

Waipuna
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS

Date: Tuesday 17 March 2020
Time: 4pm
Venue: Horoeaka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

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**DRINKABLE
RIVERS.NZ**



The "moonshot" vision of Drinkable Rivers



How Can We Help?

Storytelling

Real-Time Information

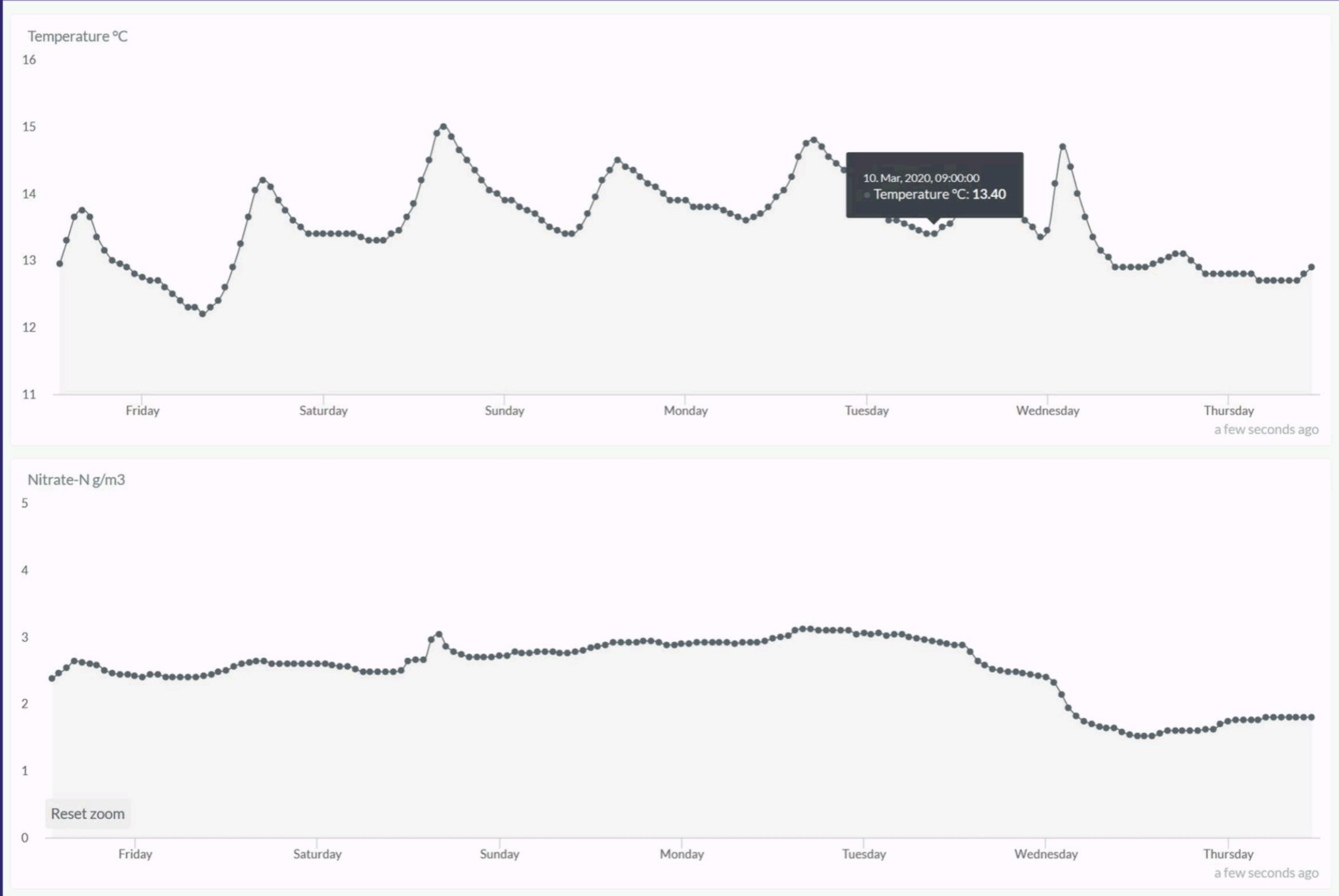
Community Collaboration



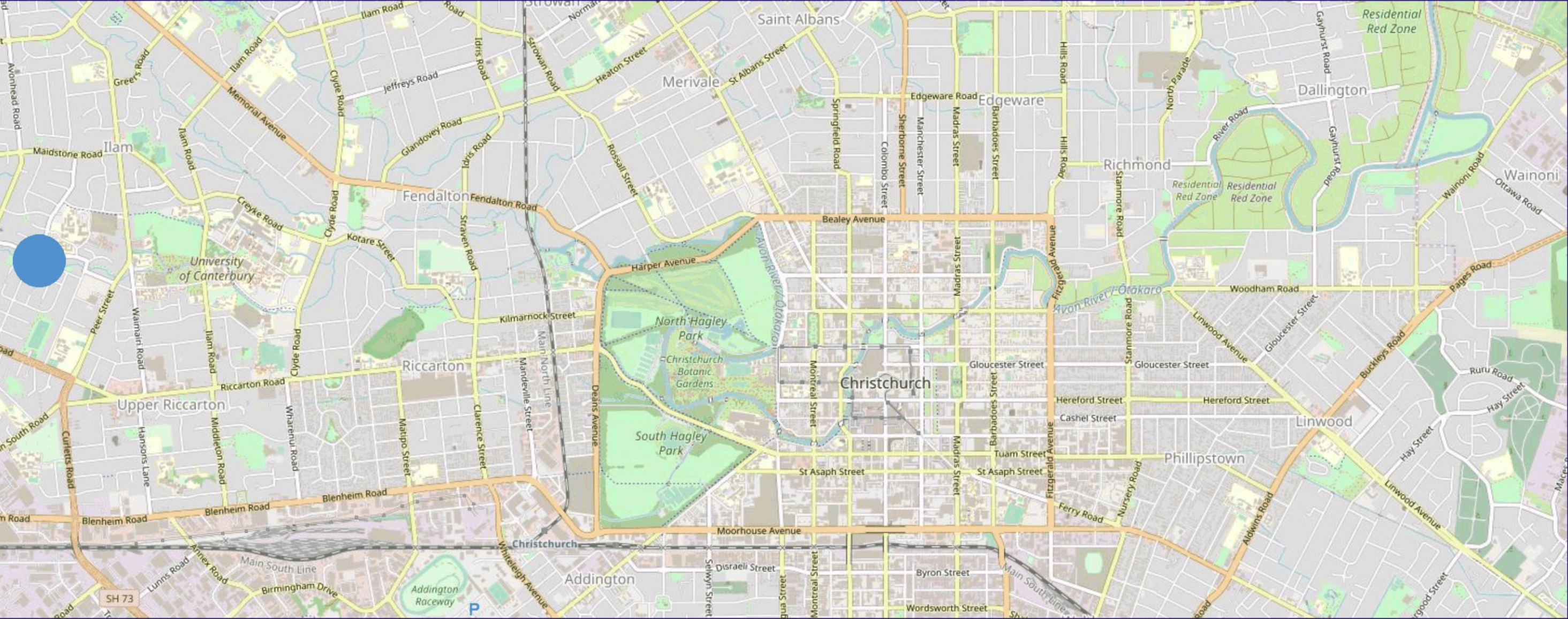


Our first real-time data sensor in Corfe Reserve



