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## Waipuna Halswell-Hornby-Riccarton Community Board AGENDA

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### Notice of Meeting Te Pānui o te Hui:

An ordinary meeting of the Waipuna Halswell-Hornby-Riccarton Community Board will be held on:

**Date:** Thursday 15 May 2025  
**Time:** 4.30 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

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### Membership Ngā Mema

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Luke Chandler
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters

---

### Principal Advisor

Bailey Peterson  
Manager Community Governance  
Tel: 941 6743  
[Bailey.Peterson@ccc.govt.nz](mailto:Bailey.Peterson@ccc.govt.nz)

12 May 2025

### Meeting Advisor

Faye Collins  
Community Board Advisor  
Tel: 941 5108  
[faye.collins@ccc.govt.nz](mailto:faye.collins@ccc.govt.nz)  
**Website:** [www.ccc.govt.nz](http://www.ccc.govt.nz)

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

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

<https://www.youtube.com/@waipunahalswell-hornby-ric5806/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

## Waipuna Halswell-Hornby-Riccarton

### Our priorities 2023-25

- |                  |   |
|------------------|---|
| <b>Halswell</b>  | <b>Advocate for a fenced dog park for the Halswell Ward.</b>  |
| <b>Halswell</b>  | <b>Advocate for safe, accessible pedestrian connections to significant community destinations in the Halswell Ward.</b>     |
| <b>Halswell</b>  | <b>Support initiatives that provide safe recreation spaces and opportunities for youth in Halswell to come together.</b>    |
| <b>Hornby</b>    | <b>Advocate for the development and implementation of a Hornby Masterplan.</b>  |
| <b>Hornby</b>    | <b>Advocate for the revitalisation of greenspaces in the Hornby Ward including the increase of tree canopy in the ward.</b> |
| <b>Hornby</b>    | <b>Support the transition of the Hornby Community Care Centre to full ownership for the Hornby Community Care Trust.</b>    |
| <b>Riccarton</b> | <b>Advocate for liveable neighbourhoods in the Riccarton Ward.</b>  |
| <b>Riccarton</b> | <b>Support initiatives that provide for social cohesion, community connectedness and safety in the Riccarton Ward.</b>      |
| <b>Riccarton</b> | <b>Support initiatives that provide things to do, places to go for youth in the Riccarton Ward.</b>                         |

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

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**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 Tihei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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### 1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

### 2. Declarations by Member Te Ki Taurangi

Sample **attached** (on the next page).

### 3. 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.

### 4. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on [Thursday, 10 April 2025](#) be confirmed (refer page 9).

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on [Thursday, 1 May 2025](#) be confirmed (refer page 16).

### 5. 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 hearing process.

#### 5.1 Step Ahead Trust

Bryan Gilchrist, Chief Executive Officer, will provide an update on the work of Step Ahead Trust.

#### 5.2 Hornby Toy Library location

Hornby Toy Library representatives will address the Board regarding the Library's location on Springs Road.

#### 5.3 Halswell ANZAC Day Service 2025

Halswell Residents' Association representatives will provide an update on the Halswell ANZAC Day Service 2025.

## **6. 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.

Deputations will be recorded in the meeting minutes.

## **7. Presentation of Petitions Ngā Pākikitanga**

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

**sample**



**DECLARATION BY  
COMMUNITY BOARD MEMBER**

I, ....., declare that I will faithfully and impartially, and according to the best of my skill and judgment, execute and perform, in the best interests of the Waipuna Halswell-Hornby-Riccarton community, the powers, authorities, and duties vested in or imposed upon me as a member of Waipuna Halswell-Hornby-Riccarton Community Board by virtue of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other Act.

**DATED** at Christchurch on this 15<sup>th</sup> day of May 2025.

.....

Signed in the presence of:

.....

Marie Pollisco  
WAIPUNA HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD

.....

John Filsell  
HEAD OF COMMUNITY SUPPORT & PARTNERSHIPS UNIT



**Waipuna**  
**Halswell-Hornby-Riccarton Community Board**  
**OPEN MINUTES**

**Date:** Thursday 10 April 2025  
**Time:** 4.31 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

**Present**

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters

**Principal Advisor**

Bailey Peterson  
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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

## Karakia Tīmatanga

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

**Part C**

There were no apologies received.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

**Part B**

There were no declarations of interest recorded.

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

**Part C**

**Community Board Resolved HHRB/2025/00018**

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Thursday, 13 March 2025 be confirmed.

Marie Pollisco/Andrei Moore

Carried

### 4. Public Forum Te Huinga Whānui

**Part B**

**4.1 Hornby Menzshed**

Brian Dixon addressed the Board on behalf of the Hornby Menzshed regarding options for future location of the Hornby Menzshed.

Mr Dixon showed a presentation outlining that the Menzshed is in need of accommodation and is interested in using the Hei Hei Link building on Wycla Avenue if the building is repaired to earthquake standard or any replacement building if the Hei Hei Link building is demolished and replaced.

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

**Part B**

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Requests staff to investigate and provide advice on the options for repairing the Hei Hei Link building on Wycla Avenue or replacing it, with a view to it being used for community purposes.

## Attachments

A Presentation - Hornby Menzshed

### 4.3 Culture Galore

Archana Tandor spoke to the Board on behalf of the Culture Galore Committee and presented the Board with a plaque acknowledging and thanking the Board for its support of the Culture Galore event for the past 24 years.

The Chairperson accepted the plaque and thanked Ms Tandor for the presentation on behalf of the Culture Galore Committee.

### 4.2 Matipo and Maxwell Streets - Safety concerns

Peter Simmonds, local resident addressed the Board and showed a video outlining his concerns about the safety of the intersection of Matipo and Maxwell Streets and the pedestrian crossing facility on Matipo Street opposite Westfield Mall.

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

## Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board requests that staff:

1. Investigate the safety of the pedestrian crossing facility on Matipo Street opposite Westfield Mall and provide advice on any possible safety improvements.
2. Investigate the safety of the intersection of Matipo and Maxwell Streets and provide advice on any measures that can be implemented to improve safety at the intersection for all users.

### 4.4 Trees on Gilberthorpes Reserve

Ken Gill, local resident addressed the Board regarding pine trees growing on Gilberthorpes Road and on the street berm along Gregory Avenue.

Mr Gill said the needle shed by the trees and the pollen produced has adverse effects on nearby residents who would like to see them replaced with another species.

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

## Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Requests that staff investigate the pine trees on Gilberthorpes Reserve adjacent to 1 Gregory Avenue and on the road berm of Gregory Avenue in the vicinity of 1 and 1A and provide advice on options under the Tree Policy for replacement of the trees with a different species.

### 4.5 Bench for Railway Reserve, Templeton

Bryan Henare, local resident addressed the Board regarding Railway Reserve, Templeton.

Mr Henare advised that the area is regularly used by locals for walking and picnicking, including the elderly. He suggested that a bench be installed for people to sit on.

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



**Part B**

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Request staff advice on the possible placement of a park bench on Railway Reserve, Templeton.

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

**Community Board Resolved HHRB/2025/00019**

That the Waipuna Halswell-Hornby-Riccarton Community Board confirms the Minutes from the Joint Meeting - Waipuna Halswell-Hornby-Riccarton & Waipapa Papanui-Innes-Central Community Boards held on 27 March 2025.

Andrei Moore/Henk Buunk

**Carried**

**8. Proposed Road Names - 179 Milns Road**

**Community Board Resolved HHRB/2025/00020 Officer recommendations accepted without change**

**Part C**

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - 179 Milns Road Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road names for 179 Milns Road (RMA/2022/2381)
  - a. Road 1 - Bethia Road
  - b. Road 2 - Archibald Place
  - c. Road 3 - Beadel Road

Debbie Mora/Andrei Moore

**Carried**

## 9. Planting along the upper edge of the Ngā Puna Wai embankment

**Community Board Resolved HHRB/2025/00021 Officer recommendations accepted without change**

### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Planting along the upper edge of the Ngā Puna Wai embankment 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. Approve the planting of a hedge and individual specimen trees along the top of the embankment within Ngā Puna Wai.

Andrei Moore/Debbie Mora

Carried

## 10. Extraordinary Vacancy Waipuna Halswell-Hornby-Riccarton Community Board - resignation of Gamal Fouda

**Community Board Consideration**

### Part C

That the Waipuna Halswell Hornby Riccarton Community Board pursuant to Section 117(3)(b) of the Local Electoral Act 2001 resolves to leave the vacancy on the Board created by the resignation of Gamal Fouda unfilled.

*The division was declared **lost** by 2 votes to 6 votes the voting being as follows:*

**For:** Marie Pollisco and Tyla Harrison-Hunt

**Against:** Helen Broughton, Sarah Brunton, Henk Buunk, Andrei Moore, Debbie Mora and Mark Peters

Marie Pollisco/Tyla Harrison-Hunt

Lost

**Community Board Resolved HHRB/2025/00022**

### Part C

That the Waipuna Halswell Hornby Riccarton Community Board:

1. Pursuant to Section 117(3)(a) of the Local Electoral Act 2001 resolves to fill the vacancy on the Board created by the resignation of Gamal Fouda by the appointment of Luke Chandler, being a person qualified to be an elected member and being a person who lives in the Riccarton Ward, is active in the community, is experienced in representing their community's concerns to the Board and the Council, supports the Board's three priorities of the Riccarton ward, can commit to attending all regular meetings, information sessions and community board events and was the highest polling unsuccessful candidate for the Riccarton Ward at the 2022 local body elections.

2. Resolves to give immediate public notice of its decision.

The division was declared **carried** by 6 votes to 1 vote the voting being as follows:

**For:** Helen Broughton, Sarah Brunton, Henk Buunk, Andrei Moore, Debbie Mora and Mark Peters

**Against:** Marie Pollisco

**Abstained:** Tyla Harrison-Hunt

Mark Peters/Debbie Mora

**Carried**

## 11. Waipuna Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Application - Afghan Womans Group

**Community Board Resolved HHRB/2025/00023 Officer recommendations accepted without change**

### Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Application - Afghan Womans Group 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 \$1,200 from its 2024/25 Discretionary Response Fund to Afghan Womans Group towards the Eid Celebration for Afghan Families.

Tyla Harrison-Hunt/Mark Peters

**Carried**

## 12. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - April 2025

**Community Board Resolved HHRB/2025/00024 Officer recommendation accepted without change**

### Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - April 2025.

Sarah Brunton/Henk Buunk

**Carried**

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

#### Part B

The following information was exchanged:

- Antisocial road use is a concern in Hornby, particularly in the vicinity of Neill Street. Police advice is that all incidents should be reported.
- It was noted that expressions of interest in 151-153 Gilberthorpes Road are being sought.
- There is local concern regarding parties in Riccarton.
- Weeds and plants on a vacant property on Mandeville Street has been causing concern but owners have consented to work being undertaken to address this.
- Residents of Angela Street have requested no stopping restrictions be investigated.
- There are concerns about the adverse effects of 24 hour bus lanes on residents and about the inconsistency of the bus lane rules across the city.
- There are calls for a pedestrian crossing in the vicinity of The Foundry at the University of Canterbury.
- There is ongoing concern in Halswell regarding road closures and detours associated with road works, including concern that accurate information is not being provided.
- It was noted that that works on Sutherlands Road are underway and it was queried whether approval has been obtained.
- It was noted that garden beds are being installed on Carmen Road.
- It was noted that planting undertaken as part of new subdivisions is not always appropriate.
- It was noted that the attendance at the recent Hello Hornby event was the largest to date.

**Karakia Whakamutunga**

**Meeting concluded at 6.08pm.**

**CONFIRMED THIS 15TH DAY OF MAY 2025**

**MARIE POLLISCO  
CHAIRPERSON**

## Waipuna Halswell-Hornby-Riccarton Community Board EXTRAORDINARY MINUTES

**Date:** Thursday 1 May 2025  
**Time:** 3.30 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

### Present

Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Tyla Harrison-Hunt (via audio/visual link and in person)
	Andrei Moore (via audio/visual link)
	Debbie Mora (via audio/visual link)
	Mark Peters

### Principal Advisor

Bailey Peterson  
Manager Community Governance  
Tel: 941 6743  
[Bailey.Peterson@ccc.govt.nz](mailto:Bailey.Peterson@ccc.govt.nz)

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

## Karakia Tīmatanga

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

#### Community Board Resolved HHRB/2025/00025

That the apology from Marie Pollisco for absence, be accepted.

Mark Peters/Sarah Brunton

Carried

### 2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

### 4. Deputations by Appointment Ngā Huinga Whakaritenga

#### 4.1 Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board

Garth Wilson, Secretary Central Riccarton Residents Association addressed the Board in relation to the Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board Report (Item 3 of these minutes refers).

Mr Wilson advised that the Residents Association did not support the proposal to appoint a person to fill the vacancy on the Board created by the resignation of Gamal Fouda. He expressed concern that there had been no consultation with the Riccarton community on the proposal. Mr Wilson said that the Association considers that given that there is only five months until the next local elections the appointment is an unnecessary expense and could give an advantage to an appointee if they become a candidate at the upcoming election.

Following questions from members, the Chairperson thanked Mr Wilson for his presentation.

#### 4.2 Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board

Cody Cooper, local resident addressed the Board in relation to the Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board Report (Item 3 of these minutes refers).

Mr Cooper spoke in support of the proposal to confirm the appointment of Luke Chandler to fill the vacancy on the Board created by the resignation of Gamal Fouda. He considers it will provide representation for Riccarton residents.

Mr Cooper considers that the appointee has demonstrated a commitment to the community.

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

Tyla Harrison-Hunt left the audio/visual link to the meeting at 3.49pm during Item 4.

Tyla Harrison-Hunt joined the meeting in person at 3.50pm during Item 4.

### **3. Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board.**

#### **Community Board Comment**

The Board took into consideration the deputations from Garth Wilson on behalf of the Central Riccarton Residents Association and Cody Cooper (4.1 and 4.2 of these minutes refers).

**Community Board Resolved HHRB/2025/00026 Officer recommendations accepted without change**

#### **Part C**

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Confirmation of Appointment to Extraordinary Vacancy on the Waipuna Halswell-Hornby-Riccarton Community Board.
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. Resolves to confirm the appointment made at its meeting on 10 April 2025 of Luke Chandler, being a person qualified to be an elected member and being a person who lives in the Riccarton Ward, is active in the community, is experienced in representing their community's concerns to the Board and the Council, supports the Board's three priorities of the Riccarton ward, can commit to attending all regular meetings, information sessions and community board events and was the highest polling unsuccessful candidate for the Riccarton Ward at the 2022 local body elections to fill the vacancy on the Board created by the resignation of Gamal Fouda.

Helen Broughton/Mark Peters

**Carried**



Meeting concluded at 3.59pm.

CONFIRMED THIS 15TH DAY OF MAY 2025

MARIE POLLISCO  
CHAIRPERSON

Unconfirmed

Item 4 - Minutes of Previous Meeting 1/05/2025



## 8. Correspondence

Reference Te Tohutoro: 25/896229

Responsible Officer(s) Te Pou Matua: Faye Collins, Community Board Advisor

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

### 1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:



Name	Subject
G Wilson and J Silcock	Appointment of a replacement Riccarton Ward Board member to the Waipuna Halswell-Hornby-Riccarton Community Board

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the correspondence from G Wilson and J Silcock in relation to the appointment of a replacement Riccarton Ward Board member to the Waipuna Halswell-Hornby-Riccarton Community Board.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Correspondence - G Wilson and J Silcock	25/896230	22

7 May 2025

The undersigned believe the actions of the majority of members of the Halswell-Hornby-Riccarton Community Board on April 10 and May 8 with regard to the appointment of a replacement Riccarton Ward Board member following a member's resignation have been blatantly undemocratic and an abuse of the relevant legislation:

1. The principled statements of the Board Chair on April 10, namely that the Riccarton Ward community should be first consulted as to (a) whether that community *wanted* a replacement appointed and (b) that any Board decision might well give the appointee an advantage over other candidates for a seat on the Board at the October 2025 elections, five months away, were **ignored** by all except the Riccarton Ward City Councillor.
2. On April 10, the majority of Board, who were elected by ratepayers and residents in Halswell and Hornby, voted for the appointment of someone who had stood for election in 2022 finishing fourth but only a handful of votes behind the ultimately successful candidate. [The highest polling candidate was also elected the City Councillor.]
3. The majority of the Board, who were elected by ratepayers and residents in Halswell and Hornby, refused to consult the Riccarton Ward community even though consultation could have been achieved by polling the database of the Riccarton Collective which had been set up during the current term at the initiative of the Riccarton Ward City Councillor (and, ironically, assisted by the Hornby Ward City Councillor). The Riccarton Collective represents a very wide range of organisations and groups active within the Ward. Such consultation would have cost the ratepayer **nothing**. The Board Chair would have stated what the options were and points for and against each option and members of the Riccarton Collective could have indicated their opinion. Additionally, if members of the Riccarton Collective wanted an appointment they could have nominated someone who they considered suitable. The results of this poll would then have gone before the full Community Board.
4. The Local Electoral Act Act 2001 s19G (5) (b) - each member of the Community Board who represents a Ward must be elected by electors of that Ward. As it was to be an appointment to the Board, not a by-election, **surely** the accepted practice would be to consult within the Riccarton Ward.
5. The acting Board Chair on May 8 failed to declare a clear Conflict of Interest whereby they and the proposed appointee would be standing for the Board on the "Independent Citizens" ticket, a fact that the acting Board Chair admitted privately before the meeting. The acting Board Chair had failed to declare any intention whatsoever for the two of them to do this at the meeting on April 10.
6. The decision of the Board on May 8 upsets the 'political balance' of the Board whereby a Board member representing "People's Choice" has been replaced by someone representing "Independent Citizens". This decision does not reflect the intentions of voters in October 2022.

For all of the above reasons the decisions of the majority of the Community Board amount to an egregious breach of democratic principles.

J Silcock, Central Riccarton

G Wilson, Central Riccarton

## 9. Proposed Road Names - Various Subdivisions

Reference Te Tohutoro: 25/720791

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

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

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the proposed road/lane names at 160 Awatea Road, 440 Wigram Road, and 304 Halswell Junction Road.
- 1.2 The report is staff-generated resulting from a naming request received from the developers.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Road Names - Various Subdivisions 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 the following new road name for 160 Awatea Road (RMA/2023/1733)
  - a. Pearl Road
4. Approves the following new road name for 440 Wigram Road (RMA/2021/3823)
  - a. Logos Place
5. Approves the following new road name for 304 Halswell Junction Road (RMA/2024/1899)
  - a. Nurse Rogers Lane

### 3. Detail Te Whakamahuki

#### Introduction Te Whakatkinga

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

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

### Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.11 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
- 3.12 The level of significance was determined by the number of people affected and/or with an interest.
- 3.13 Council's Paeārahi in the Treaty Partnerships team has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori names as set out below.
- 3.14 Due to the assessment of low significance, no further community engagement and consultation is required.

### Proposed Names - 160 Awatea Road - RMA/2023/1733

- 3.15 The proposed road is shown in **Attachment A**.
- 3.16 The proposed name continues the theme of the development with Platinum Drive opposite.
- 3.17 Pearl Place
- 3.18 Pearls are hard, glistening objects produced within the soft tissue of a living shelled mollusc. The pearls have been highly valued as gemstones and objects of beauty for many centuries. It continues the theme with Platinum Drive across Awatea Road.

### Alternative Names - RMA/2023/1733

- 3.19 Lobelia Place - Lobelia is a genus of 415 species of flowering plants. Several species are cultivated as ornamental plants in gardens. Continues the theme of the adjacent development for flowering plants.
- 3.20 Palladium Place - Palladium is a silvery-white metallic element, part of the platinum group metals. Palladium is used in catalytic converters, electronics, dentistry, medicine, hydrogen purification, chemical applications, electrochemical sensors, electrosynthesis, groundwater treatment, and jewellery. Continues the theme with Platinum Drive across Awatea Road.
- 3.21 Silk Tree Place - Albizia, commonly known as silk trees, silk plants, or sirises, is a genus of more than 160 species of mostly fast-growing subtropical and tropical trees and shrubs. Albizias are important forage, timber, and medicinal plants, and many are cultivated as ornamentals for their attractive flowers. Continues the theme of the adjacent development for flowering plants.
- 3.22 Salvia Place - Salvia is the largest genus of plants in the sage family Lamiaceae, with just under 1,000 species of shrubs, herbaceous perennials, and annuals. Many species are used as herbs, as ornamental plants (usually for flower interest), and sometimes for their ornamental and aromatic foliage. Continues the theme of the adjacent development for flowering plants.

### Proposed Names - 440 Wigram Road - RMA/2021/3823

- 3.23 The proposed road is shown in **Attachment B**.
- 3.24 The proposed name is themed for previous use of the site.
- 3.25 Logos Place
- 3.26 There was an engraving business on this site from 1979 which involved awards for sports, community events and industrial signage. The choice of Logos implies "ordering and giving form and meaning to words" relating it to the engraving business.



Alternative Names - 440 Wigram Road - RMA/2021/3823

- 3.27 Trophy Place - There was an engraving business on this site from 1979 which involved awards for sports, community events and industrial signage. The choice of Trophy relates to the sports awards which were engraved on the site.
- 3.28 Māra Āporo Place - Māra Āporo is te reo Māori and represents the property once having a small apple orchard.

Proposed Names - 304 Halswell Junction Road - RMA/2024/1899

- 3.29 The proposed road is shown in **Attachment C**.
- 3.30 The proposed name continues the theme of the development, being fallen soldiers from World War I.
- 3.31 Nurse Rogers Lane
- 3.32 Nurse Margaret Rogers NZANS service no. 22/175 served in Egypt from August 1915. Died 25 October 1915 when the British transport ship bound for Greece was torpedoed in the Mediterranean Sea and sunk. She is buried in Wainui, Little River.




Alternative Names - 304 Halswell Junction Road - RMA/2024/1899

- 3.33 Margaret Rogers Lane - Nurse Margaret Rogers NZANS service no. 22/175 served in Egypt from August 1915. Died 25 October 1915 when the British transport ship bound for Greece was torpedoed in the Mediterranean Sea and sunk. She is buried in Wainui, Little River.
- 3.34 Red Poppy Lane - The red poppy is the symbol of remembrance of Anzac day. The red poppy was the first plant to grow and bloom on the World War One battlefields in Belgium.

Assessment of Names

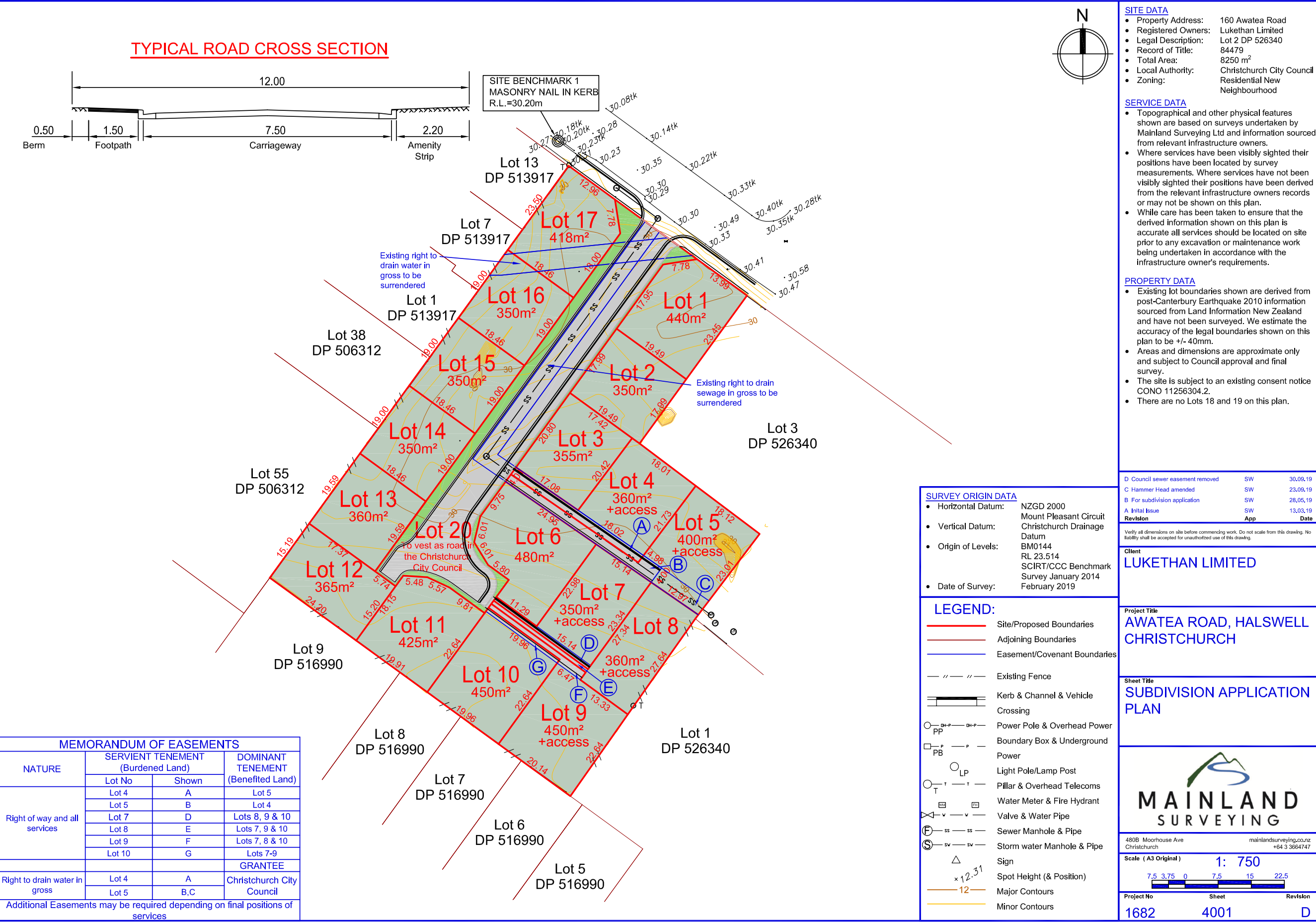
- 3.35 The proposed names are considered to be consistent with the policy.
- 3.36 Notwithstanding, the discretion lies with the Community Board to approve any of the above name options, including the alternative names.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2023/1733 - Proposed Name Plan - 160 Awatea Road	25/480068	27
B 	RMA/2021/3823 - Proposed Name Plan - 440 Wigram Road	25/510023	28
C 	RMA/2024/1899 - Proposed Name Plan - 304 Halswell Junction Road	25/514261	29

Signatories Ngā Kaiwaitohu

Authors	Leashelle Miller - Planner Level 2 Sean Ward - Team Leader Planning
Approved By	Mark Stevenson - Acting Head of Planning & Consents





Proposed Easements			
Purpose	Shown	Burdened	Benefitted
Right of way, right to drain sewage and water, right to to convey water, electricity & telecommunications	A	Lot 13	Lot 16
	B	Lot 16	Lot 13

Amalgamation Condition

Lot 100 (legal access) shall be held as to 5 undivided 1/5th share by the owners of Lots 4-7 and 10 hereon as tenants in common in the said shares and individual records of title issued in accordance therewith.

Easements to be confirmed at time of final survey.

The boundaries, dimensions & areas shown on this plan are subject to survey.

Aerial photo sourced from LINZ Data Service.



