
Waipapa Papanui-Innes-Central Community Board AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Thursday 10 April 2025
Time: 4 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership Ngā Mema

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

4 April 2025

Principal Advisor

Emma Pavey
Manager Community Governance
Tel: 941 5107
emma.pavey@ccc.govt.nz

Meeting Advisor

Mark Saunders
Community Board Advisor
Tel: 941 6436
mark.saunders@ccc.govt.nz

Website: www.ccc.govt.nz

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

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

<https://www.youtube.com/@waipapapapanui-innes-centr7673/streams>

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



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



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

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



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



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

Our intergenerational vision

A place of opportunity for all.

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



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

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

TABLE OF CONTENTS NGĀ IHIRANGI

Karakia Tīmatanga	4
C 1. Apologies Ngā Whakapāha	4
B 2. Declarations of Interest Ngā Whakapuaki Aronga	4
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	4
B 4. Public Forum Te Huinga Whānui	4
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	4
B 6. Presentation of Petitions Ngā Pākikitanga	5
JOINT COMMUNITY BOARD MEETINGS	
C 7. Joint Meeting - Waipuna Halswell-Hornby-Riccarton & Waipapa Papanui-Innes-Central Community Boards Minutes - 27 March 2025	13
STAFF REPORTS	
C 8. Bishop Street - Proposed P120 Parking Restrictions	25
C 9. Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area	33
C 10. Westminster Street - Proposed Parking Restrictions Change.....	51
C 11. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Avon Ōtākaro Network INC for Matariki in the Zone.	57
C 12. Waipapa Papanui-Innes-Central Community Board Area Report - April 2025....	61
B 13. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	92
Karakia Whakamutunga	

Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
--	---

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

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 March 2025](#) 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.

Public Forum presentations will be recorded in the meeting minutes

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 Lisa Rigby

Local resident, Lisa Rigby, will address the Board regarding the Bishop Street – Proposed P120 Parking Restrictions Report.

5.2 Richard Ashton Owen

Local resident, Richard Ashton Owen, will address the Board regarding the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.

5.3 Shane Donaldson

Local resident, Shane Donaldson, will address the Board regarding the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.

5.4 Paul Matthews

Local resident, Paul Matthews, will address the Board regarding the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.

5.5 Darren Dean

Local resident, Darren Dean, will address the Board regarding the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.

5.6 Zhonghuai Wu

Local resident, Zhonghuai Wu, will address the Board regarding the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.

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 March 2025
Time: 4.03 pm
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

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

Principal Advisor

Emma Pavey
Manager Community Governance
Tel: 941 5107
emma.pavey@ccc.govt.nz

Meeting Advisor

Mark Saunders
Community Board Advisor
Tel: 941 6436
mark.saunders@ccc.govt.nz

Website: www.ccc.govt.nz

To watch meetings, live, or previous recordings, go to:

<https://www.youtube.com/@waipapapapanui-innes-centr7673/streams>

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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

Karakia Tīmatanga

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

There were no apologies received

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

Emma Twaddell declared an interest in Item 11 - Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - St Albans Resident Association (SARA) Inc - Community Gardens Coordinator.

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

Part C

Community Board Resolved PCBCC/2025/00005

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 13 February 2025 be confirmed.

Jake McLellan/Pauline Cotter

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Tiana Olney

Tiana Olney did not speak.

4.2 Together Diverse

Sheelagh McHaffie spoke on behalf of Together Diverse regarding their initiative, with the attached presentation.

Attachments

A Public Forum Presentation - Together Diverse

4.3 Step Ahead Trust

Bryan Gilchrist spoke on behalf of Step Ahead Trust regarding the Trust's mahi.

4.4 We Are Richmond

Murray James and Craig Given spoke on behalf of We Are Richmond regarding an update on their mahi, with the attached presentation.

Attachments

A Public Forum Presentation - We Are Richmond

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Corner of Armagh / Barbadoes Street - Proposed Parking Restrictions - P30

Community Board Resolved PCBCC/2025/00006 Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Corner of Armagh / Barbadoes Street - Proposed Parking Restrictions - P30 Report.
2. Notes that the decision 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 traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 and 5 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Armagh Street, commencing at a point four metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 29 metres as shown on **Attachment A** to the agenda report, plan TG150122, Issue 1, dated 24/02/2025.
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).

Jake McLellan/Sunita Gautam

Carried

8. 146 Edgeware Road - Proposed Revocation of P30 Parking Restriction

Community Board Resolved PCBCC/2025/00007 Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the 146 Edgeware Road - Proposed Revocation of P30 Parking Restriction 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 that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Edgeware Road, commencing at the intersection with Madras Street and extending in a westerly direction for a distance of 20 metres as shown on plan 146 Edgeware, Issue 2, dated 25 February 2025, refer **Attachment A** of the agenda report.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the stopping of all vehicles be prohibited at all times on the south side of Edgeware Road commencing at its intersection with Madras Street, and extending in a westerly direction for a distance of nine metres as shown on plan 146 Edgeware, Issue 2, dated 25 February 2025, refer **Attachment A** of the agenda report.
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).

Ali Jones/Emma Norrish

Carried

9. Grant an Easement for Fibre Installation, Dunedin Reserve, Redwood

Community Board Resolved PCBCC/2025/00008 Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Grant an Easement for Fibre Installation, Dunedin Reserve, Redwood 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 installation of a fibre cable and subsequent granting of an easement in favour of Enable Networks Limited to convey utilities within the land described as Reserve 4912 comprising 1.0345ha and vested as Recreation Reserve by Gazette 1957 p2327.
4. Notes that approval is subject to Section 48(1) of the Reserves Act 1977 and is subject to the Minister of Conservation consent to the easement, as delegated to the Council Chief

Executive under the Instrument of delegation for Territorial Authorities dated 12 June 2013.
The Community Board approve the Chief Executive exercising their delegation in this regard.

5. Delegates authority to the Manager Property Consultancy to conclude negotiations and sign the easement document.

Ali Jones/Emma Twaddell

Carried

10. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Avebury House Community Trust for Volunteer Expenses, Materials and Equipment

Community Board Resolved PCBCC/2025/00009 Officer recommendation accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Avebury House Community Trust for Volunteer Expenses, Materials and Equipment 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 \$8,000 from its 2024-25 Discretionary Response Fund to Avebury House Community Trust towards the Volunteer Expenses, Materials and Equipment.

Emma Norrish/Sunita Gautam

Carried

11. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - St Albans Resident Association (SARA) Inc - Community Gardens Coordinator

The Board accepted the Officer Recommendation to approve a grant, though approved a grant of \$4,500, rather than the \$4,000 recommended.

Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - St Albans Resident Association (SARA) Inc - Community Gardens Coordinator 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 \$4,000 from its 2024-25 Waipapa Papanui-Innes-Central-Innes Discretionary Response Fund to St Albans Resident Association (SARA) Inc towards the Community Gardens Coordinator project.

Community Board Resolved PCBCC/2025/00010

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - St Albans Resident Association (SARA) Inc - Community Gardens Coordinator 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 \$4,500 from its 2024-25 Waipapa Papanui-Innes-Central-Innes Discretionary Response Fund to St Albans Resident Association (SARA) Inc towards the Community Gardens Coordinator project.

Pauline Cotter/Jake McLellan

Carried

Emma Twaddell declared an interest in this item and took no part in any discussion or voting.

12. Waipapa Papanui-Innes-Central Community Board Area Report - March 2025

The Board acknowledged the passing of local Shirley stalwart, Deb Delaney, when receiving the Area Report.

Community Board Resolved PCBCC/2025/00011 Officer recommendations accepted without change

Part B

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - March 2025.

Sunita Gautam/Jake McLellan

Carried

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

Part B

Board members updated each other on local events and their activities, including in relation to:

- Upcoming Edgware Village market
- Tree walkabout with Council arborist and community in Shirley
- Mural initiative and peace poles for Papanui Bush
- Progress of works at Aorangi Road and Wairakei Road
- Commending local staff contribution to running Children's Day 2025 event

Karakia Whakamutunga

Meeting concluded at 4.51 pm.

CONFIRMED THIS 10th DAY OF APRIL 2025

EMMA NORRISH
CHAIRPERSON

Unconfirmed

7. Joint Meeting - Waipuna Halswell-Hornby-Riccarton & Waipapa Papanui-Innes-Central Community Boards Minutes - 27 March 2025

Reference Te Tohutoro: 25/633525

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

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


1. Purpose of Report Te Pūtake Pūrongo

The Waipuna Halswell-Hornby-Riccarton and Waipapa Papanui-Innes-Central community boards held a meeting on 27 March 2025. The minutes are attached for the confirmation of the Waipapa Papanui-Innes-Central Community Board.

2. Recommendation Te Tūtohu Waipapa Papanui-Innes-Central Community Board

That the Waipapa Papanui-Innes-Central Community Board confirms the minutes from the meeting of the Waipuna Halswell-Hornby-Riccarton and Waipapa Papanui-Innes-Central community boards held 27 March 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Minutes Joint Meeting - Waipuna Halswell-Hornby-Riccarton & Waipapa Papanui-Innes-Central Community Boards - 27 March 2025	25/607805	14

Signatories Ngā Kaiwaitohu

Author	Mark Saunders - Community Board Advisor
--------	---

**Waipuna Halswell-Hornby-Riccarton Community
Board and Waipapa Papanui-Innes-Central
Community Board
OPEN MINUTES**

Date: Thursday 27 March 2025
Time: 4.02 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson	Marie Pollisco	Emma Norrish
Deputy Chairperson	Helen Broughton	Simon Britten (via audio/visual link)
Members	Henk Buunk	Pauline Cotter (via audio/visual link)
	Gamal Fouda (via audio/visual link)	Sunita Gautam (via audio/visual link)
	Tyla Harrison-Hunt	Ali Jones (via audio/visual link)
	Andrei Moore	Jake McLellan (via audio/visual link)
	Debbie Mora	John Miller (via audio/visual link)
	Mark Peters	Emma Twaddell (via audio/visual link)

Principal Advisor

Bailey Peterson
Manager Community Governance
Tel: 941 6743
Bailey.Peterson@ccc.govt.nz

Meeting Advisor

Faye Collins
Community Board Advisor
Tel: 941 5108
faye.collins@ccc.govt.nz

Website: www.ccc.govt.nz

- 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

Joint Community Board Resolved JM-WH/2025/00001

That the Waipuna Halswell-Hornby-Riccarton Community Board resolved that the apologies from Sarah Brunton for absence and from Debbie Mora for an early departure, be accepted.

Mark Peters/Henk Buunk

Carried

Joint Community Board Resolved JM-WH/2025/00002

That the Waipapa Papanui-Innes-Central Community Board resolved that the apologies from Victoria Henstock for absence and from Emma Twaddell for a late arrival, be accepted.

Ali Jones/John Miller

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

3.1 Riccarton CRAF - Deans Avenue pedestrian safety improvements

The scheduled deputation did not go ahead.

3.2 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Grant Read, local resident, addressed the Board in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report (Item 4 of these minutes refers) and showed a PowerPoint presentation.

Mr Read wants to see improvements for pedestrians crossing Deans Avenue but expressed concern that the recommended proposals could make crossing more difficult.

After questions from members the Chairperson thanked Mr Read for his presentation.

Attachments

A Presentation - Grant Read, Deans Avenue pedestrian safety improvements

Emma Twaddell joined the meeting at 4.15pm during Item 3.2.

3.5 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Joseph Fullerton, Secretary of Greater Ōtautahi and local resident spoke on behalf of Greater Ōtautahi and in a personal capacity in support of Option 1 in the Riccarton CRAF – Deans Avenue pedestrian safety improvements report (Item 4 of these minutes refers).

The group is aware of current difficulties of crossing Riccarton Road and supports the proposal and any future proposals for traffic calming measures.

Mr Fullerton outlined the impacts of traffic noise on local residents and expects that the traffic calming measures will slow traffic and address this issue.

After questions from members the Chairperson thanked Mr Fullerton for his presentation.

3.3 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Tony McPherson, Chairperson and Todd Davis spoke on behalf of the Deans Avenue Precinct Society in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report (Item 4 of these minutes refers) and showed a PowerPoint presentation.

The Society is supportive of proposed safety improvements but considers that Deans Avenue needs to be looked at as a whole and that ongoing monitoring and reporting is required to ensure that any decision can be subsequently reaffirmed.

After questions from members the Chairperson thanked Mr McPherson and Mr Davis for their presentation.

Attachments

- A Presentation - Deans Avenue Precinct Society, Deans Avenue pedestrian safety improvements

3.6 Riccarton CRAF - Deans Avenue pedestrian safety improvements

Cody Cooper, local road user, addressed the Board in relation to the Riccarton CRAF – Deans Avenue pedestrian safety improvements report (Item 4 of these minutes refers).

Mr Cooper highlighted that Christchurch Regeneration Acceleration Funding was made available some time ago and asked that it be used without delay to support the proposals for pedestrian safety improvements on Deans Avenue.

After questions from members the Chairperson thanked Mr Cooper for his presentation.

**4. Riccarton CRAF - Deans Avenue pedestrian safety improvements
Community Boards Consideration**

Staff in attendance spoke to the accompanying report and showed a PowerPoint presentation. Staff tabled a set of updated recommendations advising that these are not a change to what is being recommended but is a re-ordering of the recommendations to ensure that each Board is considering the relevant recommendations.

The Boards took into consideration the deputations from Grant Read, Greater Ōtautahi, Joseph Fullerton, Deans Avenue Precinct Society and Cody Cooper (3.2, 3.5, 3.3 and 3.6 of these minutes refers).

Board members discussed the need for speed humps in association with the pedestrian crossing.

The meeting adjourned at 5.55 pm and reconvened at 6.14 pm.

Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board and Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Riccarton CRAF - Deans Avenue pedestrian safety improvements 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 recommendations 4-6 below.
4. Approves all kerb alignments, paths, islands, road surface treatments, traffic calming features and road markings on Deans Avenue, commencing at its intersection with Freyberg Avenue and extending in a southerly direction until its intersection with Mayfair Street as detailed on plan TP364701, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
5. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
 - a. On the western side of Deans Avenue, commencing at a point approximately 153 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 36 metres, as detailed on plan TP364701, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
 - b. On the western side of Deans Avenue, commencing at a point approximately 194 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 8 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
 - c. On the eastern side of Deans Avenue, commencing at a point approximately 146 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 29 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
6. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
 - a. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
 - b. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a southerly direction for a distance of 23 metres, as detailed on plan TP363401, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A**.
 - c. Approves that these resolutions 4-6 take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Community Board Resolved JM-WH/2025/00003 Officer recommendations accepted without change

Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the information in the Riccarton CRAF – Deans Avenue pedestrian safety improvements 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. Notes the centre of Deans Avenue is the boundary between the Waipuna Halswell Hornby Riccarton Community Board and the Waipapa Papanui Innes Central Community Board. The west side of Deans Avenue comes under the jurisdiction of the Waipuna Community Board while the east side comes under the jurisdiction of the Waipapa Community Board.
4. Approve, in principle, the project as detailed on plan TP364701, sheet 1, dated 5 March 2025 and attached to this report as **Attachment A**.
5. 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 recommendation 6 below.
6. To give effect to Resolution (4) above:
 - a. Approve, pursuant to section 334 of the Local Government Act 1974:
 - i. The removal of an existing tree located; and
 - ii. The installation of a pedestrian crossing facility; and
 - iii. Permanent fencing surrounding the pedestrian facility

in the central median on Deans Avenue in the location as indicated on TP364701, sheet dated 5 March 2025, and attached to this report as **Attachment A**.

- b. Approves all kerb alignments, paths, islands, road surface treatments, traffic calming features and road markings on Deans Avenue, commencing at its intersection with Freyberg Avenue and extending in a southerly direction until its intersection with Mayfair Street as detailed on plan TP364701, sheet 1, dated 5 March 2025 and attached to this report as **Attachment A**.
- c. Approves that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- d. 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 recommendations “e” below.
- e. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
 - i. On the eastern side of Deans Avenue, commencing at a point approximately 146 metres south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 29 metres, as detailed on plan

TP363401, sheet 1, dated 5 March 2025 and attached to this report as
Attachment A.

- f. Approves pursuant to section 319 of the Local Government Act 1974, that the existing southbound lane merger on Deans Avenue, commencing at a point approximately 52 metres south of its intersection with Brockworth Place (south end), is relocated to a point approximately 16 metres south of its intersection with Freyberg Avenue on Deans Avenue.

Pauline Cotter/Sunita Gautam

Carried

Ali Jones requested that her vote against the resolutions be recorded.

The Waipapa Papanui-Innes-Central Community Board left the meeting at 6.25pm during consideration of Item 4.