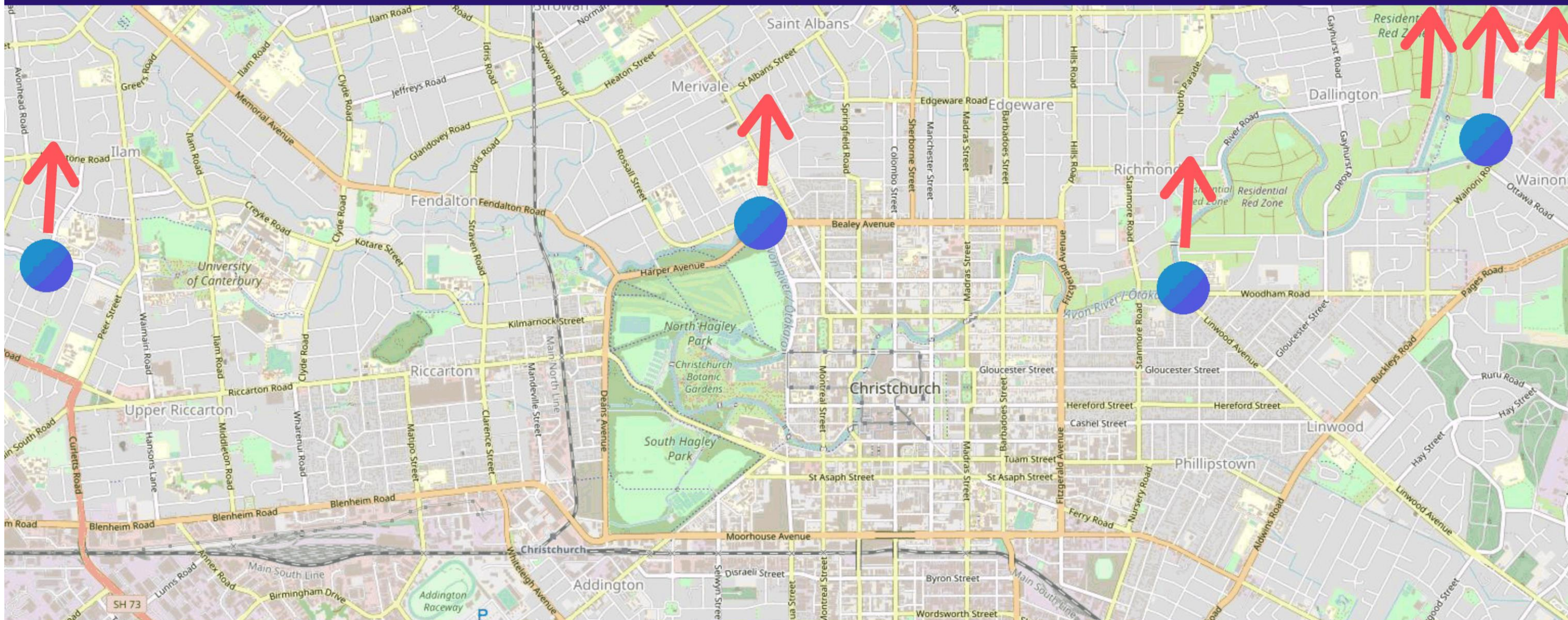


The data! www.tinyurl.com/drinkabledata



Where we are today





**Where we intend to be in the future,
making a real-time contribution**





Supporting rangatahi, developing kaitiaki



Where do we fit?





The Year Ahead for Drinkable Rivers

Data Upgrades

Kaitiakitanga Programme Development

Collaborations and Relationships



Our Challenges

Funding Shortfalls

Navigating Council Systems

Data Transparency, Clarity, and Access



How Can You Help?