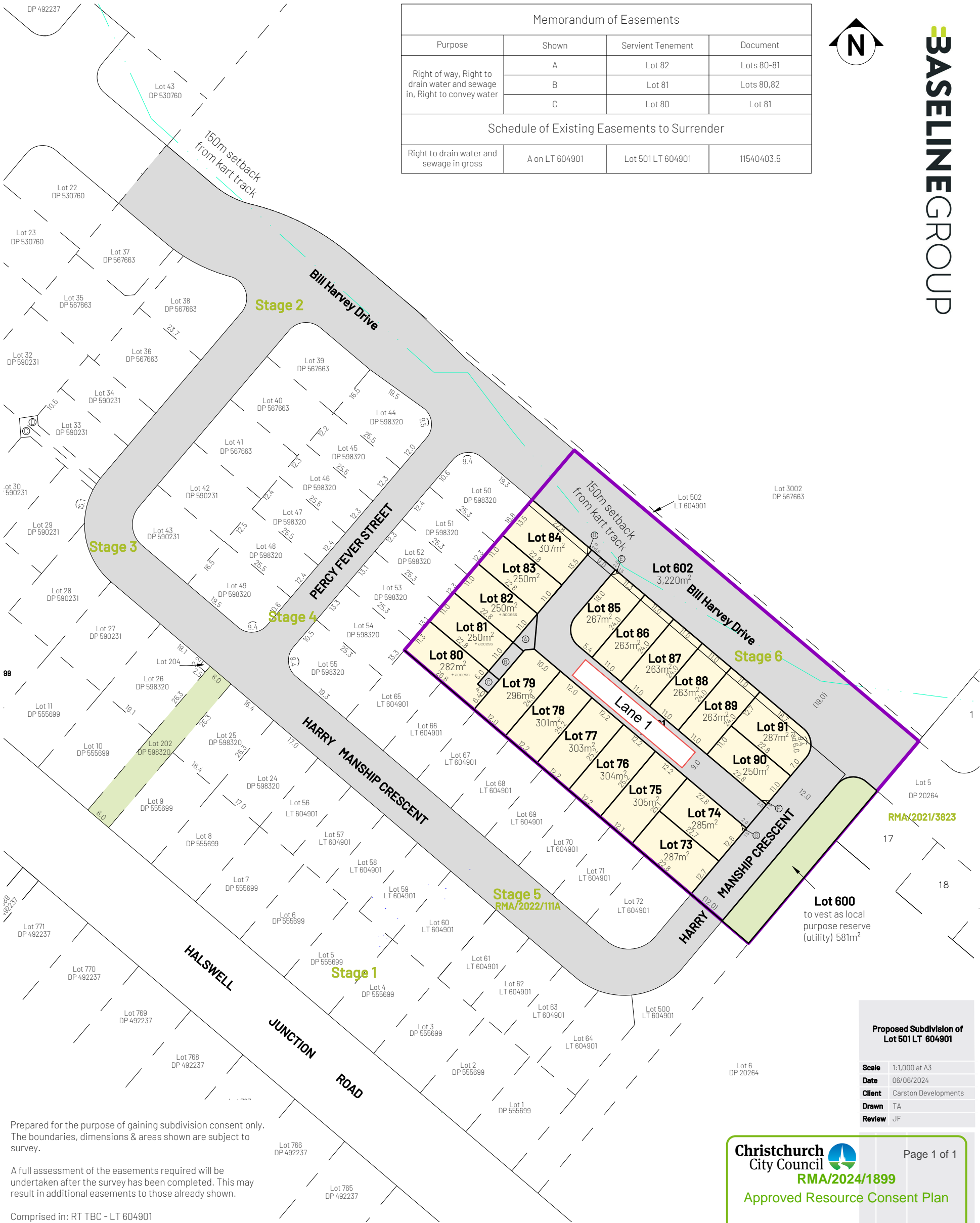
Proposed Subdivision of Lot 5 DP 20264		
Scale	1:1000 at A3	
Date	03/10/2024	
Client	Value Plus Holdings Ltd	
Drawn	EY/ARD	
Review	TA	
A	12/10/21	original draft
B	29/10/24	changes to lot numbers, formatting,
Rev.	Date	Amendment
Revision	B	
Sheet	100	

7852 - 448 Wigram Road, Christchurch

Christchurch City Council | Approved Resource Consent Plan | RMA/2021/3823 | 23/12/2024 | Page 2 of 2

T 03 339 0401 | E info@blg.nz | www.blg.nz





BASELINE  
 GROUP

Prepared for the purpose of gaining subdivision consent only. The boundaries, dimensions & areas shown are subject to survey.  
 A full assessment of the easements required will be undertaken after the survey has been completed. This may result in additional easements to those already shown.  
 Comprised in: RT TBC - LT 604901  
 LT 604901 (Stage 5) is yet to be approved by Land Information New Zealand (20/05/2024)  
 Zone: Residential New Neighborhood  
 Total Area: 10.165Ha



## 10. Matatiki Play Space

Reference Te Tohutoro: 25/17225

Responsible Officer(s) Te Pou Matua: Lizzy Johnson, Recreation and Sport Planner

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 to request that the Waipuna Halswell-Hornby-Riccarton Board approve the concept plan for the new Matatiki Play Space, as per the attached concept plan, see attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Matatiki Play Space 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 Matatiki Play Space Plan being attachment A to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Matatiki Hornby Centre located at 25 Smarts Road is home to the recently built Pool and Library Complex. The Centre has a large outdoor courtyard, adjacent to Kyle Park there is a triangle-shaped grass area, this is the proposed location of the nature play space. The area is approximately 22.5m x 21.5m x 20m.
- 3.2 The site is accessible via a footpath from Waterloo Road and Kyle Park. It is situated next to the outdoor stage and near the children's end of the library.
- 3.3 In May 2024 the Waipuna Halswell-Hornby-Riccarton Community Board approved \$40,000 from its Better-Off-Fund to the CCC Parks Team to deliver the Matatiki Play Space Project in partnership with Woodland Escape Limited/Matatiki Hornby Centre.
- 3.4 The proposed Matatiki Play Space has been designed with a strong focus on nature play while ensuring that today's NZ Play Safety Standards are being met. Key aspects of the Play Space includes:
  - 3.4.1 A double embankment slide with wooden platform. Formed steps to access slide.
  - 3.4.2 Two pockets set into bank including logs for sitting and balancing.
  - 3.4.3 A formal bench seat and informal seating on log rounds.
  - 3.4.4 Low mound including tunnel, balancing beam and planting.
- 3.5 If the concept plan for Matatiki Play Space is approved, construction can begin in June 2025.
- 3.6 A quote to deliver the concept plan has been obtained to provide confidence that the project can be delivered within the available budget.

4. Background/Context Te Horopaki

- 4.1 Public engagement was completed through Woodland Escape with assistance from Council and the Greater Hornby Residents Association who hosted a BBQ. Please see summary in attachment B.
- 4.1.1 A pop-up play event was held on Friday the 8<sup>th</sup> of November 2024 to gather ideas and observe the different ways people played in the proposed space.
- 4.1.2 The event attracted a steady flow of children, teenagers, and adults who participated in play activities and provided feedback.
- 4.1.3 Feedback was received through two forms:
 
  - Through ‘share and idea’ in which ideas were written on big pieces of paper during the pop-up play event
  - Through an online survey which 13 responses were received.
- 4.1.4 The Pop-Up Play Session provided a blank canvas for people to share their ideas on the space. A concept plan was not presented at the session for people to comment on directly.
- 4.1.5 Feedback received was varied and mixed and covered a wide variety of play and outside options. Please see full summary in attachment B.
 
  - Nine mentions to having a place to sit.
  - Six mentions for a slide.
  - Seven mentions for music/sound tubes.
  - Three mentions for crawling tunnels and a further two mentions for places to hide.
  - Several big play ideas were shared for playgrounds, swings, basketball courts, flying fox ect. With the works to take place within a small area many of the ideas were noted as a better fit elsewhere.
  - Messages on safety of the wider area and conservation were also received.
- 4.1.6 Considering the feedback, the concept plan was developed to incorporate as much of the feedback as possible within the available budget. The space is proposed to include:
 
  - A double embankment slide with wooden platform. Formed steps to access slide.
  - Two pockets set into bank including logs for sitting and balancing.
  - A formal bench seat and informal seating on log rounds.
  - Low mound including tunnel, balance beam and planting.

- 4.2 The following information has been circulated to the meeting members:

Date	Subject
09 May 2024	Waipuna Halswell-Hornby-Riccarton - Better-Off Fund Applications for Consideration. Funding request number 67808.
12 December 2024	Summary of Matatiki Pop Up Play Session within Community Board Area Report.



### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.3 The following reasonably practicable options were considered and are assessed in this report:
- 4.3.1 The Community Board adopt the proposed concept plan for the Matatiki play space, allowing construction to commence in June 2025.
  - 4.3.2 The Community board does not approve the concept plan and requests that staff consider alternative designs and re-consult with the community.
  - 4.3.3 Do nothing, leaving the proposed area untouched.

### Options Descriptions Ngā Kōwhiringa

- 4.4 **Preferred Option:** The Community Board adopt the proposed concept plan for the Matatiki play space, allowing construction to commence in June 2025.

#### 4.4.1 Option Advantages

- The community get a new play space, that provides increased play value to the local area.

#### 4.4.2 Option Disadvantages

- No additional changes to the concept plan can be made without risking delayed delivery or increased costs.

- 4.5 **Option two:** The Community board does not approve the concept plan and requests that staff consider alternative designs and re-consult with the community.

#### 4.5.1 Option Advantages

- The Community Board has the opportunity to offer alternative suggestion to the proposed concept plans.

#### 4.5.2 Option Disadvantages

- This option would impact on the allocated budget as the new playground design and engagement costs would be funded from within the current budget. It is likely that this would impact the level of equipment that would be able to be included in a revised plan.
- Dissatisfaction of the local community.

- 4.6 **Option three:** Do nothing, leaving the proposed area untouched.

#### 4.6.1 Option Advantages

- This would provide Council with a saving in capital and operating expenditure.

#### 4.6.2 Option Disadvantages

- The space would remain as is without the additional play values.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2	Option 3
Cost to Implement	Allocated CAPEX budget \$40,000	Allocated CAPEX budget \$40,000	Cost of design and engagement

			completed to date, approximately \$7,000
Maintenance/Ongoing Costs	Covered by existing maintenance budget	Covered by existing maintenance budget	N/A
Funding Source	Matatiki Play Space (funded from Better Off Funding)	Matatiki Play Space (funded from Better Off Funding)	Matatiki Play Space (funded from Better Off Funding)
Funding Availability	Yes	Yes	Yes
Impact on Rates	N/A	N/A	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 If the decision is made to revise the concept plans and re-design, requiring further engagement, there may be a risk to reputation that Council Staff are unable to deliver on proposed deadlines.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 As per the Christchurch City Council's Delegation Register, 9 August 2024, the Community Board has the delegation to;
- 6.2.1 Approve the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council. (Part D – Sub Part 1 – Community Boards – Pg 96)
- 6.3 Other Legal Implications:
- 6.3.1 There is no legal context, issue, or implication relevant to these decisions.

### 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](#) that *our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.*
- 6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of decision impacting on a low number of residents.
- 6.4.3 Is consistent with Council's Plans and Policies: Physical Recreation and Sports Strategy 2002.
- 6.5 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.6 Parks, Heritage and Coastal Environment
- 6.6.1 Activity: Parks and Foreshore
- Level of Service: 6.8.5 Resident satisfaction with the overall availability of recreation facilities within the City's parks and foreshore network - >= 70%

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

- 6.7 Please see attachment B and above commentary that refers to the engagement process taken and feedback received and attachment A for the concept plans, based on community feedback.
- 6.8 The decision affects the following wards/Community Board areas:
- 6.8.1 The Waipuna Halswell-Hornby-Riccarton Board
- 6.9 Impact on Mana Whenua Ngā Whai Take Mana Whenua 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

- 6.11 The decisions in this report are likely to:
- 6.11.1 Contribute positively to emissions reductions. Local residents will have access to a play facility within walking distance and therefore may choose not to drive to other playgrounds.

## 7. Next Steps Ngā Mahinga ā-muri

- 7.1 If the Board approves the proposed concept plan for the Matatiki Play Space, the procurement for delivery can be progressed and construction can begin in June 2025.
- 7.2 Based on these decisions, it is anticipated to have completed construction and open the new play space within a month of works starting.

## Attachments Ngā Tāpirihanga

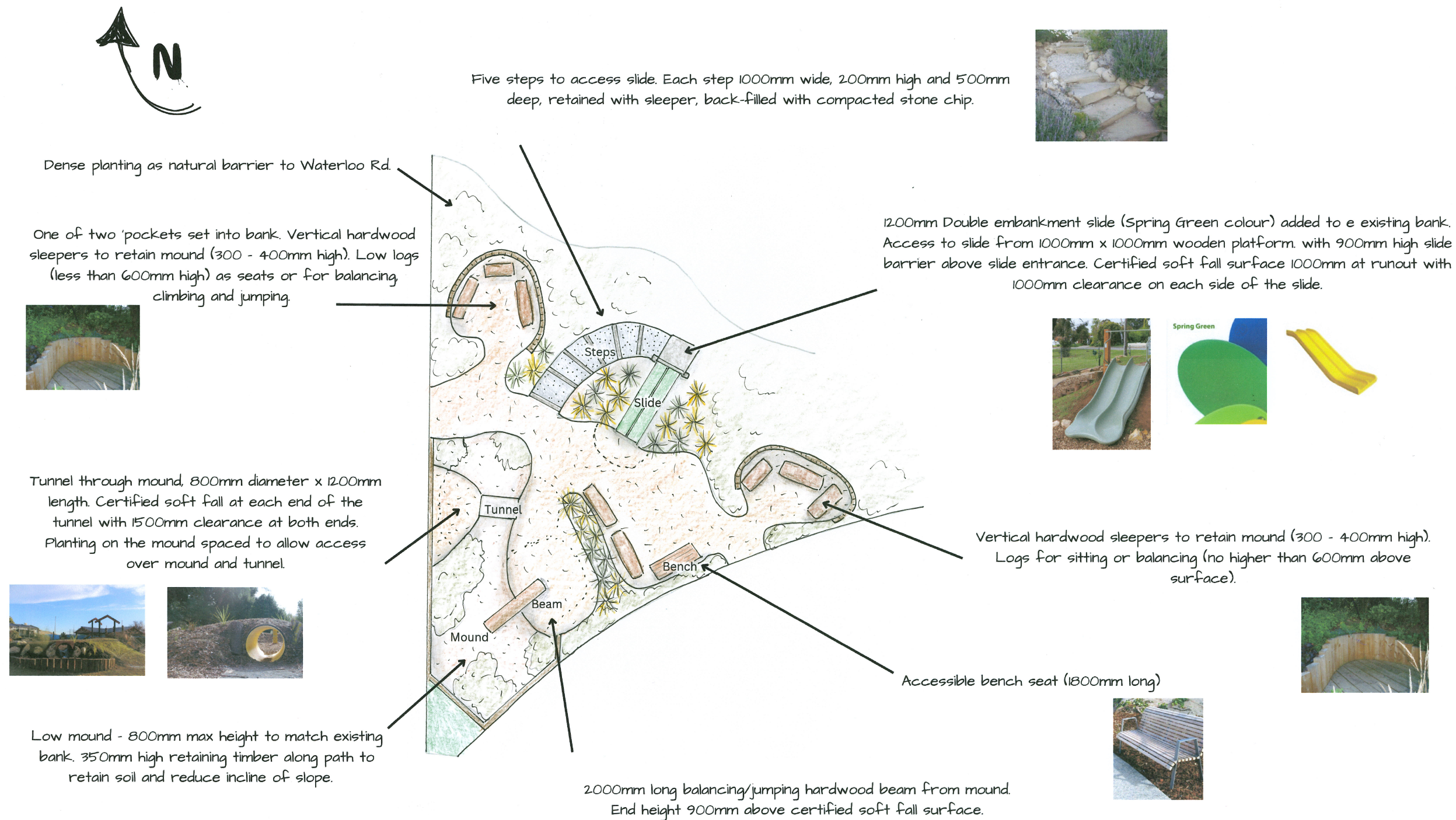
No.	Title	Reference	Page
A  	Matatiki Play Space Concept Plan	25/809246	37
B  	Matatiki Engagement Summary	25/809247	38

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Lizzy Johnson - Recreation & Sports Planner
Approved By	Nigel Cox - Head of Recreation, Sports & Events Rupert Bool - Head of Parks



Natural Playspace - Matatiki Hornby Centre  
 Updated - April, 2025  
 Woodland Escape  
 emmawoods@woodland-escape.co.nz

Scale approx 1:100 printed on A2  
 Contractors to verify all measurements on site and location of underground services prior to commencing work.  
 Although all care is taken to ensure this plan meets NZS 5828-2015, it is not certified to be compliant.



# Nature-based playspace at the Matatiki Centre

## Why a nature-based playspace?

Nature-based playspaces are spaces which welcome children to interact with natural materials like soil/sand, water, plants, logs, rocks, natural loose part materials like shells, pine cones, tree 'cookies' and more. Contours of the land, whether naturally formed or man-made, become part of the play space and lead to different movements and opportunities to play. A natural playspace is different throughout the year and in different types of weather, which encourages observation and develops interest in seasonal change.

Natural materials like a log will provide different affordances to a child depending on their stage of development. For some, it may be something to pull themselves up on and study how the bark looks and feels. For others, it might be something to clamber onto and jump off or something to sit on, crawl across or balance on. When we leave the equipment and materials as open as possible we let the children choose how they use it - this helps with creativity, problem solving and thinking.

Research shows that children play longer and more creatively in a nature-based playspaces than they do in a more traditional playground. Play in natural settings has shown to be calming. Children have the opportunity to observe insects and birds, become familiar with native plants and develop a connection not only to a place but to nature itself.

# Pop up play event and consultation

A pop-up play event was held on Friday, November 8th as a way to gather ideas and observe the different ways the children played. A variety of ages attended - from young children to teenagers to adults. Thirteen people filled in the survey to share their ideas and many others wrote their ideas on paper. These ideas helped to inform the design for the nature-based space at the Matatiki Centre.



## What did you like about the pop-up? What did you or your child like doing?

- Loading up milk crates with various objects, drawing with chalk, building and stacking, climbing and balancing on planks and bales
- Explore outside
- Building and moving objects around, Climbing up and down and rolling balls down tubes
- Reading at the library
- Natural materials, Open space, Free lunch
- Enjoyed the loose end play section. Natural resources
- Playing outside, being active
- Nothing better than free sausages : )
- Story time and dancing
- Creative stuff. Sausages
- Playing with balls and tubes
- My 3 year old loved the giant dice and snakes and ladders. She enjoyed the tunnel cardboard box, ramps
- Our babies were able to come and play and enjoy their kai

## What would make you use this space or return to use it?

- Shade - trees or shade sails, something fairly challenging to climb, different textures to explore and sort, water play of some kind, space for parents to gather, to sit or to eat
- If it was a fully fenced area
- Sausage sizzle events. More community events to get everyone together.
- A variety of play experiences suitable for all ages
- Would use it often as just across the road but good area for all ages to use. We brought infants and toddlers (0-2yr) and lower smaller things more ideal.
- Something for kids to do
- Activities for all ages vary from 0-5? Margaret Mahy sort of park?
- Playground. Exploring. Shelter
- BBQ play area
- If something fun was here we would come back
- For play and kai

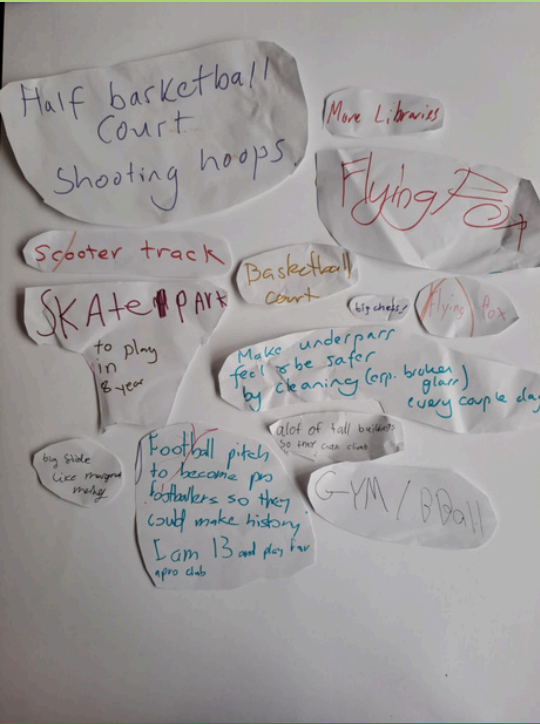
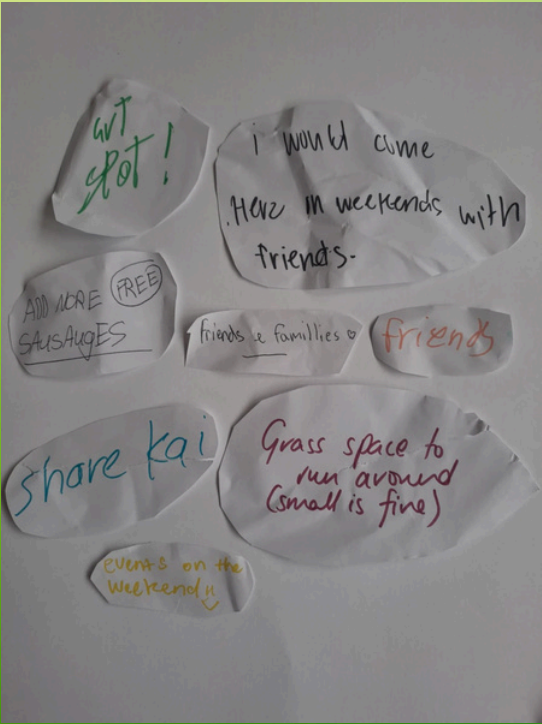
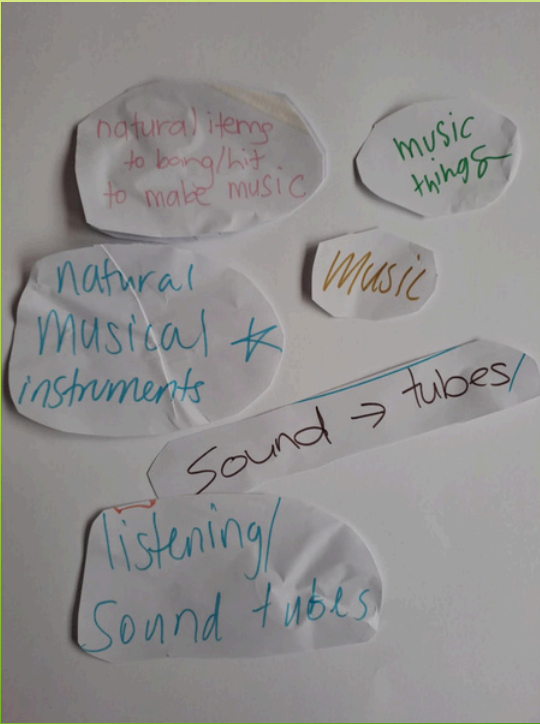
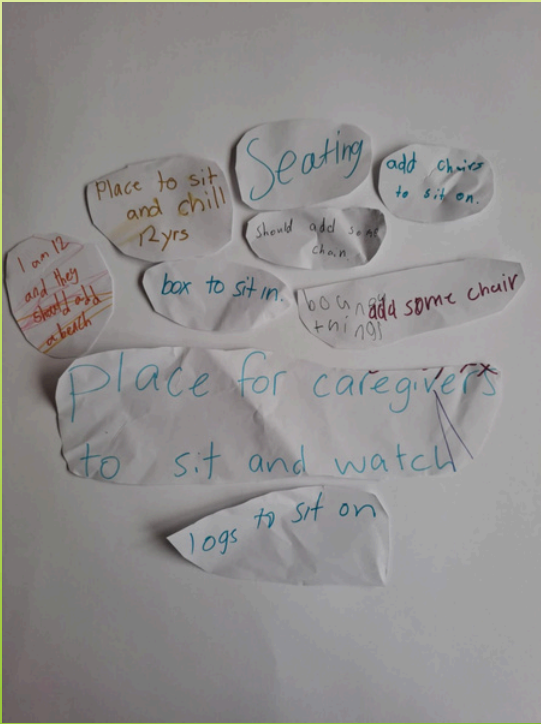
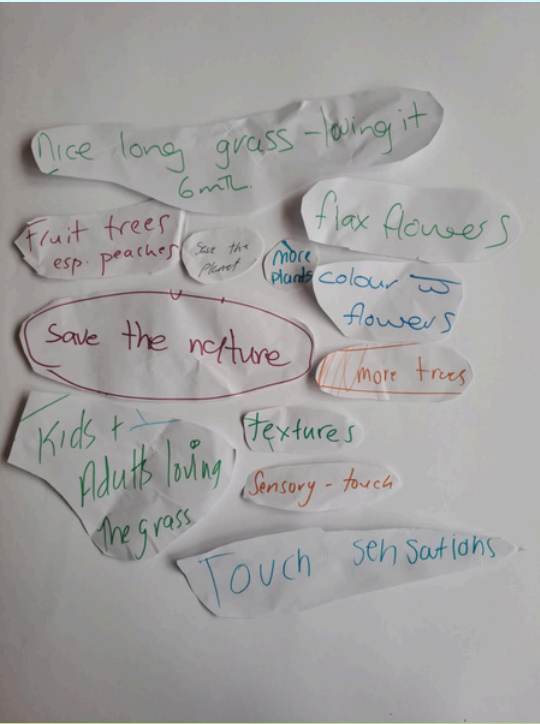
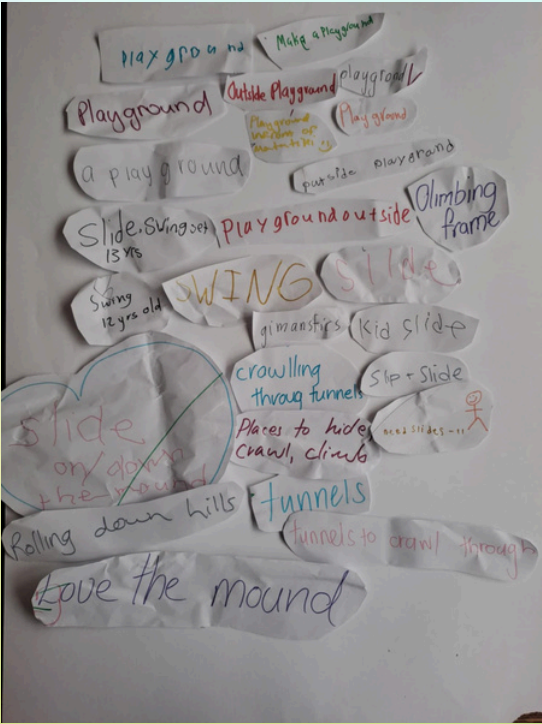
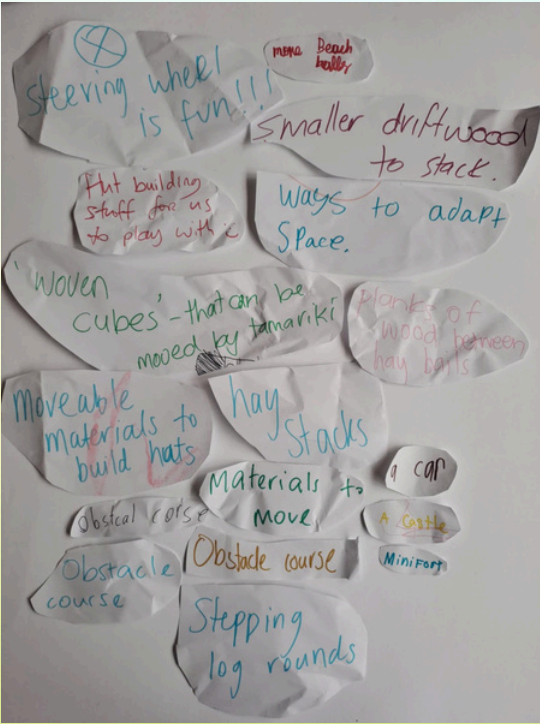
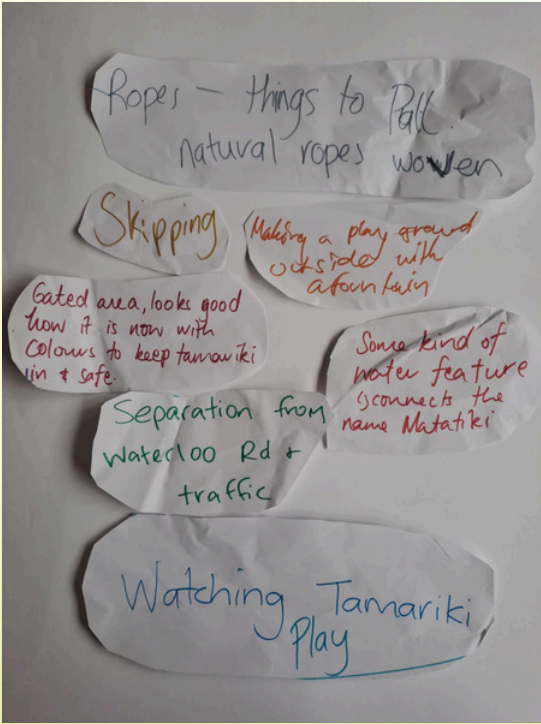




Pop-up play day at the Matatiki Centre - November 8th



Ideas shared on the day





# Feedback and suggestions gathered from community consultation for the nature-based space at the Matatiki Centre

## Ideas from the survey and consultation

- Slide (6 mentions)
- Crawling through tunnels/tunnels (3 mentions)
- Places to hide (2 mentions)
- Rolling down hills/mound
- Obstacle course/parkour (4 mentions)
- Moveable materials to build huts (2 mentions)
- Ways to adapt the space
- Smaller driftwood to stack
- Stepping log rounds (2 mentions)
- Logs
- Places to sit (9)
- Music/sound tubes (7 mentions)
- Place to with friends and family (4 mentions)
- More trees/fruit trees/shade/trees to climb (5 mentions)
- More plants/flowers (4 mentions)
- Space to watch tamariki play
- Balls/cubes to move (3 mentions)
- Textures/things to touch (3 mentions)
- Materials to move/hay stacks/planks (4 mentions)
- Ropes to pull
- Sandpit
- Things to jump on and climb (2 mentions)
- Some kind of water feature - connects to the name Matatiki (6)

## Other messages

- Make underpass feel and be safer by cleaning (esp. broken glass) every couple days
- Save the nature
- Save the planet
- Great spot

## Other thoughts

- Separation from Waterloo Rd and traffic
- Gated to keep Tamariki safe
- More free sausages/shared kai
- Label native plant names
- Water taps
- Tables
- Mosaic
- Shade
- Good to stay away from standard swings, slides etc.

## Ideas that fit better elsewhere

- Playground (11 mentions)
- Fountain
- Slide (3 mentions)
- Slip and Slide
- Swing (3 mentions)
- Tall elements for climbing
- Big slide (like Margaret Mahy)
- Skate park
- Scooter track (2 mentions)
- More libraries
- Basketball court (3 mentions)
- Flying fox (2 mentions)
- Football pitch
- Long grass (4 mentions)
- Climbing frame (2 mentions)
- Place for gymnastics
- Big chess
- Mini fort
- A castle
- A car
- Place for skipping
- Gym equipment

## 11. Proposed Safety Improvements on Suva St, Owens Tce and Hillary Cres (north)

Reference Te Tohutoro: 25/431515

Responsible Officer(s) Te Pou Matua: Christina Weston, 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 Waipuna Halswell-Hornby-Riccarton Community Board to approve safety improvements on Owens Terrace, Suva Street and Hillary Crescent.
- 1.2 The report has been written in response to a serious collision involving a child in the community and to make it safer for children to travelling to school by all different modes.
- 1.3 The recommended option, as shown in Attachment A, is to:
  - 1.3.1 Install a speed hump at the entry to each of the three local residential streets.
  - 1.3.2 Provide no-stopping restrictions to provide suitable sight distance for children to see vehicles approaching before crossing the street.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Proposed Safety Improvements on Suva St, Owens Tce and Hillary Cres (north) 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 pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments, traffic calming devices, traffic islands and road markings, and one speed hump on each of the three local streets as detailed in **Attachment A**.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on Owen Terrace, Suva Street and Hillary Crescent (North) as detailed in below and in **Attachment A**:
  - a. North side of Owens Terrace, commencing at the intersection with Curletts Road and extending in an easterly direction for 28 meters.
  - b. South side of Owens Terrace, commencing at the intersection of Curletts Road and extending in an easternly direction for 32 meters.
  - c. North side of Suva Street, commencing at the intersection with Curletts Road and extending in an easterly direction for 28 meters.