Community Board Resolved JM-WH/2025/00004

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receive the information in the Riccarton CRAF – Deans Avenue pedestrian safety improvements 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. Notes the centre of Deans Avenue is the boundary between the Waipuna Halswell Hornby Riccarton Community Board and the Waipapa Papanui Innes Central Community Board. The west side of Deans Avenue comes under the jurisdiction of the Waipuna Community Board while the east side comes under the jurisdiction of the Waipapa Community Board.
4. Approve, in principle, the project as detailed on plan TP364701, sheet 1 dated 5 March 2025 and attached to this report as **Attachment A** excluding the speed hump shown on the west side of Deans Avenue.
5. 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 recommendation 6 below.
6. To give effect to Resolution (4) above:
 - a. Approve, pursuant to section 334 of the Local Government Act 1974:
 - i. The removal of an existing tree located; and
 - ii. The installation of a pedestrian crossing facility; and
 - iii. Permanent fencing surrounding the pedestrian facilityin the central median on Deans Avenue in the location as indicated on plan TP364701, sheet 1, dated 5 March 2025 and attached to this report as **Attachment A.**
 - b. Approves all kerb alignments, paths, islands, road surface treatments, traffic calming features and road markings on Deans Avenue, commencing at its intersection with Freyberg Avenue and extending in a southerly direction until its intersection with Mayfair Street as detailed on plan TP364701, sheet 1, dated 05.03.2025, and attached to this report as **Attachment A** but excluding the speed hump shown on the west side of Deans Avenue.

- c. Approves that these resolutions take effect when signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
- d. 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 recommendation “e” below.
- e. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:
 - i. On the western side of Deans Avenue, commencing at a point approximately 153 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 36 metres, as detailed on plan TP364701, sheet 1, dated 5 March 2025, and attached to this report as **Attachment A**.
 - ii. On the western side of Deans Avenue, commencing at a point approximately 194 meters south of its intersection with Freyberg Avenue and extending in a southerly direction for a distance of 8 metres, as detailed on plan TP363401, sheet 1, dated 5 March 2025, and attached to this report as **Attachment A**.
 - iii. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a northerly direction for a distance of 26 metres, as detailed on plan TP363401, sheet 1, dated 5 March 2025, and attached to this report as **Attachment A**.
 - iv. On the western side of Deans Avenue, commencing at its intersection with Brockworth Place and extending in a southerly direction for a distance of 23 metres, as detailed on plan TP363401, sheet 1, dated 5 March 2025, and attached to this report as **Attachment A**.

Tyla Harrison-Hunt/Marie Pollisco

Carried

Helen Broughton requested that her vote against the resolutions be recorded.

Community Board Resolved JM-WH/2025/00005

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Requests that staff investigate a corridor study to be undertaken for the section of Deans Avenue between Riccarton Avenue and Moorhouse Avenue, including Freyberg Avenue, Palazzo Lane, and Brockworth Place, including the following:
 - a. An assessment of traffic flow, safety, access, and amenity for both residents and park users, including intersections and mid-block crossing points.
 - b. Identification of opportunities to improve pedestrian and cyclist safety at informal crossing points and other high-use locations beyond the current project site.
 - c. Review of resident access and egress issues, including turning movements and visibility from side streets such as Palazzo Lane and Brockworth Place.
 - d. Consideration of future traffic calming, signage, lane configurations, and possible intersection treatments to support both movement and safety objectives.

- e. Acknowledgment that the masterplan is to complement and not delay the implementation of the Deans Avenue pedestrian safety improvements currently proposed.
2. Requests that staff undertake a review of the crossing facility and associated safety improvements 12 months after implementation, including:
 - a. Pedestrian usage at the new crossing and adjacent points
 - b. Feedback from residents and emergency services.and report the findings of the review to the Community Board.

Tyla Harrison-Hunt/Marie Pollisco

Carried

Attachments

- A Tabled recommendations - Riccarton CRAF - Deans Avenue pedestrian safety improvements
- B Presentation - Riccarton CRAF - Deans Avenue pedestrian safety improvements

Andrei Moore and Debbie Mora left the meeting at 6.42pm following the consideration of Item 4.

3. Deputations by Appointment Continued Ngā Huinga Whakaritenga

Part B

3.4 Riccarton CRAF - Brockworth Place Street renewal

Claire Mulcock, Secretary, spoke on behalf of the Deans Avenue Precinct Society in support of the recommendations in the Riccarton CRAF - Brockworth Place Street renewal Report (Item 5 of these minutes refers). Ms Mulcock suggested that the road layout at the southern end of Brockworth Place be wide enough to have space for three lanes of traffic with lines and arrows painted on the road.

The Society considers that stop or give way signs in this environment are not necessary.

In addition the society does not consider that grass berms should be put in, in places where residents are unlikely to maintain them.

After questions from members the Chairperson thanked Ms Mulcock for her presentation.

Attachments

- A Presentation - Deans Avenue Precinct Society, Brockworth Place street renewal

5. Riccarton CRAF - Brockworth Place street renewal Community Board Consideration

Staff in attendance spoke to the accompanying report.

The Board took into consideration the deputation the Deans Avenue Precinct Society (3.4 of these minutes refers).

Community Board Resolved JM-WH/2025/00006 Community Board recommendations accepted without change

Part C

That the Waipuna Halswell Hornby Riccarton Community Board:

1. Receives the information in the Riccarton CRAF - Brockworth Place street renewal 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 recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
4. Approves all kerb alignments, road surface treatment, road markings, landscaping and street trees on Brockworth Place, commencing at its southern intersection with Deans Avenue, and extending in a westerly direction to its western end (hammerhead), as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025).
5. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Brockworth Place at its southern intersection with Deans Avenue, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025).
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the southern side of Brockworth Place commencing at its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 19 metres.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of all vehicles be prohibited at all times on the southern side of Brockworth Place commencing at a point 132 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 35 metres.
8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the southern side of Brockworth Place commencing at a point 205 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction then northerly direction and easterly direction for a distance of 30 metres.
9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the northern side of Brockworth Place commencing at its southern intersection with Deans Avenue, and extending in a westerly direction for a distance of 31 metres.
10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of all vehicles be prohibited at all times on the northern side of Brockworth Place commencing at a point 135 metres west of its southern intersection with Deans Avenue, and extending in a westerly direction then northerly direction for a distance of 30 metres.
11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, as shown in Attachment A to the report on the meeting agenda (Plan TP363202, Issue 1, dated 05/02/2025) that the stopping of vehicles be prohibited at any time on the northern side of Brockworth Place commencing at a point 45 metres east of its western end

(hammerhead), and extending in an easterly direction then northerly direction for a distance of 39 metres.

12. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 5 to 11 above.
13. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 5 to 11 above are in place (or removed in the case of revocations).

Tyla Harrison-Hunt/Henk Buunk

Carried

Mark Peters requested that his vote against the resolutions be recorded.

Karakia Whakamutunga

Meeting concluded at 7.08 pm.

CONFIRMED THIS 10th DAY OF APRIL 2025

MARIE POLLISCO
CHAIRPERSON
WAIPUNA HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD

EMMA NORRISH
CHAIRPERSON
WAIPAPA PAPANUI-INNES-CENTRAL COMMUNITY BOARD

8. Bishop Street - Proposed P120 Parking Restrictions

Reference Te Tohutoro: 24/2277420

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

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

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve P120 time restricted parking spaces on Bishop Street between Bealey Avenue and Purchas Street.
- 1.2 This report has been written in response to a request from a resident to provide short-term parking options on Bishop Street.
- 1.3 The recommended option is to provide the P120 time restricted spaces as shown on **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Bishop Street - Proposed P120 Parking 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 resolution 4 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 120 minutes on the eastern side of Bishop Street, commencing at a point 30.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 101 metres as shown on **Attachment A**, plan TG148370, Issue 2, dated 23/10/2024. The restriction is to apply Monday to Friday.
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 A resident has requested that timed parking be provided on a section of Bishop Street between Bealey Avenue and Purchas Street.
- 3.2 The aim of the recommended option is to support higher turnover of the available road space. This means more people can benefit from using the space at different times of the day, and on different days of the week. This is generally preferable to a single vehicle using a single space all day to the exclusion of everyone else.

- 3.3 There are high parking demands in this area meaning these spaces are often occupied by long term parking.
- 3.4 Bishop Street meets the requirements of Councils Suburban Parking Policy for investigation of time restricted parking options.
- 3.5 The recommended option is to install the P120 time restricted parking spaces as shown on **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Bishop Street is a two-way local street and parking is unrestricted.
- 4.2 This section of Bishop Street is located just to the north of Bealey Avenue. This is a suburban area where there is an increasing and high demand for parking from residents, businesses and commuters.
- 4.3 Christchurch City Council's Suburban Parking Policy provides criteria to assess areas of high parking demand. High demand is defined as areas where occupancy of on-street parking regularly exceeds 75%. For residential zones, the policy states that time restrictions can be applied to sections of the street (approximately 25% – 50%).
- 4.4 Staff have carried out four site visits to assess the parking occupancy at varying times of the day on weekdays. On all four visits, parking occupancy exceeded the 75% threshold noted above.
- 4.5 There are approximately 47 unrestricted parking spaces on the section of Bishop Street between Bealey Avenue and Purchas Street. We are proposing to time restrict 11 spaces to two hours, Monday to Friday, as shown on **Attachment A**. This is less than the recommended lower limit of 25% in the Suburban Parking Policy recommended criteria and would leave 36 unrestricted spaces.
- 4.6 Thirteen townhouses have recently been constructed on three land parcels; 15, 17 and 19 Bishop Street, on the opposite side of the road to where it is proposed to install the P120 time restriction. These units have off-street parking, however there is likely to be an increase in the number of residents vehicles parking in the immediate vicinity.
- 4.7 Timed parking restrictions are enforceable between 8am and 6pm, and it is proposed to restrict these spaces Monday to Friday only. These spaces will therefore be available for unrestricted parking out of these hours i.e. between 4pm and 10am on weekdays when considering the allowable two hours, and at all times on weekends.
- 4.8 Following a recent review, Council is not currently considering introducing any new residential exemption permit schemes. The review assessed whether residential parking permit exemption areas could be practically implemented under current Council parking policies. This work identified that there are currently a number of barriers to implementing residential parking permit exemption areas. These barriers include:
 - The policies are complex to implement.
 - Council staff lack resourcing and tools to assess permit area suitability and process permit applications.
 - Some key sections of the policies are unclear, mainly who is eligible.
 - Permit pricing needs to be reviewed to ensure it is set at a cost recovery level.

Council will consider if residential parking permit exemption areas should be included in Council parking policies when these are next reviewed. However, we do not currently have a date for when this will be completed.

- 4.9 Consultation feedback is provided in Section 6.7.
- 4.10 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

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
- 4.11.1 Install P120 time restricted parking as shown on **Attachment A**.
- 4.11.2 Do nothing.

Options Descriptions Ngā Kōwhiringa

- 4.12 **Preferred Option:** Install P120 time restricted parking as shown on **Attachment A**.

4.12.1 Option Advantages

- Addresses the request to provide time restricted parking to enable a higher turnover of available on-street parking.
- Provides a consistent approach to parking management and complies with the recommendations in the Suburban Parking Policy.

4.12.2 Option Disadvantages

- Replaces approximately eleven unrestricted parking spaces.
- Cost to implement.

- 4.13 **Alternative Option:** - Do nothing

4.13.1 Option Advantages

- Retains eleven unrestricted parking spaces.
- No cost to implement.

4.13.2 Option Disadvantages

- Does not address the request to provide time restricted parking to enable a higher turnover of available on-street parking.
- Inconsistent with Councils Suburban Parking Policy.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Investigate	\$2,000 to write report in including consultation and site visits	\$2,000 to write report in including consultation and site visits
Cost to Implement	\$900 to install signs	\$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	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified

Legal Considerations Ngā Hiraunga 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 Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2.3 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 decision:

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

6.4.2 The recommendations in this report are consistent with the Christchurch 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.

6.5 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 - $\geq 50\%$ resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The initial request for Staff to investigate timed parking restrictions was initiated by a resident.

6.8 The recommended option was initially sent to the residents and property owners on both sides of the section of Bishop Street adjacent to where we are proposing the restrictions.

6.9 Ten responses were received on the proposal; four in support, four opposed and two stating they had no objection. Staff comments are provided in italics under the feedback provided.

6.10 The main points from those in support:

- That commuter parking was reducing the ability for residents to park on the street during the week.
- That it was difficult for visitors to find a parking space during these times.
- That the proposals would improve the lives of the people on the street.
- That they agreed in general with the proposal but thought a P180 would work better. *Council does not use three-hour time restrictions as the compliance team find these are harder to enforce.*
- General approval but were concerned about the impact the new town houses would have on available parking.

6.11 The main points from those opposed were:

- That the proposals would reduce parking space for residents and put pressure on existing spaces, especially when the townhouses being constructed are completed.
- That the street was too far out of town and away from commercial areas to warrant the time restriction.
- Unfair to change the on-street restrictions with the new housing about to be completed at 15, 17 and 19 Bishop Street.
- Unfair to hospital workers who park on the street and walk to work.
- Proposal would only benefit residents who have short term visitors, and they were not aware of any residents who regularly had short stay visitors during the week.
- That parking exemption permits should be made available for residents. *See Section 4.8 of the report.*
- That we should apply smaller areas of time restrictions along the whole street. *Parking enforcement prefer parking restrictions to be in blocks as they are easier to enforce. Having them in blocks also reduces the number of signs and markings that are required.*
- That the proposals would lead to increased pressure and cause more aggressive and chaotic parking behaviours.
- That a broader consideration of the overall parking landscape should be considered.

6.12 The initial consultation documentation went out before the completion of the thirteen townhouses 15, 17 and 19 Bishop Street. Following comments from the first round of consultation and at the request of the Community Board, consultation was undertaken with 19 property owners and residents of the new town houses in February 2025.

6.13 We received four responses to this proposal; two in support and two offering comments but neither stating they were either in support or opposed.

6.14 The main points from those in support:

- With the increase of multi dwelling houses with shared driveways, on street parking has become difficult for those homeowners with more than one car or for visitors.
- It is apparent that from early morning on street parking fills up with city workers taking advantage of free parking.
- Further consideration should be given to providing restrictions on the western side of the street.

6.15 Further comments made were:

- Understood the need for action, as the street is often full of cars during business hours. This clearly indicates that workers from nearby offices or hospitals are using these spaces for free parking. However, there are no parking issues during weekends or outside business hours, which further highlights the nature of the problem.
- Concerned residents of Bishop Street would be unfairly penalised. Workers will likely continue parking in unrestricted areas, making it even harder for residents or their visitors to find parking.
- Would like Residents Parking Permits to be made available to enable residents to park in restricted areas.

6.16 The recommended option is to provide the P120, Monday to Friday, time restricted parking spaces as shown on **Attachment A**.

6.17 The Team Leader Parking Compliance supports the preferred option.

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

- Waipapa Papanui-Innes-Central.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.19 The decision does not involve a significant decision concerning 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.

6.20 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


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

6.17 This is a minor proposal that is principally intended to address parking space availability in this location. Due to the minor nature of the works, it is not intended to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for new signs and road markings to be installed.

Attachments Ngā Tāpirihanga

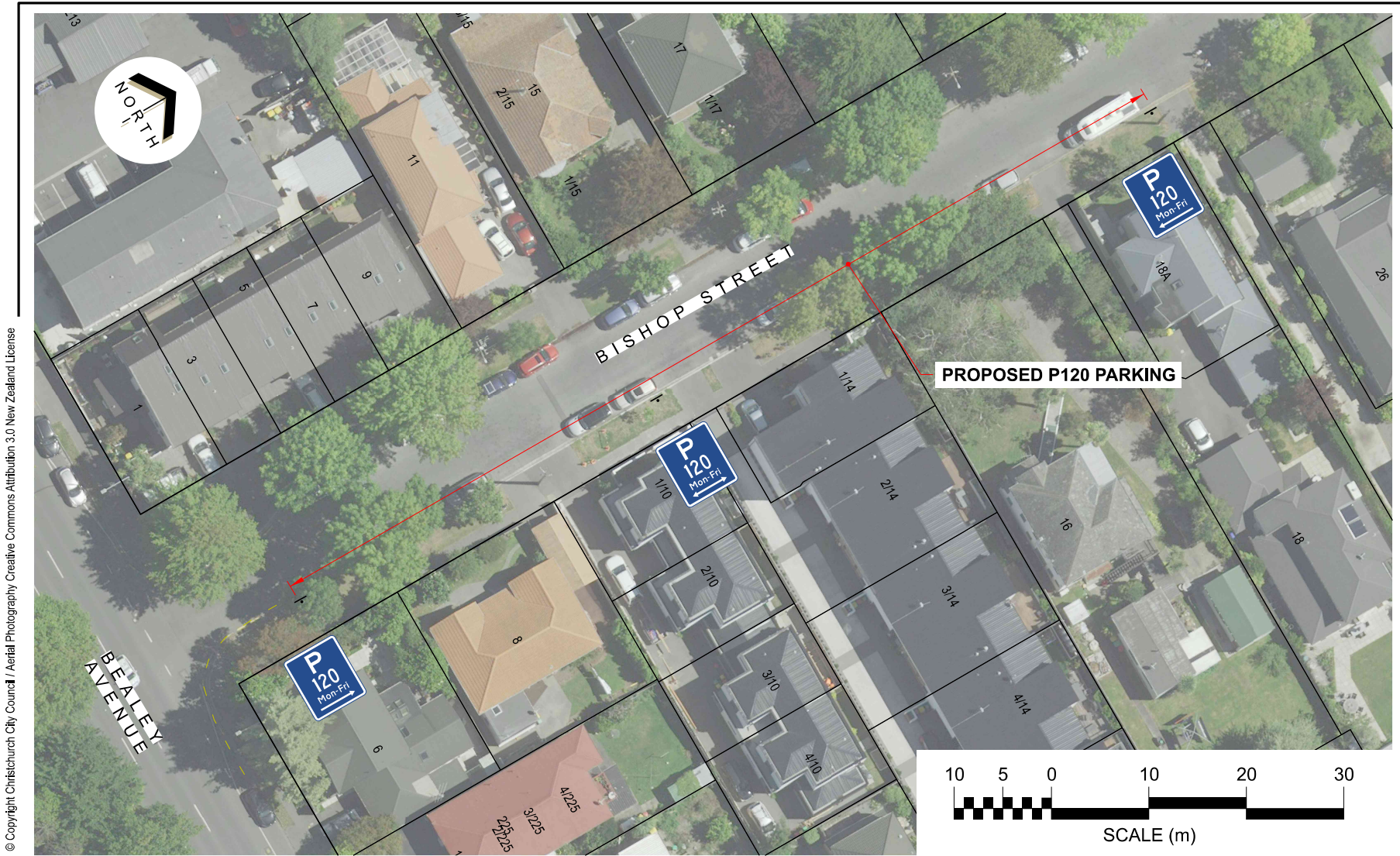
No.	Title	Reference	Page
A 	Attachment A - Bishop Street, Proposed Parking Restrictions	24/1914180	32

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	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)



© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License



Bishop Street
Proposed Parking Restrictions
For Board Approval

Attachment A

Original Plan Size: A4
Drawn: MJR Issue 2 23/10/2024
Designed: SAM Drawing: TG148370
Approved: GD Project: RPS845

9. Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area

Reference Te Tohutoro: 24/1104325

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

Pou Matua: Samantha Smith, Engagement advisor

Accountable ELT Brent Smith, General Manager City Infrastructure

Member Pouwhakarae:

1. Purpose and Origin of the Report Te Uptake Pūrongo

- 1.1 For the Waipapa Papanui-Innes-Central Community Board to approve proposed bus stop upgrades within its area, and to make recommendations to Council for the proposed bus stop upgrades that rest with the Council for decision making.
- 1.2 The report originates from staff investigations to install the remaining bus stop shelters from the Linwood Bus Stop Improvement Project at well-used bus stops.
- 1.3 Staff are seeking this decision to achieve the best value for money, and improvements in public transport outcomes. There is a risk in delaying shelter installation, as this could result in additional storage costs.
- 1.4 The proposed bus stop upgrades were consulted on together and are presented in a unified report to streamline time and costs. However, the decision concerning each bus stop is independent, and they can be pursued separately if necessary.