Resources & pathways

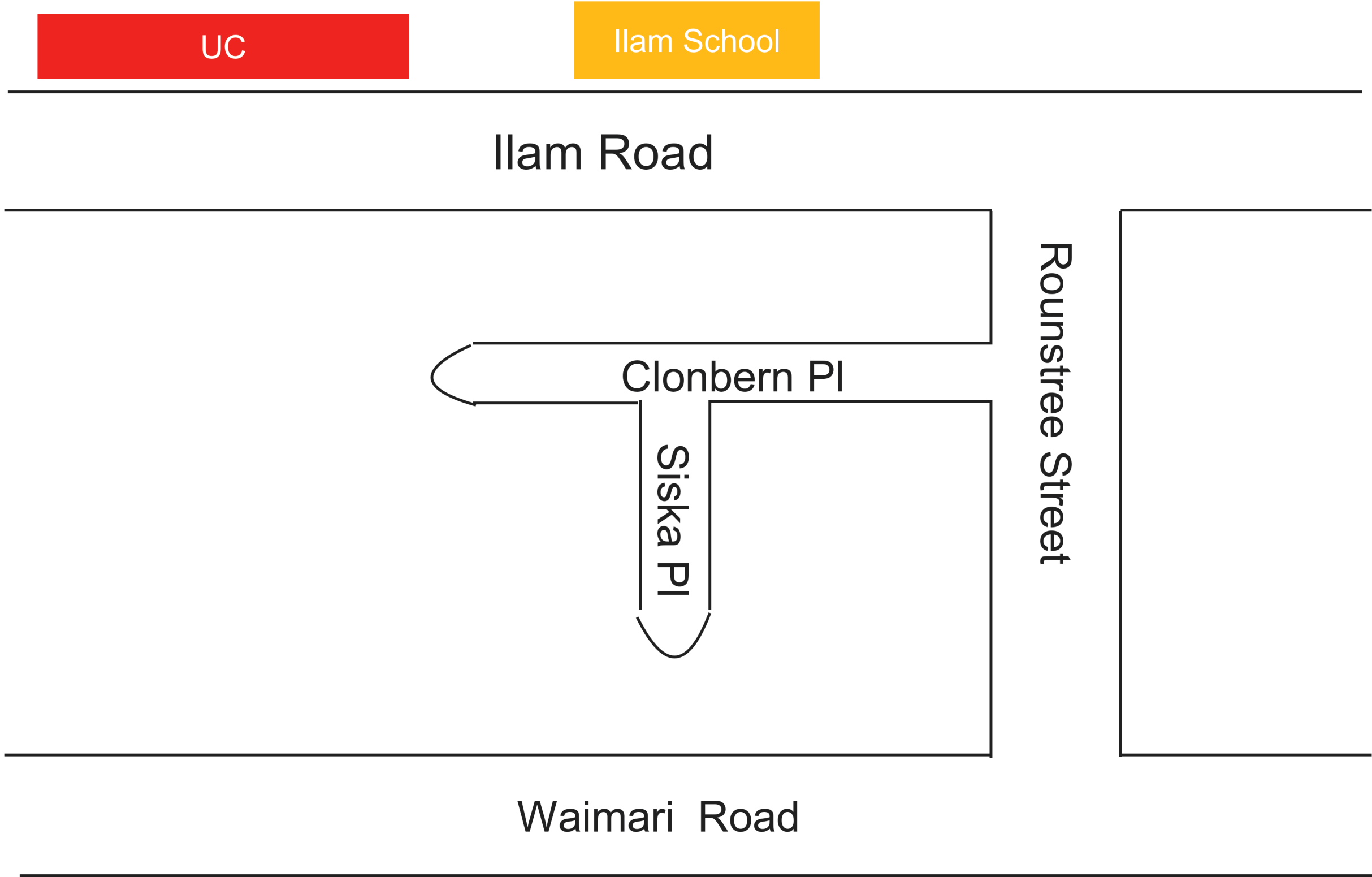
Awareness & Information-Sharing

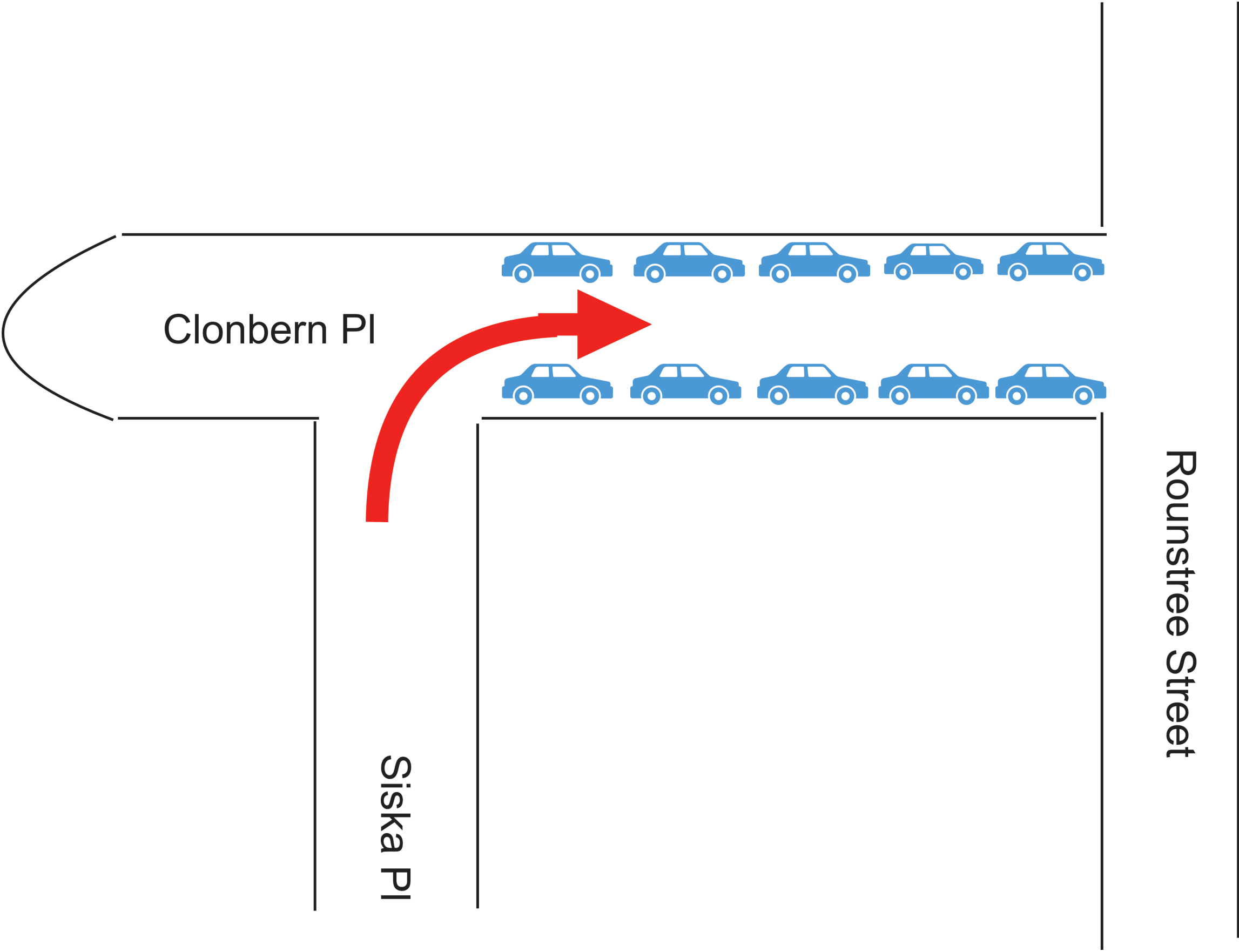


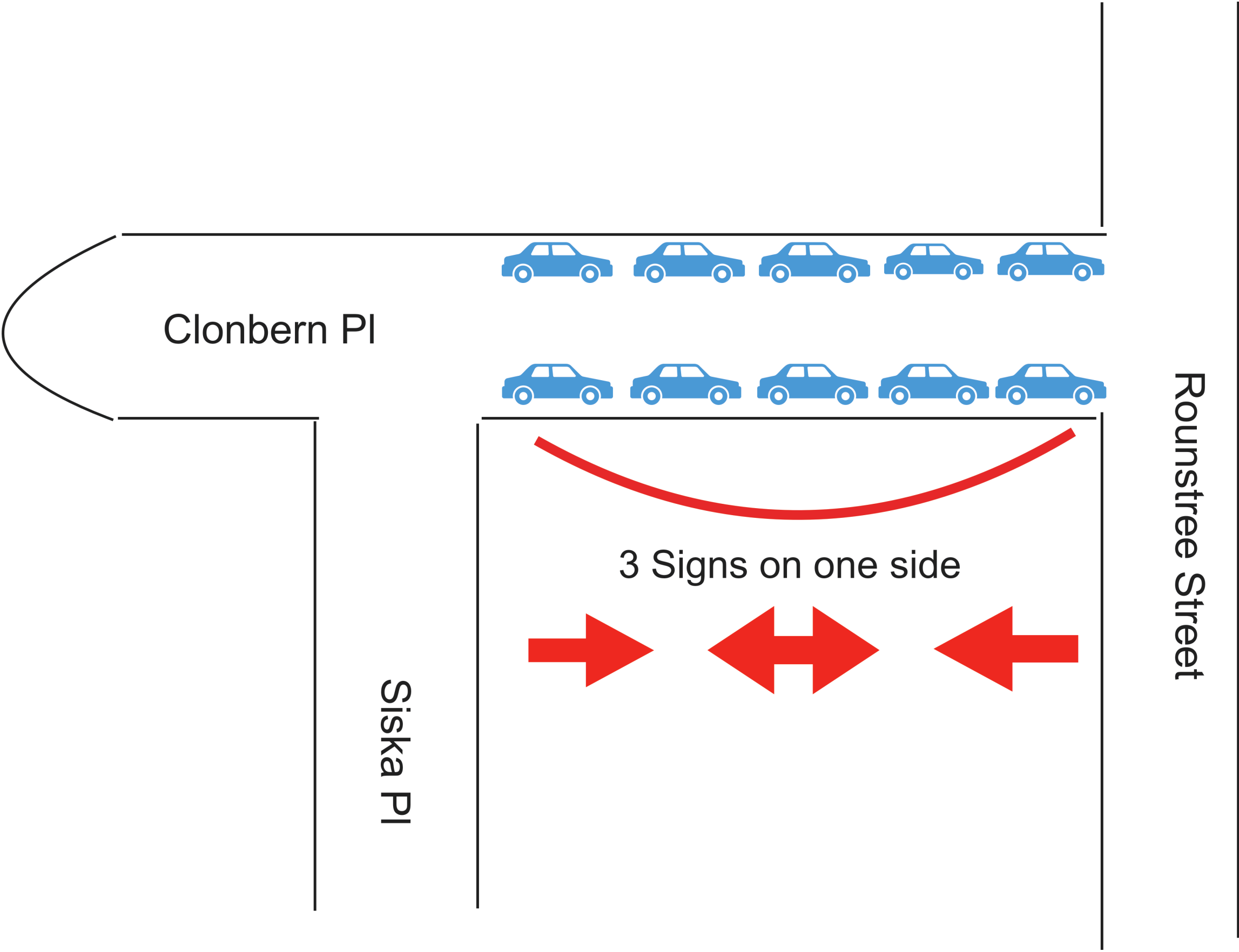
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Concern 1:

Safety concern regarding
accessing from Siska PI to the
main road via Clonbern PI













Problems

1. Signs often been taken down by the student boarders in the flats/boarding houses on the streets. Therefore, the traffic control officer cannot give out tickets.
 - On going issue for the past two years
 - Contacted CCC, put in a job but always take at least half an year to complete a job (if lucky). E.g., Contacted CCC July 2019, 30 Jan 2020, still no sign up.