- d. South Side of Suva Street, commencing at the intersection with Curletts Road and extending in an easterly direction for 34 meters.
  - e. North side of Hillary Crescent (North), commencing at the intersection with Curletts Road and extending in an easterly direction for 28 meters.
  - f. South side of Hillary Crescent (North), commencing at the intersection with Curletts Road and extending in an easterly direction for 36 meters.
6. Approves that these resolutions take effect when road markings and speed humps 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 This area is well used by school children travelling to and from school. There are three schools in proximity, Riccarton High School Te Kura Tuarua o Pūtarangamotu, Villa Maria College Te Whare o Meri, and Middleton Grange. This proposal will encourage slower speeds on the local streets close to where children are crossing the street when travelling to school.
- 3.2 There was a serious crash involving a child in the community, and as a result safety improvements are being proposed. There was also a request from the Community Board for improved safety on these three streets at the intersections with Curletts Road.
- 3.3 Options within this report have been assessed against relevant industry-standard design guidance.
- 3.4 The recommendations in this report will address safety concerns by reducing the operating speeds on these three residential streets, and improving visibility, making the streets easier to cross for pedestrians.

### 4. Background/Context Te Horopaki

- 4.1 In 2023, a child was involved in a collision resulting in a serious injury at the intersection of Curletts Road and Owen Terrace. The child was admitted in critical condition to Christchurch Hospital.
- 4.2 Crash analysis for these sites has been undertaken for a five-year period (2020-2024) at each intersection. This shows there is a history of crashes at these intersections with Curletts Road. A total of five crashes over the five-year period, which are explained below:
  - 4.2.1 There was one crash reported at the Curletts Rad/Owens Terrace intersection. This crash resulted in a serious injury. The crash occurred in 2023 and involved a vehicle turning right from Curletts Road through a gap in queued traffic and has hit a child crossing Owens Terrace.
  - 4.2.2 There were three crashes reported at the intersection of Curletts Road/Suva Street. One crash resulted in a serious injury in 2022, this involved a right turning vehicle into Suva Street hitting a southbound vehicle. A minor injury crash occurred when a scooter rider failed to give-way on exiting Suva Street and has crashed with a northbound vehicle. One further crash occurred involving a pedestrian and vehicle, where a vehicle turning right from Curletts Road has hit an elderly woman crossing Suva Street.
  - 4.2.3 There was one crash at the intersection of Hillary Crescent (North). This was a non-injury crash in 2023 between two vehicles.

- 4.3 Treatments are being proposed at these locations to re-enforce the nature of the local street environment and to slow traffic turning into and out of the local streets. This is where people are crossing the side streets, and the no stopping lines will increase visibility between pedestrians and vehicles.
- 4.4 On-site observations were undertaken at 3pm on a Thursday afternoon. There were large numbers of children travelling by different transport mediums (cycles, scooters, foot etc.) from a range of different schools.
- 4.5 Below is a table of the local street width. The street widths have been considered as part of the options assessment and recommendations.

Street	Width of local street
Owens Terrace	8m
Suva Street	8m
Hilary Crescent (North)	7m

## 5. Options

### Options Descriptions Ngā Kōwhiringa

- 5.1 **Preferred Option:** Install no stopping restrictions and speed humps.
- 5.1.1 **Option Description:** Install no stopping and speed humps on each of the local streets in the project area that intersect with Curletts Road.
- 5.1.2 **Option Advantages**
- Improves visibility for children crossing the street when waiting at the crossing points.
  - Helps to improve visibility for drivers turning into and out of Curletts Road.
  - Aligns with the Infrastructure Design Standard (IDS) section 8.14.6, for providing thresholds into local streets to reduce the operating speeds.
  - The width of the existing street already aligns with design standards.
  - Implementing traffic calming (speed humps) is a low cost option and is quick to implement as there are no changes to kerbs and drainage.
- 5.1.3 **Option Disadvantages**
- Loss of parking on the three local residential streets.
- 5.2 **Option 2:** Narrow the entrance to the local street.
- 5.2.1 **Option Description:** Narrow the entrances into applicable streets to slow vehicle speeds turning in and out of the street and reduce the crossing distance for children crossing.
- 5.2.2 **Option Advantages**
- Visibility increased with no stopping lines provided.
  - Narrow entrance to reduce crossing distance and slow traffic.
- 5.2.3 **Option Disadvantages**
- More costly as will need to change existing infrastructure such as kerbs and drainage.

- More disruption to residents as more construction work to undertake.
- Loss of parking on the three local residential streets.
- The streets generally align with local road widths specified in the IDS (7 metres at the threshold), so there would be little benefit to reduce the width by one metre on Suva Street and Ownes Terrace at considerable cost. Reduction of the road could make it harder for cars to exit Curletts Road, particularly rubbish trucks and delivery vehicles. Pedestrian refuge islands were considered, however the streets are too narrow to accommodate islands, while retaining space for turning movements. This option would require the street to be widened at extra cost.

5.3 **Option 3: Do nothing**

5.3.1 **Option Description:** Keep the status quo

5.3.2 **Option Advantages**

- Most cost effective.
- Maintain current parking availability.

5.3.3 **Option Disadvantages**

- Speeds not reduced at areas of risk where children are crossing.
- Not addressing concerns from community.
- No improvements for visibility for people crossing the road.

## 6. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Widen footpaths	Option 3- Do nothing
Cost to Implement	\$59,200	\$100-150k approx	\$0
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	N/A
Funding Source	Traffic Operations Minor Road Safety Budget.	Traffic Operations Minor Road Safety Budget.	N/A
Funding Availability	Available	Not available	N/A
Impact on Rates	Nil	Unknown	N/A

- 6.1 These are estimates only and are not tendered prices. The project is being funded from the Minor Road Safety Programme, which was presented to the Community Boards earlier this financial year. Subject to approvals, construction will occur next financial year.

## 7. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 7.1 None identified.

### Legal Considerations Ngā Hīraunga ā-Ture

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

- 7.2.1 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.
- 7.2.2 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 including speed humps.
- 7.3 Other Legal Implications:
- 7.3.1 There is no legal context, issue, or implication relevant to this decision

### Strategy and Policy Considerations Te Whai Kaupapa here

- 7.4 The required decision:
- 7.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).
- 7.4.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.
- 7.4.3 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.
- 7.5 The community engagement and consultation outlined in this report reflect the assessment.
- 7.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 7.7 Transport
- 7.7.1 Activity: Transport
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians -  $\leq 12$  crashes per 100,000 residents
  - Level of Service: 16.0.10 Maintain the perception (resident satisfaction) that Christchurch is a walking friendly city -  $\geq 85\%$  resident satisfaction
  - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
  - Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average  $< 100$  crashes per year

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

- 7.8 There are a total of 10 properties directly impacted by the no stopping lines and the speed humps.
- 7.9 There were 20 consultation letters that were delivered to the closest properties on all three streets. Two submissions were received (within the applicable timeframe) to the consultation, one in full support and another partially, the only concern raised was around the loss of parking.
- 7.10 One further submission was received after the consultation period. They were not in support of the proposed speed humps due to loss of parking and wanted the extension of some yellow lines but not all. The owner also suggested 'taking 1.2 meters of footpath taken from both sides' to create another turning lane and improve the flow of traffic. It is not the speed humps that require the no stopping lines, they have been provided to improve sightlines for children crossing the road.

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

7.11.1 Waipuna Halswell-Hornby-Riccarton Community board

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

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

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

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


7.14 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

7.15 Improving safety and making the intersections feel safer could address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

## 8. Next Steps Ngā Mahinga ā-muri

8.1 If approved, staff will arrange for the speed humps and new road markings to be installed in the current financial year.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Proposed Traffic Calming on Owens, Suva & Hillary - Plans for Approval	25/519786	49

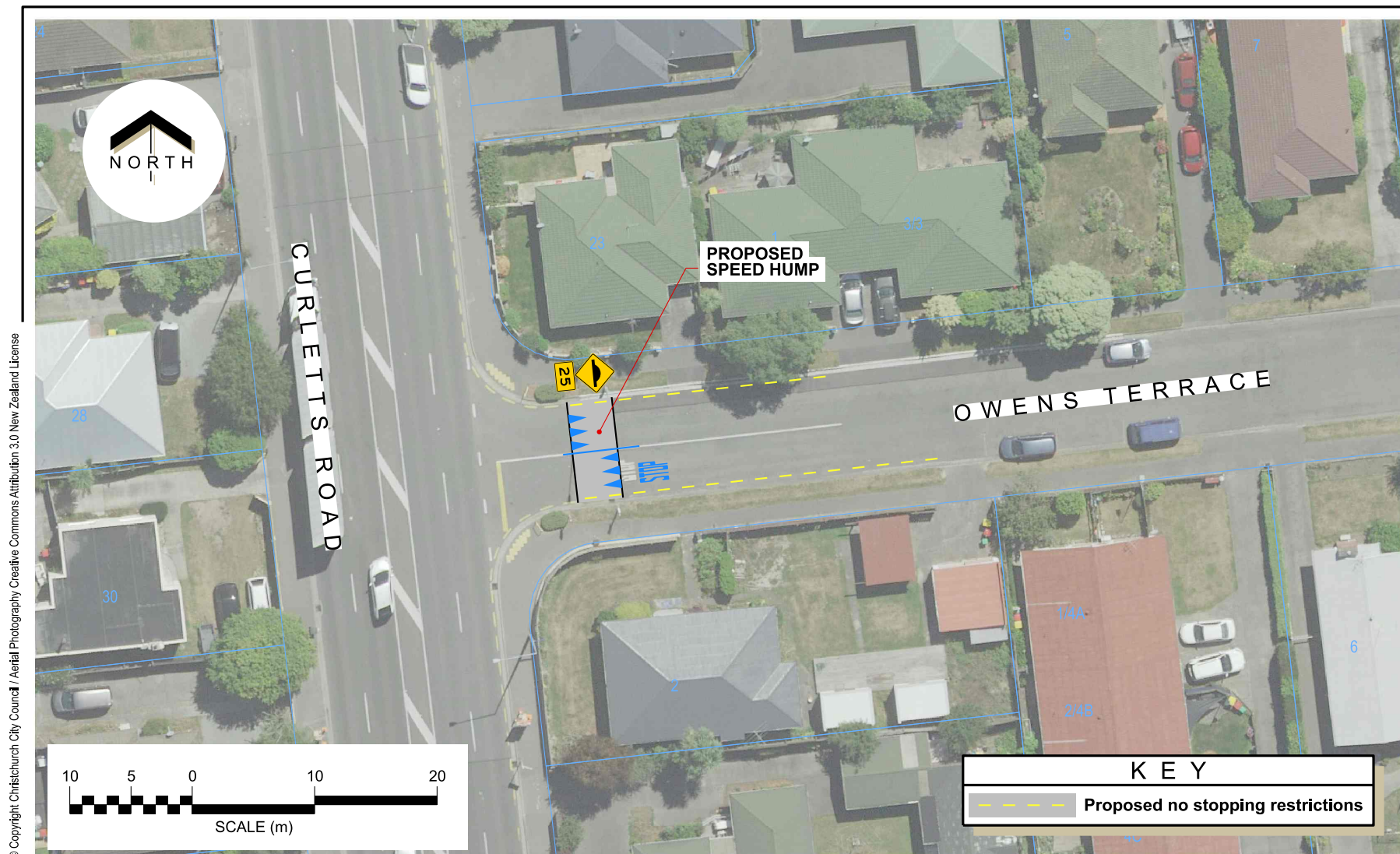
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

Author	Christina Weston - Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)

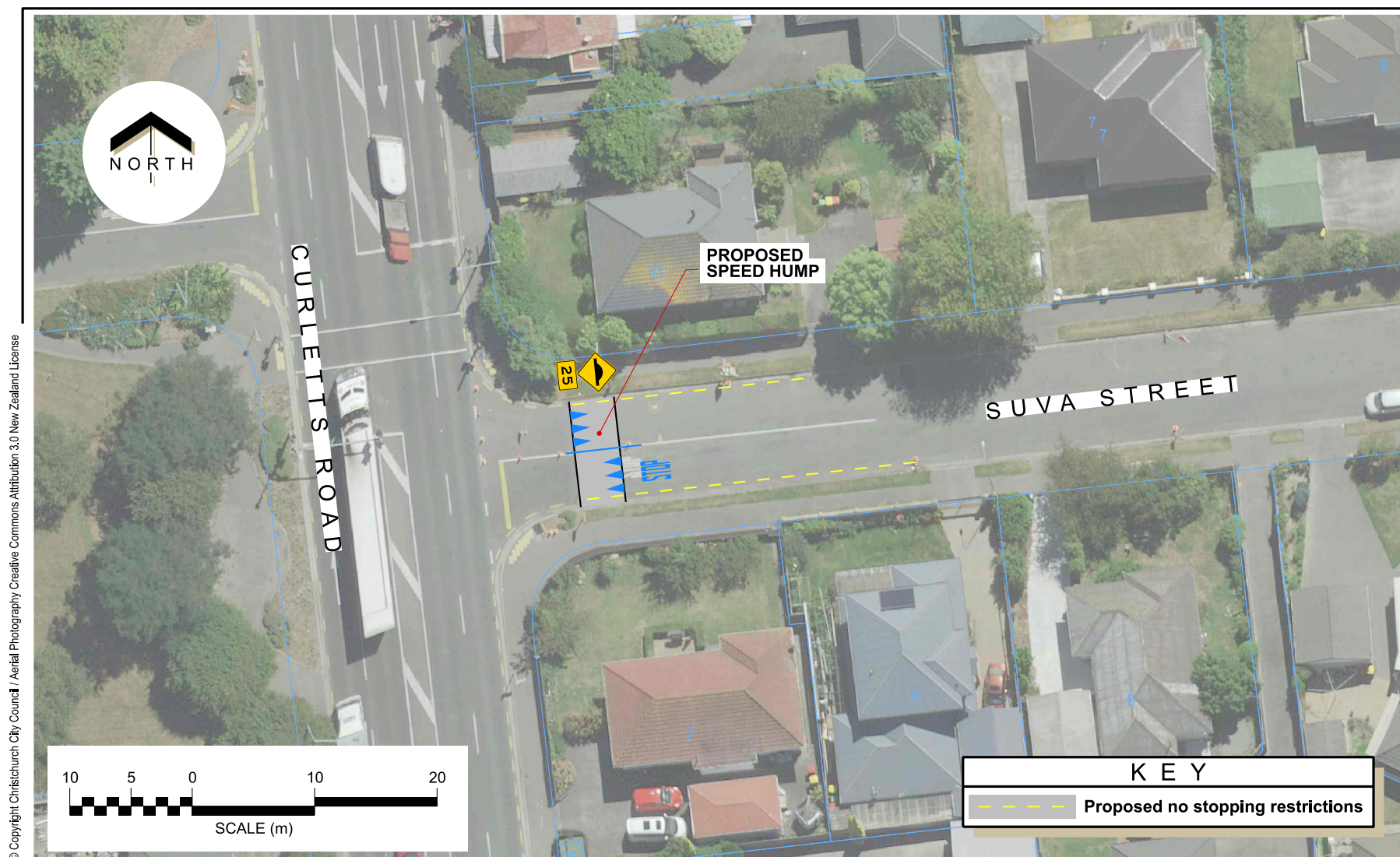




Christchurch  
City Council

Curletts Road - Owens Terrace  
Proposed Safety Improvements  
For Board Approval

Original Plan Size: A4  
Drawn: MJR Issue 1 10/03/2025  
Designed: TW Drawing: TG150157  
Approved: GD Project: RPS845

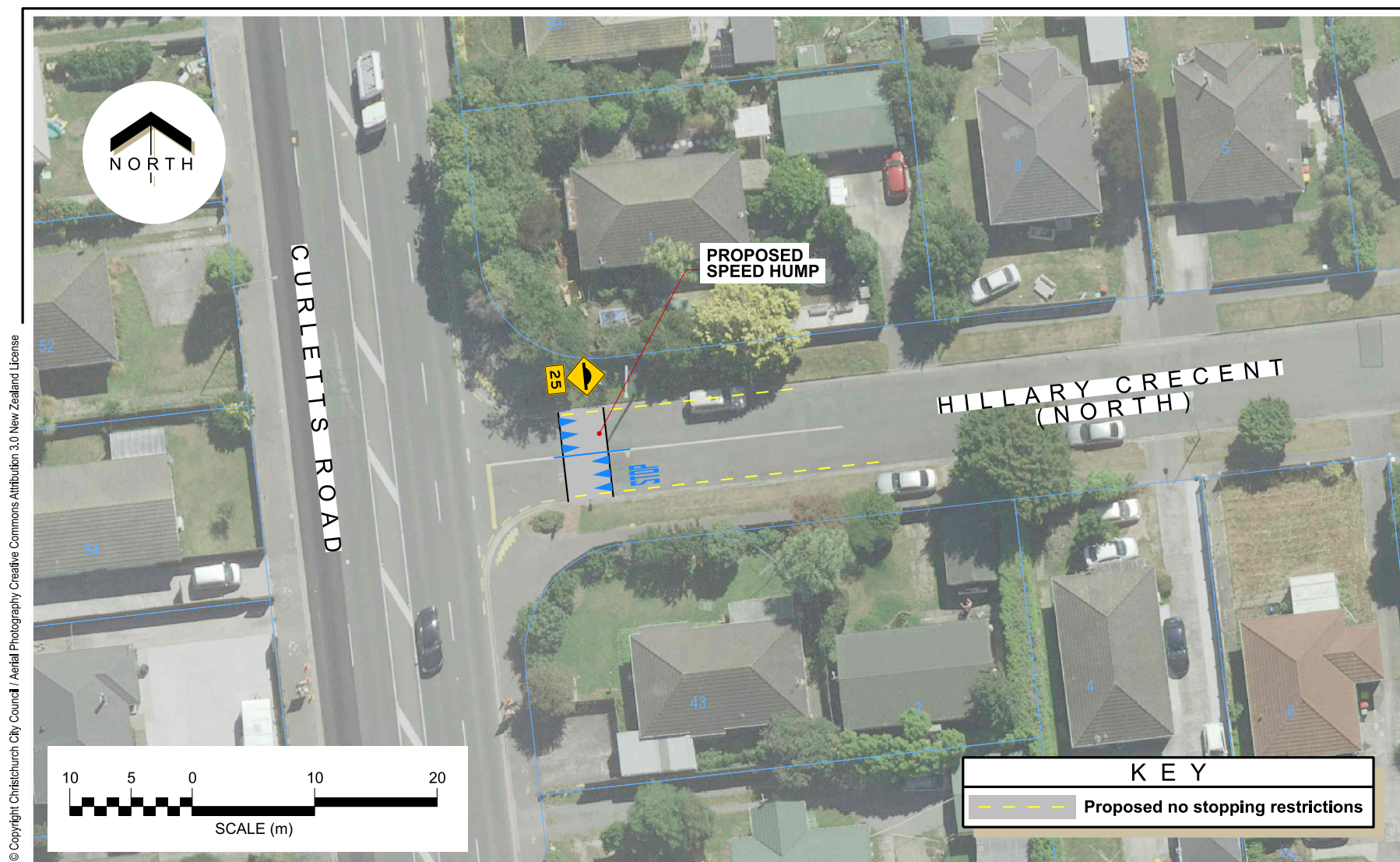


Christchurch  
City Council

Curletts Road - Suva Street  
Proposed Safety Improvements  
For Board Approval

Original Plan Size: A4  
Drawn: MJR Issue 1 10/03/2025  
Designed: TW Drawing: TG150157  
Approved: GD Project: RPS845





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**Christchurch**  
City Council

**Curletts Road - Hillary Crescent (North)**  
Proposed Safety Improvements  
For Board Approval

**Original Plan Size: A4**  
Drawn: MJR Issue 1 10/03/2025  
Designed: TW Drawing: TG150157  
Approved: GD Project: RPS845



## 12. Bus stop upgrades on Murphys Road (Updated Report)

Reference Te Tohutoro: 25/639176

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

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

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

- 1.1 To approve the establishment of two new bus stops outside 32 and 33 Murphys Road.
- 1.2 This report has been prepared by staff following community requests, staff investigations, and an on-site public meeting with elected members and affected residents on 31 March 2025.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Bus stop upgrades on Murphys Road (Updated Report) 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.

#### New bus stops at Murphys-Skibbereen-Caulfield intersection (Attachment A)

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

#### Outbound – outside 33 Murphys Road

- a. Approves that a bus stop be installed on the southern side of Murphys Road commencing at a point 62 metres north of its intersection with Skibbereen Drive and extending in a southerly direction for a distance of 14 metres.

#### Inbound – outside 32 Murphys Road

- a. Approves that the stopping of all vehicles be prohibited at any time, on the north side of Murphys Road commencing at a point 35 metres north of its intersection with Caulfield Avenue and extending in a southerly direction for a distance of 2 metres.
- b. Approves that a bus stop be installed on the north side of Murphys Road commencing at a point 33 metres north of its intersection with Caulfield Avenue and extending in a southerly direction for a distance of 14 metres.
- c. Approves that the stopping of all vehicles be prohibited at any time, on the north side of Murphys Road commencing at a point 19 metres north of its intersection with Caulfield Avenue and extending in a southerly direction for a distance of 12 metres.
4. Approves that directional and warning tactile pavers, a seat, hardstand areas, and bus stop signs are installed at the bus stops, as shown on **Attachment A** to the report on the meeting agenda.
5. Approves the removal of one street tree (Tree ID 143928) outside 2 Caulfield Avenue on Murphys Road, as shown on **Attachment A** to the report on the meeting agenda.
6. Approves the replacement planting of trees on Caulfield Avenue outside Murphys Drainage Reserve, as shown on **Attachment A** to the report on the meeting agenda.

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 Murphys Road commencing at a point 16 metres north of its intersection with Skibbereen Drive and extending in a southerly direction for a distance of 9 metres.
8. Revokes any previous resolutions pertaining to parking or stopping restrictions and traffic controls made pursuant to any bylaw to the extent that they conflict with the parking or stopping restrictions and traffic controls described in resolutions 3-7 above.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Staff are proposing the installation of a new pair of bus stops at the Murphys-Skibbereen-Caulfield Intersection, based on community requests and staff investigations.
- 3.2 These upgrades have been prioritised based on current bus stop spacing and community requests.
- 3.3 The proposed plan also incorporates standard line markings, hardstand areas, tactile pavers, and seats to improve accessibility, safety, and the waiting area.
- 3.4 Staff have revised the initial plan, which was presented at the [13 March 2025 Community Board meeting](#), taking into consideration the outcomes of an on-site public meeting with elected members and affected residents on 31 March 2025. The proposed no stopping restrictions outside 33 Murphys Road have been changed to address the concerns raised by affected residents.

### 4. Background/Context Te Horopaki

- 4.1 Recent developments around the Murphys/Skibbereen/Caulfield intersection have increased the need for new bus stops in this area.
- 4.2 The current bus stop spacing is about 700 meters, which exceeds the recommended practice of 400 meters.
- 4.3 In December 2022, staff consulted on new bus stops at this intersection, but the project was postponed due to community opposition.
- 4.4 Since then, staff have received two community requests to install new bus stops at this intersection. Seats are proposed at this location.
- 4.5 The proposed plan involves removing a street tree (ID 143928). As a semi-mature plane tree under 6 metres in height, no resource consent is necessary for its removal. The tree is in average condition. Minor damage to the footpath from the tree has been observed. As such, the tree removal requires a resolution from the Community Board, along with the replacement of two trees in accordance with the Council's tree policy.
- 4.6 Underground service checks have shown that the proposed replacement planting locations do not pose any issues in terms of interference or conflicts with underground services.
- 4.7 Species have yet to be determined but will likely be small to medium sized deciduous exotic trees. This will depend on availability from the nursery, and they will be expected to be planted in the 2025 planting season (April-August). The new trees will meet the Tree Policy canopy replacement target of replacing the lost canopy within 20 years.
- 4.8 A plan was presented to the [Community Board at its meeting on 13 March 2025](#). After considering deputations from affected residents, the Community Board requested an on-site public meeting with staff, elected members, and affected residents.

- 4.9 An on-site public meeting was held on 31 March 2025.
- 4.10 During the meeting, staff clarified the optioneering process, and residents highlighted their concerns about on-street parking. It was then agreed that the initial plan could proceed, with the removal of the proposed no-stopping restrictions outside 33 Murphys Road, as shown in **Attachment A**.

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.11 The following reasonably practicable options were considered and are assessed in this report:
- 4.11.1 Provision of new bus stops.
- 4.11.2 Do nothing.
- 4.12 The options that were considered but ruled out can be found in the report presented to the [Community Board on 13 March 2025](#).

### Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** A new pair of bus stops, as shown on **Attachment A**.

#### 4.13.1 Option Advantages

- Enhances public transport access for residents in this area.
- Improves bus stop spacing from about 700 metres to approximately 350 metres.
- The no-stopping restrictions will prevent vehicles from parking near the pedestrian crossing, enhancing both the crossing's usability and sightlines. A longer sightline could be achieved by removing on-street parking outside 37 Murphys Road. However, staff deemed the proposed no stopping restriction sufficient due to the low traffic volumes and the wide footpath.

#### 4.13.2 Option Disadvantages

- Loss of approximately six on-street parking spaces for new bus stops.
- Loss of approximately two on-street parking spaces outside 39 Murphys Road to improve pedestrian crossing safety.
- When the bus stops at the stop outside 32 Murphys Road, it slightly obstructs the sightline for pedestrians crossing the road. However, it is a risk with a low likelihood, as the bus stops only a few times each day, typically for brief periods (about 30 seconds).
- The bus stop line markings layout outside 33 Murphys Road does not adhere to the prescribed guidelines, as there is a requirement to provide "no stopping" restrictions either side of the bus stop box. In the revised proposal these will not be provided at the rear, however, this is a compromise that can proceed to retain the parking as agreed on site and provide the marked bus stop.
- Should the bus stops become well-used, there is a likelihood that staff will receive requests from bus users to introduce "no stopping" restrictions to ensure buses can safely access the bus stop. This can be reviewed in future.

- 4.14 Do nothing

#### 4.14.1 Option Advantages

- The Council will not incur any costs.

#### 4.14.2 Option Disadvantages



- No improvement in public transport accessibility.
- No improvement in bus stop spacing.
- No improvement in pedestrian crossing safety.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 5.1 The estimated costs for different options are provided in the tables below.
- 5.2 The implementation costs in the table below include the expenses for investigation, design, and construction of bus stop upgrades.
- 5.3 Maintenance/Ongoing costs - The Transport Unit Operational Expenditure budgets include maintenance of bus stop infrastructure, approximately \$230 annually.
- 5.4 Funding Source – Traffic Operations budget for public transport infrastructure upgrades.

### New bus stops at Murphys-Skibbereen-Caulfield intersection

	Recommended Option	Option 2 - Do nothing
Cost to Implement	\$11,500	\$0
Maintenance/Ongoing Costs	\$230 per year	NA
Funding Source	CPMS 50465	NA
Funding Availability	Available	NA
Impact on Rates	NA	NA

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Should the Community Board proceed with Option 2, the do-nothing option, there will be:
  - No improvement in public transport accessibility.
  - No improvement in bus stop spacing.
  - No improvement in pedestrian crossing safety.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
  - 6.2.1 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.
    - Grass plots or flowers beds or trees.
- 6.3 Other Legal Implications:
  - 6.3.1 This report has not been reviewed and approved by the Legal Services Unit.



## Strategy and Policy Considerations Te Whai Kaupapa here

### 6.4 The required decisions:

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

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

6.4.3 Are consistent with Council's Plans and Policies.

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

### 6.6 Transport

#### 6.6.1 Activity: Transport

- Level of Service: 10.4.1 More people are choosing to travel by public transport -  $\geq 13$  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) -  $\geq 73\%$

### 6.7 The [Tree Policy](#):

6.7.1 Section 4.7 – Approval by Council for the removal of trees to facilitate projects on Council land will take into account the value of the project to the community, including public health and/or the local environment and considerations taken for retaining existing trees compared with the loss of the benefits provided by the trees.

6.7.2 Section 1.9 – For every tree removed a minimum of two new trees will be planted with the projected canopy cover replacing that which is lost within 20 years (additional planting may be required)

6.7.3 Section 1.7 – All trees will have a minimum establishment maintenance period of 24 months.

6.7.4 Section 1.10 - For removals within the road corridor, the location of any replacement trees will be based on the following; (1) in the same road corridor in as close proximity to the tree removed; or (2) if no further planting in the road corridor is required or possible the in the closest road corridor that requires planting; or (3) within the urban forest.

## Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Consultation has been carried out with affected property owners and tenants on the initial plan. The consultation period ran from 2 to 20 December 2024. Letters were issued to the property owners and tenants affected.

6.9 Environment Canterbury support the proposed upgrades.

6.10 The Council Parks Team indicated no issues with the proposed replanting locations.

6.11 A summary of the received submissions can be found in the report presented to the [Community Board on 13 March 2025](#).

6.12 The initial plan was presented to the [Community Board at its meeting on 13 March 2025](#). After considering deputations from affected residents, the Board requested an on-site public meeting with staff, elected members, and affected residents.

6.13 The on-site public meeting took place on 31 March 2025, with staff, elected members, and affected residents in attendance.

6.14 Since no new item has been added to the initial plan, further consultation is not required.

6.15 The decision affects the Waipuna Halswell-Hornby-Riccarton Community Board area.

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

6.16 The decisions do 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.

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

6.18 One small exotic street tree required for removal.

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



6.19 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.

6.20 Proposal of one small tree removal, replaced with two trees, will eventually provide increased canopy cover to this section of road.