2. Officer Recommendations Ngā Tūtohu

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

1. Receives the information in the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area 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 that any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in resolutions 4 – 13 below are revoked.

Bus stop 54260 – 83 Victoria Street (Attachment A)

4. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the west side of Victoria Street commencing at a point 28 metres north of its intersection with Peterborough Street and extending in a north-westerly direction for a distance of approximately 3.6 metres.

Bus stop 52915 – 47 Hereford Street (Attachment A)

5. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the north side of Hereford Street commencing at a point 16 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 51616 – 332 Hereford Street (Attachment A)

6. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Hereford Street commencing at a point 23 metres west of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of approximately 3.6 metres.
7. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Hereford Street commencing at a point 29 metres west of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 1 metres.

Bus stop 14263 – 164 St Asaph Street (Attachment A)

8. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of St Asaph Street commencing at a point 99 metres east of its intersection with Durham Street and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 36219 – 202 Gloucester Street (Attachment A)

9. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that bus stop be revoked on the south side of Gloucester Street commencing at a point 24 metres west of its intersection with Latimer Square (western side) and extending in a westerly direction for a distance of 19 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Gloucester Street commencing at its intersection with Latimer Square (western side) and extending in a westerly direction for a distance of 8 metres.
 - c. Approves that bus stop be installed on the south side of Gloucester Street commencing at a point 8 metres west of its intersection with Latimer Square (western side) and extending in a westerly direction for a distance of 14 metres.
 - d. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Gloucester Street commencing at a point 22 metres west of its intersection with Latimer Square (western side) and extending in a westerly direction for a distance of 4 metres.
10. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Gloucester Street commencing at a point 12 metres west of its intersection with Latimer Square (west end) and extending in a westerly direction for a distance of approximately 3.6 metres.
11. Pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Stop control be placed against Latimer Square (western side) at its intersection with Gloucester Street.

Bus stop 32180 – 106 Ferry Road (Attachment A)

12. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Ferry Road commencing at a point 102 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of approximately 3.6 metres.
13. Approves that directional and warning tactile pavers, hardstand areas, bus stop signs, and green surface treatments are installed at the above bus stops, as shown on **Attachment A**.

14. Approves that these resolutions 3 – 13 above take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

That the Waipapa Papanui-Innes-Central Community Board:

15. Receives the information in the Shelter installation at well-used bus stops across the Waipapa Papanui-Innes-Central Community Board area Report.
16. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
17. Approves that any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in resolutions 18 – 46 below are revoked.

Bus stop 24231 – 60 Briggs Road (Attachment A)

18. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Briggs Road commencing at a point 89 metres west of its intersection with Akaroa Street and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 20632 – 44 Hills Road (Attachment A)

19. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a bus stop be revoked on the east side of Hills Road commencing at a point 102 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 13 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Hills Road commencing at its intersection with North Avon Road and extending in a northerly direction for a distance of 115 metres.
 - c. Approves that a bus stop be installed on the east side of Hills Road commencing at a point 115 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 14 metres.
20. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the east side of Hills Road commencing at a point 117 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of approximately 3.6 metres.

Bus stop 12010 – 83 North Avon Road (Attachment A)

21. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the north side of North Avon Road commencing at a point 55 metres east of its intersection with Stapletons Road and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 40628 – 342 Stanmore Road (Attachment A)

22. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Stanmore Road commencing at a point 5 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of 19 metres.

23. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Stanmore Road commencing at a point 25 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 24441 – 458 Barbadoes Street (Attachment A)

24. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. Approves that a bus stop be revoked on the east side of Barbadoes Street commencing at a point 12 metres south of its intersection with Purchas Street and extending in a southerly direction for a distance of 15 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Barbadoes Street commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 33 metres.
 - c. Approves that a bus stop be installed on the east side of Barbadoes Street commencing at a point 33 metres south of its intersection with Purchas Street and extending in a southerly direction for a distance of 14 metres.
 - d. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Barbadoes Street commencing at a point 47 metres south of its intersection with Purchas Street and extending in a southerly direction for a distance of 2 metres.

25. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Barbadoes Street commencing at a point 37 metres south of its intersection with Purchas Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 24402 – 516 Barbadoes Street (Attachment A)

26. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Barbadoes Street commencing at a point 18 metres south of its intersection with Canon Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 38465 – 656 Barbadoes Street (Attachment A)

27. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Barbadoes Street commencing at a point 92 metres south of its intersection with Warrington Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 45184 – 1024 Colombo Street (Attachment A)

28. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. Approves that the stopping of all vehicles be prohibited at any time, on the east side of Colombo Street commencing at its intersection with Canon Street and extending in a southerly direction for a distance of 7 metres.

29. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Colombo Street commencing at a point 10 metres south of its intersection with Canon Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 28797 – 212 Bealey Avenue (Attachment A)

30. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the south side of Bealey Avenue commencing at a point 49 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 53185 – 33E Rolleston Avenue (Attachment A)

31. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the island separating the cycle lane and traffic lane on the west side of Rolleston Avenue commencing at a point 44 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of approximately 3.6 metres.

Bus stop 46339 – 249 Gloucester Street (Attachment A)

32. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the north side of Gloucester Street commencing at a point 90 metres west of its intersection with Barbadoes Street and extending in an easterly direction for a distance of approximately 3.6 metres.

Bus stop 28637 – 214 Fitzgerald Avenue (Attachment A)

33. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the east side of Fitzgerald Avenue commencing at a point 30 metres north of its intersection with Elm Grove and extending in a northerly direction for a distance of approximately 3.6 metres.

Bus stop 28713 – 217 Fitzgerald Avenue (Attachment A)

34. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. Approves that bus stop be revoked on the west side of Fitzgerald Avenue commencing at a point 44 metres north of its intersection with Armagh Street and extending in a northerly direction for a distance of 13 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the west side of Fitzgerald Avenue commencing at a point 43.5 metres north of its intersection with Armagh Street and extending in a northerly direction for a distance of 4 metres.
 - c. Approves that bus stop be installed on the west side of Fitzgerald Avenue commencing at a point 47.5 metres north of its intersection with Armagh Street and extending in a northerly direction for a distance of 14 metres.
 - d. Approves that the stopping of all vehicles be prohibited at any time, on the west side of Fitzgerald Avenue commencing at a point 61.5 metres north of its intersection with Armagh Street and extending in a northerly direction for a distance of 2 metres.

35. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the west side of Fitzgerald Avenue commencing at a point 55 metres north of its intersection with Armagh Street and extending in a northerly direction for a distance of approximately 3.6 metres.

Bus stop 53233 – 168 Ferry Road (Attachment A)

36. Pursuant to Section 339(1) of the Local Government Act 1974:

- a. Approves that a bus passenger shelter be installed on the south side of Ferry Road commencing at a point 49 metres west of its intersection with Lancaster Street and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 18938 – 442 Tuam Street (Attachment A)

37. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a bus stop be revoked on the south side of Tuam Street commencing at a point 68 metres east of its intersection with Phillips Street and extending in a westerly direction for a distance of 13 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Tuam Street commencing at a point 36 metres east of its intersection with Phillips Street and extending in an westerly direction for a distance of 3 metres.
 - c. Approves that a bus stop be installed on the south side of Tuam Street commencing at a point 33 metres east of its intersection with Phillips Street and extending in a westerly direction for a distance of 14 metres.
38. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Tuam Street commencing at a point 26 metres east of its intersection with Phillips Street and extending in a westerly direction for a distance of approximately 3.6 metres.
39. Pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a Give way control be placed against Phillips Street at its intersection with Tuam Street.

Bus stop 41002 – 500 Tuam Street (Attachment A)

40. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a bus stop be revoked on the south side of Tuam Street commencing at a point 66 metres east of its intersection with Nursery Road and extending in a westerly direction for a distance of 10 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Tuam Street commencing at a point 81 metres east of its intersection with Nursery Road and extending in a westerly direction for a distance of 7 metres.
 - c. Approves that a bus stop be installed on the south side of Tuam Street commencing at a point 70 metres east of its intersection with Nursery Road and extending in a westerly direction for a distance of 14 metres.
41. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves that a bus passenger shelter be installed on the south side of Tuam Street commencing at a point 64 metres east of its intersection with Nursery Road and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 18827 – 18 Harrow Street (Attachment A)

42. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that a bus stop be revoked on the south side of Harrow Street commencing at a point 18 metres east of its intersection with Bordesley Street and extending in a westerly direction for a distance of 11 metres.

- b. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Harrow Street commencing at a point 54 metres west of its intersection with Bordesley Street and extending in a westerly direction for a distance of 5 metres.
 - c. Approves that a bus stop be installed on the south side of Harrow Street commencing at a point 64 metres west of its intersection with Bordesley Street and extending in a westerly direction for a distance of 14 metres.
 - d. Approves that the stopping of all vehicles be prohibited at any time, on the south side of Harrow Street commencing at a point 78 metres west of its intersection with Bordesley Street and extending in a westerly direction for a distance of 2 metres.
43. Pursuant to Section 339(1) of the Local Government Act 1974:
- a. Approves that a bus passenger shelter be installed on the south side of Harrow Street commencing at a point 70 metres west of its intersection with Bordesley Street and extending in a westerly direction for a distance of approximately 3.6 metres.

Bus stop 13310 – 51 North Parade (Attachment A)

44. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. Approves that a bus stop be revoked on the west side of North Parade commencing at a point 20 metres north of its intersection with Randall Street and extending in a northerly direction for a distance of 12 metres.
 - b. Approves that the stopping of all vehicles be prohibited at any time, on the west side of North Parade commencing at its intersection with Randall Street and extending in a northerly direction for a distance of 15 metres.
 - c. Approves that a bus stop be installed on the west side of North Parade commencing at a point 15 metres north of its intersection with Randall Street and extending in a northerly direction for a distance of 14 metres.

Bus stop 36901 – 116 Aldwins Road (Attachment A)

45. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- a. Approves that a bus stop be revoked on the east side of Aldwins Road commencing at a point 365 metres south of its intersection with Linwood Avenue and extending in a southerly direction for a distance of 16 metres.
46. Approves that directional and warning tactile pavers, hardstand areas, bus stop signs, and green surface treatments are installed at the above bus stops, as shown on **Attachment A**.
47. Approves that these resolutions 17 – 46 above, take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Staff propose enhancements at 23 well-used bus stops within the Waipapa Papanui-Innes-Central Community Board area.
- 3.2 The planned improvements consist of installing 23 new shelters, accommodating approximately 800 passengers daily. The number of boardings per bus stop are listed in **Attachment B**.
- 3.3 The plans will improve accessibility and bus waiting areas by providing hardstand areas, tactile pavers, seating, new bus stops, and bus stop relocations. Standard line markings will

also be provided to allow the bus to be able to access and egress the bus stop easily and safely.

- 3.4 The construction of this project will be funded by Public Transport Futures programme (CPMS 78850). Construction is expected to be completed by the end of 2025 calendar year.

4. Background/Context Te Horopaki

- 4.1 At the 11 December 2024 Council meeting ([Minutes, Item 11](#)), the Council approved the installation of the remaining bus stop shelters from the Linwood Bus Stop Improvement Project at well-used bus stops across the Linwood, Central, Eastern, Northeast, and Southeast suburbs of Christchurch.
- 4.2 Funding from the New Zealand Transport Agency (NZTA) Waka Kotahi will cover the purchase of the shelters and the Council will be responsible for the installation expenses (i.e. investigation, design, and construction).
- 4.3 According to the funding agreement with the NZTA Waka Kotahi the shelters must be purchased before the end of June 2025. Staff will work to install the shelters by June 2025. However, if some shelters are not installed by that time, they must be purchased and stored, otherwise Council will lose the funding to buy the shelters. Storing the shelters could incur costs for Council (additional storage costs).
- 4.4 Staff define a bus stop as “well-used” if it serves about 20 or more passengers daily, which is the established traditional threshold by Council for installing a shelter.
- 4.5 The planned improvements involve installing 23 new shelters, accommodating approximately 800 passengers daily. These bus stops are listed in **Attachment B**. Six of the shelters are within the Plan A area and require resolution by the Council.
- 4.6 Figure 1 presents an example of the shelters installed at Linwood Village. The shelters that are part of this project will have a width of 1 metre, similar to the photograph below. If necessary to meet minimum footpath width requirements, a slimline shelter, which is 0.5 metres in width, will be installed instead.



Figure 1: Shelter installed at Linwood Village.

- 4.7 The anticipated impact on on-street parking is minimal, as the upgrades primarily involve adding shelters to existing bus stops.

- 4.8 The proposed upgrade for bus stop 13310 outside 51 North Parade, which includes standard line marking and a new seat, originated from a community request. These upgrades have been consulted on and are included in this report to reduce consultation and reporting costs.
- 4.9 Staff note that the existing layout of Rolleston Avenue may only remain in place during the Canterbury Museum redevelopment. However, staff propose to install a shelter at bus stop 53185, located outside 33E Rolleston Avenue. This suggestion follows multiple community requests for a shelter at this stop. The presence of the concrete island at the location negates the need for a concrete slab, simplifying the installation process and making the upgrade cheaper. Accordingly, should the layout change in the future, the shelter can be easily unbolted and relocated.
- 4.10 A plan has been developed by staff for the shelter installation at bus stop 53251 outside 77 Ferry Road. However, following feedback from affected residents, staff have deferred this shelter installation for further investigation.
- 4.11 The proposed relocation of bus stop 36901 outside 116 Aldwins Road moves it to within the Waitai Coastal-Burwood-Linwood Community Board area. As a result, the officer recommendations in this report solely include the removal of this bus stop. The proposed upgrades will be presented to the Waitai Coastal-Burwood-Linwood Community Board for approval.
- 4.12 The following related memos/information were circulated to the meeting members:

Date	Subject
05/02/2025	Bus stop upgrades within the Waipapa Papanui-Innes-Central Community Board area (Attachment C)

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.13 The primary objective of this project is to install bus shelters at well-used bus stops. Staff have considered other changes, including bus stop relocation, standard bus stop layout markings, provision of hardstand areas, and installing tactile pavers, which were identified as necessary to meet the Council’s standard for bus stops.
- 4.14 Additionally, measures such as green surface treatment, stop and give-way controls, and no-passing lines have been included to enhance the safety of all road users.
- 4.15 The options assessment table (**Attachment D**) presents the preferred option for each bus stop alongside other options considered but that were not assessed as being reasonably practicable. Please note the following points when reading the table.
 - The table outlines only the key upgrades in the preferred option, such as shelter installations, additional no stopping restrictions, and bus stop relocations. Upgrades that have minimal impact on residents, such as tactile pavers, hardstand areas, and green surface treatments, are excluded.
 - The table includes only the points specific to each bus stop. The general advantages and disadvantages, which apply to all bus stops, are discussed below but are not repeated in the table.
 - For bus stops where there have been no operational or safety issues raised, relocation has not been considered an option.
 - The installation of a shelter at each bus stop will provide weather protection for passengers. It will lead to increased maintenance and cleaning costs for the Council.