Problems

2. The problem has escalated to the next level. With the increasing boarding houses on the street, there are increased boarders with cars. Accessing the street during night time is a nightmare.

- No parking signs: Monday to Friday 9am - 5 pm, March to November don't help anymore.
- Student boarders being aggressive and intimidating with cars passing through at night. Particularly at the beginning of the term and end of the term.





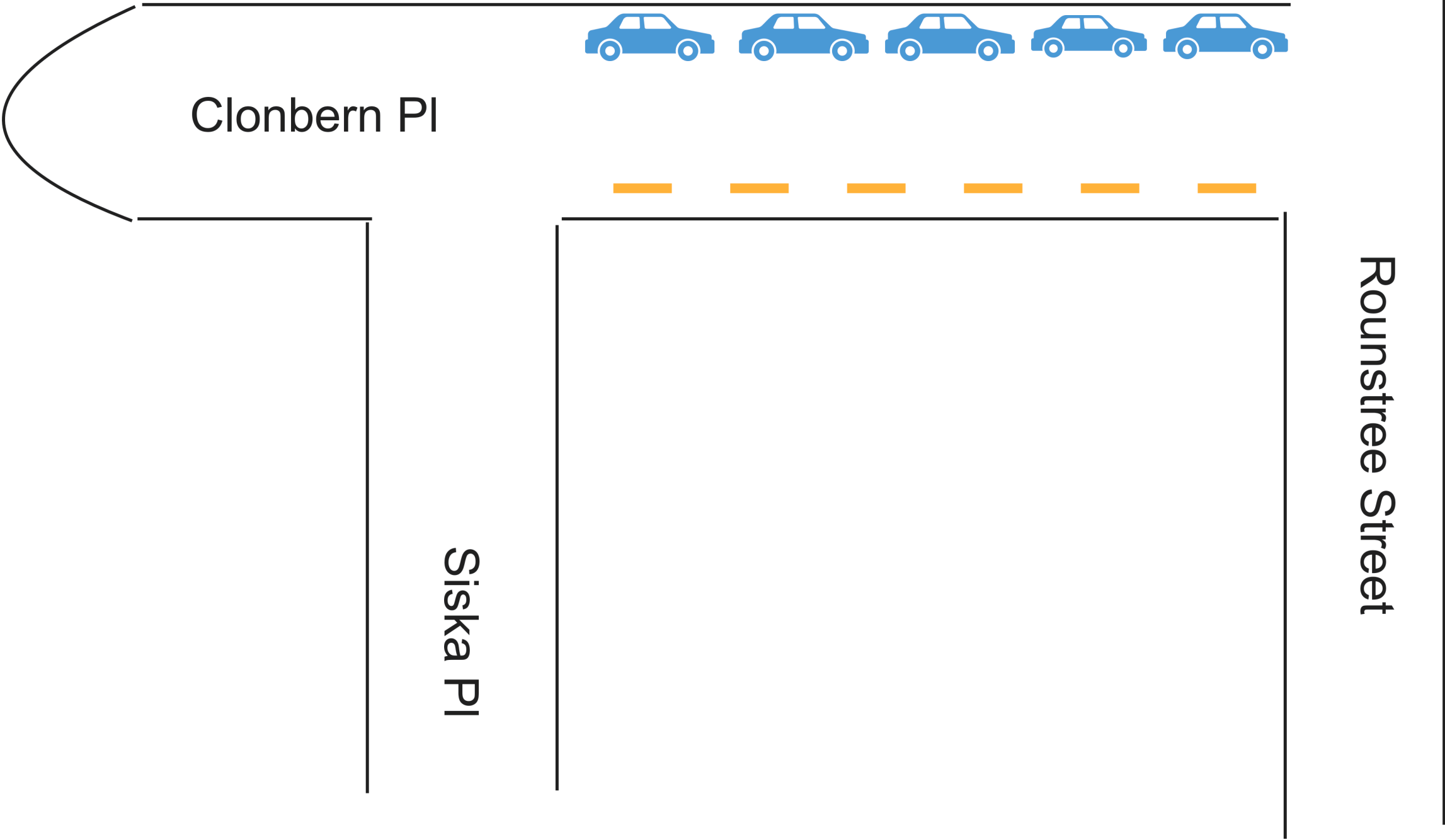
Concern 1:

Safety concern regarding accessing from Siska PI to the main road via Clonbern PI

- Several near-missed head on collisions
- Friends and families with young children and babies in the car.
- Early pregnancy

Proposed solution

- Yellow lines on one side of the street to address the safety concern. (E.g., yellow lines from #1 Clonbern PI to #5)



Concern 2: Littering





Other concerns:

- Noise and loud music at night
- Boarders' and/or their guests' behaviours:
 - Urinate on the street / in the reserve park
 - Drinking on the street despite it's alcohol banned area
 - Riding motor scooter in the alley way in the middle of the night

13/8/19

Kia Ora Members of the Halswell, Hornby, Riccarton Community Board and City Councillors

Ko Karen White Toku Ingoa – my name is Karen White and I have been involved with Halswell Playcentre for 8+ years.

Halswell Playcentre is a 'not for profit' organisation and we are part of the Upper South Island Region of Playcentre Aotearoa. We have been involved in educating local children in the Halswell Community since the 1960's, starting off in the old Halswell Scout den. We moved to our current location at the rear of St Lukes Church in approximately 1966.