## 7. Next Steps Ngā Mahinga ā-muri

7.1 Staff will implement the outcome of the Community Board decisions.

## Attachments Ngā Tāpirihanga

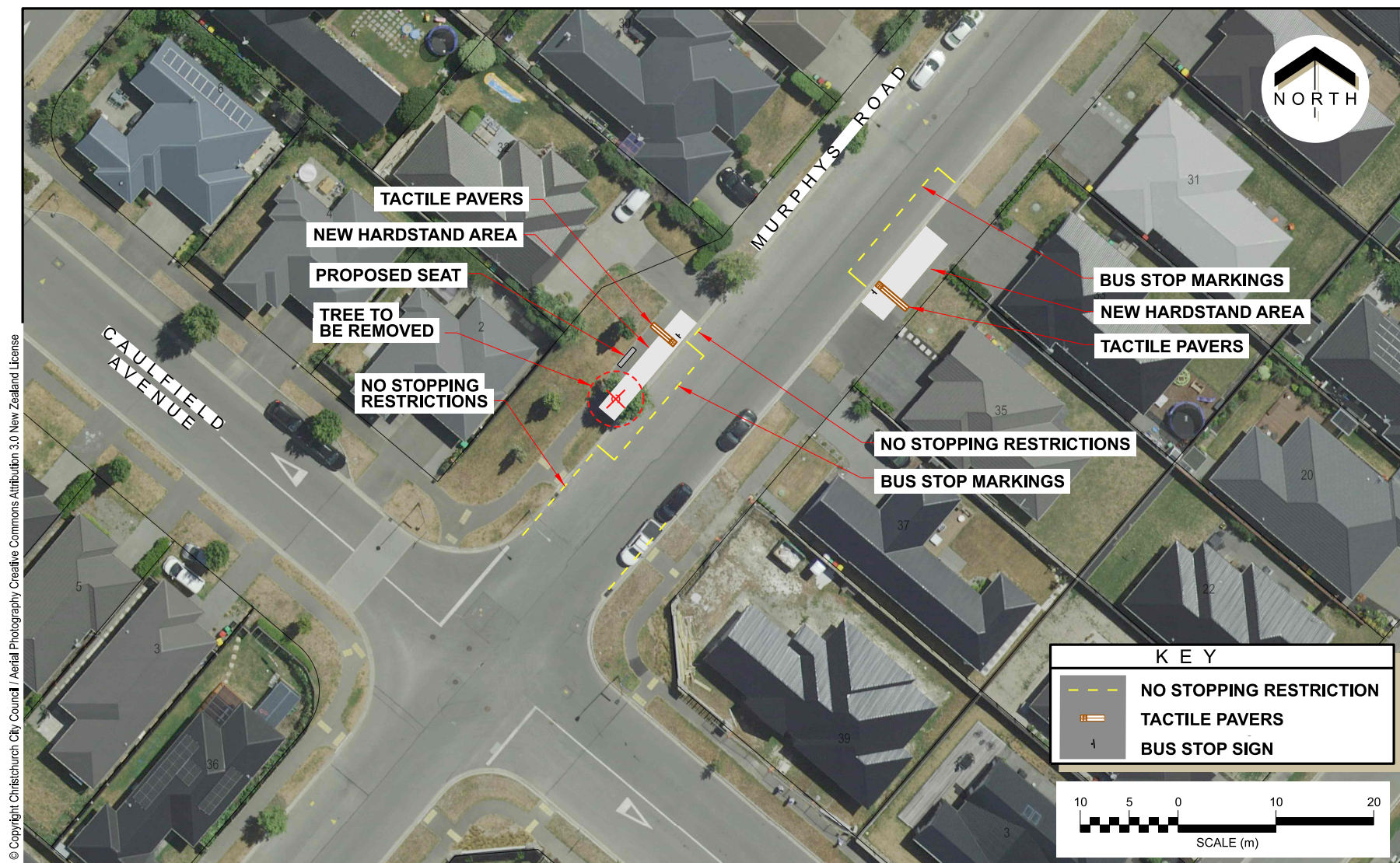
No.	Title	Reference	Page
A  	New bus stops at Murphys-Skibbereen-Caulfield intersection	25/648285	59

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

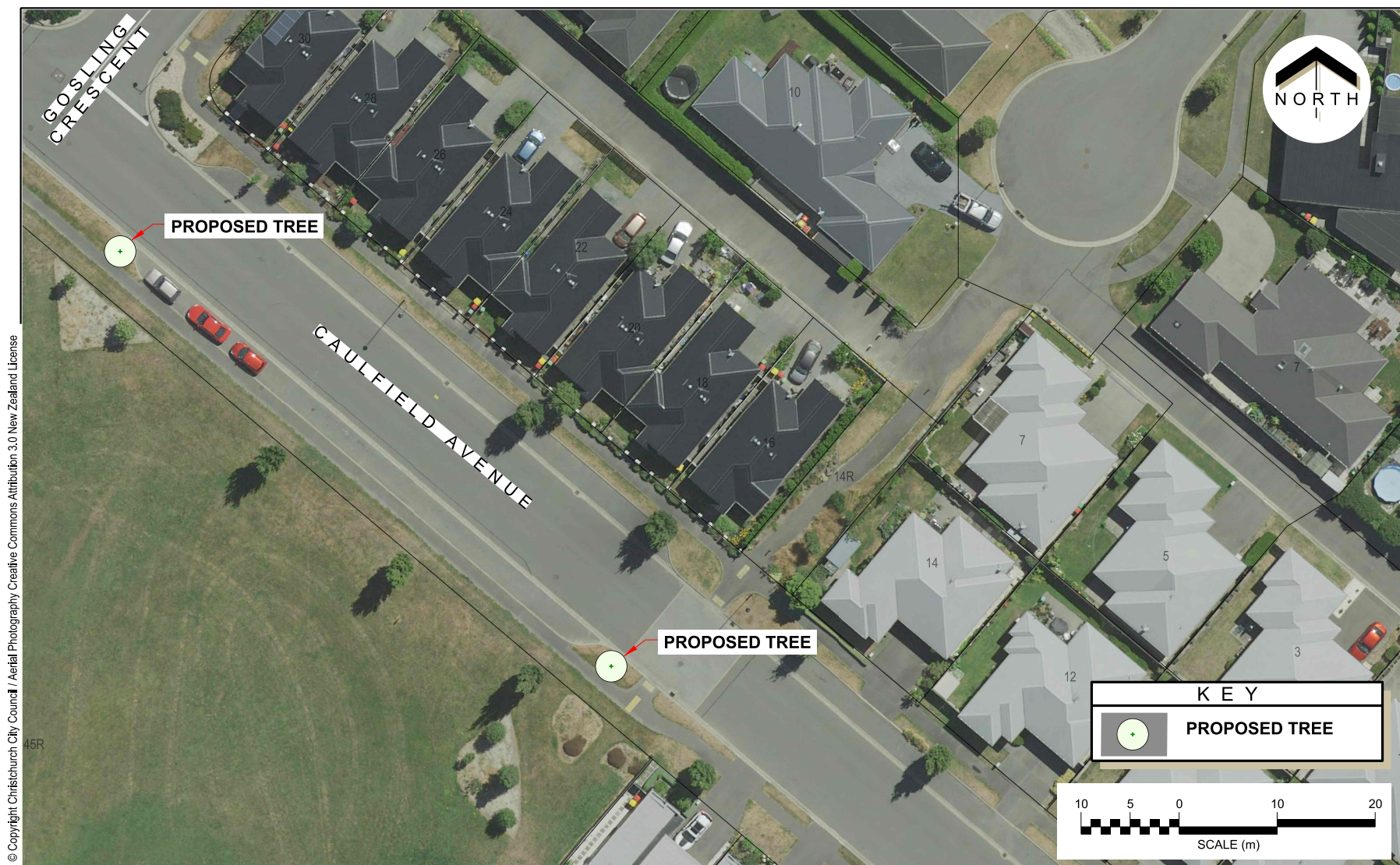
Document Name – Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Mansour Johari - Passenger Transport Engineer
<b>Approved By</b>	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)







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Christchurch  
City Council

Caulfield Avenue - Proposed Trees  
Bus Stop Upgrades Project 2024/25  
For Community Board Approval

Original Plan Size: A4  
Drawn: GA Issue 1 09/01/2025  
Designed: MJ Drawing: TG149102  
Approved: Project: CP503348

## 13. 100 Hayton Road - Proposed P10 Parking Restrictions

Reference Te Tohutoro: 25/469875

Responsible Officer(s) Te Pou Matua: Edwin Tiong, 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 Waipuna Halswell-Hornby-Riccarton Community Board to approve the installation of P10 parking restrictions along the northwest side of Hayton Road in accordance with Attachment A.
- 1.2 This report was staff generated in response to a request from a business located at this address.
- 1.3 These measures have been requested to improve access for customers at this location.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the 100 Hayton Road - Proposed P10 Parking Restrictions 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 – 5 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwestern side of Hayton Road, commencing at its intersection with Pilkington Way and extending in a north-westerly direction for a distance of 19 metres, as detailed on Attachment A to the report on the meeting agenda, plan TG150138, Issue 1, dated 12/03/2025 .
5. 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 10 minutes on the northwestern side of Hayton Road, commencing at a point 19 metres north west of its intersection with Pilkington Way and extending in a north-westerly direction for a distance of 19 metres as detailed on Attachment A to the report on the meeting agenda, plan TG150138, Issue 1, dated 12/03/2025.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in 3-5 are in place (or removed in the case of revocations).

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A business owner, who occupies 100 Hayton Road, has requested short-term parking outside their premises as their customers and visitors were experiencing difficulties parking nearby.
- 3.2 The recommended option is to Install P10 parking restrictions in accordance with Attachment A.

#### 4. Background/Context Te Horopaki

- 4.1 Council received a request from a business owner to investigate providing short-term parking at this location. A site visit was conducted, and the findings were communicated to the requester.
- 4.2 Council staff noted that occasionally the carpark at the rear of the premises have forklift trucks operating, with a container occupying 2-3 parking spaces. Currently, there are 27 parking spaces provided on site, and the units are complying with their resource consent conditions.
- 4.3 The on-street spaces adjacent to the business were regularly occupied by commuters and sometimes a large truck parking all day.
- 4.4 Staff consulted the business owner to determine the maximum demand. They have indicated that three short stay parking spaces are sufficient during the busy periods, sharing with other local businesses.
- 4.5 It was noted that there are three other locations along Hayton Road that have P10 parking spaces provided.
- 4.6 A proposal was developed at the beginning of 2025. The proposal was consulted early February 2025 which included P10 car parking.
- 4.7 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).
- 4.8 Staff consider that the request is reasonable and would be in the interests of enabling the business to operate effectively. Staff are satisfied that the effects of any displaced all-day parking would be minimal.

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.9 The following reasonably practicable options were considered and are assessed in this report:
  - 4.9.1 Install P10 time restricted parking as per **Attachment A**.
  - 4.9.2 Do nothing and leave the parking as unrestricted.
- 4.10 The following options were considered but ruled out:
  - 4.10.1 Install P30 time restricted parking – Customers likely not needing that long to park.

#### Options Descriptions Ngā Kōwhiringa

- 4.11 **Preferred Option:** Install P10 time restricted parking in accordance with **Attachment A**.

##### 4.11.1 Option Advantages

- Addresses local business owner request to provide a higher turnover of parking opportunities and convenience for customers and visitors to the local businesses.
- Provides opportunities for delivery operations.
- Deters all-day parking adjacent to the local businesses.

##### 4.11.2 Option Disadvantages

- Removes three unrestricted parking spaces. This is a disadvantage to those using these unrestricted parking space as all day commuter parks.
- Could lead to all-day parking occurring elsewhere at an unsuitable location.



- 4.12 **Alternative Option 1:** Maintain the status quo – do nothing and leave the parking spaces unrestricted.

4.12.1 **Option Advantages**

- Retain three existing unrestricted parking spaces.

4.12.2 **Option Disadvantages**

- Does not address local business request to provide more short stay parking and improve access into/out of business premises.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 1 – Do Nothing
Cost to Implement	\$2,000 to write report including consultation and site visit. \$1,000 to install new signs with line marking	\$2000 to write report in including consultation and site visits
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team's 'Road Marking and Signs' budget.	N/A
Funding Availability	Immediate	N/A
Impact on Rates	Negligible	N/A

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 None identified.

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 6.2.2 The Community 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.
- 6.2.3 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 Align 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 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 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**

- 6.8 Seven affected property owners and business occupiers were advised of the recommended option by letter.
- 6.9 Five submissions were received from the business owners and occupiers, all in support of the proposed plan.
- 6.10 No objections or requests for amendments were received.
- 6.11 The Team Leader Parking Compliance supports the preferred option.

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

- 6.12 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.
- 6.13 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

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


- 6.14 The decisions in this report are likely to:
  - 6.14.1 Contribute positively to adaptation to the impacts of climate change.
  - 6.14.2 Contribute positively to emissions reductions.

## **7. Next Steps Ngā Mahinga ā-muri**

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



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	100 Hayton Road - Proposed P10 Parking Restrictions drawing tg150138 For Board Approval	25/490386	66

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Edwin Tiong - Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations/Principal Advisor Stephen Wright - Manager Operations (Transport)



## 14. William Brittan / Milns / Kearns intersection

Reference Te Tohutoro: 25/493963

Responsible Officer(s) Te Peter Rodgers Asset Planning Network Planner

Pou Matua: Andy Milne Asset Planning Team Leader

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 Waipuna Halswell-Hornby-Riccarton Community Board to consider the current form of the William Brittan Avenue / Milns Road / Kearns Drive intersection. There are two elements:
  - 1.1.1 The approval of short-term changes to the current intersection layout.
  - 1.1.2 Support and direction on future consultation options to further improve the safety of the intersection in the medium term.
- 1.2 The report is an outcome of an Information Session titled *Transport / Growth projects in the Halswell area* presented to the Board on the 27 February 2025.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the William Brittan / Milns / Kearns intersection 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.

#### Approve existing kerb alignments of Milns Road

3. Approves the paths, kerb alignments, road widening and road surface within the road corridor of Milns Road, at the intersection of Milns Road, William Brittan Drive and Kearns Drive as detailed on **Attachment A**, Plan TG144362b to the report on the meeting agenda.

#### Approve Stop control

4. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against the northern approach of Milns Road at its intersection with William Brittan Drive and Kearns Road, as shown in **Attachment A**, Plan TG144362b to the report on the meeting agenda.
5. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against the southern approach of Milns Road at its intersection with William Brittan Drive and Kearns Road, as shown in **Attachment A**, Plan TG144362b to the report on the meeting agenda.
6. 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 4 & 5.
7. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 4 & 5 are in place (or removed in the case of revocations).

#### Formalise existing no stopping restrictions on Milns Road and Kearns Road

8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northern side of Milns Road, commencing at its intersection with Kearns Drive and extending in a westerly direction for a distance of 9 metres as detailed on **Attachment A**, Plan TG144362b to the report on the meeting agenda.
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northern side of Milns Road, commencing at its intersection with Kearns Drive and extending in an easterly direction for a distance of 9 metres as detailed on **Attachment A**, Plan TG144362b to the report on the meeting agenda.
10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Kearns Drive, commencing at its intersection with Milns Road and extending in a northerly direction for a distance of 35 metres as detailed on **Attachment A**, Plan TG144362b to the report on the meeting agenda.
11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the western side of Kearns Drive, commencing at its intersection with Milns Road and extending in a northerly direction for a distance of 33 metres as detailed on **Attachment A**, Plan TG144362b to the report on the meeting agenda.
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 8 to 11.
13. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 8 to 11 are in place (or removed in the case of revocations).

#### Medium Term Intersection Changes

14. Provides guidance for staff to investigate and consult on options for the future layout (subject to further decision report) relating to:
  - a. Minor road marking improvements, consultation option 2a (**Attachment B**) Plan TG144362c to the report on the meeting agenda.
  - b. Four-way Stop control, consultation option 2b (**Attachment C**) Plan TG144362d to the report on the meeting agenda.
  - c. Left-in-left-out arrangement, consultation option 2c (**Attachment D**) Plan TG144362e to the report on the meeting agenda.
  - d. Temporary Closure of Kearns Drive approach, and revert to Milns road as the priority road consultation option 2d
  - e. Revert to Milns Road priority over William Brittan Avenue, consultation option 2e

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The intersection priority at William Brittan Avenue / Milns Road / Kearns Drive was changed in late September 2022.
  - 3.1.1 This was done to align the intersection with the Outline Development Plan (**Attachment E**), where Kearns/William Brittan will become the priority route through, supported by additional changes to reduce traffic volumes on Milns Road.



- 3.1.2 In recent months there have been accidents at this intersection, which appear to be associated with confusion around the changed priorities
- 3.1.3 It has also become clear that the amended layout had not been formally approved by the Community Board ahead of changes being made.
- 3.2 There are therefore two issues to be resolved:
  - 3.2.1 Legalisation of the current layout, with minor amendments, to allow for effective enforcement of the intersection in the short term
  - 3.2.2 Consideration of changes to the intersection in the medium term, to reduce the safety issues seen in recent months. This is likely to require a level of design and community consultation, so is unlikely to be installed before early 2026
- 3.3 Therefore, this report seeks the following from the Community Board:
  - 3.3.1 Approval of the current form of the William Brittan Avenue / Milns Road / Kearns Drive intersection, with additional stop controls on Milns Road; and
  - 3.3.2 Direction on any potential future changes to layout. This will allow staff to focus on acceptable options, and report back to the board on timelines, costs, and community engagement requirements.
- 3.4 The recommended short-term option includes the replacement of existing Give Way controls to Stop controls on the Milns Road approaches. This is due to the western approach meeting the visibility criteria for a Stop control.

#### 4. Background/Context Te Horopaki

- 4.1 On 7 October 2021, the Milns Park subdivision was granted non-notified resource consent RMA/2021/2562 to construct Kearns Drive, connecting to the existing road network at the William Brittan / Milns Road intersection to form a crossroads.
  - 4.1.1 Transport specific conditions relevant to this intersection include a requirement to upgrade the Milns Road frontage and to comply with Infrastructure Design Standard (IDS) and Christchurch Construction Standard Specification (CSS) requirements.
  - 4.1.2 Under the Traffic Control Devices Rule 2004, an intersection that has four or more approaching roadways (such as a crossroads) must be controlled by stop or give-way signs, a roundabout, or traffic signals.
  - 4.1.3 Previously the T intersection had no formally resolved controls and priority defaulted to Milns Road as the continuing road.
- 4.2 During the engineering acceptance / detailed design stage of the subdivision, a design stage road safety audit was undertaken in February 2022 followed by a safety audit addendum in April 2022 to specifically address the change in priority.
  - 4.2.1 All of the road safety audit recommendations were actioned and funded by the developer as part of the engineering approvals process and remain in place.
- 4.3 The changed priorities reflected the road hierarchy system with Kearns Drive (collector road) taking priority over the lower order Milns Road (Local Road) in accordance with Councils' Infrastructure Design Standards and engineering guidelines.
  - 4.3.1 The changed priorities also reflect the general design of William Brittan Avenue as a spine road through the existing and established residential subdivision.



- 4.3.2 The changed priorities at the intersection also anticipated the planned connection of the Milns Park collector road: Collier Drive to Halswell Road (SH75).
- 4.3.3 This road connection, accompanied by restricted turning movements at Milns Road/Halswell Road (SH75) that are planned as part of the NZTA Halswell Road (SH75) upgrade project is expected to result in increased traffic flows on Kearns Drive and reduced flows on Milns Road.
- 4.4 The community board was briefed on transport related development in the area, including the William Brittan Avenue/ Milns Road intersection, on 13 September 2022.
- 4.5 Kearns Road was constructed in late 2022 and was vested with Council in February 2023 and opened to the public after vesting.
- 4.5.1 The defects period for the new roading work ended in February 2024.
- 4.5.2 The Detailed Traffic Resolutions for the intersection changes were not taken to the Community Board for approval at the time of vesting, and this report seeks to rectify that situation.

#### **History: since opening**

- 4.6 The post construction safety audit, undertaken in September 2022, resulted in the following actions in relation to the William Brittan Avenue/ Milns Road/ Kearns Drive intersection:
- Additional tactile pavers
  - Inclusion of green coloured surfacing
  - Changes to intersection warning signage in advance of the intersection and to temporary traffic management
  - Extension of no stopping lines
  - Improving visibility by removal of rock features
- 4.7 After Kearns Road opened concerns were raised by members of the public and Elected Members.
- 4.7.1 To address these issues, temporary speed humps were installed during the defects period in August 2023 to reinforce the changed priority.
- 4.7.2 Over a year later, on 12<sup>th</sup> December 2024, the Board approved the replacement of the temporary speed humps with permanent speed humps which have subsequently been installed.

#### **Hybris tickets**

- 4.8 When changes to the priorities occurred in 2022, Council received a series of customer service requests (Hybris tickets).
- 4.8.1 The main theme of these requests related to vehicles failing to respond to the give way signs and general dissatisfaction with the new priorities.
- 4.8.2 Over 70% of the complaints about the changed priorities occurred within 6-7 months of the change. Thereafter the number of complaints declined until the last was received in January 2024.
- 4.8.3 This follows an expected response pattern to change where higher numbers of complaints occur immediately after change then decline through the passage of time.

#### **Crash History**

- 4.9 The NZTA Crash Database (CAS) includes one recorded minor injury crash in January 2025. Crash cause factors identified included only driver related factors.
- 4.9.1 In a citywide context, this frequency of recorded crashes is not uncommon. In 2024, there were 78 reported injury crashes at priority-controlled intersections throughout the city where a failure to give way occurred.
- 4.9.2 It is understood that several unreported crashes have occurred at the William Brittan Avenue/Milne Road/Kearns Drive intersection, which do not appear in CAS. Not all crashes are reported to the NZ Police, and so not all appear in CAS.
- 4.9.3 The level of reporting tends to increase with the severity of the crash. There can also sometimes be a significant lag between when accidents occur and appearing on the database, particularly for non-injury crashes.
- 4.10 From the information received by Council, it is understood that in addition to the January 2025 crash recorded in CAS, unreported crashes occurred on the following occasions:
- November 2023
  - January 2024
  - February 2025
- 4.11 As these crashes were not reported to or investigated by the Police, details of the crash events such as causes and injury severity, are unknown.
- 4.12 As traffic volumes are expected to change following the completion of the subdivision and its connection to Halswell Road (SH75), theoretically a reduction in crash rates is likely to occur in the long term.

#### Memos / information

- 4.13 The following related memos/information were circulated to the meeting members:

Date	Subject
12/12/2024	William Brittan Ave/Milns Road – Proposed Speed Humps (Decision report)

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

Date	Subject
13/9/2022	South West Halswell Development (Briefing)
27/2/2025	Transport Growth Projects (Briefing / information session)

#### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.15 The following reasonably practicable, short-term options were considered and are assessed in this report:
- 4.15.1 **Option 1:** approve current intersection layout only
- 4.15.2 **Option 2 (Preferred option):** approve Stop Control on the Milns Road approaches and current intersection layout.
- 4.16 For the medium term, we seek the Community Board support and direction to progress to consultation further change options to the intersection prior to the completion of the subdivision. This could include, but are not limited to, the following:

- Consultation Option 2a: Minor road marking improvements, as shown in **Attachment B** Plan TG144362c
- Consultation Option 2b: Four-way Stop control, as shown in **Attachment C** Plan TG144362d
- Consultation Option 2c: Left-in-left-out arrangement, as shown in **Attachment D** Plan TG144362e
- Consultation Option 2d: Temporary Closure of Kearns Drive approach, and revert to Milns road as the priority road
- Consultation Option 2e: Revert to Milns Road priority over William Brittan Avenue

4.17 The following further options have been considered but discounted:

4.17.1 **Raised platform across the entire intersection.** Indicative costings \$500K. This was ruled out as the costs exceed what can be achieved in the short-medium term through existing budgets given the relative low risk at this intersection compared to the rest of the city. If this were to occur this would need to be funded in a future Long Term Plan.

4.17.2 **Replace the intersection with a roundabout.** Indicative costings of \$2M, this will be higher if land purchase is required for the roundabout. This was ruled out as the costs exceed what can be achieved through existing budgets. If this were to occur this would need to be funded in a future Long Term Plan.

4.17.3 **Replace the intersection controls with Traffic Signals.** Indicative costings of \$2-4M. This was ruled out as not justified by current or expected future traffic volumes, inconsistent with the road network hierarchy, higher long term operating costs relative to other options, and capital costs exceed what can be achieved through existing budgets.

4.17.4 **Do not approve existing controls for Milns Park.** This was ruled out as it is inconsistent with the Traffic Control Devices Rule.

4.17.5 **Retain Milns Road as Give Way priority.** This was ruled out as it is inconsistent with NZTA's published Traffic Control Devices Manual guidance, as the approach visibility from the west approach is limited and warrants a Stop control.

### Options Descriptions Ngā Kōwhiringa

4.18 **Preferred Option:** Option 2 - Approve Stop Control and current intersection layout only

4.18.1 **Option Description:** This option includes approving the current intersection layout and replaces the existing Milns Road Give Way controls with Stop controls as an immediate, interim improvement measure.

#### 4.18.2 Option Advantages

- Provides a more effective control of approach speeds to the intersection resulting in better situational awareness of the presence of opposing vehicles
- Allows the regulatory signs and markings to become legally enforceable.
- Retains all existing traffic movements
- Is consistent with future network changes and may not need to be revisited in several years time when Collier Drive is connected to Halswell Road (SH75)

#### 4.18.3 Option Disadvantages

- Does not address all crash risk / crash types.

4.19 **Option 1:** Approve current intersection layout only

4.20 **Option Description:** This option includes approving the current layout to include the paths, kerb alignments, road widening and road surface within the road corridor of Milns Road, at the intersection of Milns Road, William Brittan Drive and Kearns Drive

4.20.1 **Option Advantages**

- Allows the regulatory signs and markings to become legally enforceable.
- Retains all existing traffic movements
- Is consistent with future network changes and may not need to be revisited in several years time when Collier Drive is connected to Halswell Road (SH75)

4.20.2 **Option Disadvantages**

- Does not enhance the safety of the intersection beyond its current capability
- Does not address all crash risk / crash types.

**Details of Further Suggested Options for Intersection Changes**

4.21 **Consultation Option 2a:** Minor Delineation improvements (Attachment B)

This includes using red surfacing to denote a hazard on the Milns Road approaches. This type of treatment is usually used to improve awareness of an oncoming hazard, although it is noted that in this case this is already being done through the advance warning 'intersection change' signs and the speed humps.

4.21.1 **Option Advantages:**

- Minor safety improvements associated with improved awareness of the intersection.
- Retains all traffic movements
- Is consistent with future network changes and may not need to be revisited in several years time when Collier Drive is connected to Halswell Road

4.21.2 **Option Disadvantages**

- Does not address all crash risk / crash types.

4.22 **Consultation Option 2b:** 4-Way Stop (Attachment C)

A 4-way stop involves placing a stop control at all four approaches. Each approach must stop to give way to all other approaches. The first to arrive at the intersection generally has priority over others, or in some cases by driver courtesy.

4.22.1 **Option Advantages:**

- Safety improvements: manages approach speeds, enhances intersection awareness (particularly on the William Brittan and Kearns Road approaches)
- Retains all traffic movements
- Is consistent with future network changes and may not need to be revisited in several years time when Collier Drive is connected to Halswell Road

4.22.2 **Option Disadvantages:**

- May lead to driver confusion over who has priority, which may result in more potential for low-speed crashes.

4.23 **Consultation Option 2c: Left in / Left out (Attachment D)**

This includes extending the central median of William Brittan / Kearns to cover the entire intersection. For some ahead and turning movements this would require a detour and U-turning facilitated at the nearby roundabouts on William Brittan Avenue and Kearns Drive.

The works would be achieved through lower cost kerb extension through the median and signage.

4.23.1 **Option Advantages:**

- Safety improvements: Eliminates the possibility of higher speed crossing type crashes, and reduces the potential for confusion over priority
- Is consistent with future network changes and may not need to be revisited in several years time when Collier Drive is connected to Halswell Road.

4.23.2 **Option Disadvantages:**

- Requires short detours to nearby roundabouts (or U-turns on Kearns Road) in order to travel north/south. The need for such detours may reduce when Collier Drive is connected to Halswell Road and traffic is diverted to Collier Drive.

4.24 **Consultation Option 2d: Temporary closure of Kearns Road**

This option includes temporary closure of Kearns Road at the intersection and reverting the intersection controls to a T-intersection with priority to Milns Road, and a Give Way control on William Brittan Drive.

This would be temporary until such a time as the Collier Drive link to SH73 Halswell Road is opened and the SH73 Halswell Road/Milns Road intersection converted to left in / left out by NZTA. At that stage, the road can again be opened.

4.24.1 **Option Advantages:**

- Priority reflects current traffic flows
- Safety improvement due to removal of one leg of the intersection, resulting in decreased potential for crossing type crashes.

4.24.2 **Option Disadvantages:**

- Priority does not reflect future traffic flows
- Will need to be revisited in several years time when Collier Drive is connected to Halswell Road
- Will require temporary removal of on-street parking on Kearns Drive in order to allow vehicles (particularly rubbish collection) to turn around
- The change in priority may lead to further confusion from drivers familiar with the current intersection layout
- Closure of Kearns Road will require longer detours to access properties north of the intersection.

4.25 **Consultation Option 2e: Change priority to Milns Road as the major road**

This option includes changing the priority to Milns Road and placing Give Way controls on William Brittan Drive and on Kearns Road, with speed humps slow speeds on the William Brittan and Kearns Road approaches.

This would be temporary until the Collier Drive link to SH73 Halswell Road is opened and the SH73 Halswell Road/Milns Road intersection converted to left in / left out by NZTA.

**4.25.1 Option Advantages:**

- Priority reflects current traffic flows
- Retains all traffic movements

**4.25.2 Option Disadvantages:**

- Priority does not reflect future traffic flows
- No identified safety improvements
- Will need to be revisited in several years time when Collier Drive is connected to Halswell Road
- The change in priority may lead to further confusion from drivers familiar with the current intersection layout.

4.26 The estimated rough cost of the consultation options range from \$5000 to \$50,000.

4.26.1 The higher cost treatments described as discounted Consultation Options have no identified budget. If any of those options are desired to be progressed by the Community Board, budget would first need to be allocated through the Long Term Plan.

4.26.2 This is a lengthy process and there is a strong possibility that any of options would not be able to be constructed prior to the completion of the Collier Drive link to Halswell Road, at which point the need for them would be reduced.