- The Do-nothing option was considered alongside the preferred option for each bus stop. The main advantage to the do-nothing option is that the Council would incur no costs. However, the key disadvantage is that none of the targeted improvements would be realised. Additionally, the delay in installation of the shelters could lead to additional storage costs.
- The standard bus stop line marking layout consists of 12 metres of no stopping restrictions, followed by a 14-metre bus stop, and an additional 6 metres of no-stopping restrictions. This layout enables the optimum access for bus drivers by allowing them to easily pull into and out of the bus stop. It also improves boarding/departing conditions for passengers by making sure the bus is parallel to the kerb. This is important for elderly people, children, and visually and mobility impaired passengers.
- For bus stops where the bus stop line marking layout upgrades are proposed, the installation of a shelter, without altering/providing line markings, was considered but was not assessed as being reasonably practicable for the following reasons:
 - The standard bus stop line marking layout improves access for bus drivers into and out of the bus stops by minimising the likelihood of cars parking too close to the bus stop, which makes manoeuvring difficult.
 - As these are well-used bus stops, it is likely staff will receive future requests from the community or bus operators for the standard bus line marking layout. Therefore, considering these upgrades alongside the shelter installation provides better value for money by avoiding multiple projects at the same bus stop.
 - The changes are minor, and the resulting loss of on-street parking is minimal.

5. Financial Implications Ngā Hiraunga Rauemi

- 5.1 The estimated costs for the recommended option and the do-nothing option are provided in the table below.
- 5.2 The implementation costs in the table below include the expenses for construction of bus stop upgrades to install the shelters. NZTA Waka Kotahi funds the purchase of the shelters.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure.
- 5.4 Increased maintenance costs will be allowed for as part of future Long-Term Plan and Annual Plan processes. Budget will be required from year two.

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 - Do-nothing
Cost to Implement	\$350,000	\$0
Maintenance/Ongoing Costs	\$5500 per year	\$39,000 (storage costs)
Funding Source	PT Futures (CPMS 78850)	PT Futures (CPMS 78850)
Funding Availability	Available	Available
Impact on Rates	In LTP Budget	In LTP Budget

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 If the Community Board selects the do-nothing option, none of the improvements highlighted in the options table will be achieved. This not only includes the benefits of shelter installations but also opportunities to enhance public transport accessibility and safety.
- 6.2 If the Community Board selects the do-nothing option, the associated risk in delaying shelter installation is that additional storage costs could occur. As per the funding agreement between NZTA Waka Kotahi and CCC, the shelters must be purchased by June 2025. A delay in installation will lead to extra storage costs, as detailed in the Capex/Opex table above.
- 6.3 If the Community Board selects the do-nothing option, the shelters will be considered for other bus stops locations potentially outside of this Community Board area. This is a notable risk as staff observations have determined that many of well-used bus stops within this Community Board area have a lower level of service than those across other parts of Christchurch and require upgrades to meet the standard. Opting for "Do-nothing" would result in a missed opportunity to improve these bus stops and the experience of people using public transport system. This could also increase the chance of receiving push back from community.

Legal Considerations Ngā Hīraunga ā-Ture

- 6.4 Statutory and/or delegated authority to undertake proposals in the report:
 - 6.4.1 The relevant Community Board or Committee 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 resolutions of:
 - Stopping, standing, and parking restrictions (including bus stops) under Clause 7 of the Traffic and Parking Bylaw 2017.
 - Bus passenger shelters under Section 339 (1) of the Local Government Act 1974.
 - To hear and determine objections to bus stop shelters.
 - Traffic control devices under Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017.
 - 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.
 - 6.4.3 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 6.5 Other Legal Implications:
 - 6.5.1 This specific report has not been reviewed and approved by the Legal Services Unit.

Strategy and Policy Considerations Te Whai Kaupapa here

- 6.6 The required decisions:
 - 6.6.1 Align with the [Christchurch City Council's Strategic Framework](#).
 - 6.6.2 Are assessed as low significance in relation to the [Christchurch City Council's Significance and Engagement Policy 2019](#). The level of significance was determined by the number of people impacted by each individual plan, the low risk and cost associated with the decision.
 - 6.6.3 Are consistent with Council's Plans and Policies.

6.7 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.8 Transport

6.8.1 Activity: Transport

- Level of Service: 10.4.1 More people are choosing to travel by public transport - >=13 million trips per year
- Level of Service: 10.4.4. Improve customer satisfaction with public transport facilities (quality of bus stops and bus priority measures) - >=73%

Community Impacts and Views Ngā Mariu ā-Hāpori

6.9 Early engagement with ECan took place during the design stage through multiple in-person meetings. Staff have considered ECan's comments, and ECan are supportive of all the plans.

6.10 Consultation started on 10 February and ran until 5 March 2025. Consultation details including links to the project information shared on the [Kōrero mai | Let's Talk webpage](#) were advertised on 10 February 2025 via:

6.10.1 An email sent to 65 key stakeholders, including schools and businesses impacted by plans, emergency services, AA, Disabled Persons Assembly, Orion and Chorus, Spokes, Greater Ōtautahi, Generation Zero, Environment Canterbury's Accessibility Reference Group (ARG) and Environment Canterbury's Public Transport Stakeholder Reference Group (PTSRG).

6.10.2 Consultation documents that included plans and a summary of improvements delivered to 105 residents and absentee owners.

6.11 The [Kōrero mai | Let's Talk webpage](#) had 123 views throughout the consultation period.

6.12 Orion had several queries on specific plans regarding the alignment with cables and minimum approach distances to overhead services with shelters.

6.12.1 **Staff response:** For each site, our contractor will conduct an underground service assessment, and appropriate actions will be taken. For sites with specific requirements, we will collaborate with service providers to ensure all aspects are addressed. Additionally, staff have worked on new types of foundations for shelters facilitate easier access to underground services for service providers.

6.13 Street meetings were offered to residents to discuss plans during the consultation period. Feedback from the street meetings for 44 Hills Road and 656 Barbadoes Street are summarised in the table in section 6.16.

Summary of Submissions Ngā Tāpaetanga

6.14 Submissions were made by three recognised organisations, two businesses and 15 individuals. All submissions are available on the [Kōrero mai | Let's Talk webpage](#).

6.14.1 The Canterbury/West Coast Automobile Association (AA) District Council agreed with all plans and highlighted that they were essential for the continued improvement of bus patronage.

6.14.2 Other organisations and businesses submitted on individual plans, and their feedback is summarised in the table in section 6.16.

6.15 We did not receive any submissions for the following bus stop improvement plans:

Bus stop address and ID	Ward
83 North Avon Road – 12010	Central
342 Stanmore Road - 40628	Central

Bus stop address and ID	Ward
212 Bealey Ave – 28797	Central
1024 Colombo Street - 45184	Innes
249 Gloucester Street – 46339	Central
332 Hereford Street – 51616	Central
214 Fitzgerald Ave – 28637	Central
217 Fitzgerald Ave – 28713	Central
106 Ferry Road – 32180	Central
168 Ferry Road - 53233	Central
18 Harrow Street – 18827	Central
60 Briggs Road – 24231	Innes
164 St Asaph Street – 14263	Central

6.16 The following bus stop improvement plans received submissions. A summary of submitter support and submission themes are provided in the table below.

Bus stop address, ID and changes	Ward	Overall, do you support the plan?			Themes
		Yes	Somewhat	No	
44 Hills Road – 20632 <i>(new shelter, tactile pavers, footpath resurfacing, extending yellow no-stopping lines, green paint for cyclists)</i>	Central	1		3	<p>Concerns</p> <ul style="list-style-type: none"> Intrusive placement Loss of privacy due to lower fence height Increased difficulty exiting shared driveway Worries about turning with trailer in busy traffic <p>Questions</p> <ul style="list-style-type: none"> Why relocate instead of upgrading the existing stop? Can the road elevation of the shelter be provided? <p>Requests</p> <ul style="list-style-type: none"> Keep the bus stop in current location and upgrade it instead
202 Gloucester Street - 36219 <i>(bus stop relation, new shelter, tactile pavers)</i>	Central	2		2	<p>Support</p> <ul style="list-style-type: none"> Improved bus stop design Increased parking availability <p>Concerns</p> <ul style="list-style-type: none"> Loss of parking and access for residents with mobility issues Increased noise and potential for loitering Privacy concerns due to proximity to ground-floor units Security risks from visibility into unoccupied units Negative impact on property value <p>Questions</p> <ul style="list-style-type: none"> Will the current bus stop area be converted into car parking? <p>Requests</p> <ul style="list-style-type: none"> Keep bus stop in current location
33E Rolleston Ave – 53185 <i>(new shelter)</i>	Central			1	<p>Concerns</p> <ul style="list-style-type: none"> Blind spot created by shelter obstructing views of cyclists/passengers Increased risk of collisions due to cyclist speed and curved cycleway path Headlight glare on shelter glass reducing visibility Low usage of stop for waiting passengers Availability of alternative nearby shelter options

Bus stop address, ID and changes	Ward	Overall, do you support the plan?			Themes
		Yes	Somewhat	No	
					<p>Questions</p> <ul style="list-style-type: none"> Do you have data on the number of passengers waiting for buses versus those using this as an exit point? <p>Requests</p> <ul style="list-style-type: none"> Reconsider shelter placement due to safety risks and low waiting passenger usage <p>We have answered the safety concerns, and the bollards have been added to the plan accordingly.</p>
450 Tuam Street – 18938 <i>(new shelter, shifting the bus stop west, tactile pavers, extending yellow no-stopping lines)</i>	Central			2	<p>Concerns</p> <ul style="list-style-type: none"> Shelter placement blocking office windows, reducing natural light and privacy Increased safety risks due to reduced visibility exiting car park Potential obstruction of business sign Risk of people gathering near building entrance, impacting safety and emergency access Increased risk of traffic hazards at Phillips Street intersection <p>Requests</p> <ul style="list-style-type: none"> Keep bus stop in current location Ensure shelter placement does not obstruct business sign or office windows <p>We have moved the shelter to ensure it does not interfere with the advertising signage.</p>
500 Tuam Street – 41002 <i>(new shelter, shifting east, tactile pavers, extending yellow no-stopping lines, adjusting bus markings to standard size)</i>	Central			1	<p>Concerns</p> <ul style="list-style-type: none"> Proposed bus shelter placement conflicts with approved resource consent for new vehicle crossings <p>Requests</p> <ul style="list-style-type: none"> Shift the bus shelter to the neighbouring site to accommodate planned development <p>We have updated the plan to eliminate the interference with the driveway as per the approved consent.</p>
51 North Parade – 13310 <i>(new seat, adjusting bus markings to standard size, tactile pavers, footpath resurfacing, extending yellow no-stopping lines)</i>	Central		1		<p>Concerns</p> <ul style="list-style-type: none"> Frequent litter and broken glass from bus stop users Windblown rubbish affecting shared driveway Glass a safety risk for nearby kindergarten <p>Requests</p> <ul style="list-style-type: none"> Install a rubbish bin at the bus stop to reduce litter
77 Ferry Road – 53251 <i>(new shelter)</i>	Central			1	<p>Concerns</p> <ul style="list-style-type: none"> Bus shelter placement would block potential future entrance/exit Existing stop location creates visibility hazard for vehicles exiting car park

Bus stop address, ID and changes	Ward	Overall, do you support the plan?			Themes
		Yes	Somewhat	No	
					<ul style="list-style-type: none"> Removal of car parks worsens parking issues, especially during school pick up <p>Requests</p> <ul style="list-style-type: none"> Relocate bus stop outside 75 Ferry Road, where it won't interfere with driveways Reevaluate the street design to address parking and traffic flow issues <p>We have tabled this plan for further investigation due to the completion of a new development in the area, which may provide an alternative option.</p>
83 Victoria Street - 54260 (new shelter)	Central	1			<p>Support</p> <ul style="list-style-type: none"> Proposed bus shelter location should not interfere with the garden Hedge will eventually grow to blend the shelter in
47 Hereford Street - 52195 (new shelter, tactile pavers)	Central			1	<p>Concerns</p> <ul style="list-style-type: none"> Lack of need for shelter given Council building awning Landscaping was proposed after the earthquake The Hereford Street frontage is bleak without landscaping and trees <p>Requests</p> <p>Do not install a shelter and consider landscaping Hereford Street</p>
458 Barbadoes Street - 24441 (relocating bus stop, new shelter, tactile pavers, footpath resurfacing, green paint for cyclists)	Innes			2	<p>Concerns</p> <ul style="list-style-type: none"> Removal of grass verge affecting privacy Loss of parking space for residents The current bus stop location is not busy and works fine Proximity to the next bus stop, only 100m away The proposed changes are costly and unnecessary Loss of car parking space Current bus stop is already safe and out of the way <p>Requests</p> <ul style="list-style-type: none"> Keep the bus stop in its current location Retain current parking arrangement Focus on adding a shelter without relocating the stop Maintain existing parking layout
518 Barbadoes Street - 24402 (new shelter, tactile pavers)	Innes	1			<p>Concerns</p> <ul style="list-style-type: none"> Incorrect property data in the notice (a property labelled wrong) <p>Requests</p> <ul style="list-style-type: none"> Correct the property data and map for clarity
656 Barbadoes Street - 38465 (new shelter)	Innes	N/A (site meeting only)			<p>Requests</p> <ul style="list-style-type: none"> Shelter location - could we shift this down slightly to improve proximity to living space <p>We proposed an improved location in collaboration with the resident on-site by repositioning the bin.</p>

Item 9

6.17 A plan has been developed by staff for the shelter installation at bus stop 53251 outside 77 Ferry Road. However, following feedback from affected residents, staff have deferred this shelter installation for further investigation.

- 6.18 Some submitters have suggested alternative locations for proposed bus stop upgrades, the options assessment table presents why those options were considered but were not considered to be reasonably practicable options.
- 6.19 In the case where a submission included a question (e.g. shelter specifications, patronage of the bus stop, etc), staff have answered those through an email back to submitters.
- 6.20 In response to the feedback, staff provide answers to common concerns raised by submitters:

6.21 **On-street parking loss**

Staff response: Kerbside spaces are limited and need to be considered for all road users, particularly for public transport, which is an essential transport mode for many individuals such as those with disabilities, elderly people, and children and youth. It is important to note that the Council's Suburban Car Parking Policy prioritises the use of kerbside spaces for bus stops over other types of parking. It's also worth noting that existing bus stops, even if not marked, already require 12 metres of no stopping restrictions. To make sure that buses can safely pull in and stop close and parallel to kerb, both CCC and NZTA standards now require a 14-metre bus box with 12 metres and 6 metres no stopping restrictions before and after the bus box.

6.22 **Driveway interruption**

Staff response: Avoiding marking bus stops at driveways is usually the preferred method. However, in a few cases, due to the limited spacing between driveways or to avoid removing a healthy tree, it may be that the bus stop marking interrupts a driveway. It is worth noting that buses will be there only a few times per day and each time for a short period (e.g., 30 seconds). Therefore, we do not expect any safety or operational issues to arise. Additionally, there are many similar situations around Christchurch that have been operating without any issues.

6.23 **Bus shelter will block the sightline/ obstruct our window / is an unpleasant view**

Staff response: It is important to note that the design of the new generation of bus shelters in Christchurch is modern, featuring a combination of metal and toughened glass elements, as shown in the figure below. The glass walls ensure that the shelter has minimal impact on sightlines and obstructing views.

Although staff have tried to place the shelters in locations that minimise effects on residents, the needs of public transport users must also be considered. These individuals may need to wait for buses in severe weather conditions, sometimes for long periods. They could include elderly people, children, and those with disabilities. The primary function of a shelter is to provide weather protection and a place for these individuals to wait.



6.24 **Privacy, vandalism, and graffiti**

Staff response: Vandalism, privacy issues, and graffiti may occasionally occur at some bus stops, but they are not widespread issues across Christchurch. Should such an incident arise, the police can be contacted, as this behaviour is unacceptable. In the case of graffiti, the relevant Council team will address the issue.

Furthermore, the shelters are being installed at existing, well-used bus stops. This means the concerns mentioned may already exist at these locations, and the addition of a shelter will not significantly increase the likelihood of such incidents.

6.25 **Fence/hedge**

Staff response: We will ensure that the shelter is installed as recommended in the relevant guides. CCC will not be responsible for maintaining the hedge or fencing as the proposed plans do not affect them.

6.26 **Requests for bins**

Staff response: The Maintenance team handles bin installations. We will pass these requests on to them for review.