Playcentre is a parent led education provider, licensed by the Ministry of Education. The Playcentre philosophy is based on the belief that parents are the first educators of children, and this is enhanced as both parents and children/tamariki learn and grow together. Playcentre Aotearoa runs education courses for parents which help us understand how children learn and develop, our own parenting styles, centre policies and practices, current educational theories and these courses can be used towards further study in the Early Childhood field as well.

As you are aware, Halswell is one of the fastest growing suburbs in Christchurch and our numbers have been steadily increasing over the past few years with some of our sessions almost at capacity. Our current site has become too small to allow for this growth and it is our desire and part of our long term strategic plan to find a new home so that our Playcentre can continue to meet the needs of a changing Halswell community. A number of our families are from different cultures which has been fabulous for the centre. We also have many Grandparents actively involved and for some, English is a second language. We have a building fund which we have been adding to and we also have an amount of money tagged for us from Playcentre Aotearoa for this purpose.

Over the years we have built up strong relationships within our community. We supported the fundraising for local firefighters by donating baked goods to the Halswell Community Market, we support local business when we need to purchase items for our centre or have things repaired and use local facilities such as Te Hapua Halswell Centre and Halswell Quarry for trips for our children. We also have a good relationship with local politicians and community board members who support our organisation and our plans for the future.

We wrote to the Community Board on the 28th November 2017 seeking the assistance of the Christchurch City Council in finding a new site. Since that time, we have explored many options such as the old Halswell library building – now the hub, a property on Glovers Road through the Otautahi Housing trust and a building on Kennedys Bush Road by the Quarry.

Both Prebbleton and Tai Tapu Playcentres are situated on land which was gifted by the Selwyn District Council. West Melton Playcentre which was reopened earlier this year is part of the new hub alongside Plunket and a purpose built community facility also in the Selwyn District. In Christchurch City, Lyttelton St Playcentre leases council land next to Pioneer Stadium and has recently undertaken a rebuild. Avonhead and Landsdowne Terrace Playcentres operate out of Council owned community halls. Belfast and Woolston Playcentres are also in the process of rebuilding and/or repairs. The majority of Playcentres in the Canterbury region are sited on either council or Ministry of Education land with the buildings owned by Playcentre Aotearoa. Halswell Playcentre is the only privately rented centre in Christchurch.

We would appreciate any assistance you could provide us with in accessing a suitable site so that we can continue to provide high quality education for our local Halswell Playcentre families/whanau. Thank you for your time this afternoon

Tena koutou, tena koutou, tena koutou katoa.



Halswell Rugby League Club
Halswell Domain, Christchurch

WVA Weir—
Architecture

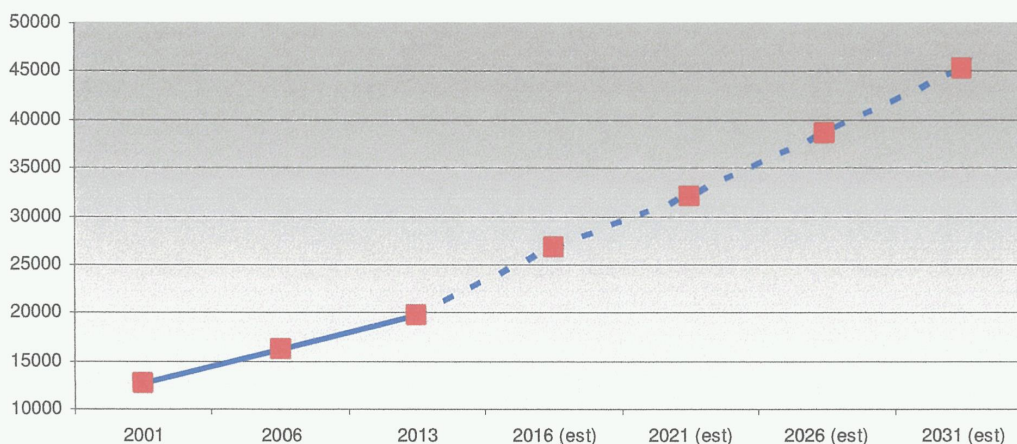
254 Maryland Street
Cincinnati, Ohio 45202
Tel. 513/524-1100

FOUNDING MEMBER

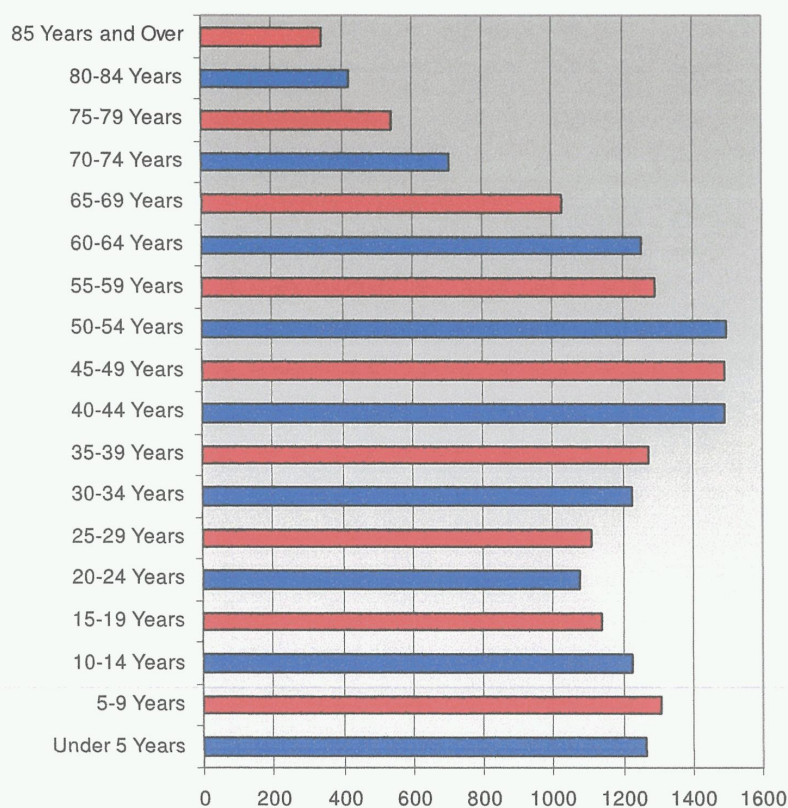
*Taken from Community Profile
2014*

Key demographics

Usually resident population count
(Data from Statistics NZ)