**Analysis Criteria Ngā Paearu Wetekina**

4.27 The staff recommendation for Option 2 has been selected for the following reasons:

- Simple and quick to install within existing budgets
- Should address some of the safety issues by further reinforcing the changed priorities
- Aligns the controls with national standards for visibility
- Does not preclude any longer-term options from being pursued

**5. Financial Implications Ngā Hīraunga Rauemi**

**Capex/Opex Ngā Utu Whakahaere**

	Recommended Option	Option 1 - <enter text>
Cost to Implement	\$1000 for the replacement of signs	Nil
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	50461 Road Markings and Signs	N/A



Funding Availability	Yes	N/A
Impact on Rates	<0.01%	none

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 There are risks associated with:
- 6.1.1 Not approving a short-term solution that leaves the intersection unenforceable
  - 6.1.2 Not getting decisions on a medium-term option due to election shutdown, this would cause delays to implementation of the improvement
  - 6.1.3 Funding: It is likely that this would come from the Transport Subdivisions budget, however, this may leave Council without available funding to support subdivision growth and contractual obligations
  - 6.1.4 That the medium-term option is incompatible with the Outline Development Plan, and requires further upgrades in future at Council cost

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 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 no 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.
  - 6.3.3 This report takes recognition of legal advice in regard to the requirement for Board approval of works undertaken on Council's existing road network.

### 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 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by working through the Significance and Engagement worksheet template.
  - 6.4.3 There are ten assessment criteria to determine the significance level. While *level of community interest* and *level of impact on the capacity of the Council to carry out its role and functions* scored as medium, the combined scoring of the other criteria, produced an overall the level of significance of low.
  - 6.4.4 Are consistent with Council's Plans and Policies.

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

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

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

6.7 Community views have not been specifically sought due to the immediacy of the need to improve the safety of the intersection and the fact that the proposed Stop control is a regulatory sign which in accordance with a Land Transport Rule.

6.8 Community views on approving the no stopping restrictions installed as part of the subdivision works have not been sought as the road design where the no stopping restrictions are placed is not appropriate for parking, and this would not be changed by community views.

6.9 Community views for future options will be established through consultation and reported back to the board in the future.

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

6.10.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

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

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

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

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

6.14 This is a minor proposal that is principally intended to address safety at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

## **7. Next Steps Ngā Mahinga ā-muri**

7.1 If approved, installation of Stop signs.

7.2 If supported, develop options to proceed to consultation



Attachments Ngā Tāpirihanga

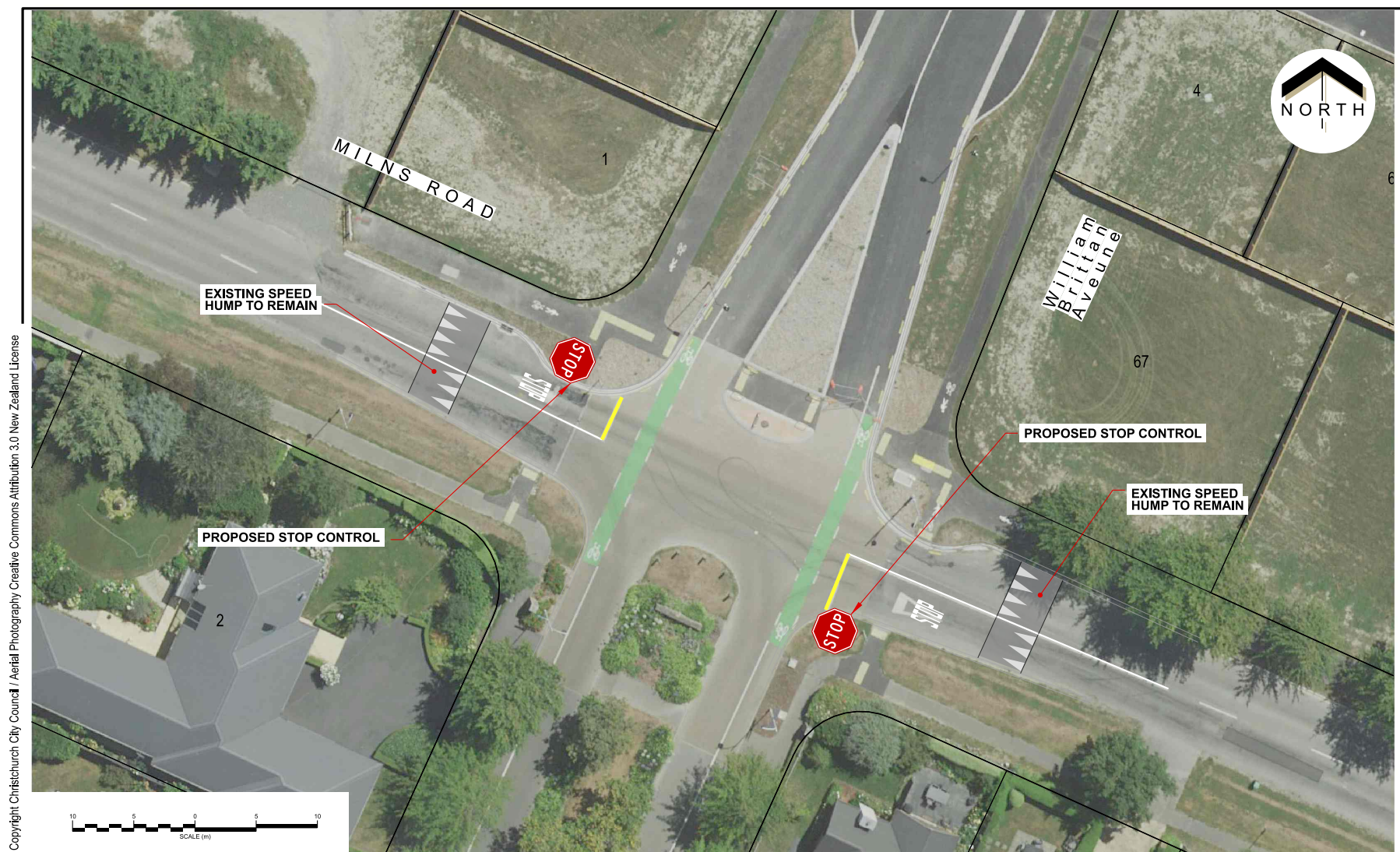
No.	Title	Reference	Page
A  	Proposed Stop Control	25/569748	79
B  	Option 2a: minor delineation improvements	25/569749	80
C  	Option 2b: Four-way Stop	25/569750	81
D  	Option 2c: Left-in / Left out	25/569751	82
E  	North Halswell ODP	25/616759	83

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

Document Name – Location / File Link
Not applicable

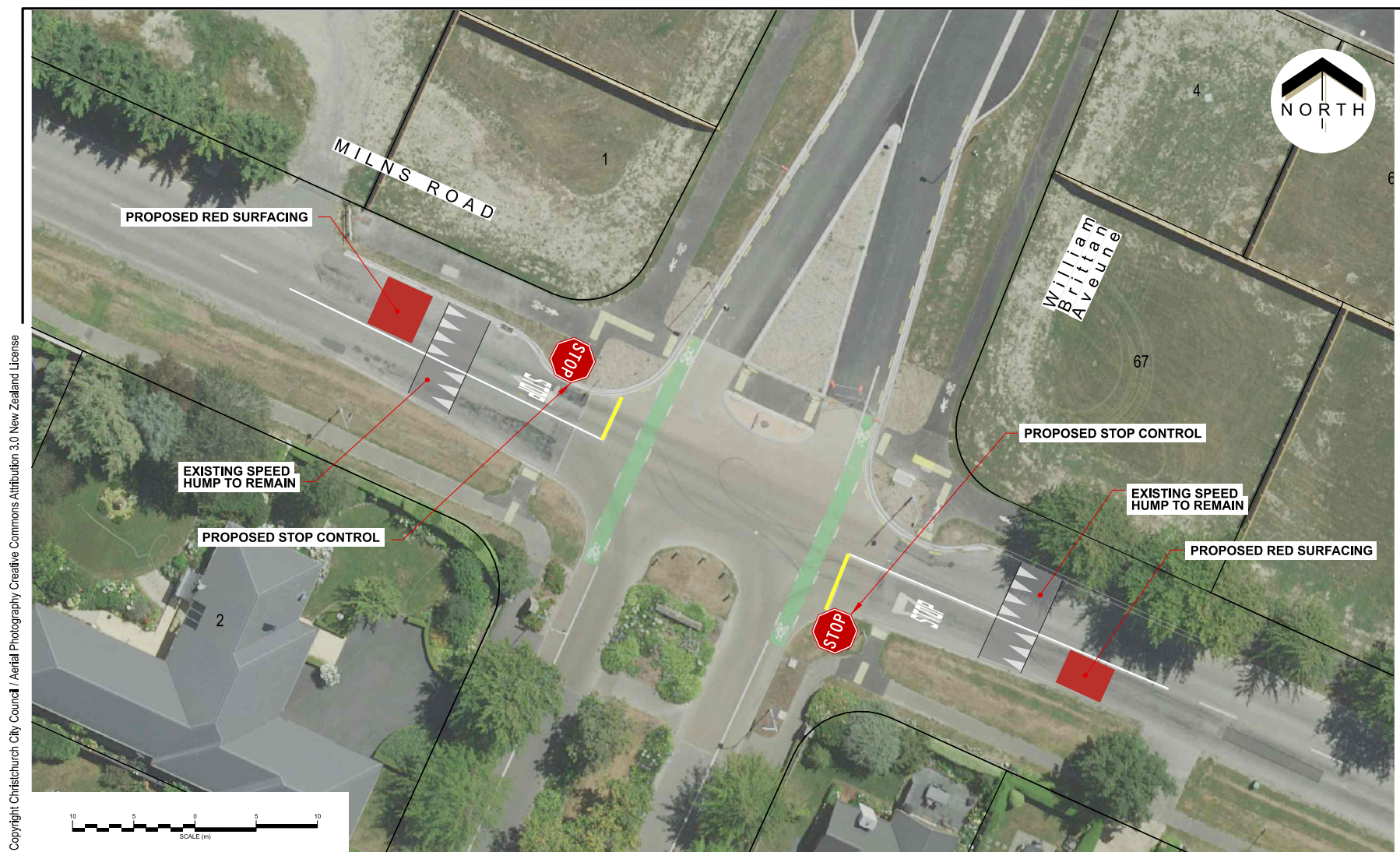
Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Andy Milne - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management



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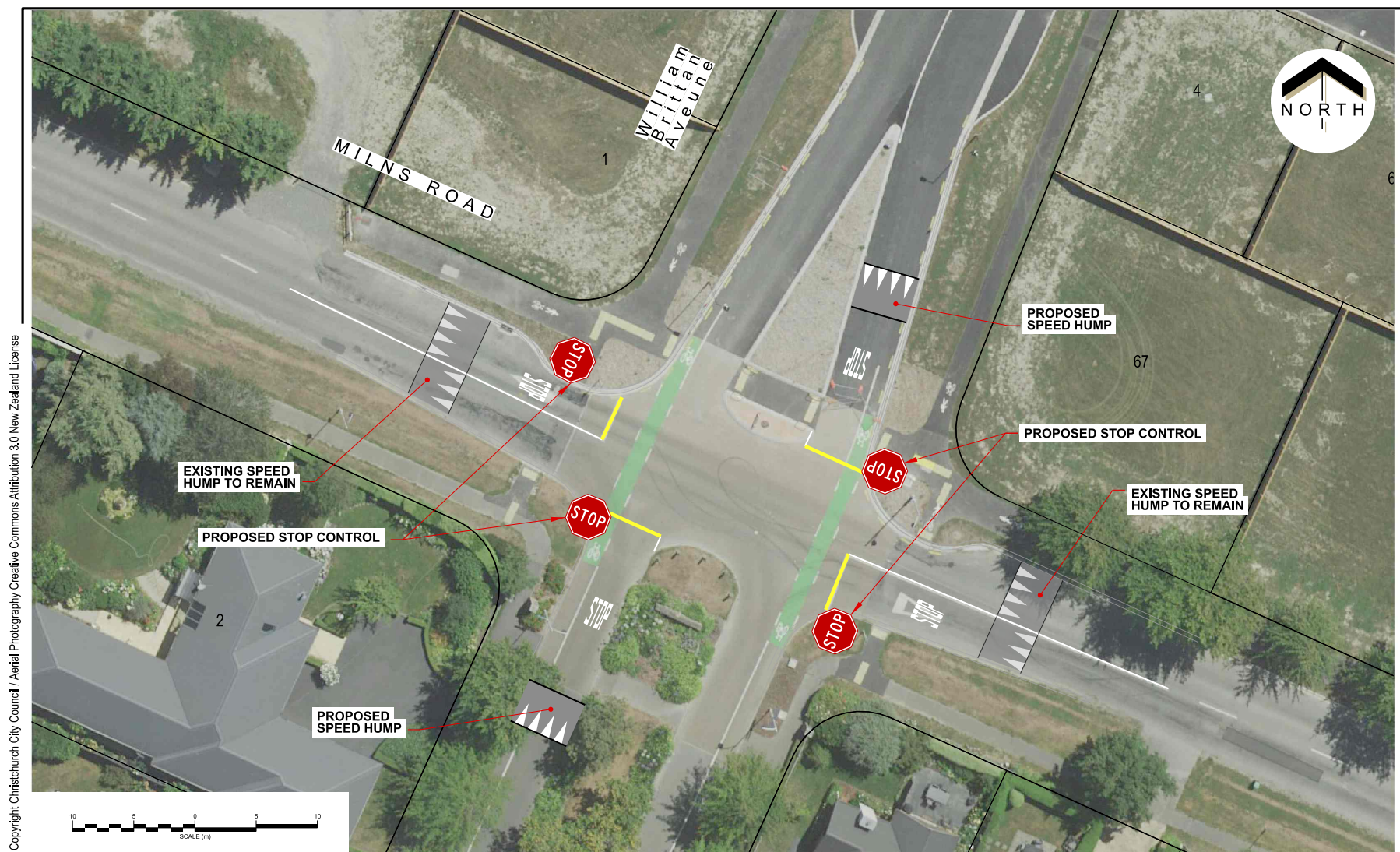
Christchurch  
City Council

William Brittan Ave / Milns Road Intersection  
Proposed Stop Control and Surfacing  
For Board Approval

Option 2a

Original Plan Size: A4  
ISSUE.1 21/03/2025  
TG144362c MJR





Christchurch  
City Council

## William Brittan Ave / Milns Road Intersection

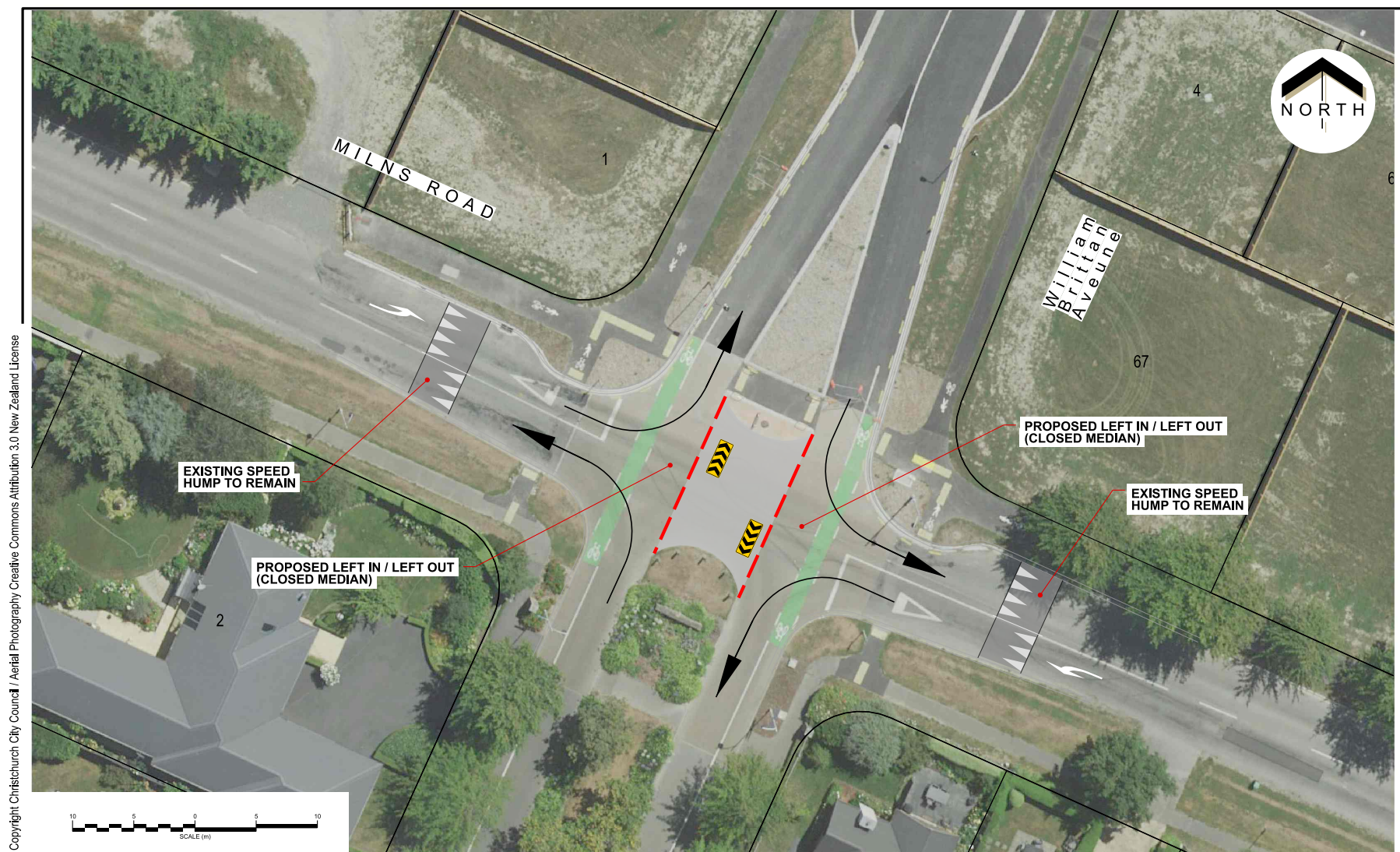
Proposed 4 Way Stop  
For Board Approval

Option 2b

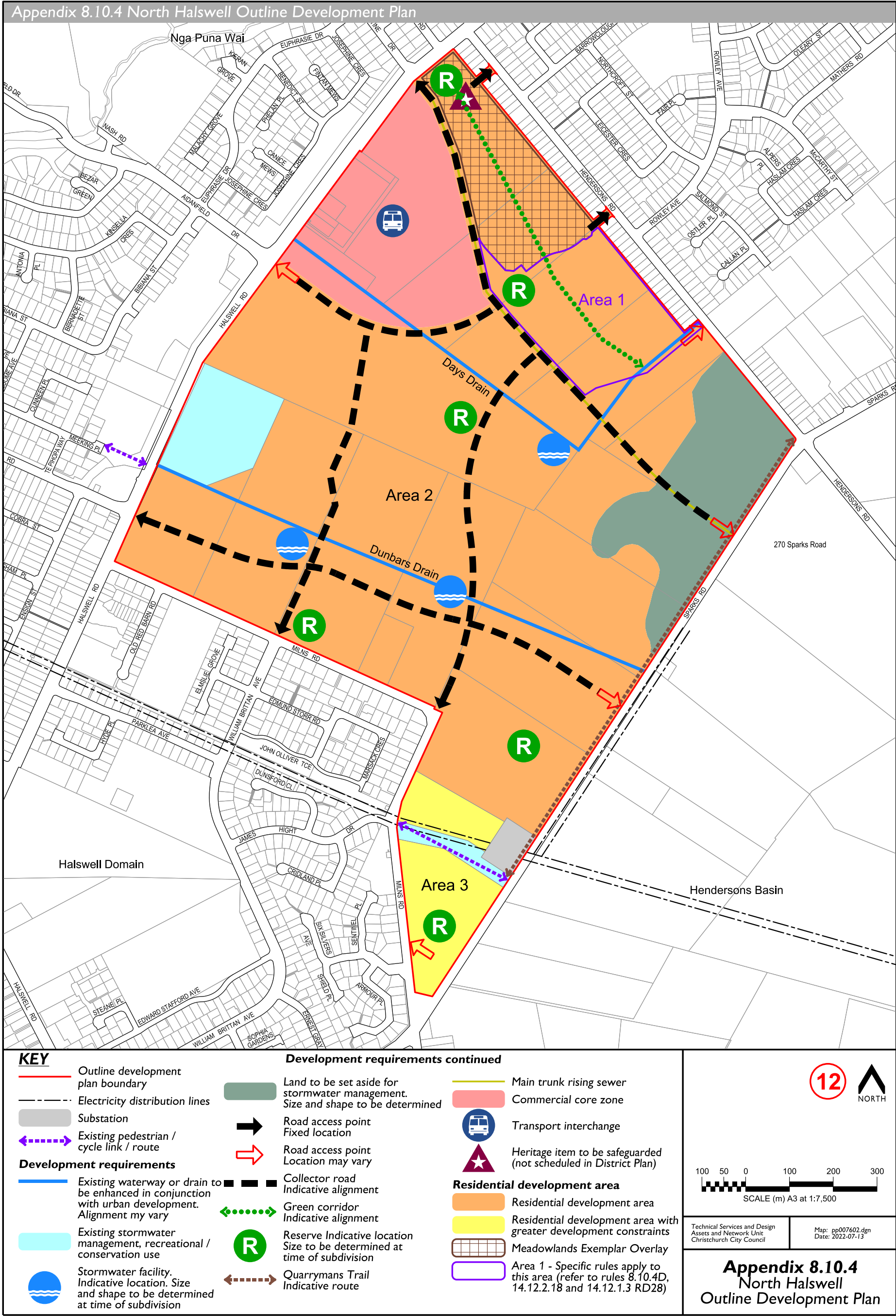
Original Plan Size: A4

ISSUE.1 21/03/2025  
TG144362d MJR











## 15. Kennedys Bush Road upgrade

Reference Te Tohutoro: 25/510303

Responsible Officer(s) Te Peter Rodgers, Transport Network Planner, and Andy Milne, Team  
Pou Matua: Leader Asset Planning

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

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to consider works associated with subdivisions along Kennedys Bush Road, between the Halswell Quarry Park and Cashmere Road:
  - The current form of intersections along Kennedys Bush Road; and
  - The scheme design for future works
- 1.2 The report is an outcome from a briefing report titled *Transport / Growth projects in the Halswell area* presented to the Board on the 27 February 2025.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Kennedys Bush Road upgrade 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.

#### Existing Kennedys Bush Road works

3. Approves retaining the existing paths, parking bays, kerb alignments, road widening, raised platform and road surface on Kennedys Bush Road as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda. Note: The existing infrastructure is highlighted green on Attachment A.

#### Future Kennedys Bush Road works associated with subdivision

4. Approves the new paths, kerb alignments, road widening, speed humps, islands, raised platform at the new subdivision intersection and road surface on Kennedys Bush Road as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda. Note: The new infrastructure is highlighted yellow on Attachment A, and the proposed additional path on the Quarry side is highlighted purple.

#### No Stopping Restrictions

5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the western side of Kennedys Bush Road, commencing at its intersection with Comer Street and extending in a southerly direction for a distance of 316 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the western side of Kennedys Bush Road, commencing at a point 391 metres south of its intersection with Comer



Street and extending in a southerly direction for a distance of 49 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.

7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Kennedys Bush Road, commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 44 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Kennedys Bush Road, commencing at a point 131 metres south of its intersection with Cashmere Road and extending in a southerly direction for a distance of 124 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Kennedys Bush Road, commencing at a point 286 metres south of its intersection with Cashmere Road and extending in a southerly direction for a distance of 16 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.
10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the eastern side of Kennedys Bush Road, commencing at a point 341 metres south of its intersection with Cashmere Road and extending in a southerly direction for a distance of 41 metres as detailed on Attachment A, Plan TG140003S3 to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 This report provides the context for, and seeks Board approval of, current and future traffic control treatments along Kennedys Bush Road. Alternatively, the Board may choose to have these treatments removed.
- 3.2 The last stage of the Oakvale Farm development (area 3 in **Attachment B**, the South Halswell Outline Development Plan) requires upgrades to the Kennedys Bush Road frontage. This presented council an opportunity to enter into an agreement with the developer to also deliver upgrades to Kennedys Bush Road extending towards the Quarry Entrance.
- 3.3 The recommended option includes:

#### **Retention of Existing**

- retaining the existing Quarry entrance intersection layout and raised platform
- retaining the existing kerb, surface, footpaths, parking bays and associated infrastructure on the eastern side
- No stopping restrictions associated with these

#### **Future Works**

- approving the speed humps around the pedestrian islands
- approving the raised platform at the new subdivision intersection
- approving future kerbs, surface, footpaths, parking bays and associated infrastructure on the western side

- no stopping restrictions associated with these

**Council funded upgrades**

- inclusion of an additional 2.5m path approximately 180m long on the Halswell Quarry Park side of Kennedys Bush Road. If approved, funding is available for this from the Transport Infrastructure for Subdivisions budget and it will be delivered as a variation to the current agreement with the developer.
- 3.4 With the exception of the additional path, there is no cost to Council associated with the recommended option.

#### 4. Background/Context Te Horopaki

- 4.1 Changes to the Kennedys Bush Road and frontage of the Oakvale Farm residential subdivision are a requirement of resource consent. Relevant transport conditions for this resource consent include:
- 4.1.1 *“The applicant shall provide traffic safety audits undertaken by a suitable qualified independent traffic engineer at the engineering acceptance stage (design) and at works completion (post construction). “*
- 4.1.2 *“The Kennedys Bush Road Frontage is to be upgraded at the cost of the consent holder to include a service strip, 2.5 metre shared path, kerb and channel, car parking/landscaping and seal widening to achieve a 10-metre carriage way (excluding parking). Lighting will be reviewed and upgraded if required. Two pedestrian crossings connecting to Halswell Quarry shall be constructed as part of the upgrade work. “*
- 4.2 The scale of work required by this resource consent presented Council an opportunity to enter into a Private Development Agreement (PDA) with the developer to also deliver, concurrently, adjacent roading improvements on Kennedys Bush Road, including an extension of the upgrade up to the main vehicle entrance to Halswell Quarry, forming of on-road parking spaces and improvements to the road drainage system.
- 4.3 Kennedys Bush Road is defined as a collector road in the District Plan north of the Quarry Park entrance and defined as a local road to the south. Estimated traffic volumes on this section are in the 1000-2000 vehicle per day range. Higher speeds are of concern particularly coming downhill, and in recent years Council had approved the speed limit to reduce to 40km/h as part of the interim speed management plan, although this may need to be revisited due to subsequent changes in legislation.
- 4.4 The proposed southernmost pedestrian crossing island aligns with a recreational route through stormwater facilities and connects the off-road pedestrian and cycling network to Halswell Quarry Park. The northernmost pedestrian crossing island aligns with internal pedestrian accessways into the new subdivision and connects to the Halswell Quarry Park.
- 4.5 Construction on this part of Kennedys Bush Road began in late 2024, with the work on the quarry side and the Halswell Quarry entrance as the first stages of work.
- 4.6 Formal approval of regulatory road markings and the upgrade plans is required. This will ensure that any regulatory markings are enforceable if enforcement is required.
- 4.7 The following related information session/workshops have taken place for the members of the meeting:

Date	Subject
27/2/2025	Transport Growth Projects (Briefing / information session)

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.8 The following reasonably practicable options were considered and are assessed in this report:
- 4.8.1 Option One: As per attached plans, retaining existing platform at the Quarry Park entrance, approving speed humps on the approach to the pedestrian islands and the new subdivision intersection platform.
  - 4.8.2 Option Two: As per attached plans, retaining existing platform at the Quarry Park entrance, approving speed humps on the approach to the pedestrian islands and **removing** the new subdivision intersection platform.
  - 4.8.3 Option Three: As per attached plans, removing the existing platform at Quarry Park entrance and all others.

### Options Descriptions Ngā Kōwhiringa

- 4.9 **Preferred Option: Option One** Approve retaining existing Quarry Park intersection layout and raised platform as per attached plans and approve no stopping restrictions as per the attached plans.
- 4.9.1 **Option Description:** This option includes:
    - retaining the existing Quarry entrance intersection layout and raised platform
    - the speed humps around the pedestrian islands
    - the raised platform at the new subdivision intersection
    - no stopping restrictions detailed on the attached plans
    - inclusion of an additional 2.5m path approximately 180m long on the Halswell Quarry Park side of Kennedys Bush Road.
  - 4.9.2 **Option Advantages**
    - Manages speeds coming downhill from Kennedys Bush Road
    - Manages vehicle speeds at conflict points
    - Provides footpath connection along the Quarry Park frontage
  - 4.9.3 **Option Disadvantages**
    - Reduced speeds results in slightly increased travel times along the route
    - Additional cost to provide path connection along Quarry Park frontage
- 4.10 **Option Two** - As per attached plans, retaining existing platform at Quarry entrance, approving speed humps on the approach to the pedestrian islands and removing the new subdivision intersection platform.
- 4.10.1 **Option Description:** This option includes:
    - retaining the existing Quarry Park entrance intersection layout and raised platform
    - the speed humps around the pedestrian islands
    - **removal** of the raised platform at the new subdivision intersection, and removing this from the plans
    - no stopping restrictions detailed on the attached plans

- inclusion of an additional 2.5m path approximately 180m long on the Halswell Quarry side of Kennedys Bush Road.

#### 4.10.2 Option Advantages

- Manages speeds coming downhill from Kennedys Bush Road
- Manages vehicle speeds at the Quarry entrance and pedestrian crossing points
- Provides footpath connection along the Quarry frontage

#### 4.10.3 Option Disadvantages

- Reduced speeds results in slightly increased travel times along the route
- Does not manage speed specifically at the subdivision intersection (however this is still likely to have lower operating speeds due to the speed humps associated with the pedestrian islands)

### 4.11 Option Three - As per attached plans, removing the existing platform at Quarry Park entrance and all others.

#### 4.11.1 Option Description: This option includes approving

- **removing** the existing Quarry Park entrance intersection raised platform
- **removing** the speed humps around the pedestrian islands, and removing this from the plans
- **removing** the raised platform at the new road subdivision intersection, and removing this from the plans
- no stopping restrictions detailed on the attached plans
- inclusion of an additional 2.5m path approximately 180m long on the Halswell Quarry side of Kennedys Bush Road.