6.27 **Bus stop affecting the property value**

Staff response: Staff have not found any evidence that a bus stop or shelter beside a property result in property value reduction.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.29 The decisions do 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

6.30 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions. However, providing shelters along with other bus stop upgrades will enhance public transport user satisfaction and encourage more people to use public transport.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 Once recommendation approved, staff will engage with contractors to proceed with construction.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A: Bus stop upgrades plans <i>(Under Separate Cover)</i>	25/509389	
B 	Attachment B: Bus stop list for shelter installation <i>(Under Separate Cover)</i>	25/509393	
C 	Attachment C: Memo to Community Board <i>(Under Separate Cover)</i>	25/244855	
D 	Attachment D: Optioneering for each bus stop <i>(Under Separate Cover)</i>	25/519847	

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Mansour Johari - Passenger Transport Engineer Samantha Smith - Engagement Advisor
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Tony Richardson - Finance Business Partner Stephen Wright - Manager Operations (Transport)

10. Westminster Street - Proposed Parking Restrictions Change

Reference Te Tohutoro: 25/282214

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

Pou Matua: Sally-Ann Marshall, Traffic Engineer

Accountable ELT

Member Pouwhakarae: Brent Smith, 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 change the existing seven P30 time-restricted parking spaces on the north side of Westminster Street, east of its intersection with Cranford Street, to P60 time-restricted parking spaces.
- 1.2 The report responds to a request from a local business seeking more or longer-term parking options near the Cranford Street/Westminster Street intersection.
- 1.3 The recommended option is to change the existing P30 time-restricted parking spaces to P60 as shown in **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Westminster Street - Proposed Parking Restrictions Change 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 traffic controls described in resolutions 4 to 8 below.
4. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of all vehicles be restricted to a maximum period of 60 minutes on the north-eastern side of Westminster Street, commencing at a point 12 metres north-east of its intersection with Cranford Street and extending in a north-easterly direction for a distance of 45.5 metres as shown on plan TG150181, Issue 2, dated 21 March 2025 as shown on **Attachment A**.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A business owner near the Cranford Street/Westminster Street intersection has requested additional or longer-term parking to better support their business.
- 3.2 Due to proximity constraints to the intersection, adding new parking spaces is not feasible.

- 3.3 The recommended option is to convert the existing P30 spaces on the northeast side of Westminster Street to P60 to provide longer-term parking without significantly reducing turnover.

4. Background/Context Te Horopaki

- 4.1 During public consultation in August 2024 for the Cranford Street Options between Innes Road and Berwick Street project, the project team received feedback from the business owner at No. 2/95 Westminster Street regarding insufficient parking outside their business.
- 4.2 Further feedback from the business owner at No. 2/95 Westminster Street was received in November 2024 through a Community Board elected member, reiterating concerns about parking availability and time restrictions.
- 4.3 The business opened in late June 2024 with its main entrance facing Cranford Street. A no-stopping zone has been in place on Cranford Street since early 2021, extending 65 metres from the intersection to accommodate two-lane approaches to the Cranford Street / Westminster Street intersection.
- 4.4 Due to the business’s proximity to the intersection (approximately ten metres north of the limit line on Cranford Street) it is not feasible to provide on-street parking directly outside the business. Staff therefore proposed to investigate whether the existing time restrictions on Westminster Street could be changed to suit local business needs better.
- 4.5 Separately, a submission was received during the public consultation in August 2024 from a business owner on the west side of Cranford Street, also raising concerns about lost parking. The Council approved Cranford Street Bus Lane option in December 2024 does not remove any existing parking outside businesses on the west side of Cranford Street. Additionally, the project will introduce six new parking spaces outside No. 173–181 Cranford Street, available outside PM bus lane operation hours (4 to 6 PM).
- 4.6 Once the bus lane is implemented in April/May 2025, approximately 54 on-street parking spaces will be available within a 150-metre walking distance (approximately two minutes five seconds at a walking speed of 1.2 m/s) from the Cranford Street/Westminster Street intersection, as shown in **Table 1** below.

Location	Side	Unrestricted	P3	P30	P60	Total
Cranford St 150m north of the intersection	East	8				19
	West	6			5	
Westminster St 100m east of the intersection	North	5		7		18
	South			6		
Cranford St 150m South of the intersection	East	7			2	9
	West					
Westminster St 100m west of Cranford St	North	6				8
	South		2			
Total		32	2	13	7	54

Table 1 - Available parking spaces on Cranford Street outside the bus lane operation hours

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.7 The following reasonably practicable options were considered and are assessed in this report:
- 4.7.1 Convert the existing P30 on the north side of Westminster Street to P60.
- 4.7.2 Do nothing.

4.8 The following options were considered but not considered reasonably practicable:

4.8.1 Converting the existing P30 on the north side of Westminster Street to P120 – This option has been discounted because no adjacent business owners supported a P120 time restriction.

Options Descriptions Ngā Kōwhiringa

4.9 **Preferred Option:** Convert the existing P30 time restriction to P60 in accordance with **Attachment A**.

4.9.1 **Option Description:** This option is to convert the seven existing P30 time restricted parking spaces on the north side of Westminster Street east of its intersection with Cranford Street to P60 time restricted parking spaces.

4.9.2 Option Advantages

- Provides longer-stay parking for customers, improving access to businesses.
- Better aligns with customer needs, as most businesses indicated 30–50 minutes as the optimal duration.
- Is the preferred time limit indicated by adjacent local businesses.

4.9.3 Option Disadvantages

- Some vehicles may overstay beyond 60 minutes, requiring parking enforcement though this is also the case with the existing 30-minute time limit.
- Minor signage replacement costs.

4.10 **Alternative Option:** Do nothing.

4.10.1 **Option Description:** Retain the existing seven P30 time restricted parking on the north side of Westminster Street.

4.10.2 Option Advantages

- No costs for signage changes.

4.10.3 Option Disadvantages

- Does not address business concerns about insufficient parking duration.
- Existing P30 time limits do not meet customer needs for the businesses on the north side of Westminster Street.

5. Financial Implications Ngā Hīraunga Rauemi Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Alternative Option – Do nothing
Cost to investigate, consult and write report	\$1,500	\$1,500
Cost to Implement	\$1,000	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	DEMP Project	n/a
Funding Availability	Yes	n/a
Impact on Rates	nil	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 Non identified.

Legal Considerations Ngā Hiraunga 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.

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

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

6.3 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 decision:

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

6.4.2 The recommendations in the report are consistent with Councils 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 outlined in this report reflect the assessment.

6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 All business owners on the north side of Westminster Street east of its intersection with Cranford Street were consulted about the proposed parking time restriction changes.

6.7.1 All business owners agreed that 30 to 50 minutes was the optimal parking duration for customers.

6.7.2 Two business owners supported P60 but opposed P120.

6.7.3 One business owner preferred to retain P30, expressing concern that P60 may lead to stays beyond 60 minutes.

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

6.8.1 Waipapa Papanui-Innes-Central Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for the existing P30 signage to be replaced by P60 signage.

Attachments Ngā Tāpirihanga

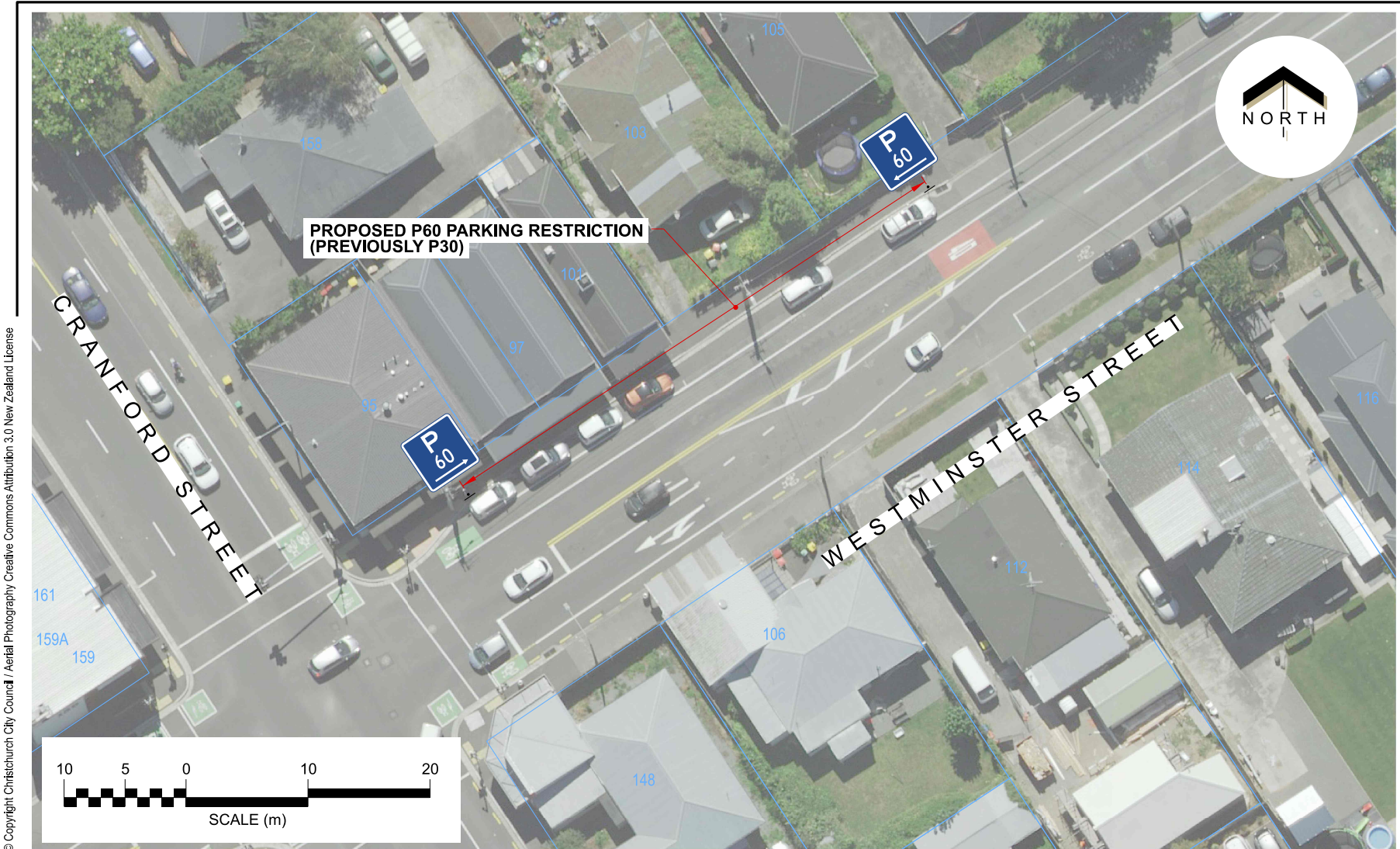
No.	Title	Reference	Page
A  	Attachment A - Westminster Street Proposed Changes to Parking Restrictions	25/568312	56

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	David Sun - Project Manager Sally-Ann Marshall - Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)



Westminster Street
Proposed Changes to Parking Restrictions
For Board Approval

Attachment A

Original Plan Size: A4
Drawn: MJR Issue 2 21/03/2025
Designed: DS Drawing: TG150181
Approved: GD Project: RPS845

11. Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Avon Ōtākaro Network INC for Matariki in the Zone.

Reference Te Tohutoro: 25/592439

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

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

Accountable ELT

Member Pouwhakarae: Andrew Rutledge, General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF24/25_023_PIC	Avon Ōtākaro Network INC	Matariki in the Zone	\$4,300	\$4,250

- 1.2 There is currently a balance of \$21,722 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the information in the Waipapa Papanui-Innes-Central 2024-25 Discretionary Response Fund Application - Avon Ōtākaro Network INC for Matariki in the Zone. 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 \$4,250 from its 2024-25 Discretionary Response Fund to Avon Ōtākaro Network INC towards the Matariki in the Zone.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

- 3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority of being an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection. The project also aligns with the Strengthening Communities Together Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

- 3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.
- 3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

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

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero


3.7 At the time of writing, the balance of the 2024-25 Discretionary Response Fund is \$21,722

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$111,628	\$89,906	\$21,722	\$17,372

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Avon Otakaro Network INC - Decision Matrix	25/600149	59

Signatories Ngā Kaiwaitohu

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

2024/25 WAIPAPA PAPANUI-INNES-CENTRAL DISCRETIONARY RESPONSE FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p>Avon Ōtākaro Network</p> <p>Application Number: DRF24/25_023_PIC</p> <p>Physical address 46A Vogel St, Richmond</p> <p>Funding History (past three years) 2021-22 - \$5,000 - Community Capacity Builder - SCF PI 2022-23 - \$5,000 - Community Capacity Builder - SCF LCH 2022-23 - \$5,000 - Community Capacity Builder - SCF PI 2023-24 - \$12,500 - Community Capacity Builder - SCF PIC 2023-24 - \$3,000 – Matariki in the Zone – SCF PI 2023-24 - \$1,500 – Matariki in the Zone – SCF CBL</p>	<p>Matariki in the Zone</p> <p>Matariki is a well-loved community event that has been running since 2016, in the grounds of Richmond Community Garden Trust and Avebury House. The event features LED lighting displays for each of the Matariki stars designed by nine different community groups, throughout the week storytelling and workshops are held celebrating Matariki. The week ends with the main event, a family focused afternoon of learning, followed by a hangi.</p>	<p>Total Cost of Project: \$9,750</p> <p>Total Amount Requested: \$4,300</p> <p>Percentage of project cost requested: 44%</p> <p>Contribution sought towards: Matariki in the Zone - \$4,300</p> <p>Other sources of funding: Organisation Funds on hand - \$2,250 (Confirmed) Sponsorship - \$1,500 (Confirmed) Koha - \$1,700 (Budgeted)</p>	<p>\$4,250</p> <p>That the Waipapa Papanui-Innes-Central Community Board makes a grant of \$4,250 from its 2024-25 Waipapa Papanui-Innes-Central Discretionary Response Fund to Avon Ōtākaro Network INC towards the Matariki in the Zone project.</p>	<p>1</p>

<p>CCC Strategy Alignment</p> <p>Strengthening Communities Together Strategy</p> <p>Outcomes that will be achieved through this project</p> <p>It is expected that the event will attract at least 1,500 people through the site during the week and another 1500 on the main event afternoon and evening, (based on other years). A hangi to feed 500 people is supplemented with produce from local community gardens.</p> <p>This event is an opportunity for the local community organisations to provide for the wider community with a family friendly week-long celebration with a final afternoon and evening of activities whilst teaching cultural history, and the connection we all have to the land and mahinga kai practices.</p>	<p>Staff Assessment</p> <p>Avon Ōtākaro Network INC, Richmond Community Garden, Avebury House and We Are Richmond collaborate to provide this yearly week long Matariki event. The main event held on Saturday 29th June, from 2.30pm-6.30pm is centred in the community garden between Eveleyn Couzins Ave and Vogel St. Music and activities shape the first half of the day include Poi-making with the Shirley all Ages Kapa Haka and Bee Awesome making seed bombs. Shirley Library is bringing the story-telling van, The Green Lab is weaving tī kōuka leaves, and Avon Ōtākaro Network will organise a scavenger hunt. There will be marshmallow-toasting, and the Christchurch Envirokids will help participants make an upcycled yarn star, Para Kore will be representing, and the Christchurch City Council Red Zone Rangers will host a planting session.</p> <p>Daytime performers include StarJammers, kapa haka groups including tamariki from Pareawa Banks Ave and Te Roopu Tuhono/The White Room. At sundown, musicians will entertain, and the hāngī to be lifted by folk from Tuahiwi Marae.</p> <p>The star trail will light up as the sun goes down. The star trail lights will be in place for a week from Wednesday 26th of June until Tuesday 2nd July, with a guided tour with local astronomy buff John Dunlop on Wednesday 26th and Friday 28th, starting at 6pm, from Avebury House.</p> <p>This event commemorates not only Matariki but celebrates the community connectedness and engagement of the Richmond area.</p> <p>Rationale for staff recommendation</p> <p>The event gathers and celebrates contributions from a wide range of local Richmond organisations. This event grows in success every year and underlines the commitment of those involved to deliver a culturally appropriate, recreational and family focused week-long event.</p>
---	---

12. Waipapa Papanui-Innes-Central Community Board Area Report - April 2025

Reference Te Tohutoro: 25/407973

Responsible Officer(s) Te Pou Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central

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

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. [Receives the information in the Waipapa Papanui-Innes-Central Community Board Area Report - April 2025.](#)

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Youth Recreation	<p>Staff are working in collaboration with youth focussed organisations to discuss potential opportunities in the Papanui, Innes and Central ward areas. These include:</p> <p>Planning is underway for an event to activate Stanmore Village in collaboration with CCC, YCD and the local community. More details will be provided as plans are confirmed.</p> <p>Initial conversations have begun with SARA to hold a Skate Jam in the St Albans area in the coming months. More details will be provided as plans are confirmed.</p> <p>Staff are working in collaboration with Te Ora Hou and Papanui Youth Development Trust to discuss their upcoming events and the upskilling opportunities and support available.</p>	Ongoing	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>
Shirley Shine	<p>Community Governance staff supported Shirley Community Trust to host the annual Shirley Shine event held on Sunday 16 March 2025 on MacFarlane Park. The event brings residents and community members together offering</p>	Completed	<p>Te Haumako Te Whitingia</p> <p>Strengthening Communities Together Strategy</p>

	low cost/no cost activities. Photos further down in the report.		
Shirley Community Reserve	The Board resolved for staff to initiate the process to design an on-budget community building on the Reserve that will enable mixed use. Emma Norrish, Jake McLellan and Emma Twaddell have joined the Working Party for the project to represent the Community Board, which has held its first meeting. Staff notably outlined how the development of the park space can complement the community building and contribute to mixed use agreed for the Reserve.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Youth Safety	A youth space has opened in Northlands Mall with the support of the Board's Better Off Fund, in collaboration with Papanui Youth Development Trust and Te Ora Hou. Participation numbers have been steady with young people using the space after school hours, often prior to catching buses from the bus exchange. Further work is progressing to support the installation of Wi-Fi at the site, and the possibility of having the bus timetable screens installed.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Revitalisation of Petrie Park	Consultation on the Petrie Park tree planting plan has closed, and a report is being prepared for consideration at a future meeting.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Safety Initiatives - CPTED	The CPTED report the Board funded with its Better Off Fund for MacFarlane Park has been completed and presented back to the Board.	Relevant Council teams are reviewing the CPTED report	Te Haumako Te Whitingia Strengthening Communities Together Strategy
- Aggressive begging	Metro staff are working with local staff, the Police and Christchurch City Mission to help address the issues that have been identified. There has been increased Police visibility through the community beat team's and the Christchurch City Mission workers have been present on the streets offering support when required. This work has seen a decrease in the aggressive begging being reported.	Ongoing	

Safety Initiatives Civil Defence Resilience Plans	Staff are working with groups in the Papanui, Innes and Central wards to create Community Resilience Plans that will support their communities during events. This is supported by Civil Defence staff who has been providing expert guidance and input into the plans.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Community Pride Garden Awards	These awards are in partnership with Keep Christchurch Beautiful’s Street and Garden Awards. Participating Boards award certificates to residents and businesses who maintain their street-visible gardens to a high standard.	Certificates are in the process of being prepared and issued.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Summer with your neighbours (SWYN)	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. Below are photos and reporting from participants in some recent SWYN events, and further below are a range of messages of thanks to the Board for supporting this project.	This year's events have been held.	Te Haumako Te Whitingia Strengthening Communities Together Strategy



• **Summer With Your Neighbours Events**

“The Moa Neighbourhood group held their Summer with your neighbours get together in Moa Reserve on Tuesday evening, 25 February. It was a great community atmosphere with approximately 80 residents enjoying delicious salads and a chicken and sausage barbecue”

“Cherrywood Place held its neighbourhood gathering Sunday 9 March 2025 on a gloriously hot, sunny afternoon so it was understandable that Mr Whippy was a very welcome addition to the party.”