Age for usually resident population (number of people)
(Data from 2013 Census, Statistics NZ)
Profile Area





Prebbleton Playcentre – building approximately 15years old



Belfast Playcentre – completed Dec 2019

Gilberthorpes Rd Waterloo Rd intersection.

I would like to bring to your attention what appears to be a serious discrepancy in Council's top 100 at risk intersections.

The Gilberthorpes Rd Waterloo Rd actually rates higher than some of those listed in the top 100, however has been rated at 214.

This means that some of the planning, such as the S.W. Cycleway, could well be faulty and should in fact be researched further with a view of making the intersection safe.

We have traffic lights at Edmonton and Shands Rd. which is rated 610, but fail to provide safe passage at Waterloo Rd. Remember, not only heavy density trucking happens here but children have to cross with no safety provided at all.

The police have informed me that they spend at least 2 hours a week at this intersection. They have also informed me they know many accidents occur here, but cannot attend to every accident as they often have more important duties. This is further proof that they consider this intersection a priority.

Thank you.

Christchurch City Council City Services Group

3.4. High Risk intersections

According to the High-Risk Intersections Guide an intersection is a High Risk intersection if:

- is an Actual High Risk intersection; or
- has a medium high or high Collective Risk (≥ 1.1); or
- has 4 or more injury crashes over the last 5-years and a medium high or high Personal Risk (≥ 16); or
- has 3 or more injury crashes over the last 5-years of which 2 or more were fatal or serious injury and a medium high or high Personal Risk (≥ 16)

The 100 highest risk intersections in Christchurch are identified in Table 3. State Highways have been included even though they are the responsibility of the NZ Transport Agency, as they may be of interest to the Council. The intersections listed below are all high-risk in terms of Collective Risk, i.e. they have a Collective Risk level of 'High' or 'Medium High', or Personal Risk, i.e. they have a Personal Risk level of 'High', and are ordered by Collective DSI casualty equivalents value.

Table 3. Top 100 High-Risk Intersections in Christchurch 2014-18

Rank	Intersection Name	Collective Risk	Personal Risk	Actual Risk	Prevailing Cause
1	Marshs Road / Springs Road	3.7	70.06		Crossing by 70%
2	Blenheim Road / Clarence Street	3.14	26.51	Actual High	Right Turn Against by 65%
3	Alloy Street / Blenheim Road / Epsom Road / Main South Road	2.93	29.51	Actual High	Merging by 29%
4	Cashmere Road / Centaurus Road / Colombo Street / Dyers Pass Road	2.52	37.51	Actual High	Crossing by 40%
5	Curletts Road / Peer Street / Yaldhurst Road	2.46	26.54	Actual High	Right Turn Against by 52%
6	Clarence Street / Riccarton Road / Straven Road	2.36	27.45		Pedestrians Crossing Road by 48%
7	Aldwins Road / Ensors Road / Ferry Road	2.32	23.39	Actual High	Right Turn Against by 38%
8	Moorhouse Avenue / Selwyn Street	2.24	22.66		Right Turn Against by 35%
9	Pound Road / Ryans Road	2.18	87.22		Cornering by 33%
10	Blenheim Road / Matipo Street	2.15	19.46		Right Turn Against by 64%
11	Masham Road / Russley Road / Yaldhurst Road	2.14	23.24		Right Turn Against by 65%
12	McLeans Island Road/Pound Road	1.94	191.83		Right Turn Against by 60%
13	Aldwins Road / Buckleys Road / Linwood Avenue	1.86	17.08		Right Turn Against by 38%
14	Main North Road / Northcote Road / Queen Elizabeth II Drive	1.86	15.14	Actual High	Right Turn Against by 40%
15	Blenheim Road / Curletts Road	1.84	13.74	Actual High	Right Turn Against by 30%
16	Pound Road / Savills Road	1.8	251.68	Actual High	Right Turn Against by 50%
17	Cranford Street / Innes Road	1.8	23.74		Crossing by 58%
18	Curletts Road / Main South Road	1.79	21.36		Right Turn Against by 50%
19	Gasson Street / Madras Street / Moorhouse Avenue	1.79	15.34	Actual High	Crossing by 36%
20	Antigua Street / Moorhouse Avenue	1.73	17.98		Right Turn Against by 36%