#### 4.11.2 Option Advantages

- Provides footpath connection along the Quarry frontage
- Does not impact motor vehicle travel time along the route

#### 4.11.3 Option Disadvantages

- Increased potential for crashes, with higher crash severity
- Additional cost to provide path connection along Quarry frontage,
- Additional cost to remove the Quarry entrance raised platform

### Analysis Criteria Ngā Paearu Wetekina

#### 4.12 The staff recommended option has been selected for the following reasons:

- No additional removal costs for Council
- Manages vehicle speed and therefore safety risk around new subdivision and recreational facility
- Noting that the increases to overall travel time are likely to be small

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – as per Option 1 but removing the new intersection platform	Option 3 – Removing all platforms and speed humps
Cost to Implement	\$0 to implement subdivision related works \$90,000 to extend path on the Quarry side	\$0 to implement subdivision related works \$90,000 to extend path on the Quarry side	\$0 to implement subdivision related works \$90,000 to extend path on the Quarry side \$40,000 to remove the Quarry entrance platform
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Transport Infrastructure for Subdivisions  The path extension would be delivered through an adjustment to the PDA with the developer	Transport Infrastructure for Subdivisions  The path extension would be delivered through an adjustment to the PDA with the developer	Transport Infrastructure for Subdivisions  The path extension would be delivered through an adjustment to the PDA with the developer
Funding Availability	Yes	Yes	No
Impact on Rates	<0.01%	<0.01%	<0.01%

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

#### 6.1 Risks include

6.1.1 Delays if no plans are approved

6.1.2 Removal of the existing platform would need to come from the Transport Infrastructure for Subdivisions budget. This is currently committed to supporting other subdivisions works, so would require further funding to avoid Council not meeting opportunities and/or failing to meet contractual obligations.

6.2 Options One and Two mitigate these risks.

### Legal Considerations Ngā Hīraunga ā-Ture

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



- 6.3.1 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 no stopping and traffic control devices.
- 6.3.2 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 Other Legal Implications:
  - 6.4.1 There is no other legal context, issue, or implication relevant to this decision.
  - 6.4.2 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

- 6.5 The required decision:
  - 6.5.1 Align with the [Christchurch City Council's Strategic Framework](#).
  - 6.5.2 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by working through the Significance and Engagement worksheet template.
    - The reasons that contributed highest to the level of significant are *whether the impact of a decision can be easily reversed*, which was higher because approving the recommended option results in little to no cost to Council, but reversing that at a later date will require reconstructing multiple sections of road at Council's cost.
  - 6.5.3 Are consistent with Council's Plans and Policies.
- 6.6 This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):
- 6.7 Transport
  - 6.7.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

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

- 6.8 Community views have not been specifically sought as the changes are safety related, and it is considered that the Community Board has sufficient knowledge of the community views and information to make a decision.
- 6.9 The decision affects the following wards/Community Board areas:
  - 6.9.1 Waipuna Halswell-Hornby-Riccarton Community Board.

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

- 6.10 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.
- 6.11 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

- 6.12 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 confirm adjustments to the current PDA with the developer to ensure delivery of the approved plans.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Kennedys Bush Road plans for approval	25/616627	93
B  	South Halswell Outline Development Plan	25/619967	94

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

Document Name – Location / File Link
Not applicable

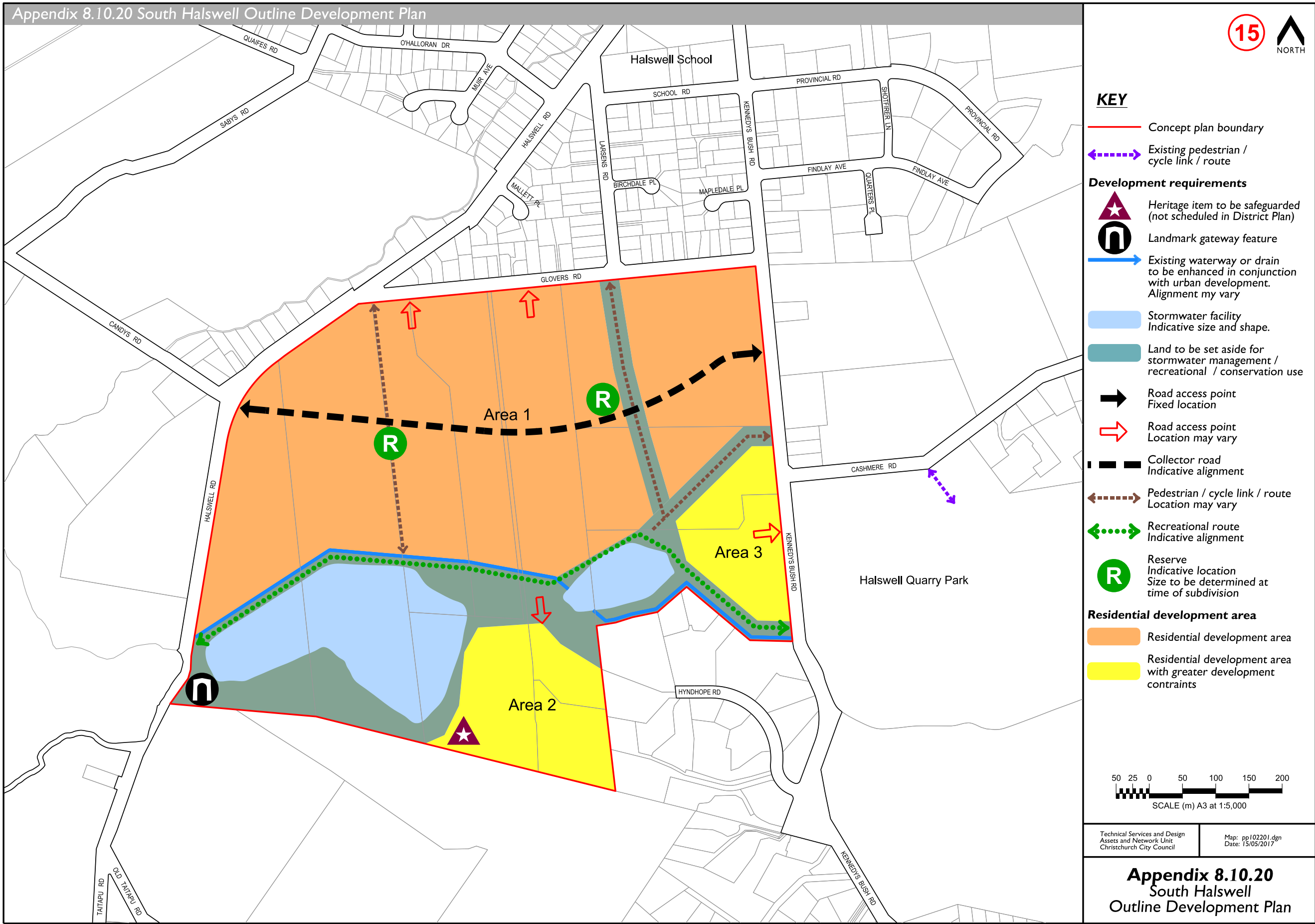
Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Andy Milne - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management









## 16. Quaifes Road Corridor

Reference Te Tohutoro: 25/568264

Responsible Officer(s) Te Peter Rodgers, Transport Network Planner, and Andy Milne, Team  
Pou Matua: Leader Asset Planning

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

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

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to consider the current form of intersections along Quaifes Road and the scheme design for future works associated with subdivisions along Quaifes Road, between Murphys and Sabys Roads.
- 1.2 The report is staff generated as an outcome from a briefing report titled Transport Growth Projects presented to the Board on the 27 February 2025.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Quaifes Road Corridor 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.

#### Existing Quaifes / Murphys Road intersection

3. Approves retaining the existing paths, kerb alignments, road widening, raised platform and road surface at the intersection of Quaifes Road and Murphys Road as detailed on **Attachment A**, Plan TG1361S9 to the report on the meeting agenda.
4. Approves retaining the existing paths, kerb alignments, road widening, raised platform and road surface on Murphys Road as detailed on **Attachment A**, Plan TG1361S9 to the report on the meeting agenda.

#### Existing Quaifes / Matai Springs Drive intersection

5. Approves retaining the existing paths, kerb alignments, road widening, raised platform and road surface within the road corridor of Quaifes Road, at the intersection of Quaifes Road and Matai Springs Drive as detailed on **Attachment B**, Plan TG1361S9 to the report on the meeting agenda.

### 3. Executive Summary Te Whakarāpopoto Matua

- 3.1 A number of subdivisions have been developed along the Quaifes Road corridor in recent years. The conditions associated with the consents requires the developer to construct infrastructure inside the new development that will later be vested with Council, as well as providing appropriate connections to existing infrastructure.
- 3.2 Quaifes Road has traditionally been a rural road, and current road speeds reflect this (mean speeds around 65 km/h). As the area is becoming urbanised with a number of turning points into subdivisions there is a high potential for serious incidents.



- 3.3 Some of these developments have been completed, while others are underway, and other remain to be started. Those developments which have so far affected the existing road are at the intersections which Murphys Road, and at Matai Springs Drive.
  - 3.3.1 Options to provide right turning bays for turning traffic have been investigated, however, due to space constraints this has not been possible.
  - 3.3.2 Therefore, raised intersections were proposed to manage speeds at these locations
  - 3.3.3 A further raised platform was provided on Murphys Road linked to a footpath connection, to provide safe access to the school.
  - 3.3.4 These were installed between 2022 and 2023.
- 3.4 The board have been briefed on these changes ahead of installation, however, it has become evident that - as they affect the existing road – they required formal Board approval prior to installation.
- 3.5 Therefore, this report provides the context for, and seeks Board approval to, retain the current intersection treatments along the Quaifes Road corridor.
  - 3.5.1 Alternatively, the Board may choose to have these treatments removed.
- 3.6 The report also includes information about other planned changes to the existing road network. Formal reports will be brought to the Board for approval ahead of construction.
- 3.7 The recommended option includes approval of retaining the existing treatments at the Quaifes / Matai Springs intersection and the Quaifes / Murphys Road intersection and involves no cost to Council.
  - 3.7.1 Alternatives, such as removal, will involve a cost to Council, and will likely require other measures to manage safety along the corridor.

## 4. Background/Context Te Horopaki

### Outline Development Plan and Current State

- 4.1 Over the past several years, changes to the Quaifes Road corridor have been made to serve the Southwest Halswell Outline Development Plan (ODP) area (**Attachment C**).
  - 4.1.1 The ODP shows the changes in alignment of Quaifes Road at a bend that then allows Quaifes Road to form a new connection to Sabys Road that then leads directly to Candys Road.
- 4.2 Quaifes Road is defined as a collector road in the District Plan and is bounded by rural zoned land to the south and land zoned Residential New Neighbourhood to the north.
- 4.3 The current posted speed limit of Quaifes Road is 60km/h, however latest counts indicate that operating speeds are higher, with mean speeds around 65km/h and the 85<sup>th</sup> percentile speed around 74km/h. The carriageway of Quaifes Road is generally under 6.0m wide with no sealed or unsealed shoulder. There are existing waterways (open drains) on both sides of Quaifes Road. Despite being defined as a collector road, the route carries relatively low traffic volumes for a Collector Road of around 1000-2000 vehicles per day.
- 4.4 The ODP requires the existing waterway on the northern side of Quaifes Road to be enhanced in conjunction with urban development. It also identifies a recreational route (for walking and cycling) following the same alignment as the enhanced waterway.

### Work Completed To Date

### **Quaifes / Matai Springs Drive**

- 4.5 In February 2021, the Matai Springs subdivision was granted non-notified resource consent RMA/2020/1897. This consent included a connection to Quaifes Road. Transport advice to the applicant at the consenting stage was that the new road intersection (which would later be named Matai Springs Drive) would need to ensure that it can incorporate a right turning bay. Matai Springs Drive is the only new road expected to intersect with Quaifes Road between Murphys Road and the Quaifes Road proposed realignment bend.
- 4.6 During the detailed design, it was determined that there would be insufficient width available in the road corridor to accommodate the requirements of a Collector Road plus a right turn bay, due to the proximity of the waterways. At Matai Springs Drive, as a requirement of the resource consent the waterway on the northern side of Quaifes Road has been shifted north and enhanced. This allows a 2.5m shared path to be accommodated in order to meet the recreational route requirement of the ODP.
- 4.7 In order to mitigate the inability to provide a right turn bay, a raised platform was provided as a limited viable option and incorporated into the plans for the intersection. This would help to manage speeds to those suitable for an urban (rather than rural) environment. The intersection was constructed by the Matai Springs developer in 2022.

### **Quaifes / Murphys**

- 4.8 Following the Quaifes / Matai Springs Drive, improvements were later made in 2023 to the Quaifes Road / Murphys Road intersection, including a footpath link to the school frontage and a platform to accommodate children crossing Murphys Road to get to the school. Kerb and channel were included up to the Quaifes/ Murphys intersection however the footpath only extended to the school for this stage.
- 4.9 In the future the waterway will need to be enhanced along the north side of Quaifes (south side of the school site) which will present an opportunity to connect the footpath and connect to the ODP recreational route.
- 4.10 The site constraints (drains) for Quaifes / Murphys were very similar to those for Quaifes / Matai Springs, and so a similar design was included. In this instance, Council was not enhancing the drain at this stage, and so there was even less space available. This means that it was not possible to include the path (or part of the path) along Quaifes Road. The similar treatment to Matai Springs also improves consistency along the route.
- 4.11 The Community Board was briefed on these improvements on 28 September 2023 and work commenced in October 2023.

### **Future Planned Works**

#### **Quaifes Road Recreational route crossing**

- 4.12 The Sabys Estate subdivision has been granted resource consent to extend Candys Road, extending from Sabys Road to Quaifes Road. This will connect Candys Road to Quaifes Road around the proposed realignment of the bend. The collector road route will divert at this stage along the Candys Road extension, and Quaifes Road east of this point will become a local road.
- 4.13 The recreational route will cross Quaifes Road around this point. This will be approximately 300m from the Quaifes / Matai Springs Drive intersection, and will have open land usage on both sides, leading to generally higher speeds, on a route which already has high speeds. A culvert headwall is also located at this location.

- 4.14 As recommended by a detailed design safety audit, it is proposed to treat this crossing with a pedestrian island with speed humps (or a similar vertical traffic calming treatment) in order to reduce traffic speeds to safe levels at a key conflict point. This speed management will also have some positive downstream safety effects at the new Quaifes / Sabys / Candys intersection.

**Quaifes Road / Tuna Street / Podocarp Drive intersection**

- 4.15 On the section of Quaifes Road east of the realignment bend, subdivision consent has been granted to subdivisions on both sides. Quaifes / Tuna intersection has been partially formed, with more work to occur on the opposite side for the Quaifes / Podocarp intersection. These separate T intersections will be within close proximity of each other.
- 4.16 A raised platform between the local roads is proposed here, to mitigate the non-complying separation distance between intersections and reflect the future local road nature of this part of Quaifes Road.

**Quaifes / Sabys Roundabout**

- 4.17 A roundabout is planned at the intersection of Quaifes Road (realigned section)/Sabys Road/ Candys Road. This will be constructed as part of the consent requirements for later stages of the subdivision on the eastern side of Sabys Road, however this part of the subdivision has not yet been consented.

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

Date	Subject
28/09/23	Community Governance Team Update
27 /02/25	Transport Growth Projects

**Options Considered Ngā Kōwhiringa Whaiwhakaaro**

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

4.19.1 **Option One (Preferred Option):** Approve retaining existing road layouts along the corridor

4.19.2 **Option Two:** Approve existing layout, but remove the raised platforms at the Quaifes / Matai Springs Drive intersection and the Quaifes / Murphys intersection

**Options Descriptions Ngā Kōwhiringa**

- 4.20 **Preferred Option:** Approve retaining existing road layouts along the corridor

**4.20.1 Option Description:**

4.20.2 This option includes approving the existing:

- Quaifes Road / Matai Springs Drive intersection and raised platform
- Quaifes Road / Murphys Road intersection and raised platform

**4.20.3 Option Advantages**

- Manages speeds along a rural road to reflect lower speeds associated with a changing urban environment
- Assists in lowering vehicle speeds to reflect current posted speed limit

- Consistency in treatments along the route
- Manages vehicle speeds at conflict points, reducing potential crash likelihood and severity
- Manages vehicle speeds where alternative treatments have not been feasible
- No cost to Council

#### 4.20.4 Option Disadvantages

- Increased travel times and discomfort along the Quaifes Road route
- As many of the future developments have not yet been completed, raised platforms appear “out of context”

4.21 **Option Two** - Approve existing layout, but remove the raised platforms at the Quaifes / Matai Springs Drive intersection and the Quaifes / Murphys intersection

#### 4.21.1 Option Description:

4.21.2 This option includes retaining the existing intersection layouts, but removing the existing raised platforms.

4.21.3 The existing platforms were included as it was not possible to incorporate right turn bays to manage speed differentials between vehicles at subdivision entry points. To install these would require extensive work to the waterway on the southern side, requiring additional costs including but not limited to design, consenting, Environment Canterbury permissions and construction.

#### 4.21.4 Option Advantages

- Reduces travel times along the route (noting however that this also means higher than desirable speeds along the route)
- More in context with the current rural nature of the road

#### 4.21.5 Option Disadvantages

- Cost to Council to remove existing raised platforms of approximately \$150,000
- Increased crash risk and crash severity at intersections and conflict points along the route, including sites where other treatments such as right turn bays have not been feasible
- To install alternative measures to manage safety – such as right turn bays – would likely require a significant investment from Council, and take a substantial period of time to complete
- Reduced attractiveness of the recreational route along Quaifes Road due to higher vehicle speeds.

### Analysis Criteria Ngā Paearu Wetekina

4.22 The staff recommendation has been chosen for the following reasons:

4.22.1 It is lowest cost to Council

4.22.2 Manages the safety risk at new intersections

4.22.3 Future proofs the corridor for becoming an urban road



## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Remove platforms
Cost to Implement	\$0	Approximately \$150,000 to remove three platforms
Maintenance/Ongoing Costs	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.	To be covered under the roading maintenance contract, the effect will be minimal to the overall asset.
Funding Source	Not applicable	165 Transport Infrastructure for Subdivisions  This would likely need topping up in future years through an Annual Plan/LTP to ensure Council meets its obligations in relation to new subdivisions
Funding Availability	Not applicable	Yes
Impact on Rates	None	<0.01%

- 5.1 If Option 2 is selected there will remain a significant safety risk associated with high speed traffic and static turning vehicles. This could be mitigated through right turn bays, but this could come with additional high costs associated with design, consenting, land purchase and construction.

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

- 6.1 Risks associated with Option 2 include
- 6.1.1 Funding source becoming overcommitted, resulting in Council failing to meet obligations to support subdivision development
  - 6.1.2 The residual road safety risks are not addressed

### Legal Considerations Ngā Hīraunga ā-Ture

- 6.2 Statutory and/or delegated authority to undertake proposals in the report:
- 6.2.1 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 no 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 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by working through the Significance and Engagement worksheet template.

- The reasons that contributed highest to the level of significance are *whether the impact of a decision can be easily reversed*, which was higher because approving the recommended option results in little to no cost to Council, but reversing that at a later date will require reconstructing multiple intersections and sections of road at Council's cost.

6.4.3 Are consistent with Council's Plans and Policies.

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

6.6 Transport

6.6.1 Activity: Transport

6.7 Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY This report supports the [Council's Long Term Plan \(2024 - 2034\)](#):

6.8 Transport

6.8.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 37\%$  of trips undertaken by non-car modes

## Community Impacts and Views Ngā Mariu ā-Hāpori

6.9 Community views have not been specifically sought as the intersection layouts are in place at present and no other viable options have been identified.

6.9.1 Noting that many of the beneficiaries of safety improvements at subdivision entrances do not currently exist.

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

6.10.1 Waipuna Halswell-Hornby-Riccarton Community Board.

## Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

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

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







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

## 7. Next Steps Ngā Mahinga ā-muri

7.1 Approval is sought at this stage for retaining the existing layouts, no further work is required to achieve this.

- 7.2
- Future changes discussed in background sections will be included in a future report to the community board.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Quaifes / Murphys intersection	25/611092	103
B  	Quaifes / Matai Springs intersection	25/611093	104
C  	South West Halswell - Outline Development Plan	25/615886	105

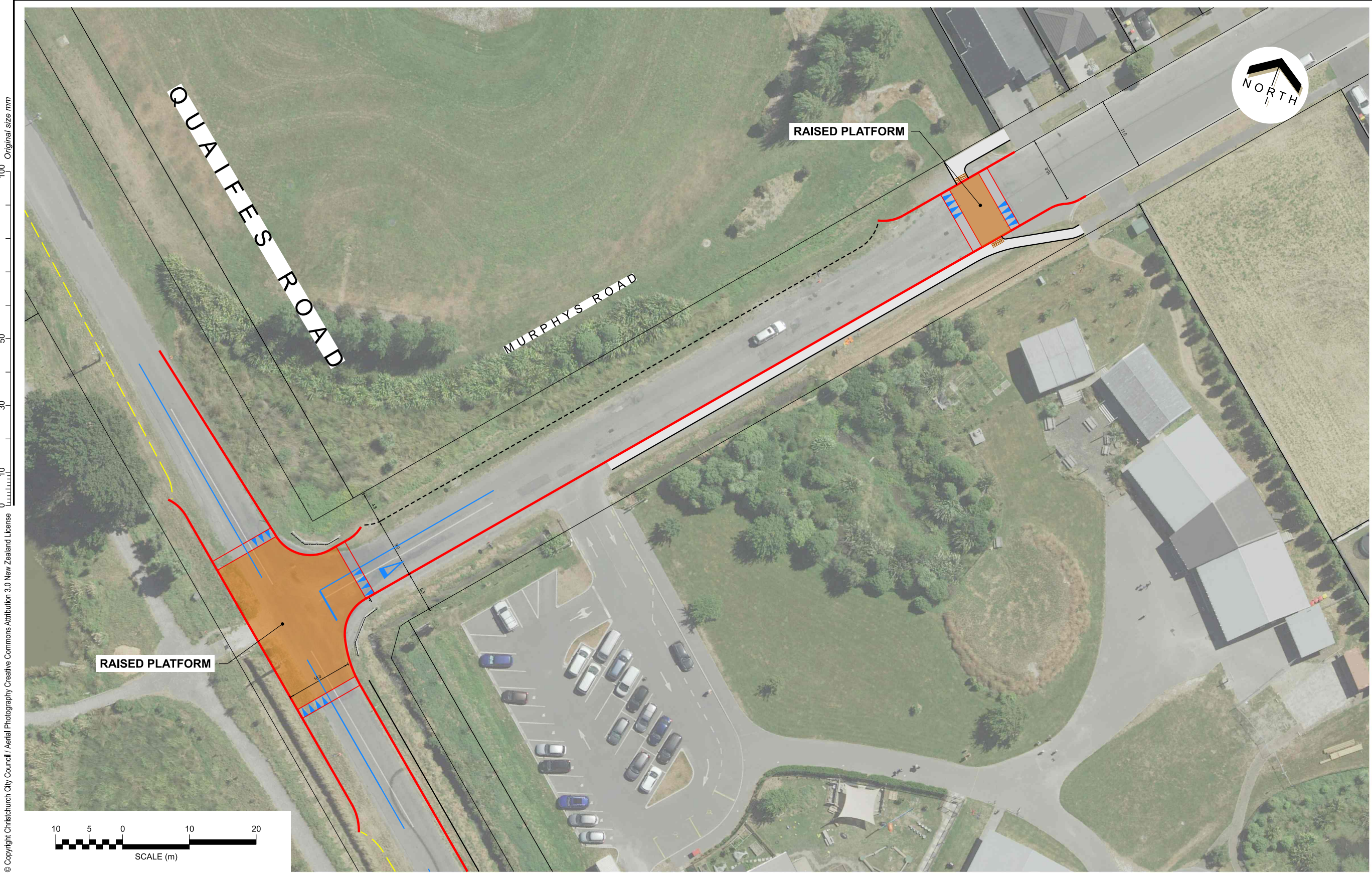
In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

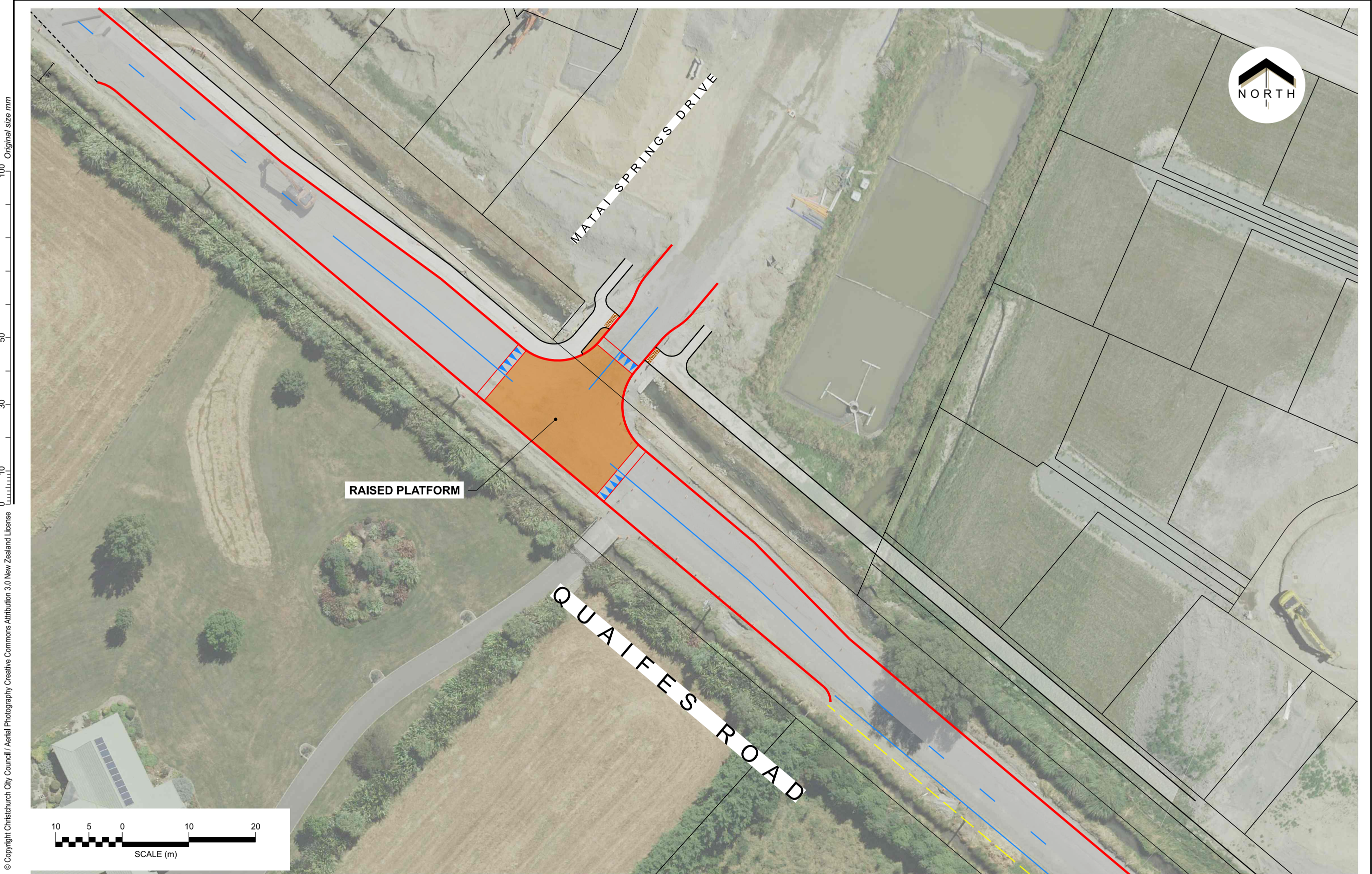
Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Andy Milne - Team Leader Asset Planning
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management

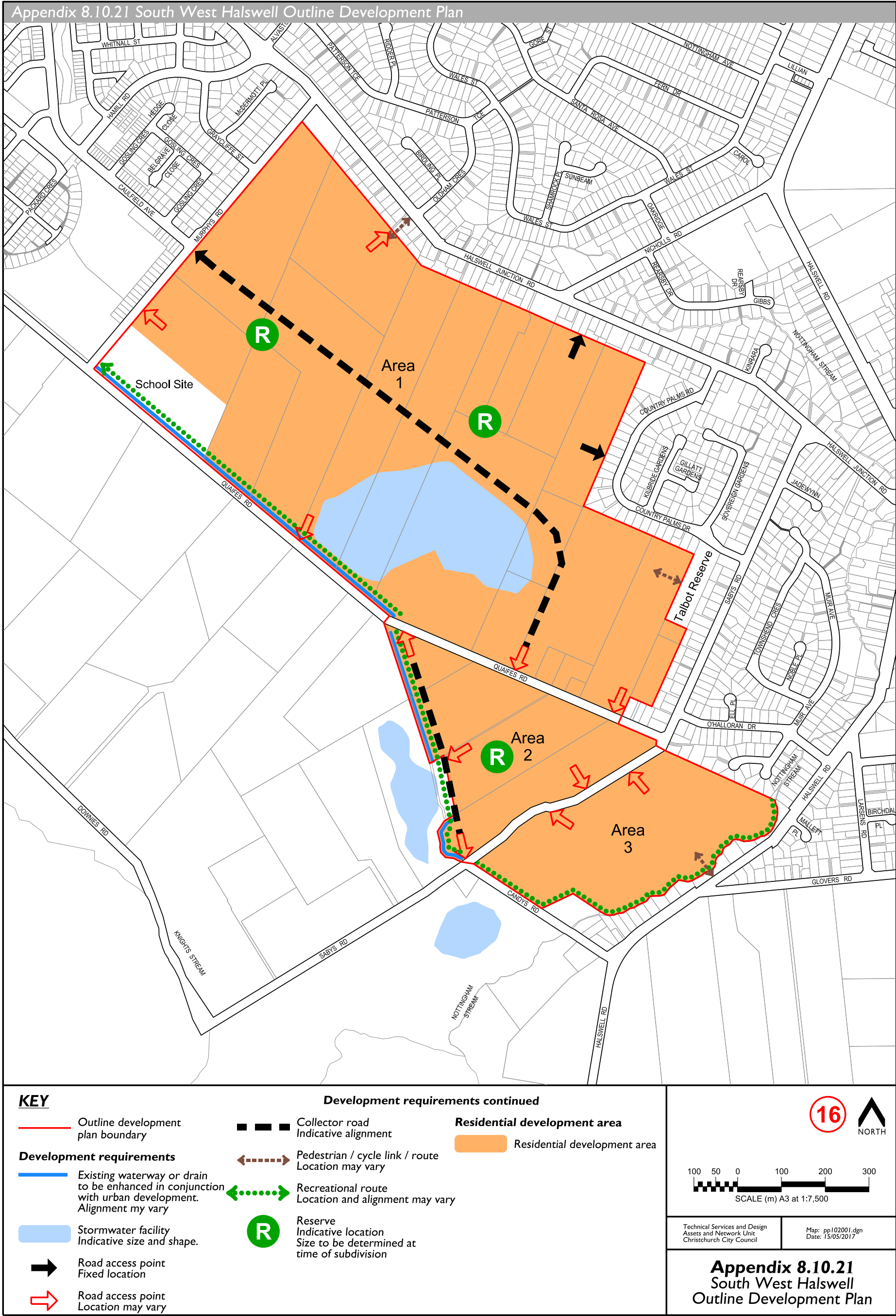
















17. 2025 Ethnic Women in Politics Summit - Elected Members' Attendance

Reference Te Tohutoro: 25/738731  
Responsible Officer(s) Te Pou Matua: Faye Collins , Community Board Advisor  
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 Waipuna Halswell-Hornby-Riccarton Community Board to consider attendance of the Board Chairperson at the Ethnic Women in Politics Summit in Auckland on 5 September 2025
- 1.2 This report is staff generated following an invitation to the Summit being extended to the Board Chairperson, Marie Pollisco.