“The Redwood Springs residents gathered together for a working bee and BBQ in the Redwood Springs Reserve on Saturday 1 February. 80+ residents cleared up some of the gardens and tracks that were overgrown while getting to know their neighbours and socialising over food. The community really enjoyed this and value the contribution the Board made towards this event.”



“Stapleton Street had their community gathering on Sunday 2 March and it was SO fun! It was such a hot day and the kids thoroughly enjoyed the “Slip ‘n Slide”. Thank you so much for making this available.”

“Freebairn Street morning tea took place on Saturday 22 March. Lovely to catch up with the neighbours.”



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:

2024/25 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)	
Approved Board Projects:	
<ul style="list-style-type: none"> • Summer with your neighbours; Youth Recreation; Community Liaison; Youth Development Fund; Community Pride Garden Awards 	
DRF Grants approved last meeting:	Granted:
<ul style="list-style-type: none"> • Avebury House Community Trust towards volunteer expenses, materials and equipment • SARA towards wages for their Community Garden Coordinator 	\$8,000 \$4,500
AVAILABLE BALANCE (at time of writing):	\$21,722

Proposed DRF Grants (subject to approval at this meeting):	Recommended:
<ul style="list-style-type: none"> Avon Ōtākaro Network INC towards the Matariki in the Zone 	\$4,250
Prospective remaining balance (if all recommendations accepted):	\$17,472

2024/25 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
YDF grants approved so far this financial year:	
<ul style="list-style-type: none"> Grant to Disharn Noda towards travelling to Tahiti for a cultural exchange 	\$300
<ul style="list-style-type: none"> Grants to Katia and Elena Ashmore towards the costs of attending the National Secondary Schools' Brass Band Course 2024 	\$300 & \$300
<ul style="list-style-type: none"> Grant to Laura Powley towards participating in the Avonside Girls' High School French Trip to Angers 	\$500
<ul style="list-style-type: none"> Grant to Olivia Zeng towards the costs of attending the Aspire (Dance) Programme at Convergence Dance Studio 	\$100
<ul style="list-style-type: none"> Grant to Natalia Kay towards competing in the Deaf World 3v3 Basketball Championships at Gallaudet University, Washington DC 	\$500
<ul style="list-style-type: none"> Grant to Ollie Dysart towards representing the South Island at the ITKD Taekwondo National Championships 2024 in Palmerston North 	\$350
<ul style="list-style-type: none"> Grant to Villa Maria College for Oriana Puhiatau towards playing in the 1st XI Football Team attending the New Zealand Secondary Schools Tournament in Blenheim 	\$100
<ul style="list-style-type: none"> Grant to Tiana Olney towards attending the Outward Bound Classic Course 	\$300
<ul style="list-style-type: none"> Grant to Jorja Ashley McCaughan towards competing at the NZCAF Aerobics Nationals in Queenstown 	\$200
<ul style="list-style-type: none"> Grant to Lauren Dyet towards travelling with the Mixx U19 Korfbal Team to the National Championships in Taiwan 	\$500
<ul style="list-style-type: none"> Grant to Badminton Canterbury Inc. applicants towards attending the NZ Junior Team Badminton Championships in Palmerston North (see Attachment A) 	\$260
AVAILABLE BALANCE (at time of writing):	\$4,290

3.3 The Mayor's Welfare Fund

The Mayor's Welfare Fund provides financial support 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. 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, helping the [Friends of the Library](#), joining the [Friends of the Botanic Gardens](#), or any of the number of volunteer opportunities listed on the site for [Volunteering Canterbury](#).

- **FRESH Events 2025**

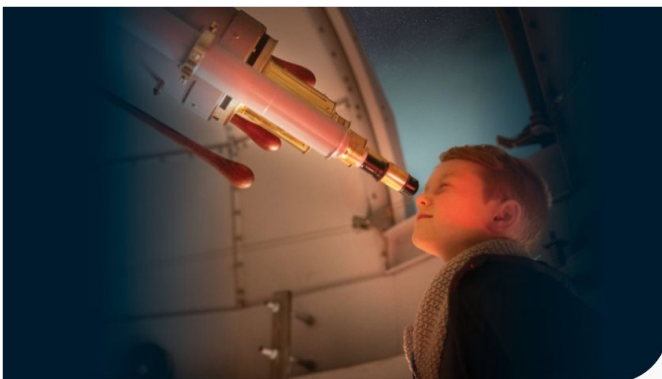
Information on events from Youth & Cultural Development (YCD) is available at [this link](#).



Other upcoming community events and festivals in the city

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

- [2025 UC product design showcase](#) – 5-10 April at Tūranga, 60 Cathedral Square - Step into the world of design and innovation. This event takes you through the full journey of creativity—from ideas to execution—offering a unique behind-the-scenes look at the work of talented UC students across multiple disciplines.



- [Heritage Stargazing](#) – 11 April, 7.30-9.30pm at The Arts Centre Te Matatiki Toi Ora - View the Southern Sky through the Victorian-era Townsend Teece Telescope, under the guidance of Townsend astronomers from the University of Canterbury. Join a tour of a heritage observatory Te Matatiki Toi Ora The Arts Centre and the University of Canterbury welcome you and your whānau to join a short stargazing experience in the heart of the city.

- [Kia auaha Make it!](#) – 12-27 April, 10am to 3pm at Christchurch Botanic Gardens - Let's make and create at six of our favourite central city locations in this free discovery trail. Create leaf boats, theatre masks, mosaics, wiggly sculptures, invent a machine and more. Grab your free trail booklet and get set for the adventure. This is a big trail, and you may need more than one day to fit everything in.



- [Ōtautahi Christchurch Central City Living History Walk](#) – 12-27 April at Tūranga - This self-guided living history walk takes you on a journey of what life would have been like for the people of Ōtautahi Christchurch during the late 1800s.

Taking around an hour and covering 2km of fully accessible pedestrian areas, the tour begins outside Tūranga, takes you up to Victoria Square and follows the Ōtākaro Avon River to Cashel Street. It then loops around up High Street to Cathedral Square and finishes back at Tūranga. To get started all you need to do is grab your tablet or phone and head to the first stop. Free Wifi is available along most of the route.



- [SCAPE Public Art City Walk](#) – 13 April, 10.30am-midday and 1.30-3pm at Hotel Montreal, 25 Kilmore Street - Discover Ōtautahi's vibrant public art scene. Join a guided walking tour of contemporary artworks, led by SCAPE Public Art.

- [Christchurch Marathon 2025](#) – 13 April at North Hagley Park - Get excited for the 2025 Christchurch Marathon! This vibrant event is all about bringing together runners and walkers of all ages and skill levels. You'll be running through the heart of Christchurch, taking in the stunning sights of Hagley Park, historical monuments, and the beautiful Avon River along the way.

- [Holiday Fun Zone](#) – 14-25 April, 11am to 3pm at The Arts Centre Te Matatiki Toi Ora - Enjoy holiday fun while soaking up the Arts Centre's North Quad's heritage setting. This event is part of the Arts Centre's April 2025 [School Holiday Fun](#) programme.



- [Meet in the Middle](#) – 20 April, 10am to midday at Riverlution Eco Hub, 46A Vogel Street - Discover Richmond's Red Zone with a local guide, exploring exciting projects, future plans, and the rich cultural history of the area.
- [Adventure Avenue Wander](#) – 23 April, 11am to midday at Adventure Ave, Woodchester Avenue - Adventure Ave is a children's playground designed and built by the tamariki from Pareawa Banks Ave school. Alongside the play huts are picnic tables, a bike track and loads of native plantings to explore. Nestled amongst the trees on Medway Street just before the Medway Bridge.

- [Observing the Natural World: Dr Morgane Merien | Papanui](#) – 24 April, 11am to 2pm at Papanui Library - Drop in to see live stick insects, cool museum specimens, sea creatures and learn about the City Nature Challenge and iNaturalist app. Meet Dr Morgane Merien from Canterbury Museum and hear how you can help observe the natural world around you.
- [Anzac Walk](#) – 25 April, 10-11.30am at Avebury House - Take an easy guided wander through the Richmond river red zone, including the special Anzac installation of biographies.
- [Open Christchurch 2025](#) – 2-4 May at various venues across the city - Discover Ōtautahi through architecture at Open Christchurch 2025. Presented by Te Pūtahi, the annual festival returns with a selection of the city’s best buildings and designed spaces for attendees to explore. This year’s programme, the largest to date, includes 51 buildings, five guided walks, four free standing architectural structures and two designed landscapes, as well as a host of talks, tours, exhibitions and activities.
- AF8 Public Science Talks



- **Walking Festival**



The Christchurch Walking Festival is being held from Saturday 12 April to Sunday 27 April 2025. Explore the beauty of our city and its surroundings through a variety of inspiring walks suitable for all ages and abilities. From scenic strolls to adventurous hikes, there’s something for everyone to enjoy. [Browse the schedule](#), find the perfect walk for you, and register to join this journey of discovery, community, and connection with nature.

- **Christchurch Heritage Festival 2025**

The Christchurch Heritage Festival is an opportunity to share the stories of the past that link us to this place. He tātai muka, he tātai tangata – weave together the strands, weave together the people. The 2025 festival, ‘Building Place - evolving communities’ is scheduled for Saturday 11 to Monday 27 October (Labour Day) 2025.

New and returning event providers are welcomed to be part of the Christchurch Heritage Festival 2025 programme. Applications will be open [here](#) from mid-May to mid-June 2025.

- **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' [technology programmes](#) are designed to help people become more comfortable with technology, and to make better use of available computer tools. Better Digital Futures Computer Programmes for ages 65+ is a free programme (though it does require bookings). There is also technology help drop-in sessions, and a GenConnect Drop-in to help with questions about your iPad, Smart Phone or Tablet, and how to use Skype, Facebook, or share your photos with family or friends.

[JP Clinics](#) - Justices of the Peace are available at set times at a number of Christchurch City libraries. JPs can witness signatures, verify copies of documents, hear oaths, declarations and more. There is no charge for JP services.



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



- [Easter](#) - includes information on Library Easter hours.
- [Anzac Day and Gallipoli](#)

Learn more about the origins of Anzac Day and find library resources about the Anzacs and Gallipoli.

- [Armageddon Expo](#)

This expo brings together comics, sci-fi, fantasy, anime, manga, stars of film and TV, and lots more. The 2025 event is scheduled for Saturday 5 and Sunday 6 April at Te Pae Christchurch Convention Centre.

- [NZ Music Month](#)

Christchurch City Libraries celebrates NZ Music Month during May every year. Find out more about this month-long celebration, and the Libraries' music resources.

- [New Zealand Sign Language Week](#)

New Zealand Sign Language (NZSL) Week (5-11 May 2025) is not just a celebration; it's a moment for the Deaf community to stand tall, embracing their identity and heritage. It's a time to showcase the richness of NZSL and the diverse culture it represents. [NZSL Week](#) serves as a platform to dismantle barriers, dispel misconceptions, and foster greater inclusion.



3.5 Participation in and Contribution to Decision Making

3.5.1 Report back on other Activities contributing to Community Board Plan

- **St Paul’s Papanui Memorial Seat**

The local Menz Shed, and the Board through its Discretionary Response Fund, have contributed to making a new memorial seat for St Paul’s Papanui’s rose arbour – the photo here showing the finished project.



- **Community Liaison Meeting**

The Community Liaison Meeting on 28 February 2025 included presentations from Council staff on the community engagements regarding the Council’s development of a Local Alcohol Policy, and its Draft Annual Plan 2025/26, which provided helpful information and fruitful discussion for the local groups and members in attendance.

- **Shirley Shine**



On a warm and sunny Sunday 16 March 2025, Shirley Community Trust hosted their annual community event Shirley Shine.

The event held at MacFarlane Park, was enjoyed by residents and community members. There was low cost/no cost activities for the Tamariki, a collection of stalls and a show case of local talent.

There was lots of positive feedback on their Facebook page: “A really lovely day. Thank you to all those who made it such a successful event!” and “best day ever”. Shirley definitely shined.





- **Parks Update**

The Community Partnership Rangers continue their collaborative work with the community around the greenspaces in the Board area:

Lancaster Park – There was a Field Rangers and Community Partnerships Rangers planting in Lancaster Park on 5 March, planting up a corner area on Stevens Street.

Rutland Reserve – The Community Partnerships Ranger recently met up at the reserve with the Council’s Community Pacific Liaison and Urban Forest Team Leader to discuss doing a native planting with Vanuatu community in the wetland area this year to celebrate their language being added into Ministry of Pacific People language week series.

Packe Street Park and Community Gardens – The Parks Team have had Treetech in there recently doing tree work (i.e. pruning/lifting) for the reserve after the Packe Street Coordinator put in a request. They also left a pile of mulch in there for the group to use.

Papanui Bush – The March working bee included volunteers from Papanui Rotary and Conservation Volunteers NZ doing some plant rescue (treasure hunt to find and hand-release native plants from competing grasses and weeds). Denis McMurtrie also had a class of high school students from Papanui High in earlier that morning to move mulch.

Papanui Rotary have also now installed two Peace Poles in the reserve.





Olliviers Reserve – The Community Partnerships Ranger held a working bee with a community volunteer on Friday 28th March in Olliviers Reserve. The volunteer having arranged free plants the Ranger collected from Zealandia.



- **Richmond Community Gala**



The Richmond Gala was held on Saturday 29 March between the Richmond Community Garden site and Avebury House sites. A beautiful day encouraged more than 1500 people to attend.

The walkway area between the two sites was set up for Community organisations and an area next to the pool and playground where child friendly events and the library bus and games were available.

At Avebury House stallholders on the lawn numbered around 25, with 11 food vendors, and volunteers served around 250 Devonshire Teas in the house.

There was a singer/guitarist playing most of the day and finished off with the Garden City Orchestra playing the last hour.



At the Richmond Community Garden market site, there were 10 market stalls, 15 not-for-profit organizations, CCC and CDEM community engagement stalls and 30 car boot stalls.

Community volunteers and staff from numerous community agencies collaborated to deliver an excellent event which catered for all ages.



3.5.2 Council Engagement and Consultation

- [Local Water Done Well](#) (closes 6 April 2025)

Local Water Done Well is a government-led reform aimed at addressing long-standing water supply, wastewater and stormwater infrastructure challenges across the country. It is intended to address inconsistencies in water service delivery and ensure that every community has access to safe, reliable, and sustainable water services. It provides some local flexibility on how this is achieved; however, the reform puts a strong emphasis on compliance with central government rules and regulations.

- [Moorhouse Avenue pedestrian safety improvements](#) (closes 21 April 2025)

Moorhouse Avenue is one of Christchurch's busiest transport corridors, with approximately 24,000 vehicles passing through each day. It is also a key route for pedestrians and cyclists traveling to and from the central city. These two intersections for planned improvement on Moorhouse Avenue are key access points for Ara, the growing south-east central neighbourhood, and One New Zealand Stadium at Te Kaha.

- [Get ready](#) - How prepared are you and your family for a civil defence emergency?

Complete the five-minute Emergency Management Canterbury Community Resilience Survey at the link above.

- [Tree Planting Plans](#)

Help the shape the tree planting plans for parks across Ōtautahi Christchurch.



- [Consultations in other parts of the district:](#)

- [Hornby intersections - Amyes, Awatea, Springs](#) (early feedback closes 20 April 2025)
- [Bryndwr Road renewal](#) (closes 7 April 2025)
- [Safer streets for Halswell](#) (closes 28 April 2025)

3.6 Governance Advice

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

Refer to **Attachment B** for the 1 to 31 March 2025 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 Waipapa Papanui-Innes-Central Community Board Submissions

Since the last Area Report, Board submissions on the Council's Draft Annual Plan 2025-26, Development Contributions Policy Review 2025, and Local Water Done Well, (collated in **Attachment C**), have been approved.

