
| Cashel Street, Plymouth to Colombo | 10 | 4 |
| Innes Road, Philpotts to Mahars | 10 | 2 |
| Victoria Square | 10 | 23 |
| Washington Way Reserve | 10 | 8 |
| Ferry Road | 9 | 7 |
| Gloucester Street | 9 | 10 |
| Sydenham Park | 9 | 2 |
| Avon River, Manchester St to Avon River | 8 | 6 |
| Cathedral Square, Worcester to Colombo | 8 | 8 |
| Colombo Street \ Cashel Street, Central City | 8 | 1 |
| Colombo Street, Elgin to Wordsworth | 8 | |
| Manchester Street, Hereford to Worcester | 8 | 5 |
| Oxford Terrace, Montreal to Cambridge | 8 | 5 |
| Rauora Park | 8 | 17 |

Removal Hot Spots

Locations with the most graffiti removed (m2)

| Street | Cleaned Graffiti Square Metres |
|--|--------------------------------|
| Washington Way Reserve | 116 |
| Worcester Street, Oxford to Cathedral | 98 |
| Riccarton Road \ Mona Vale Avenue, Riccarton | 85 |
| Thomson Park | 74 |
| Tuam Street | 72 |
| Carlyle Street, Colombo to Buchan | 65 |
| Colombo Street | 62 |
| Gloucester Street \ Fitzgerald Avenue, Central City | 59 |
| Tully Lane | 55 |
| Fitzgerald Avenue | 54 |
| 15 Vulcan Place, Middleton, Christchurch 8024, New Zealand | 48 |
| Innes Road, Philpotts to Mahars | 48 |
| Marylands Reserve | 44 |
| Walter Park | 43 |
| Sydenham Park | 42 |
| High Street, Cashel to Colombo | 37 |
| St Asaph Street | 35 |
| South New Brighton Park | 35 |
| Hereford Street, Tattersalls to Manchester | 30 |
| Cathedral Square, Worcester to Colombo | 26 |
| Clarkson Avenue, Lichfield to Cashel | 26 |
| Wordsworth Street, Colombo to Buchan | 25 |
| Fitzgerald Avenue \ Gloucester Street, Central City | 25 |
| Middleton Park | 24 |
| Mandeville Reserve | 24 |

GRAFFITI SNAPSHOT May 2024

Further Insights

Reporting Activity

| Reporter Type | April | May |
|----------------------|--------------|--------------|
| Individual Volunteer | 945 | 902 |
| Friend Volunteer | 497 | 692 |
| Non Volunteer | 571 | 608 |
| Group Volunteer | 127 | 164 |
| Total | 2,140 | 2,366 |

% of Reports made by Volunteers

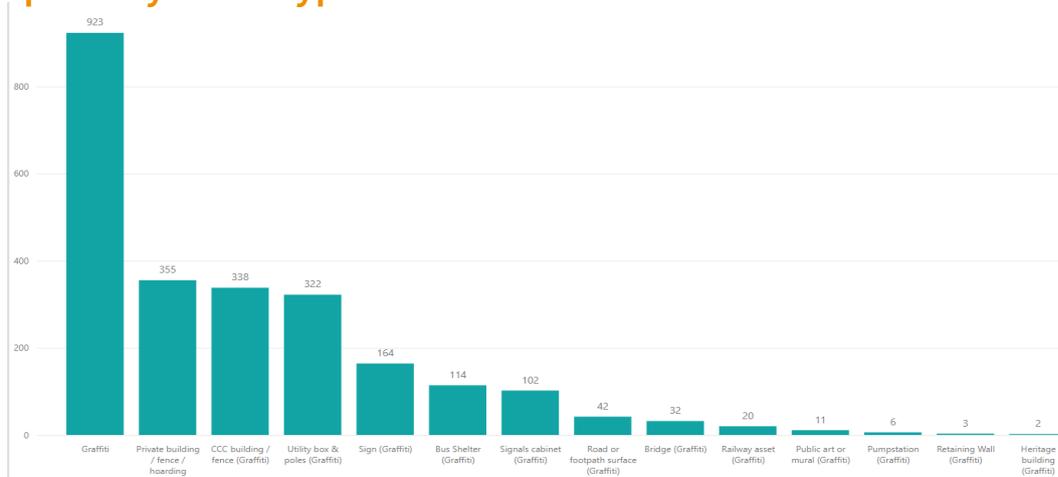


Top 5 Volunteer Reporters

- Graeme (336)
- Peter
- Denise
- Marie-Therese
- Jo

Monthly Draw Winner: Michael

Reports by Asset Type



Latest Murals



Location: 22 Centaurus Road
Artist: Rose



Location: Climate Action Campus
Artist: Nick Lowry



Location: 59 Centaurus Road
Artist: Trystan Cutts

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

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

Karakia Whakamutunga

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

16. 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. | SOUTH-EAST CENTRAL NEIGHBOURHOOD PLAN | | | | |
| | ATTACHMENT C - UNREDACTED SUBMISSIONS TABLE | S7(2)(A) | PROTECTION OF PRIVACY OF NATURAL PERSONS | TO PROTECT THE PRIVATE DETAILS OF SUBMITTERS. | A REDACTED VERSION OF THE SUBMISSIONS CAN BE RELEASED ANYTIME; PRIVATE DETAILS OF SUBMITTERS WILL NOT BE RELEASED. |
| 13. | REQUEST FOR AN ALCOHOL BAN – NORTHERN STANMORE ROAD | | | | |
| | ATTACHMENT C - POLICE ASSESSMENT | S6(C), S7(2)(A) | MAINTENANCE OF THE LAW, PROTECTION OF PRIVACY OF NATURAL PERSONS | TO PRESERVE PRIVACY OF INDIVIDUALS, INCLUDING AROUND VICTIMISATIONS, AND THE MAINTENANCE OF POLICE OPERATIONS. | KEY FINDINGS AND CONCLUSIONS FROM THE POLICE ASSESSMENT ARE INCLUDED IN THE REPORT. FURTHER DETAIL FROM POLICE IS NOT INTENDED FOR RELEASE. |
| 17. | PUBLIC EXCLUDED WAIPAPA PAPANUI-INNES-CENTRAL COMMUNITY BOARD MINUTES - 13 JUNE 2024 | | | REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS. | |