2. Officer Recommendations Ngā Tūtohu

- That Waipuna Halswell-Hornby-Riccarton Community Board:
- 1. Receives the information in the 2025 Ethnic Women in Politics Summit - Elected Members' Attendance Report.
  - 2. Approves Marie Pollisco to attend the Ethnic Women in Politics Summit in Auckland on 5 September 2025.

3. Background/Context Te Horopaki

- 3.1 **Ethnic Women in Politics Summit**– The summit is by invitation only. The Summit is being held at the University of Auckland on 5 September 2025. The summit brings together women politicians and academics.
- 3.2 There is no registration fee for the Summit, however, flights and transport costs will need to be met for attendees.
- 3.3 The cost of attendance for the summit is provided for in the Board’s 2024-25 operational budget.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name – Location / File Link
Not applicable



Signatories Ngā Kaiwaitohu

Author	Faye Collins - Community Board Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton John Filsell - Head of Community Support and Partnerships

18. Waipuna Halswell-Hornby-Riccarton Community Board  
 Discretionary Response Fund Applications - Oak Development  
 Trust, Hornby Hockey Club Incorporated, Korean Painting  
 Group and Youth Development Fund Transfer

Reference Te Tohutoro: 25/829610  
 Responsible Officer(s) Te Marie Byrne, Community Development Adviser  
 Pou Matua: Helen Miles, Community Recreation Adviser  
 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 Waipuna Halswell-Hornby-Riccarton Community Board to consider applications for funding from its 2024-25 Discretionary Response Fund from the organisations listed below and to transfer \$4,000 to the 2024-25 Youth Development Fund.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
DRF2024/25036_HHR	Oak Development Trust	Start up costs and Coordinator/Manager costs toward the creation of the Riccarton Tool Shed	\$5,000	\$5,000
DRF2024/25038_HHR	Hornby Hockey Club Incorporated	Floodlight pole replacement	\$5,000	\$5,000
DRF2024/25035_HHR	Korean Painting Group	Korean Painting Group	\$1,140	\$1,140

- 1.2 There is currently a balance of \$52,587 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

- Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Applications - Oak Development Trust, Hornby Hockey Club Incorporated, Korean Painting Group and Youth Development Fund Transfer Report.
- Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council’s Significance and Engagement Policy.
- Approves a grant of \$5,000 from its 2024/25 Discretionary Response Fund to Oak Development Trust towards Riccarton Tool Shed equipment costs and co-ordinator wages.
- Approves a grant of \$5,000 from its 2024/25 Discretionary Response Fund to Hornby Hockey Club Incorporated towards floodlight pole replacement, installation, associated wiring work and inspection sign off.
- Approves a grant of \$1,140 from its 2024/25 Discretionary Response Fund to the Korean Painting Group towards venue hire costs.

6. Approves the transfer of \$4,000 from its 2024/25 Discretionary Response Fund to the Waipuna Halswell-Hornby-Riccarton 2024/25 Youth Development Fund.

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 "Be an inclusive and equitable city". The project also aligns with Te Haumako Te Whitingia Strengthening Communities Together Strategy, the Physical Recreation and Sport Strategy, the Multicultural Strategy and Our Heritage, Our Taonga Heritage Strategy.
- 3.2 The recommendations are consistent with the Strengthening Communities Together Strategy and the the Physical Recreation and Sport 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:




Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$152,866	\$100,279	\$52,587	\$37,447

- 3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.
- 3.9 The attached Decision Matrices provide detailed information for the applications. This includes organisational details, project details, financial information, and a staff assessment.
- 3.10 Staff are requesting that the Board approve a transfer of \$4,000 to the Board's 2024-25 Youth Development Fund. In August, the Board resolved to allocate \$10,000 to the 2024-25 Youth Development Fund. In December, the Board resolved to allocate a further \$5,000 to the 2024-

25 Youth Development Fund. To date, allocations totalling \$14,050 have been granted from the 2024-25 Youth Development Fund leaving a budget of \$950.

- 3.11 Staff are aware of at least three pending applications, one of these is a group application.
- 3.12 Although there will be only six weeks of the financial year remaining, given the pending applications and any other potential applications in that time frame, a transfer of is recommended to enable these applications to be considered.
- 3.13 Decision making for this fund is a combination of Community Board email and staff delegation.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Oak Development Trust Decision Matrix	25/836263	112
B 	Hornby Hockey Club Incorporated Decision Matrix	25/830269	113
C 	Korean Painting Group Decision Matrix	25/836266	114

Signatories Ngā Kaiwaitohu

Authors	Marie Byrne - Community Development Advisor Helen Miles - Community Recreation Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton



2024/25 WAIPUNA HALSWELL-HORNBY-RICCARTON DISCRETIONARY RESPONSE FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>Oak Development Trust</b></p> <p><b>Application Number:</b> DRF2024/25036_HHR</p> <p><b>Physical address</b></p> <p>80 Rattray St, Riccarton</p> <p><b>CCC Funding History</b> <i>(past three years)</i></p> <p>2024/25 - \$50,000 - Programme Delivery - SCF HHR</p> <p>2023/24 - \$50,000 - Programme Delivery - SCF HHR</p> <p>2023/24 - \$2,117 - Community Street Lighting - DRF HHR</p> <p>2022/23 - \$4,995 - Riccarton Hub Website and digital communication - DRF HHR</p> <p>2022/23 - \$43,250 - Programme Delivery - SCF HHR</p> <p>2021/22 - \$43,250 - Programme Delivery - SCF HHR</p>	<p><b>Startup costs and Coordinator/Manager costs toward the creation of the Riccarton Tool Shed.</b></p> <p>Oak Development Trust are seeking funding assistance towards the creation of the Riccarton Tool Shed. The purpose of the shed will be to provide residents with easy and affordable access to tools and resources in their community. The Riccarton Tool Shed will be stocked with tools, gardening equipment and household items that members can borrow to maintain their house and section, and to do their own gardening and DIY projects.</p>	<p><b>Total Cost of Project:</b> \$34,200</p> <p><b>Total Amount Requested:</b> \$5,000</p> <p><b>Percentage of project requested:</b> 15%</p> <p><b>Contribution sought towards:</b></p> <p>Tool Inventory- \$2,590</p> <p>Session Coordinator &amp; Management roles - \$2,410</p> <p><b>Other sources of funding:</b></p> <p>Rata Foundation - \$5,000</p> <p>Tindall Foundation - \$15,000</p> <p>Christchurch Airport Fund - \$1,500</p> <p>Pub Charities - \$10,000 (Pending)</p> <p>Christchurch Casino Trust \$4,500 (Pending)</p>	<p><b>\$5,000</b></p> <p>That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$5,000 from its 2024/25 Discretionary Response Fund to Oak Development Trust towards Riccarton Tool Shed equipment costs and co-ordinator wages.</p>	<p><b>1</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>Equity of access to tools:</p> <p>Provides equity of access to a wide range of tools, gardening equipment and household items, especially those with lower economic income because of the low fees structure, e.g., \$30 annual membership.</p> <p>Supporting families to thrive:</p> <p>Supports families to thrive by providing them with the necessary resources to live affordably, independently and sustainably. Having access to the range of gardening tools means that people can develop and grow their own healthy vegetables. Members can use the tools for maintaining their house and sections, vehicles, or for their own DIY and craft activities</p> <p>Participation in society:</p> <p>Run as a cooperative, where members volunteer to help with the running of weekly sessions. This gives them the opportunity to be part of a team, and contribute to helping other in a way that benefits the community.</p> <p>Affordable housing and avoiding debt:</p> <p>Provides people with the means to maintain their houses and sections which lowers their living costs helping them avoid debts incurred by paying businesses to do the work for them.</p>	<p><b>Staff Assessment</b></p> <p>By initiating the Riccarton Tool Shed (RTS), Oak Development Trust (ODT) are looking to model the successful Shirley Tool Shed. The project is focused on providing equity to low income families through affordable access to a wide range of tools that they would not otherwise be available to them. This will allow them to save money on house/section maintenance and reduce reliance on support services or taking on debt.</p> <p>RTS will contribute towards environmental sustainability through the sharing of tools. It will operate as a not-for-profit cooperative with low membership fees (\$30 per year) and members assisting with the operation of the Tool Shed sessions. ODT will provide the organisational guidance and support. The organisation has a strong history in collaborating with other groups who have approached them with project ideas. They have proven adept at walking alongside to develop and deliver the ideas and then the wisdom of when to step back and allow them to fully lead deliver the project. Successful examples of this are the Supling Playgroup and the Riccarton Community Garden.</p> <p>ODT are seeking funding towards the tool inventory and the session co-ordinator wages.</p> <p>RTS will use the knowledge and experience gained from the Shirley model which includes the implementation co-ordinator role. This individual who will be undertaking this, created the Shirley model, and is well known in the Riccarton Community.</p> <p><b>Rationale for staff recommendation</b></p> <p>This is recommended as Priority One due to the strong alignment to Strengthening Communities Together Strategy Pillars and funding objectives. It embodies a community-led development approach, giving participants the opportunity to become leaders in the project.</p> <p>The project is being set up based on an already successful model in a part of Christchurch that is similar demographically.</p> <p>The staff recommendation is fully funding the requested amount. This is due to the fact that with ODT already sourcing funding and project support, the proportion they are seeking from the Community Board is relatively modest.</p>
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2024/25 WAIPUNA HALSWELL-HORNBY-RICCARTON DISCRETIONARY RESPONSE FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>Hornby Hockey Club Incorporated</b></p> <p><b>Application Number:</b> DRF2024/25038_HHR</p> <p><b>Physical address</b></p> <p>12 Wycola Ave, Hei Hei</p> <p><b>CCC Funding History</b> <i>(past three years)</i></p> <p>- \$ nil</p>	<p><b>Floodlight pole replacement</b></p> <p>Hornby Hockey Club must replace the pole supporting the club’s floodlights at Wycola Park, as Orion has declared it end-of-life. Orion also advises that a standard replacement would not safely support the light fittings, and the associated wiring must be upgraded to comply with today’s safety standards.</p>	<p><b>Total Cost of Project:</b> \$9,201</p> <p><b>Total Amount Requested:</b> \$5,000</p> <p><b>Percentage of project requested:</b> 54%</p> <p><b>Contribution sought towards:</b></p> <p>Replacement pole and installation - \$3,000</p> <p>Wiring costs - \$1,000</p> <p>Electrician inspection - \$1,000</p> <p><b>Other sources of funding:</b></p> <p>Funds on Hand - \$4,201</p>	<p><b>\$5,000</b></p> <p>That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$5,000 from its 2024/25 Discretionary Response Fund to Hornby Hockey Club Incorporated towards floodlight pole replacement, installation, associated wiring work and inspection sign off.</p>	<p><b>2</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy, Physical Recreation &amp; Sport Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>The availability of floodlighting is essential to ensure the facility remains fully usable during the winter months, when early sunsets and overcast conditions reduce natural light. Hornby Hockey's junior, high school, and senior teams – approximately 15 in total – train here weekly between 4.00pm and 9.00pm. The artificial surface is also a valuable asset for local schools and community groups, primarily during daylight hours. Reliable lighting greatly enhances the facility's functionality, enabling continued access, training, and community use during the evenings. Maintaining this capability is critical, as there are no alternative training venues available to us.</p>	<p><b>Staff Assessment</b></p> <p>Hornby Hockey Club, based in the suburb of Hornby, Christchurch, is a long-standing and well-managed organisation with a strong presence in the local community. The club draws players from both Hornby and the wider rural areas, fielding 27 teams in the 2024 Canterbury Hockey Association competitions across all levels, from juniors to premier grade. Membership exceeded 400 players in 2025, with further growth anticipated. The club provides opportunities for all ages and abilities to participate in hockey, supported by a large volunteer base of coaches and managers. Hornby Hockey has its practice facility base at Wycola Park since 2000, where, with Council support, it developed an artificial turf facility that catalysed club growth. The facility remains vital for junior and high school teams who train from 4.00pm to 9.00pm during the season. Without adequate lighting, the facility would become largely unusable after dark in winter. The Clubrooms are based at Hornby domain who they share with Hornby croquet. The club has not sought Council funding assistance since 2011 and maintains strong financial systems, though it faces pressure from high participation costs, including facility hire, insurance, and competition levies. The requested grant will contribute to the urgent replacement of the facility’s floodlight pole and associated wiring, ensuring the continuation of training and community use. The Club does have some savings, but this is being set aside for the costly replacement of the artificial turf in a couple of years. Approximately 200 people will benefit directly from this project. Hornby Hockey Club remains a family-focused, community-orientated organisation committed to advancing hockey participation in the area.</p> <p><b>Rationale for staff recommendation</b></p> <p>The grant will directly impact on the provision of essential equipment and services needed to participate in the sport. The Club is fiscally responsible with a proven track record of delivery, ensuring they meet their outcomes within budget. The project aligns strongly with the Te-Haumako-Te Whitingia-Strengthening Communities Together Strategy Pillar Place, Partnership and People and the Physical Recreation and Sport Strategy Goal 1 - Facilities and Environment and Goal 2 - Availability and Accessibility.</p>
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2024/25 WAIPUNA HALSWELL-HORNBY-RICCARTON DISCRETIONARY RESPONSE FUND DECISION MATRIX

Organisation Name	Project	Request Budget	Staff Recommendation	Priority
<p><b>Korean Painting Group</b></p> <p><b>Application Number:</b> DRF2024/25035_HHR</p> <p><b>Physical address</b> Upper Riccarton Library</p> <p><b>CCC Funding History</b> <i>(past three years)</i> - \$Nil</p>	<p><b>Korean painting group</b></p> <p>The Korean Painting Group are seeking funding assistance to meet the venue hire expenses of their weekly programmes held at the Upper Riccarton Library.</p>	<p><b>Total Cost of Project:</b> \$1,140</p> <p><b>Total Amount Requested:</b> \$1,140</p> <p><b>Percentage of project requested:</b> 100%</p> <p><b>Contribution sought towards:</b> Meeting room hire- \$840 Exhibition- \$300</p> <p><b>Other sources of funding:</b> Nil</p>	<p><b>\$1,140</b></p> <p>That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$1,140 from its 2024/25 Discretionary Response Fund to the Korean Painting Group towards venue hire costs.</p>	<p><b>2</b></p>

<p><b>CCC Strategy Alignment</b></p> <p>Strengthening Communities Together Strategy, Multicultural Strategy, Toi Ōtautahi - Arts and Creativity Strategy</p> <p><b>Outcomes that will be achieved through this project</b></p> <p>Our group will achieve the benefits for the members as follows:</p> <ol style="list-style-type: none"> <li>1. Provide a quality time to communicate each other for elderly or retired Korean migrants through the group activities.</li> <li>2. Improve painting skills and prepare art works for the annual exhibition.</li> <li>3. Connect with Christchurch communities through displaying art works to the public annually.</li> </ol>	<p><b>Staff Assessment</b></p> <p>The Korean Painting Group is an informal group that has been based at Upper Riccarton Library for over ten years. They are comprised of Korean migrants living in Christchurch with an interest in art. While the primary purpose of their weekly gatherings is to undertake painting projects and share their skills, a secondary purpose is to connect with each other and provide support. They take the opportunity to display their work in the library and at events such as Culture Galore.</p> <p>With most of the members being over 60 years old, the project supports combatting social isolation in older adults. Social isolation in older adults is a documented issue, particular in Asian communities where it is common for older relatives to accompany their migrating families and look after the children while parents work.</p> <p>Previously some of the group members have met the rental costs personally. However, this is now becoming a financial burden on some and the group's co-ordinators do not want to see members not attending because of cost. Members already meet the costs of their materials.</p> <p>As an informal group, funding is limited to \$2,000 per application to the group. The group has already undertaken a considerable deal to set themselves up with a bank account.</p> <p><b>Rationale for staff recommendation</b></p> <p>The application supports several Council strategies, albeit in a small way. The social outcomes for the participants are considerable.</p> <p>The project supports participants to express themselves and their heritage creatively, maintaining the cultural heritage of their homeland.</p>
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## 19. Waipuna Halswell-Hornby-Riccarton Community Board - Community Service and Youth Service Awards 2025

Reference Te Tohutoro: 25/709971

Responsible Officer(s) Te  
Pou Matua: Noela Letufuga, Support Officer

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 to present the Community Service and Youth Service Award 2025 nominations to the Waipuna Halswell-Hornby-Riccarton Community Board for consideration.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board - Community Service and Youth Service Awards 2025 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. Confers Community Service and Youth Service Awards on the nominees listed on the Summary of Nominations 2025 (Part A - separately circulated).
4. Confers a Certificate of Appreciation on the nominee listed on the Summary of Nominations 2025 (Part B - separately circulated).
5. Declines the Community Service Award nominee listed on the Summary of Nominations 2025 (Part C - separately circulated).
6. Delegates authority to the Board Chairperson and Deputy Chairperson to decide any late nominations referred from other Community Boards.
7. Agrees that the names of successful nominees be released after the Board's Community Service Awards have been presented. Names of unsuccessful nominees will be kept confidential.

### 3. Context/Background Te Horopaki

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 Like most Community Board initiated projects, this project aligns to the Council's commitment to achieving the outcome of the city enjoying strong communities.

#### Decision Making Authority Te Mana Whakatau

- 3.2 The decision-making authority is the Waipuna Halswell-Hornby-Riccarton Community Board.

#### Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.3 The decision(s) in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.



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

### Discussion Kōrerorero


- 3.6 The Christchurch City Council created Community Service and Youth Service Awards as a way to thank and honour those who, by their demonstrated commitment and example, inspire others to engage in volunteer service. Recognising and honouring community-focused initiatives sets a standard for service, encourages a sustained commitment to civic participation, and inspires others to make service a central part of their lives.
- 3.7 There has been promotion of the awards scheme through Council media releases, local newspaper advertisement and the Council's social media networking avenues. In addition, local community groups, including residents' associations, have been sent information seeking nominations for Community Service and Youth Awards for 2025.
- 3.8 The service undertaken should be of a voluntary nature. A paid employee may be eligible where the work undertaken is beyond the scope of that person's normal job description and the nominee has spent some of their own non-work time in the project. In this circumstance either one of the nominators should be an employer who states that the work is outside of normal work or a supporting letter supplied from an employer stating the same. Please find the Guidelines information attached (refer **Attachment A**).
- 3.9 People will be eligible for Community Service Awards in the area that they do the work in, however, if the work is for a metropolitan organisation that covers more than two Board areas then the nomination shall be considered in the community board area that the nominee does the majority of their voluntary work.
- 3.10 Service recognised may include work in the following areas: youth, older persons, education, cultural, church, recreation, sport and community service sectors.
- 3.11 Individuals shall be eligible to receive only one Community Service Award for the same voluntary work.
- 3.12 Nominations can be forwarded to this Board from another Community Board if they deem that the nomination is more suitably considered by this Board. Details of such nominations may be received as late nominations for consideration. Bearing this in mind the Board may wish to put in place measures to meet this contingency. These nominations could be considered by the Board Chairperson and Deputy Chairperson.
- 3.13 A matrix detailing the nominations received for consideration is circulated separately as **Attachment B**.
- 3.14 Nominations were open from Friday 7 March 2025 to Sunday 6 April 2025. Three nominations for Youth Service Awards and eleven nominations for Community Service Awards, including two community groups, have been received this year.
- 3.15 Historically the Community Board has followed a practice of conferring Community Service Awards to people or organisations where the service length for which the person/organisation nominated was approximately five years or more. The exception to this is for Youth Service Awards. The staff recommendation reflects this previous approach, however it is the Board's decision if they wish to follow this.  
  
The Board may deem one nomination to be more suitable for a Certificate of Appreciation. Given the level of service provided over a timeframe of less than five years, staff are proposing it is felt to be more appropriate to consider this nomination to receive

a Certificate of Appreciation at this stage. If this were to occur, a certificate could be presented prior to a Waipuna Halswell-Hornby-Riccarton Community Board meeting or another appropriate occasion.

There is one nomination that staff are recommending to be declined after carefully considering the criteria and guidelines for this award. The Community Service Awards are designed to recognise voluntary efforts of individuals and groups in areas such as youth, older adults, education, culture, church, recreation, sport, and community service fields. The service undertaken should be of a voluntary nature and performed by individuals who consciously engage in these activities with an intent to serve the community.

- 3.16 After the Community Board has made its decision, the award recipients will be notified. Following a successful trial in 2024, this year the Board will present the certificates in person, preferably at the recipient's place of service/volunteering, to recognise their service in the space where their work is done and in front of fellow volunteers and colleagues.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Community Service Awards 2025 - Guidelines	25/806098	118
B	Waipuna Halswell-Hornby-Riccarton Community Board Community Service Awards 2025 - Summary of Nominations Matrix ( <i>Under Separate Cover</i> ) - <b>CONFIDENTIAL</b>	25/840423	

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Noela Letufuga - Support Officer
<b>Approved By</b>	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton

# Community Service Awards 2025

## Nomination guidelines

Community Service Awards are awarded to individuals and groups in recognition of significant voluntary service.

### PLEASE NOTE

Participating Community Boards this year are, Waipuna Halswell-Hornby-Riccarton, Waitai Coastal-Burwood-Linwood, Waimāero Fendalton-Waimairi-Harewood and Waihoru Spreydon-Cashmere-Heathcote.

Community Boards *not* participating this year are, Waipapa Papanui-Innes-Central and Te Pātaka o Rākauhautū Banks Peninsula.

**Youth Service Awards\*:** Participating Community Boards this year are, Waipuna Halswell-Hornby-Riccarton, Waitai Coastal-Burwood-Linwood, and Waihoru Spreydon-Cashmere-Heathcote

- The service undertaken should be of a voluntary nature. A paid employee may be eligible where the work undertaken is beyond the scope of that person's normal job description and the nominee has spent some of their own non-work time in the activity. In such a case, one of the nominators should be an employer of the nominee, who states that the nominee's work/activity went beyond the requirements of routine work by providing a supporting letter to that effect.
- The Community Service Awards recognise voluntary efforts in the following areas: youth, older adults, education, culture, church, recreation, sport, community service fields.
- People will be eligible for Community Service Awards in the area/suburb that they do the work in. If the work is for an organisation that covers more than two board areas, then the nomination shall be considered in the board area that the nominee does the majority of their voluntary work.
- Nominations must be submitted on the official nomination form that is available at [ccc.govt.nz/csa](http://ccc.govt.nz/csa)
- The nomination form must be signed by two nominators and both nominators should be aware of the details of the nomination.
- **Youth Service Awards** are presented by the Waipuna Halswell-Hornby-Riccarton, Waitai Coastal-Burwood-Linwood, and Waihoru Spreydon-Cashmere-Heathcote Community Boards only, in recognition of significant voluntary service carried out by residents aged 25 years or under. These awards are to recognise individual effort rather than that of a whole group or organisation.
- Any community organisation, club or society may make a nomination. Two executive officers of the organisation should sign the nomination and record their title of office.
- Letters of support or evidence supporting the work can also be submitted with the nomination. It is highly recommended to supply as much detail as possible to support the nominations. Length and type of service is particularly helpful.
- The more information you are able to supply in support of the nomination, the greater the assistance for the Community Boards in assessing the nominations.
- The length of voluntary work shall be considered alongside the nature of the work undertaken.
- Community Service Award nominations are considered and decided by Community Boards.
- Individuals shall be eligible to receive only one Community Service Award for the same voluntary work. This does not apply if a recipient has received a Youth Service Award.
- Community Service Awards are presented to recipients at community presentations or functions hosted by the local Community Boards.

## 20. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2025

Reference Te Tohutoro: 25/242770

Responsible Officer(s) Te Pou Matua: Bailey Peterson, Community Governance Manager

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

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

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

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2025.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards 2025	<p>An awards function to acknowledge Halswell-Hornby-Riccarton Community Pride Garden Award recipients was held on 7 April 2025, at Te Hāpua Halswell Centre.</p> <p>It was a well-attended event, celebrating recipients' hard work and dedication to gardening.</p> <p>The awards are a Council initiative started in 1991, and have been a joint venture between the Community Boards and the Christchurch Beautifying Association since 1997.</p> <p>At the event recipients participated in a garden themed quiz and gave positive responses to the question, what do you like most or what is the best part about gardening, and are noted below.</p> <p>Certificates are being delivered to those recipients who were unable to attend.</p>	Completed	Strengthening Communities Together Strategy



Community Service and Youth Service Awards 2025	Eleven Community Service Award nominations and three Youth Service Award nominations have been received and will be considered at the Board's 15 May 2025 meeting. The Community Board will be presenting Halswell-Hornby-Riccarton Community Service and Youth Service Awards 2025 to recipients out in the community.	Ongoing	Strengthening Communities Together Strategy
Walking Festival	The Christchurch Walking Festival 2025, was held from 12 April to 27 April. Further details are noted below.	Completed	Strengthening Communities Together Strategy

### Community Pride Garden Awards 2025



During a garden themed quiz at the Community Pride Garden Awards recipients noted the following positive responses to the question: *What do you like most or what is the best part about gardening?*

- My happy place
- Different seasons
- Springtime blooms and stress relief
- When it's all in flower
- Seeing the beauty of your work come to fruition
- Everything! Beating the weeds, harvesting vegetable and berries, picking the flowers, talking to others about plants
- Beautify the area
- Very rewarding
- Satisfaction
- Very relaxing
- Sharing with others and community spirit
- Being outside, creative, therapeutic
- Colour, relaxing, being outside – Good for the soul
- The results!
- Therapeutic
- Providing a house for the bees
- Creating something of beauty
- Fresh air, mental health, pleasure & rewards
- Going to the Garden Box! Enjoying the colour, especially the roses (deep secret is a favourite), autumn colour, planting annuals
- Time to yourselves and being outdoors
- Sense of pride, showing, exercise
- Fuchsias and talking to the flowers!

### Walking Festival 2025

After a year-long break, the Walking Festival returned with over 30 organisations partnering with Christchurch City Council to deliver more than 40 engaging walks. Despite some wet autumn days during the school holidays, the Festival was filled with energy, exploration, and connection.

Highlights for tamariki included *"Going on a Bear Hunt"*, delivered by the Shirley Community Trust at Walter Park with support from local volunteers and libraries, and *"Gruffalo Explorers"* at Bottle Lake Forest. This event brought together over 30 volunteers from the Playcentre, Community Watch, St Margarets School, Burwood Christian Centre, and was hosted by Plunket. It was further supported by the Parks team and Community Governance staff, with both walks providing an exciting and engaging experience for young participants.

The festival also offered self-guided, environmental, historical, and expert-led walks, with highlights including the ANZAC Walk, SCAPE Public Art trail, and GAP Filler's *Stories of Play*, all drawing strong community interest.

This year, promotion of the Festival was streamlined through the *What's On Christchurch* platform, with participating groups taking ownership and responsibility for organising their walk events. The Council provided coordination and marketing support to ensure a cohesive and well-run programme.

The Walking Festival once again catered to all ages and abilities, exemplifying the power of community partnerships, achieving the festival's key goals: **Learn, Explore, and Connect.**





### ANZAC Day Services



#### *Hornby ANZAC Day service*

The Hornby ANZAC Day Service at the Hornby War Memorial on Waterloo Road was well attended by well over 180 people. As well as honouring the fallen soldiers whose names are recorded on the memorial the community also honoured the soldiers who returned, including the three Manhire brothers who fought in World War I. The eldest brother was killed in France and the other two returned due to illness and being wounded.

Two poems written by returned soldiers were read by Hornby Primary School students, Luca and Blaze and a Community Board Member. Hornby High Head Students spoke about what ANZAC Day means to them. The Pastor from Hope Hornby gave the ANZAC dedication and benediction.