3.6.3 Climate action

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

A key 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](#).



We've got greenhouse gas emission reduction targets to aim for. [Find out here](#) where our emissions come from and how we're tracking them within the Council and across the Christchurch district.

We need everyone to play their part to reach our targets. These online tools can help you measure and reduce your household or business greenhouse gas emissions:

- [Future Fit household emissions calculator](#)
- [Sustainable Business Network Climate Action Toolbox](#)

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.

- ***Prepare for the impacts of climate change***

We're already feeling the effects of a changing climate in the form of wetter winters, and hotter, drier and longer summers. [Find out more here](#), and browse the [Christchurch District Risk Screening Report \(2022\)](#), which identifies how climate change will affect our natural and built environments. The document is based on the latest scientific information and input from key agencies in the region.

- ***Get updates on climate action***

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



3.6.4 Community Patrols

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

3.6.5 Planned road works and closures

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

There is also a project page for the work in Bishopdale and Papanui at [this site](#).

3.6.6 Public Notices

- [Additional proposed road closure for Anzac Day Parades 2025](#)



3.6.7 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.

3.6.8 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.

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



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

4.1 Start Work Notices (SWN)

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

- Richmond Neighbourhood Greenway Cycleway - safety improvements (*circulated 3 April 2025*)
- Cranford Street & McFaddens Road - intersection safety improvements (*circulated 24 March 2025*)
- Emmett Street and Riselaw Street - tree removals and road closures (*circulated 20 March 2025*)




4.2 Memoranda

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

- CCC: Fitzgerald Avenue/St Asaph Street Traffic Signal Renewal (*circulated 1 April 2025*)
- CCC: Moorhouse Avenue Pedestrian Safety Improvements (*circulated 1 April 2025*)

- CCC: Residents Survey 2025 results (*circulated 27 March 2025*)
- CCC: Central City Noise Plan Change - Further clarifications following Information Sessions (*circulated 26 March 2025*)
- CCC: Richmond CRAF - Neighbourhood Greenway Cycleway Works Update (*circulated 26 March 2025*)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Youth Development Fund Grant under Delegation for Badminton Canterbury Inc. applicants - Sukhsehaj Kaur, Jayden Chongyun Gao, Amelia Black, and Jason (Yulin) Zhang	25/582135	77
B  	Customer Service Request Report - March 2025	25/656649	80
C  	Board submissions on the Draft Annual Plan 2025-26, Development Contributions Policy Review 2025, and Local Water Done Well	25/607355	81

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Jason Chee - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator 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

Memos

Christchurch
City Council 

Memo

Date: 19 March 2025
From: Lyssa Aves, Support Officer, Community Governance Papanui
To: Emma Pavey, Governance Manager, Community Governance Papanui
Cc: Mark Saunders, Community Board Advisor, Community Governance Papanui
Reference: 25/543316

Waipapa Papanui-Innes-Central Community Board 2024-25 Youth Development Application - Badminton Canterbury Inc.

1. Application Details Ngā Taipitopito Tono

Date of Decision Meeting: 24 March 2025

Venue: Papanui

Date Application Received: 19 March 2025

Applicant: Badminton Canterbury Inc.

Application Assigned to: Lyssa Aves, Support Officer

Total Budget Costs: \$42,048

Funding Requested: \$5,400

Staff Recommendations: That the following is paid:

- \$65 for Sukhsehaj Kaur
- \$65 for Jayden Chongyun Gao
- \$65 for Amelia Black
- \$65 for Jason (Yulin) Zhang

2. Background Te Horopaki

2.1 This Youth Development Fund Application is part of a group application from Badminton Canterbury Inc. covering four Community Boards with the following four applicants residing in the Papanui-Innes-Central wards:

- Sukhsehaj Kaur
- Jayden Chongyun Gao
- Amelia Black, and
- Jason (Yulin) Zhang

2.2 The funding application is to help with the cost of travel and accommodation for the applicants as part of the 45-player team who have been chosen to represent the Mainland (the

Memos



combined South Island Badminton Associations) at the New Zealand Junior Team Championships in Palmerston North from 29 June to 2 July 2025.

- 2.3 Badminton is a sport that caters to many ethnic origins in Canterbury with a large following amongst Asian, Indian and Filipino communities. The Association has a Junior Fundraising committee that runs the café at many of the local badminton tournaments throughout the season – with funds being distributed to those families that contribute. They are also involved with sausage sizzles and are looking at doing a ‘Fundraza’ through Ninja valley as well to help alleviate the financial pressure on these families.

Sukhsehaj Kaur

- 2.4 Sukhsehaj is an 11-year-old student attending Year 7 at Christchurch East School. She is passionate about badminton and aims to win the National Championship this year. Alongside badminton Sukhsehaj enjoys reading, swimming and playing volleyball and touch rugby at school. She is also skilled in playing the harmonium.

Jayden Chongyun Gao

- 2.5 Jayden is an 11-year-old student attending Year 7 at Cobham Intermediate School. He will turn 12 early in June prior to the tournament. As well as badminton, Jayden plays basketball for the Elmwood Normal School team and hockey for HSOB Burnside Hockey Club where he was Most Valued Player of the year for 2023. He is also a member of the Triton Swimming Club. However, his focus is on badminton, attending group and individual training sessions four days a week. He would like to win entry to the international games.

Amelia Black

- 2.6 Amelia is a 13-year-old student attending Year 9 at Papanui High School. Her hobbies are reading, badminton, running and hanging out with friends. Some of her sporting achievements were getting first place every year since she started in cross country, winning first place in the Aims Games doubles last year with her partner and getting the best sports girl and cross-country runner award.

Jason (Yulin) Zhang

- 2.7 Jason is a 15-year-old student attending Year 11 at Burnside High School. He likes to play badminton and is also interested in reading and handwriting. Jason also enjoys interaction and an active social life with his peers.

- 2.8 The cost per applicant to compete is:

EXPENSES	Cost (\$)
Flights	\$468
Accommodation/food/shuttle	\$700
Total	\$1,168

3. Summary He Whakarāpopototanga

- 3.1 Staff recommend \$260 in total (\$65 per applicant) from the 2024–25 Positive Youth Development Fund to Badminton Canterbury Inc. towards the costs of attending the New Zealand Junior Team Badminton Championships in Palmerston North from 29 June to 2 July 2025 for Sukhsehaj Kaur, Jayden Chongyun Gao, Amelia Black, and Jason (Yulin) Zhang .

Memos

Christchurch
City Council 

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

4.1 Approved.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

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

Ticket Report

01 03 2025 - 29 03 2025

Filter by Ward

Papanui-Innes-Central

Filter by month

2025 (Year) + March (Month)

4557

Reported Tickets last month

89.14%

Resolved within SLA

Status as of Report Date

Closed/Resolved

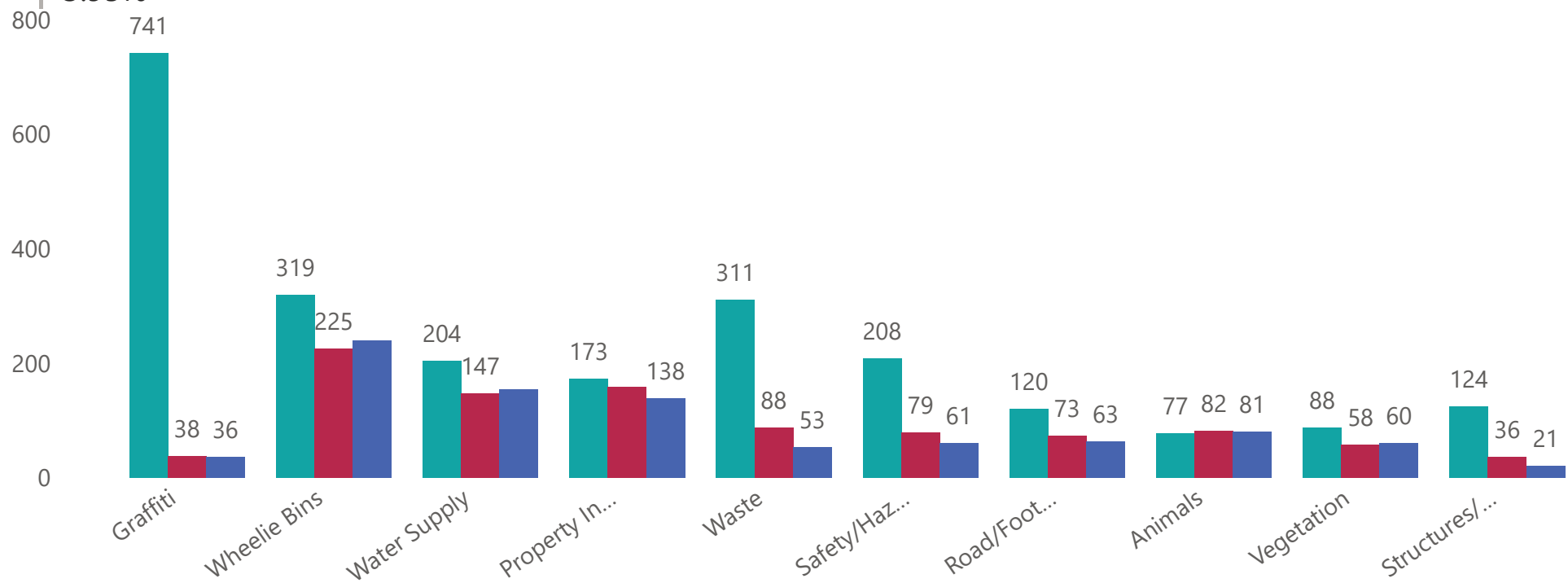
68.11%

Open

27.94%

Programmed Work

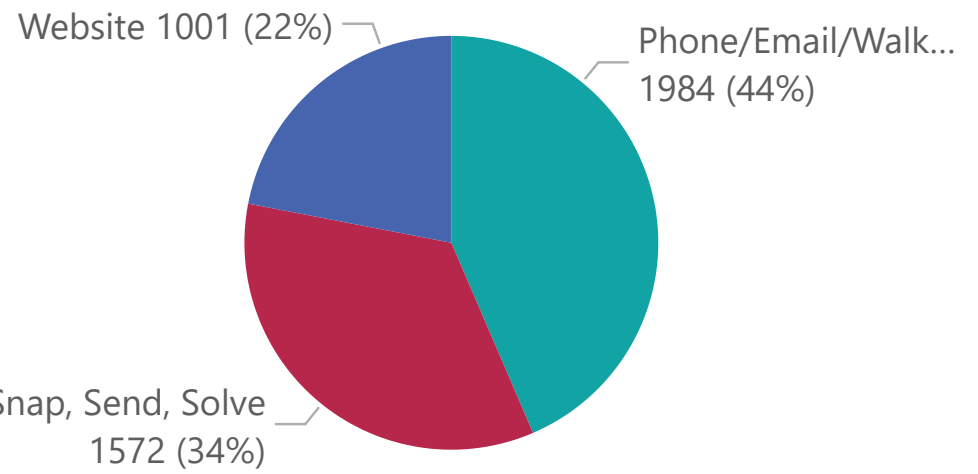
3.95%



Top 10 Incident Categories

● Central ● Innes ● Papanui

Channels



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
507	Graffiti - Fence, building or structure	83
388	Litter	-31
331	Water Leak	-90
259	Bin Not Collected	-28
242	Damaged Bin	-12
215	Graffiti - Utility box, pole, railway	-216
160	Residential Property Files	4
152	Residential LIM	-1
131	Trees	7
100	Missing Bin	3

Report date:
01 Apr 2025

Waipapa Papanui-Innes-Central Community Board Submissions – March 2025

Draft Annual Plan 2025-26

<i>Council's Questions</i>	<i>Board's Feedback</i>
<p><i>Proposed average rates increase</i></p> <p><i>What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?</i></p>	<p>The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit feedback on the Draft Annual Plan 2025-26.</p> <p>In line with its role as an advocate for the Papanui-Innes-Central community, the Board supports keeping rates—and any rate increases—as low as possible while addressing key priorities for the wards and city.</p> <p>The Board acknowledges residents' ongoing challenges with the cost of living and recognises the need to balance minimising rates increases with the responsibility to duly invest in keeping the city running efficiently, sustainably, and resiliently, ensuring that infrastructure and services adequately deliver what residents, businesses and visitors need, now and in the future.</p> <p>What is challenging is balancing/managing an understanding that one person's 'nice to have' can be another's 'must have'. Regular feedback suggests that members of our community want current services (as per CCC's levels of service – LOS) to remain unchanged.</p> <p>Additionally, there have been recent issues, on which segments of our community are requesting a greater focus. This includes the proactive, short, medium and long-term management of street trees to increase and foster mature tree canopy cover.</p> <p>A second issue that was first raised several years ago now and again in the last two years, is excessive droppings from starlings roosting seasonally (December-March) in Dudley Street, Richmond. The problem is concerning some residents from both an amenity and health and safety perspective.</p> <p>This is affecting a relatively small number of residents (around 4-5 homes, at least one with a new baby) however the issues have been challenging for some of them for up to 7 years. Significant amounts of bird droppings on the pavement in front of three homes in particular saw CCC increase the cleaning of this area (increased LOSs) however residents in February, told Board members that this is not completely addressing the issue and doesn't deal with cars and houses being dropped on. Finally, in a wet southerly, at least two families say their homes are 'splattered' with droppings being blown out of the trees and they have to use umbrellas to protect them from the falling excrement, when moving around outside.</p>

	<p>The Board and council officers have committed to considering any possible solution however resourcing (time and funding) is required to investigate and potentially implement a solution.</p> <p>Although the advice received by the Board is that this issue is not a legal responsibility of CCC, the Board urges the Council to adequately resource staff to investigate all solutions recently suggested by elected members, residents and staff at a street meeting. We believe this is an exceptional situation that requires ‘thinking out of the box’ to address the significant effects this seasonal issue has on residents and their families.</p>
<p><i>Proposed spending</i></p> <p><i>Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?</i></p> <p><i>You can read more about this on pages 13 & 14 of our Consultation Document.</i></p>	<p>As stated in its Board Plan, the Waipapa Papanui-Innes-Central Community Board believes that a good transport network is essential for a connected, accessible, and safe community. The Board advocates that community safety remains at the forefront of all transport decisions—from implementing safe speeds to creating safe streets for every resident.</p> <p>The Board notes its support for:</p> <ul style="list-style-type: none"> • Local cycleways and the timely completion of MCR projects, along with their subsequent connectors. It reaffirms its previous support for the Wheels to Wings cycleway. We are disappointed that central Government funding has been withdrawn leading to the proposal for a staged approach to delivering this project. This reflects the financial constraints the council is facing. • A network of streets and roads that as safely as possible accommodate pedestrians, cyclists, private vehicles, public transport, micro-vehicle riders (e.g. scooters), business vehicles and others. The Board highlights its recent request to prioritise the implementation of the school speed zone at St Albans School, and strong advocacy for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals, with increasing volumes of traffic in this area which is also used by hundreds of primary school children every day. • Maintaining a focus on efficient light phasing, real-time traffic monitoring (partnering with police – visibility is key), red light / safety cameras, and auditing traffic behaviour following changes (e.g. revised speeds or road layouts) to maintain good traffic flow and reduce congestion, thereby preventing driver frustration and potentially dangerous behaviour. <p>The Board is also committed to the Ōtautahi Christchurch Climate Resilience Strategy’s Climate Goals and strongly advocates for active transport modes—walking, cycling, and public transport.</p> <p>Other Key Priorities:</p> <ul style="list-style-type: none"> • Northcote Road corridor – community and student voices have raised urgent safety concerns along this corridor. Responding to this, and the significant LTP funding cuts to corridor improvements, the Board has provided significant Better Off funding to investigate safety improvements. The Board appreciates that these investigations