The newly appointed Youth MP for Wigram read out a message from the member of parliament who was overseas. There was a spokesman on behalf of Templeton RSA. The Ode was read in English and Te reo.

The St John's Youth Group, Boys Brigade and NZ Cadet Force no. 17 Squadron, who then formed the catafalque party were piped in and there was a bugler.

Approximately 120 attended the morning tea afterwards with leftover food being donated to the Templeton Returned Services Association for its morning tea.



*Clockwise from top left: Halswell, Wigram, Templeton and Riccarton ANZAC Day services*

Board members also attended local ANZAC Day services which were held at Halswell Domain, Janes Deans Close Riccarton, University of Canterbury Ilam, Templeton Returned Services Association and the Air Force Museum of New Zealand, Wigram.

### 3.2 Community Funding Summary

3.2.1 For information, a summary is provided on the status of the Board's 2024-25 funding as at April 2025 (refer to **Attachment A**).

#### 3.2.2 Youth Development Fund

Under authority delegated by the Community Board the following allocation was made in April 2025:

- \$500 to Flynn Gunther towards representing New Zealand at the Australian Gymnastic Championships on the Gold Coast, Australia.

#### 3.2.3 Strengthening Communities Fund

Applications for the Strengthening Communities Fund opened on 1 May 2025 and close at noon on Friday 30 May 2025.

A new funding platform has been introduced this year. Staff have facilitated online and drop in sessions across the Board area to assist groups in making their applications. The Board will consider applications at its August 2025 meeting.

#### 3.2.4 Summer with your neighbours – Oakhampton Reserve event

On Sunday 6th April local neighbours came along with a picnic tea and enjoyed the free sausage sizzle and games at Oakhampton Reserve. Organisers were pleased with the turn out and the connections made.

#### 3.2.5 Vietnamese Beef Noodle (Pho Bo) Workshop – Off the Ground Fund

Off the Ground recipient Vy Tran provided this summary following a successful workshop last month:

*“Our Vietnamese Beef Noodle Soup (Phở Bò) workshop brought together around 20 participants aged 20s to 60s, from a range of backgrounds—British, Chinese, Filipino, Canadian, South African, Indian, Iranian, Kiwi, and Vietnamese. It was a true community effort, with families, friends, and volunteers pitching in to the success of our workshop. One of the highlights was witnessing everyone’s excitement as they uncovered the secrets behind making authentic Phở Bò and traditional Vietnamese cooking techniques. Over steaming bowls of soup, we shared stories, laughter, and the warmth of home.*

*We would like to extend our heartfelt thanks to Waipuna Halswell-Hornby-Riccarton Community Board and Riccarton Baptist Church for your generous support, which made it possible for us to celebrate our cultures, share cooking traditions, and build meaningful connections together.”*





### 3.3 Participation in and Contribution to Decision Making

#### 3.3.1 Report back on other Activities contributing to Community Board Plan *[for items not included in the above table but are included in Community Board Plan]*

- **The Matatiki Pool Party**

The Matatiki Pool Party on 22nd April was a fantastic celebration of the one-year anniversary of the opening Matatiki Hornby Centre, with over 250 people attending. The event was run by YCD (Youth and Cultural Development), with a strong focus on creating a fun, safe space for young people. The night ran from 7–9pm and featured food, prizes, braiding, a pop-up barber, and loads of poolside fun.



- **Celebrating one year of Matatiki Hornby Centre**

The Matatiki Hornby Centre marked its first anniversary last week, showcasing an impressive year of community engagement and growth. Opened on 19 April 2024, Christchurch City Council's well-loved pool and library facility has been a magnet

for the expanding population in southwest Christchurch, drawing nearly 500,000 visitors since its doors first opened.

Over the past 12 months, the library has seen glowing reviews for its creative spaces, technological offerings, diverse collections, and engaging activities for all ages. Mahjong is a recent addition to its lineup and has quickly become a favourite among Hornby locals.

On the recreation front, the pools have:

- Hosted 5765 participants in aquatic classes and welcomed more than 800 new Swimsmart enrolments.
- Provided space for swim training, artistic swimming, dive training, water polo, and school groups.
- Partnered with Youth & Cultural Development to host five lively community pool parties.

The Centre's library has also had lots of positive feedback about the spaces, creative technologies, collection of items and activities.

Matatiki has also hosted 21 birthday parties and over 280 bookings by community groups and local businesses, solidifying its place as a cornerstone of the Hornby community.



### 3.3.2 Council Engagement and Consultation.

- **Plan Change 20 - Industrial Plan Change**

Plan Change 20 - Industrial Plan Change was open for feedback between 24 February to 31 March 2025. The Board submitted feedback online on the proposed plan change.

- **Draft Annual Plan 2025-26**

Consultation on the Draft Annual Plan was open from 26 February to 28 March 2025. The Board lodged a submission on the Draft Plan (**see Attachment B**).

The Board Chairperson and Deputy Chairperson spoke at the hearing on this on 3 April 2025.

- **Draft Development Contributions Policy**

The Board lodged the attached feedback on the Development Contributions Policy that was open for consultation between 25 February - 26 March 2025 (**see Attachment C**).

- **Local water done well**

The Council consulted on Local Water Done Well proposals between 7 March and 6 April 2025. The Board submitted in support of the Council's proposal to keep water services in house. The Board Chairperson and Deputy Chairperson spoke at the hearing on this on 15 April 2025.

- **Draft Local Alcohol Policy**

Draft Local Alcohol Policy public consultation opened for feedback on 17 April and closes on 18 May 2025.

- **Wycla Skate Park renewal**

Wycla Skate Park, home to one of the first skate bowls built in Ōtautahi Christchurch, has a long history of use.

Feedback on a proposal to upgrade Wycla Skate Park by implementing a new layout, opened for public consultation on 29 April and closes on 12 May 2025.



*Wycla Skate Park 3D concept design*

### 3.4 Governance Advice

#### 3.4.1 Wycla Park Hornby Hockey grounds

This is to advise the Community Board of upcoming essential maintenance at the Wycla Park Hornby Hockey grounds.

Orion has identified that the existing lighting pole adjacent to the facility is beyond its serviceable life and requires urgent replacement. Connetics has been engaged to carry out the replacement work, by the Hornby Hockey Club. The Club are looking at ways to support of the process. The Club's existing light fixture, which is attached to the current pole, will be removed and securely stored, to be reinstalled on the new pole. This work also provides an opportunity to ensure compliance with updated lighting regulations. Responsibility for the maintenance, insurance, and liability of the light and extension arm lies with the Hornby Hockey Club, while the pole itself remains under Orion's



responsibility. As the replacement is a like-for-like swap with no change in service level or functionality, Community Board approval is not required. Additionally, due to the light's internal park location and distance from residential boundaries, community consultation is not necessary. Orion and the Hockey Club intends to progress this work as soon as possible.

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

##### 4.1 Kinsella Reserve Crossing

Staff have advised that following safety concerns about the fence structure on Kinsella Reserve adjacent to Coppinger Terrace causing a visibility issue for traffic the structure is to be modified to open the view for any oncoming traffic and reduce any safety risks.

##### 4.2 Halswell Junction Road Extension - Panther Place

As part of the Halswell Junction Road Extension project, a section of Halswell Junction Road has been made into a cul-de-sac. A new name of Panther Place has been approved for the new cul-de-sac with the change into effect on Monday 14 April 2025.

##### 4.3 Community Patrols

Community Patrols of New Zealand is dedicated to helping build safer communities in partnership with NZ Police and other organisations. Patrols in the Board area include the Halswell, Hornby and Riccarton Community Patrols. Their Monthly Patrol Statistics can be found on the Community Patrols of New Zealand website:

[Halswell Community Patrol Inc statistical information](#)

[Hornby Community Patrol Inc statistical information](#)





[Riccarton Community Patrol Inc statistical information](#)

##### 4.4 Customer Service Requests/Hybris Report

For the Board's information, attached is a copy of the March 2025 Hybris Report (see **Attachment D**).

The report provides an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

#### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - April 2025	25/804583	129
B 	Draft Annual plan 2025/6 WHHR Board Submission	25/769771	132
C 	WHHR Board Feedback on Development Contributions Policy	25/769978	137
D 	Community Board Hybris Ticket Report - Halswell-Hornby-Riccarton - March 2025	25/781498	139



Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Faye Collins - Community Board Advisor Helen Miles - Community Recreation Advisor Marie Byrne - Community Development Advisor
Approved By	Bailey Peterson - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

	Waipuna Halswell-Hornby-Riccarton Community Board Funding 2024-25		
2024-25	Discretionary Response Fund	Allocated	Funds Remaining
25/07/2024	2024-25 SCF Allocation	\$123,555	
13/09/2024	2023-24 DRF and other fund carry over	\$29,311	
	<b>Total DRF Fund</b>	<b>\$152,866</b>	
25/07/2024	Allocation to 2024-25 Off The Ground Fund	\$3,000	
25/07/2024	Allocation to 2024-25 Youth Development Fund	\$10,000	
25/07/2024	Board Project - 2024 Anzac Day Expenses	\$1,500	
25/07/2024	Board Project - Community Pride Garden Awards	\$3,500	
25/07/2024	Board Project - Community Service & Youth Service Awards	\$4,000	
25/07/2024	Board Project - Community Leadership Opportunities	\$2,000	
25/07/2024	Board Project - Culture Galore 2024	\$12,000	
25/07/2024	Board Project - Engaging with the Community	\$3,000	
25/07/2024	Board Project - Summer with your Neighbours	\$4,000	
15/08/2024	Awatea Athletics Incorporated towards its Volunteer and Coach Support project.	\$2,000	
15/08/2024	Bangaliana Christchurch towards venue hire and entertainment costs for the Durga Festival, Eastern Indian Cultural Community Day in October 2024.	\$800	
15/08/2024	Hornby Good Companions Club towards the Bus Trips project.	\$1,500	
12/09/2024	South Hornby School towards Shade and Privacy Umbrellas.	\$7,000	
10/10/2024	Canterbury Tamil Society Inc towards the running costs, excluding food costs, of the Canterbury Tamil Academy.	\$5,000	
14/11/2024	Halswell Community Church towards the running costs of the Family Fun Day project, excluding food costs.	\$2,000	
14/11/2024	Halswell Tennis Club towards the establishment of the Halswell Charitable Tennis Trust and development of a scope and concept plan for the court facility renewal and development.	\$7,000	
14/11/2024	South West Ministries Trust trading as Living Waters Christian Centre towards the running costs of the Halswell Twilight Market, excluding food costs.	\$2,000	
14/11/2024	St Christopher's Anglican Church - Avonhead towards the Community Christmas Carols event.	\$1,250	
14/11/2024	The Middleton Matipo Charitable Trust towards We Heart Harrington voluntary community upkeep of parks in Riccarton.	\$951	
12/12/2024	Hornby Day Care Trust towards the flooring component of the laundry and kitchen upgrade.	\$4,250	
12/12/2024	Hornby Presbyterian Community Church towards venue hire costs for the Templeton Tots programme.	\$2,310	
12/12/2024	Jox Blue Blades Rowing Society Incorporated towards the costs of purchasing two Coxboxes for the St Thomas Rowing squad.	\$2,590	
12/12/2024	BetterMan Charitable Trust towards administration and the development and action of their social media plan.	\$4,000	
12/12/2024	Allocation to 2024-25 Youth Development Fund.	\$5,000	
12/12/2024	Awatea Athletics Incorporated towards the Awatea Athletics - Community Development & Administration project.	\$7,000	
13/02/2025	Hornby Community Patrols Inc towards its anniversary commemorations.	\$1,428	
10/04/2025	Afghan Womans Group towards the Eid Celebration for Afghan Families.	\$1,200	

		\$100,279	\$52,587
<b>2024-25</b>	<b>Youth Development Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
25/07/2024	Discretionary Response Fund Allocation	\$10,000	
12/12/2024	Discretionary Response Fund Allocation	\$5,000	
	<b>Total YDF Fund</b>	<b>\$15,000</b>	
26/07/2024	St Thomas of Canterbury College towards Micha Sula, Xavier Reweti, Zeke Faga-leti, Luke Waikawau, Isshin Nakao, Jackson Stewart, Xavier Lynch, Meihana Pauling, Ashton Clark, Caleb Foleni and Ramsay Sula to participate in the New Zealand Secondary Schools Rugby League Tournament 2024 to be held in Auckland.	\$550	
29/07/2024	Zion-Tūkaha Journey-Reign Roberts towards participating in the Aotearoa National Māori Rugby League Tamariki Tournament in Rotorua.	\$200	
29/07/2024	Adele Dunning towards participating in the New Zealand Irish Dancing National Championships in Wellington.	\$200	
29/07/2024	Micah Pomare towards participating in the Hillary Challenge National Final at the Hillary Outdoors Tongariro Centre.	\$200	
30/07/2024	Halswell United Association Football Club Incorporated towards Charlize Forde, Lio Gunther, Malia Forde and Jade O'Connor to participate in the Premier Football Invitational Tournament to be held in Gold Coast Australia from 20th to 22nd September 2024.	\$1,000	
2/08/2024	Wen-Qi Toh towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
2/08/2024	Misha Worboys towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
2/08/2024	Shahin Ahmadi towards participating in the Taekwon-Do National Championships 2024 in Palmerston North.	\$150	
8/08/2024	Villa Maria College towards Rubi-Lee Holmes and Lola O'Connor participating in the New Zealand Secondary Schools Football Gary Sowden Tournament in Blenheim.	\$200	
12/08/2024	South Island Pasifika and Sports Association Incorporated towards Raymo Ma'anaima, Cooper Paulo, Thomas Christensen, Nu'u'uli Failauga Latu participating in the Queensland League Carnival in Brisbane, Australia.	\$400	
12/08/2024	Oscar Calder towards participating in the New South Wales Under 16 State Club Championships in Sydney, Australia.	\$250	
12/08/2024	Caleb Paton towards participating in the Premier Football Invitational Tournament on the Gold Coast, Australia.	\$250	
12/08/2024	Tanesha Sandri towards participating in the Australasian Majors Cheerleading Competition 2024 in Brisbane, Australia.	\$250	
19/08/2024	Bethany Crossan towards participating in Hui-ā-Tau 2024 in Whakātane.	\$300	
20/08/2024	Josiah Taula-Lesatele towards competing in the Deaf International Basketball Federation 3v3 World Cup 2024 in Washington DC, United States of America.	\$500	
29/08/2024	Kate Littlejohn towards participating in the Netball New Zealand Open Championships in Auckland.	\$250	
29/08/2024	Lucas Bennetts towards participating in the National Young Performer Awards in Palmerston North.	\$250	
10/09/2024	Avonhead Primary School towards Jayden Stevens participating in the New Zealand Chess Federation National Interschool Tournament in Wellington.	\$100	

25/09/2024	Ysabella Ebuon towards participating in the 2024 World Taekwondo Poomsae Championships in Hong Kong.	\$500	
26/09/2024	Farron Raasch towards participating in the XP New Zealand Gymnastics Championships in Palmerston North.	\$250	
1/10/2024	Ariyah Downes towards representing New Zealand in the Hong Kong 2024 World Taekwondo Poomsae Championships.	\$500	
17/10/2024	Hazel Topp towards participating in the Moana Oceania Soil Judging competition to be held in Rotorua.	\$300	
17/10/2024	Hope Anderson-Gardner towards participating in the Hikoi ki Waitangi to be held in Waitangi.	\$300	
21/11/2024	Lucinda Pearse towards representing New Zealand at the World Olympic Gymnastics Academy (WOGA) Classic in Texas, USA.	\$500	
21/11/2024	Halswell United Association Football Club Incorporated toward costs for Brooke Yates, Alexis Barrett, and Amelia Bunn participating in the U17 Western Springs Football Tournament in Auckland.	\$450	
22/11/2024	Lucy Mason towards attending the Youth Futsal Championships 2024 in Wellington.	\$300	
28/01/2025	Ocean Simard towards participating in the Under 24 Ultimate Frisbee World Championships 2025 in Logroño, Spain.	\$500	
21/02/2025	St Thomas of Canterbury College towards Cairo Horgan, Andre Simpson, Harry Gallagher, Sam McGuigan, and Luca Damiani participating in the Maadi Regatta at Lake Karapiro.	\$750	
25/02/2025	Hillmorton High School for students Hunter Hooson, Lucca Taiulu, Madison McKenzie, Maia Hodgman, Luke McIntosh, Keisha Byrne, Riley Annan, Yasin van Staden, Logan Hargrove, and Patrick Sitar to participate in a Japanese cultural exchange.	\$1,500	
25/02/2025	Ilaia Veaila towards participating in the Secondary Schools Volleyball Nationals in Palmerston North.	\$350	
24/03/2025	Canterbury Pasifika Volleyball Association Incorporated for Luisa Senetenari towards participating in the Polynesian Volleyball USA Tour in Las Vegas, USA.	\$500	
24/03/2025	Stella Crossan towards participating in the Asia Pacific Canoe Sprint Cup 2025 in Japan.	\$500	
24/03/2025	Badminton Canterbury Inc for Katrina Huang, Marco Sun, Elaine Liu, Iris Gu, Dinuli Withanaarachchi, Roslynn Roby George, Zooni Butterfly Ahuja, Aidan Hu, Eben Anil, Ray Gao, Theodore Ling, Janie Wang, Georgia Barrett-Dobson, Kate Duffield, Kelly Shen and Alvin Zeng Wei towards participating in the New Zealand Junior Team Badminton Championships, in Palmerston North.	\$1,000	
29/04/2025	Flynn Gunther towards representing New Zealand at the Australian Gymnastic Championships on the Gold Coast, Australia	\$500	
		<b>\$14,050</b>	<b>\$950</b>
<b>2024-25</b>	<b>Off the Ground Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
25/07/2024	Discretionary Response Fund Allocation	\$3,000	
	<b>Total OTG Fund</b>	<b>\$3,000</b>	
19/08/2024	Rachel Smith towards the Pride Skate Event.	\$400	
5/09/2024	Vivienne Bearpark towards the Halswell Community Garden Open Day.	\$400	
5/03/2025	Vy Quoc Tran towards a Vietnamese Beef Noodle (Pho Bo) workshop.	\$392	
		<b>\$1,192</b>	<b>\$1,808</b>



Our Draft Annual Plan 2025/26 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

## Our Draft Annual Plan 2025/26



Item 20

Attachment B

### Submitter Details

**Submission Date:** 26/03/2025

**First Name:** (required) Marie **Last Name:** (required) Pollisco

☐ Withhold my details

**If you're responding on behalf of a recognised organisation, please provide the organisation name:** (required)

Waipuna Halswell Hornby Riccarton Community Board

**Your role and the number of people your organisation represents:** (required)

Chairperson

**Postal address:** 199 Clarence Street

**Suburb:** Riccarton

**City:** Christchurch

**Country:** New Zealand

**Postcode:** 8011

**Daytime Phone:** (required if you want to speak at hearings)

941 5108

Would you like to speak to the Council (the Mayor and Councillors) about your submission at a hearing?  
If you select yes, please also select all potential hearing dates that would suit you from the list provided.  
We will contact you about a specific date and time as soon as we can.

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

**Thu 3 Apr - AM**

Are there any people or organisations you would like to make a joint presentation with? If so, please list these below.

### Feedback

#### Proposed average rates increase

You can read more about this from page 17 of our Consultation Document.

Or check out the Let's Talk page.

You can also look at the Draft Annual Plan.

1.1.1

Our Draft Annual Plan 2025/26 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

**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%?**

In its submission on the Long Term Plan 2024-34 the Board requested that any rates increase be restricted to less than 10%. While the proposed rate increase of 7.58% for 2025/26 (less than the 8.48% proposed in the Long Term Plan) is welcome the Board notes that this means that the proposed increase for 2026/27 is 10.38%. As stated in its earlier submission the Board finds rates increases in excess of 10% unacceptable and therefore prefers that rating regime outlined in the Long Term Plan be retained.

The Board considers that rates increases at the currently proposed levels place pressure on many households noting that in addition to Christchurch City Council rates households are also subject to regional rates levied by Environment Canterbury. The Board and therefore seeks to have the level of rates rises contained as much as possible.

#### Proposed spending

You can read more about this from [page 10 of our Consultation Document](#).

Or check out the [Let's Talk page](#).

You can also look at the [Draft Annual Plan](#).

##### 1.1.2

**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?**

You can read more about proposed spending on our transport network from [page 13 of our Consultation Document \(with details about Papanui ki Waiwhetū Wheels to Wings and Lincoln Road \(Curletts to Wrights\) on page 14\)](#).

The Board supports the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30 to allow time for development of a business case for NZTA Waka Kotahi funding. The Board notes that the funding for this project will be able to be redirected to other Public Transport projects.

##### 1.1.3

**Do you have any comments about our proposed spending on our three waters network?**

You can read more about proposed spending on our three waters network on [page 13 of our Consultation Document](#).

The Board supports the proposal to prioritise the Addington Brook and Riccarton Drain filtration devices by bringing \$4.7 from 20/30 to 2025/26 budget as this will allow the project to be delivered sooner.

##### 1.1.4

**Do you have any comments about our proposed spending on our parks and reserves?**

The Board notes that the Riccarton Area is deficit in Council-owned community parks and play spaces and is hopeful that this will be able to be addressed in the upcoming Play spaces Network Plan.

The Board was pleased to be able to apply some of its "Better off" funds towards creation of a "pocket park" in the upper Riccarton area.

#### Christ Church Cathedral targeted rate

You can read more about this on [page 20 of our Consultation Document](#).

Or check out the [Let's Talk page](#).

##### 1.2.1

**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%?**

Yes

Our Draft Annual Plan 2025/26 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

1.2.2

#### Comments

[If you're not sure, or have more to add, let us know](#)

The Board supports the pausing of the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years but only on the understanding that the saving be factored into the proposed rates increase for the 2025/26, 2026/27 and 2027/28 rating years.

#### Rating for renewals

[You can read more about this from page 23 of our Consultation Document.](#)

[Or check out the Let's Talk page.](#)

1.2.3

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.

No

1.2.4

#### Comments

[If you're not sure, or have more to add, let us know](#)

The Board does not support the proposal to increase rating for renewals by a further \$2 million a year (\$12 million in total over six years). The future rating benefits in the longer term are uncertain.

#### Trade waste

[You can read more about this on page 21 of our Consultation Document.](#)

[Or check out the Let's Talk page.](#)

1.2.6

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

Option 1: Three-tiered volume rate (the Council's preferred option)

1.2.7

#### Why do you prefer this option?

The Board considers that the Three-tiered volume rate for charging for trade waste is a more equitable regime and notes that the Hornby Ward has numerous trade waste disposals.

#### Reducing rates

[You can read more about this on page 24 of our Consultation Document.](#)

[Or check out the Let's Talk page.](#)

[You can also look at the Draft Annual Plan.](#)

Our Draft Annual Plan 2025/26 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

1.2.8

**Tell us about the services you value the most and would not want reduced.**

The Board considers that the water transport and Waste services provided by the Council are essential to the daily lives of residents of Christchurch and Banks Peninsula.

#### Air Force Museum Grant

You can read more about this on page 26 of our Consultation Document.

Or check out the Let's Talk page.

1.3.2

**Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?**

Yes

1.3.3

#### Comments

If you're not sure, or have more to add, let us know

The Board supports the proposal to grant the Air Force Museum \$5 million towards an extension of its site as it considers the facility provides benefits to citizens by providing commentary on the history of the New Zealand Air force and the Wigram aerodrome.

#### Central city shuttle service

You can read more about this on page 26 of our Consultation Document.

Or check out the Let's Talk page.

1.3.4

**Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?**

Yes

1.3.5

#### Comments

If you're not sure, or have more to add, let us know

The Board supports the proposal that a scoping study for a central city shuttle service be undertaken but asks that the costs of the study be minimised where possible

#### Potential disposal of properties

You can read more about this from page 28 of our Consultation Document.

You can see the properties here.

Or check out the Let's Talk page.

A full list of the properties and more information can be found from page 236 of the Draft Annual Plan.

1.3.6

**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?**

The Board supports the disposal of properties identified within the Board Area, namely:



Our Draft Annual Plan 2025/26 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

- 8 Penn Place
- 44 Canada Crescent
- The area of road reserve on Sir James Wattie Drive being Lot 11 DP 364958
- 13A Parkhouse Road

#### Anything else?

[You can read more about our proposed Annual Plan in our Consultation Document.](#)

[Or check out the Let's Talk page.](#)

[You can also look at the Draft Annual Plan.](#)

1.3.7

#### Any further comments?

- The Board reiterates the submissions it made on the Long Term Plan 2024-34. In particular the Board stresses the importance of Amyes/Awatea/Springs safety improvements being undertaken in the 2025/26 financial year. The Board sees this work as vital and therefore requests that any additional funding required to ensure its completion is made available.
- The Board has previously advocated for funding to provide for missing stretches of footpath in the Board Area and appreciated funding for the new footpaths programme. The Board would oppose any proposal to reduce or delete funding for this project.
- The Board seeks retention of funding for a new dog park in Southwest Christchurch as this is a recurring request of locals.
- The Board seeks retention of funding for refurbishing the Wharenui Recreation Centre.
- The Board priorities in Halswell and Riccarton include projects to support youth in the areas. These areas also have significant multicultural communities. The Board requests that the council gives special consideration to funding any proposals in the Annual Plan for youth or multicultural communities initiatives.
- The Board sees continued operation of Wharenui Pool as being essential post the opening of the Metro Centre as it serves a very low decile area, which is being increasingly intensified with little provision for cars. The Pool will be increasingly essential for low income Riccarton families who want to enable their children to swim.
- The Board is pleased to note the very positive use of the Matatiki Hornby Centre – pool,, library and Service Centre In operation since 15 April 2024. It is a great asset to the Board area and city.

Development Contributions Policy Review 2025 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

Development Contributions Policy Review 2025



Submitter Details

Submission Date: 26/03/2025

First Name: (required) Marie Last Name: (required) Pollisco

Name of Organisation/business:  
Ensure you have the authority to submit  
Waipuna Halswell Hornby Riccarton Community Board

Your role: (required) Chairperson

Postal Address: (required) 199 Clarence Street, Riccarton, Christchurch, New Zealand, 8011

Email: (required) faye.collins@ccc.govt.nz

Daytime Phone: (required if you want to speak at a hearing)  
941 5108

Would you like to speak to your submission at a hearing?  
If you select yes, please also select all potential hearing dates that would suit you from the list provided.  
We will contact you about a specific date and time as soon as we can.

\*  
Yes  
Tue 15 Apr - AM

Let us know if you want to present a joint case with another submitter or would like any assistance at the hearing:

Feedback

1.1.1

Have you ever paid Development Contributions, or do you anticipate paying them in the next three years?  
Required  
No

1.2.1

Which policy changes would you like to provide feedback on?

We'll ask you what you like and don't like about each change you select. There is an opportunity to provide feedback on the draft Development Contributions Policy in general in the next section.

Catchments for Neighbourhood Parks and Road Network activities

Catchments for Neighbourhood Parks Road Network activities

You can read more about this on our Let's Talk page.

1.2.8

What do you like about our recommended policy position on the Catchments for Neighbourhood Parks Road Network activities?

Development Contributions Policy Review 2025 from Pollisco, Marie organisation: Waipuna Halswell Hornby Riccarton Community Board behalf of: Chairperson

The Board supports the Council proposal for a localised approach, with central, east, west, north, south and Banks Peninsula catchments. The Board considers that this approach better provides for the use of the proceeds of development contributions in the areas from which they are derived. This approach is appropriate for the Waipuna Halswell Hornby Riccarton Community Board Area that is a high growth area both in terms of new development and intensification.

2.1

Overall, do you support the Development Contributions Policy Review?

Required

Yes

2.2

Do you have any other feedback that should be considered by the Council when making a decision on the Development Contributions Policy Review?

The Board strongly supports all the proposed policy changes in the Draft Development Contributions Policy in particular the proposal for a localised approach, with central, east, west, north, south and Banks Peninsula catchments.

The Board wishes to speak at the hearing.

# Ticket Report

01 03 2025 - 29 03 2025

Filter by Ward

Halswell-Hornby-Riccarton

Filter by month

2025 (Year) + March (Month)

3033

# Reported Tickets last month

90.60%

Resolved within SLA

Status as of Report Date

Closed/Resolved

71.18%

Open

26.08%

Programmed Work

2.74%

Channels

Channel	Tickets	Percentage
Phone/Email/W...	1401	46%
Website	812	27%
Snap, Send, Solve	820	27%

Top 10 Incident Categories

Category	Halswell	Hornby	Riccarton
Wheelie Bins	257	202	220
Water Supply	188	162	122
Waste	46	89	273
Property In...	147	98	94
Safety/Haz...	71	67	63
Vegetation	99	60	33
Animals	53	66	48
Road/Foot...	57	48	57
River/Surfa...	40	46	22
Graffiti	25	21	51

Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
349	Litter	-1
272	Water Leak	9
245	Bin Not Collected	-4
230	Damaged Bin	-28
112	Residential Property Files	14
102	Residential LIM	-41
88	Trees	-24
86	Garden/Landscaped Area	-27
69	New Service	12
68	Blockage/Water Not Draining	36

Report date:

01 Apr 2025



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

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

### Karakia Whakamutunga

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

[Section 48, Local Government Official Information and Meetings Act 1987.](#)

**Note:** The grounds for exclusion are summarised in the following table. The full wording from the Act can be found in [section 6](#) or [section 7](#), depending on the context.

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

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

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

### Note

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

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority.”

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
19.	WAIPUNA HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD - COMMUNITY SERVICE AND YOUTH SERVICE AWARDS 2025				
	ATTACHMENT B - WAIPUNA HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD COMMUNITY SERVICE AWARDS 2025 - SUMMARY OF NOMINATIONS MATRIX	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	TO PROTECT THE PRIVACY OF THE NOMINEES AND THE CONFIDENCE OF THE NOMINATION PROCESS. NAMES OF UNSUCCESSFUL NOMINEES WILL BE KEPT CONFIDENTIAL.	22 SEPTEMBER 2025 NAMES OF SUCCESSFUL NOMINEES WILL BE RELEASED FOLLOWING RECIPIENTS RECEIVING THEIR AWARDS.