	<p>are now underway, though early signals is that these are focused on safety improvements that will require future Council funding to be implemented.</p> <ul style="list-style-type: none"> • The Board remains concerned that project 243 (Greers, Northcote & Sawyers Arms Intersection Safety Improvement) does not appear in the LTP, and has asked for a traffic efficiency survey of the block containing this intersection and the Langdons and Northcote road corridors through to Main North Road, which would be assisted by the Council reaffirming this request, while supporting the expediting of our next point. • Improved efficiency along the Langdons Road corridor, and a pedestrian safety crossing on Springfield Road, are noted in the Board Plan as part of the Board’s prioritisation of transport connectivity in its area. We urge that the Council accelerates its LTP noting provision (CLP/2024/00086): <i>That the Council notes that staff will report back on work programme requirements for Langdons and Springfield corridors to inform a future Annual Plan.</i> • The Board supports the adoption of the proposal signalled in Council Resolution CAPL/2025/00007 (<i>That the Council: A17. Re-instates the second section of Richmond Greenway (Southern end CERF - Transport Choices project) in the draft 2025/26 Annual Plan with a budget of \$900,000, with \$600,000 of the budget being in Financial Year 25/26, and the remainder in Financial Year 26/27</i>), as reflecting a further component of the Board’s prioritisation of transport connectivity in its area. • The Board notes its continued advocacy for retaining the funding of the Downstream Effects Management Plan (DEMP) for the Christchurch Northern Corridor (CNC) to keep it on time as per the staged plan, and its support for ongoing initiatives to address CNC effects.
<p><i>Do you have any comments about our proposed spending on our three waters network?</i></p> <p><i>You can read more about this on page 13 of our Consultation Document.</i></p>	<p>The Board supports continued investment in Three Waters infrastructure. We emphasise that upgrading our water systems is essential to prevent unacceptable consequences for our community—both for current residents and visitors, as well as for future generations.</p> <p>The Board especially looks forward to robust stormwater projects being developed through the surface flooding reduction programme, giving due consideration to the areas in our wards frequently affected by significant rain events, such as, but not limited, to Francis Avenue, Edgware Village, Emmett Street, Orcades Street, Cambridge Terrace, and Harris Crescent. We also urge the Council to ensure that flood mitigation measures:</p> <ul style="list-style-type: none"> • Consider both residential and commercial impacts when setting levels of service. • Include investigating innovative solutions—such as permeable surfaces and rain gardens—to reduce runoff and improve water absorption, while considering cost effectiveness of such options <p>Furthermore, the Board urges scrutiny around flood mitigation being adequately integrated into new developments. This helps protect existing drainage networks from becoming overwhelmed during heavy rains. While we are encouraged by the preliminary provisions for new development in East Papanui (between Cranford and Grassmere Streets), we remain</p>

	<p>concerned that surface flooding issues across the Papanui-Innes-Central wards may worsen with increasing housing intensification.</p>
<p><i>Do you have any comments about our proposed spending on our parks and reserves?</i></p>	<p>In its Board Plan, the Board advocates for incorporating essential amenities—such as greenspace, recreational, sports, and community facilities—into future development areas. This approach is intended to support the needs of our fast-growing population, and enhance community quality of life in the Papanui-Innes-Central wards.</p> <p>In addition, the Board has prioritised community safety initiatives in consultation with local residents. Notably, the Board’s investment of Better Off funding in a Crime Prevention through Environmental Design (CPTED) report for MacFarlane Park highlighted an urgent need to address issues related to the park’s public toilets as a key element in improving community safety and amenity. This may include renewing or relocating these facilities. While there is funding in the LTP for this included in a “programme”, it should be shown as a separate line item to better secure the funding. This is a high priority as McFarlane Park is well used (and increasingly so), and is part of the Urban Forest Plan which is already in train.</p> <p>We ask that this—and the other recommendations arising from the CPTED report—receive the Council’s support to be developed and actioned / confirmed – and the Board will support this project in subsequent LTP and Annual Plans.</p>
<p><i>Do you have any other comments about spending on our capital programme in general, for example our facilities?</i></p> <p><i>You can read more about this on page 13 of our Consultation Document.</i></p>	<p>The Board remains committed to exploring a youth facility in the Papanui/Redwood area as outlined in its Board Plan. The Council resolved in its LTP 2021-31 to specify the project (noted as a Papanui Skate Facility at that time) as a separate line item. This should be reinstated and also show the construction component of the budget in the same line item.</p> <p>This will help lock in a budget for a fit-for-purpose facility in the future. The Board notes that there is a youth audit underway in the Papanui area, planned for this year.</p> <p>While the Board recognises the challenge of finding suitable space in central Papanui for new recreational facilities, it urges the Council to continue to prioritise the identification of green and recreational spaces in areas earmarked for new housing developments so these issues are not having to be managed retrospectively – once housing is already built. In light of the increased intensification and higher density in Papanui, clear planning and budgeting for youth spaces is essential.</p> <p>Finally, the Board stresses the importance of retaining current funding for a Philipstown Community Centre as a key investment in maintaining that community’s heart.</p> <p>Similarly, the Board reaffirms that Shirley Community Reserve (formerly the Shirley Community Centre site) remains a top priority. The community has been consulted several times over the last three terms (nine years) around the use of the sited. We as a Board and the wider council must give certainty to the community that this key space will be developed so it can be successfully activated, as soon as possible.</p>

<p><i>Christ Church Cathedral targeted rate</i></p> <p><i>Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?</i></p> <p><i>You can read more about this on page 20 of our Consultation Document.</i></p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>Comments:</i></p> <p>The Board notes that a saving here is currently factored into the proposed rates increase of 7.58%, and if the Council decides to continue to collect the targeted rate, the rates increase would be 0.14% higher at 7.72%. Therefore we support pausing the collection of this targeted rate.</p>
<p><i>Rating for renewals</i></p> <p><i>Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.</i></p> <p><i>You can read more about this on page 23 of our Consultation Document.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>Comments:</i></p> <p>The Board is mindful of the additional rates increase of 0.25% in 2025/26 for this option, but also that it will generate \$2.6 million of overall rates savings over the next six years.</p> <p>The Board supports the Council having particular regard for the consultation results—an important part of the community will be feeling current financial strain, while others will be prepared for short-term pain for long-term gain.</p> <p>The Board are undecided on this point as we can see both sides of the proposal.</p>
<p><i>Fees and charges</i></p> <p><i>Do you have any comments on our proposed changes to fees and charges?</i></p> <p><i>You can read more about this on page 20 of our Consultation Document.</i></p>	<p>The Board appreciates the remarks in the consultation document that the Council is “conscious of the financial pressure many of our residents and ratepayers are under, and we have attempted to avoid cost increases to the community that would create a barrier for them using our services”.</p> <p>The Board notes those remarks go on to say that: “In other areas the proposed fee increase is in keeping with the increased costs the Council is facing. “Fees in some areas are staying the same.”</p> <p>The Board appreciates the balanced consideration that has gone into the proposed fees and charges. It acknowledges that for those fees and charges that have increased, this reflects the Council’s increased costs.</p>

	<p>However, the Board questions whether the fees and charges are adequate some respects. The Council must have a very detailed look at potential increasing fees in a number of areas it is fair and reasonable to do so, for example the Botanics room hire fee, Mona Vale and Gardens wedding hire fee, and RSE meeting room fees.</p>
<p><i>Trade waste</i> <i>You can read more about this on page 21 of our Consultation Document.</i></p>	<p><i>What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:</i></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> <i>Option 1: Three-tiered volume rate (the Council's preferred option)</i> <input type="checkbox"/> <i>Option 2: Two-tiered volume rate</i> <input type="checkbox"/> <i>Option 3: Fixed volume rate</i>
<p><i>Reducing rates - You can read more about this on page 24 of our Consultation Document.</i> <i>Tell us about the services you value the most and would not want reduced.</i></p>	<p>The Board supports the Council's endeavours to hear from the community about the services it most values. However as already noted, the challenge is balancing/managing an understanding that one person's 'nice to have' can be another's 'must have'.</p> <p>Regular feedback suggests that members of our community want current services (as per CCC's levels of service – LOS) to remain unchanged</p> <p>The 2023 'what matters most' engagement saw residents in our Board area prioritise: drinking water, climate change, road and footpaths, travel choice, and parks and gardens, as being important to them.</p> <p>We know that strong communities make for a strong city and community development and funding is fundamental to making our communities the vibrant, safe and supportive spaces residents value living in. The Board obtains and maintains this insight through its work, advancing community development and partnerships with Strengthening Communities and Discretionary Response funding, and other Board projects, which are important lifelines to the vital mahi of our dedicated local community groups.</p> <p>Similarly, it is only when significant adverse weather events occur, as may be increasingly likely as a result of the effects of climate change, that we see the importance of maintaining the investment in emergency management and community resilience.</p> <p>The Board wishes to highlight its support for the Ōtautahi-Christchurch Urban Forest Plan, noting the importance of improving tree cover and green spaces, particularly as an offset to housing intensification. Recent challenges in the Shirley</p>

	<p>area relating to trees interacting with electricity lines shows that a joined-up plan incorporating the forest plan, management of street trees and the work of the urban forest team, is urgently required. This will require resourcing.</p> <p>Finally, it is also to be noted that our council and community facilities serve an important role in creating and fostering a sense of community.</p> <p>Libraries are key places for people to engage with the Council's work and use the services the libraries offer. These facilities are increasingly important as high density housing continues to develop around key activity centres and suburbs.</p>
<p><i>Tell us about the services you could manage without.</i></p>	<p>The Board is interested in the consultation responses to this question, as we are well aware of the financial challenges the Council faces, the cost of living challenges residents and businesses are facing – and the generally negative feedback we receive regarding any proposal to lower the level of services for the community and residents.</p> <p>What is important to note is, when asked “what do you value”, residents and businesses may not be aware of things that are so entrenched and a part of their everyday lives, they don't see them as key. The current issue of street tree maintenance and the need to remove a number in the Shirley area is an example of this. Until something is under threat, the value and importance of something may not be obvious.</p> <p>The Board's recent experiences in this respect sway it to urge the Council to carefully consider cuts in as strategic a way as possible—how far reaching will these cuts be, how and who do they affect further down the line?</p>
<p><i>Tell us about the services where there could be an opportunity for savings.</i></p>	<p>While a review of levels of service is important to ensure costs are being managed well, the Board sees first-hand how important it is to partner with our community and maintain the investment in community spaces that levels of service represent. This enables, motivates, and encourages residents to participate and connect locally, enriching both their own lives and their neighbourhoods.</p>
<p><i>Climate Resilience Fund Policy</i> <i>Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?</i> <i>You can read more about this on page 25 of our Consultation Document.</i></p>	<p>The Board signalled in its Community Board Plan 2023-25 that it is committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals, and it sees supporting the Climate Resilience Fund Policy as an appropriate extension of that.</p> <p>We do suggest however, that the name of policy, and the information wrapped around it, is clearer on the focus of the funding—that it will be used for the effects of climate adaptation and predominantly in our coastal areas, and in several years' time. Currently we believe the name of the policy suggests a much broader application of the funding.</p> <p>The Board also highlights that it shone through in the 2023 'what matters most' engagement on the LTP that 'climate change' was of high priority for the wards in the Board area, reinforcing the representative aspect of this advocacy.</p>

<p><i>Air Force Museum Grant</i></p> <p><i>Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?</i></p> <p><i>You can read more about this on page 26 of our Consultation Document.</i></p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><i>Comments:</i></p> <p>The Board does not support the grant at a time of fiscal prudence.</p>
<p><i>Central city shuttle service</i></p> <p><i>Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?</i></p> <p><i>You can read more about this on page 26 of our Consultation Document.</i></p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>Comments:</i></p> <p>As highlighted in our Community Board Plan, a central city shuttle service is one of our key priorities. The Board believes a central city shuttle would be a 'game changer' to connectivity and activity in the central city – that said, it must be a decision based on fact, what is needed, where and by whom?</p> <p>Common sense suggests that with more people coming to the central city – locals, visitors (tourists, cruise ship passengers) and businesses – being able to move people around the inner city would be a great idea.</p> <p>It is unfortunate that the timing did not allow further clarification of the true cost and value of the scoping study to be included with the consultation, as the cap of 'up to' \$200k for a scoping study will likely be concerning to residents, as was for the Board without further clarification.</p> <p>Few people will have heard the Council's discussion at its meeting around including this proposal, which indicated the true cost could be significantly less, much less the insight into the justification for the study the Board has since gained. This advises that the scope of the work will update and build on previous analysis carried out and traverse different disciplines, e.g. the scoping study needs to consider:</p> <ul style="list-style-type: none"> • <i>Problem definition and objectives</i> • <i>Market that any shuttle would serve</i> • <i>Identification of route options, having regard to the market a shuttle might serve and key destinations</i> • <i>Alternative delivery options including existing public transport routes</i> • <i>Evaluation of each option, which will require specialist input including (but not limited to) traffic modelling to understand the journey times of each option, the difference relative to other modes, and the associated benefits and costs.</i>

	<p>The Board appreciates the advice that a recommendation on a trial, or permanent shuttle, or to not proceed, needs to be supported with sufficient information, requiring the undertaking of the scoping study. It supports the efforts to minimise the cost of one, while clearly communicating the value and requirement to make a decision that is informed by this study.</p> <p>We believe a central city shuttle service would assist those with accessibility issues, as well as helping people to become more accustomed to using public transport, and would reduce the number of cars coming into, out of, and travelling around the CBD.</p> <p>Additionally, with so many significant changes to the inner city – new buildings (e.g. the library, Court Theatre, Riverside, and a number of large hotels), a shuttle is likely to make it easier for people to travel around the inner city and have a positive experience. This will help promote Christchurch as a great place in which to work, live, play and visit.</p> <p>We also note our points offered in regard to this service when submitting on the Regional Public Transport Plan, and the Ōtautahi Christchurch Future Transport 2024-54 strategy, in case these assist here:</p> <ul style="list-style-type: none"> • <i>The plan should be cognisant of the need to efficiently move residents, workers and visitors in, out and around the CBD. This is key to reducing congestion, improving the flow of traffic and people, reducing parking demand and enabling safe movement for all people.</i> • <i>The CBD is reviving as a place to go for work and entertainment.</i> • <i>It has an increasing resident population from apartment living.</i> • <i>New attractions like Te Kaha, Te Pae, Court Theatre and other busy venues intensify the four Aves more than we have seen post-quake and a service like this is a natural fit for residents and city visitors alike.</i> • <i>Our recommendation is a service that covers a block or so outside of the four Aves, to provide scope for park and ride habits.</i>
<p><i>Potential disposal of properties</i></p> <p><i>The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?</i></p> <p><i>A full list of the properties and more information can be found from page 233 of the Draft Annual Plan.</i></p>	<p>The Board supports a regular review of these properties holdings regardless of the present circumstances of needing to minimise rates rises, while maintaining appropriate investment in the future of the city.</p> <p>The Board also supports local voices and representation being heard in these matters, respecting the Council's role in balancing needs across the city.</p>

<p><i>Anything else?</i> <i>Any further comments?</i></p>	<p>The Board notes that roading and pavement condition continues to be a concern in parts of the wards. Renewal and replacement of our roading assets is based on “prioritisation” however this is not clear nor consistent.</p> <p>The Board would ask that this matter be considered by Council to clarify the process of identifying roads/pavements that need work and it is clearly explained why damaged roads and pavements are not being addressed (“on hold”), and if it relates to resourcing, this is rectified.</p> <p>The Board developed its Community Board Plan 2023-25 in consultation with residents to reflect the priorities for this term, drawing on the Board’s local understanding of what matters to residents in the Papanui-Innes-Central ward.</p> <p>The Board wishes to broadly advocate in this submission for what it said it would in the Board Plan in relation to an LTP, while also respecting that this Annual Plan should mostly align with last year’s LTP to be financially responsible, and endeavour to restrain the rates increase to not exceeding that signalled, and aim to keep any increases low or not have increases at all.</p> <p>The Board Plan is available for review at the following link to further understand the specific priorities for the area: https://ccc.govt.nz/assets/Documents/The-Council/Community-Boards/Plans/2023-2025/Papanui-Innes-Central-2023-25-Community-Board-Plan.pdf.</p>
---	---

Development Contributions Policy Review 2025

Council's Questions	Board's Feedback
<i>Have you ever paid Development Contributions, or do you anticipate paying them in the next three years?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<i>Overall, do you support the Development Contributions Policy Review?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Somewhat <input type="checkbox"/> Don't know / not sure

Local Water Done Well

Council's Questions	Board's Feedback
<p><i>Local Water Done Well requires all councils to prepare a Water Services Delivery Plan and identify a proposed model for the delivery of water services.</i></p> <p><i>We have carefully evaluated three water services delivery models to determine how well they align with Christchurch's goals for providing water services and to ensure they comply with the Local Water Done Well reform.</i></p> <p><i>We have identified what we believe is the best model for Christchurch based on our analysis. Additionally, we have provided details on two other viable options that we closely considered.</i></p> <p><i>Deciding on the right delivery model involves more than simply meeting legal requirements. It is important that we thoroughly assess and compare various approaches to determine the option that best fits the unique needs of communities across Christchurch and Banks Peninsula.</i></p> <p><i>The Council has a proven track record of delivering high-quality water services to residents. However, we view these reforms as an opportunity to potentially adopt a new approach that could further enhance the effectiveness, efficiency, and community responsiveness of these critical services.</i></p> <p><i>Which water services delivery model do you support?</i></p>	<p><input checked="" type="checkbox"/> <i>The Council's proposal: An in-house delivery model</i></p> <p><i>Christchurch City Council retains full control over water services and would continue to manage and deliver water supply, wastewater, and stormwater services directly but would need to make changes to meet new regulatory requirements.</i></p> <p><input type="checkbox"/> <i>A Three Waters Council-Controlled Organisation (Three Waters CCO)</i></p> <p><i>An independent entity with a professional board that would be solely owned by the Christchurch City Council responsible for managing and delivering water supply, wastewater and stormwater and meeting regulatory requirements.</i></p> <p><input type="checkbox"/> <i>A Two Waters Council Controlled Organisation (Two Waters CCO)</i></p> <p><i>A hybrid approach to water services delivery, with a CCO managing water supply and wastewater services, while the Council continues to be responsible for stormwater.</i></p>
<p><i>Why did you choose this option?</i></p>	<p>The Board is concerned is that the two alternative options to the Council's proposal—that the Three Waters CCO and Two Waters CCO options—would add additional unnecessary layers of bureaucracy and cost, as compared to the proposed in-house delivery model.</p>

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

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

Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia 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>
---	--