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Rank	Intersection Name	Collective Risk	Personal Risk	Actual Risk	Prevailing Cause
21	Durham South Street / Moorhouse Avenue	1.7	13.4		Right Turn Against by 43%
22	Johns Road / Sawyers Arms Road	1.67	26.62		Crossing by 31%
23	Main North Road / Northwood Boulevard / Radcliffe Road	1.64	22.06	Actual High	Right Turn Against by 50%
24	Ilam Road / Middleton Road / Riccarton Road	1.63	25.68		Right Turn Against by 50%
25	Langdons Road / Main North Road / Mary Street	1.62	30.65		Pedestrians Crossing Road by 46%
26	Barrington Street / Lincoln Road / Whiteleigh Avenue	1.61	15.46	Actual High	Right Turn Against by 36%
27	Manchester Street / St Asaph Street	1.6	31.89		Crossing by 64%
28	Greers Road / Harewood Road	1.6	19.21		Right Turn Against by 33%
29	Fitzgerald Avenue / Gloucester Street	1.54	29.74		Crossing by 40%
30	Kahu Road / Kilmarnock Street / Straven Road	1.53	21.16		Crossing by 33%
31	Barbers Road / Main South Road / Marshs Road	1.53	29.25	Actual High	Crossing/Turning by 48%
32	Bealey Avenue / Madras Street	1.51	16.14		Crossing by 57%
33	Colombo Street / Moorhouse Avenue	1.5	20.74		Right Turn Against by 29%
34	Bexley Road / Breezes Road / Bridge Street / Dyers Road	1.49	33.21		Crossing by 58%
35	Hills Road / Shirley Road / Warrington Street	1.49	21.05	Actual High	Pedestrians Crossing Road by 43%
36	Cavendish Road / Styx Mill Road	1.49	429.56		Crossing/Turning by 56%
37	Guthries Road / Marshland Road	1.47	59		Turning Versus Same Direction by 50%
38	Anzac Drive / Pages Road	1.46	28.36		Right Turn Against by 50%
39	Blenheim Rd/Mandeville St	1.45	21.14		Rear End by 23%
40	Antigua Street / St Asaph Street	1.45	30.61		Crossing by 56%
41	Blenheim Road / Deans Avenue / Detroit Place / Moorhouse Avenue	1.45	26.18		Right Turn Against by 63%
42	Brougham Street / Burlington Street / Gasson Street	1.44	13.62		Right Turn Against by 45%
43	Montreal Street / St Asaph Street	1.43	19.94		Crossing by 67%
44	Buchanans Road / Carmen Road	1.43	16.88		Right Turn Against by 46%
45	Grahams Road / Wairakei Road	1.42	25.22	Actual High	Right Turn Against by 47%
46	Brougham Street / Selwyn Street	1.36	15.6	Actual High	Crossing by 33%
47	Avonhead Road / Yaldhurst Road	1.36	24.01		Cornering by 27%
48	Halswell Junction Road / Springs Road	1.36	13.1		Cornering by 40%
49	Troup Drive / Whiteleigh Avenue	1.35	24.93		Right Turn Against by 38%
50	Stanmore Road / Worcester Street	1.33	73.7		Pedestrians Crossing Road by 33%
51	Durham South Street / St Asaph Street	1.33	16.51		Crossing by 77%
52	Deans Avenue / Riccarton Avenue / Riccarton Road-OLD ¹	1.33	12.76		Rear End by 22%
53	Colombo Street / Huxley Street / Milton Street	1.33	17.29		Right Turn Against by 62%

¹ This intersection was upgraded in July 2016. The risk calculation is related to the period prior to the upgrade.

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Rank	Intersection Name	Collective Risk	Personal Risk	Actual Risk	Prevailing Cause
54	Linwood Avenue / St Johns Street	1.32	37.64		Crossing by 69%
55	Division Street / Riccarton Road	1.29	57.68	Actual High	Pedestrians Crossing Road by 57%
56	Jeffreys Road / Railway Cycleway / Wairakei Road	1.29	39.72	Actual High	Merging by 40%
57	Clyde Road / Fendalton Road / Memorial Avenue	1.29	13.88		Right Turn Against by 36%
58	Hargood Street / Keighleys Road / Linwood Avenue	1.28	50.23		Pedestrians Crossing Road by 40%
59	Hoon Hay Road / Sparks Road-OLD ¹	1.28	28.93	Actual High	Crossing by 33%
60	Barbadoes Street / Bealey Avenue	1.27	16.24		Crossing by 32%
61	Fitzgerald Avenue / Worcester Street	1.27	43.78		Crossing by 73%
62	Marshland Road / Prestons Road	1.26	20.84		Right Turn Against by 40%
63	Hills Road / North Avon Road	1.26	20.02		Crossing/Turning by 62%
64	Cranford Street / Main North Road	1.26	12.61		Cornering by 29%
65	Montreal Street / Moorhouse Avenue	1.26	10.55		Crossing by 36%
66	Barrington Street / Christchurch Southern Motorway / Jerrold South Street	1.24	26.06		Rear End by 44%
67	Blenheim Road / Wharenui Road	1.24	15.48		Right Turn Against by 33%
68	Bealey Avenue / Manchester Street	1.23	19.67		Crossing by 39%
69	Brougham Street / Colombo Street	1.23	12.23	Actual High	Right Turn Against by 29%
70	Kirk Road / Miners Road / West Coast Road	1.22	50.51		none
71	Harewood Road / Johns Road / Russley Road	1.22	21.56		Rear End by 33%
72	Racecourse Road / Yaldhurst Road	1.21	17.94		Crossing/Turning by 45%
73	Kilmore Street / Manchester Street	1.2	34.18		Crossing by 56%
74	Hereford Street / Stanmore Road	1.2	28.06		Crossing by 85%
75	Marshland Road / Queen Elizabeth II Drive	1.2	18.82	Actual High	Rear End by 50%
76	Clyde Road / Ilam Road	1.19	35.66		Rear End by 20%
77	Christchurch Northern Motorway / Dickeys Road / Main North Road	1.19	39.38		Crossing by 36%
78	Disraeli Street / Harman Street / Selwyn Street	1.19	30.47		Crossing by 56%
79	Christchurch Akaroa Road / French Peak Road / Hamans Track	1.18	622.58		Cornering by 67%
80	Barbers Road / Maddisons Road	1.18	314.8		none
81	Anzac Drive / Wainoni Road	1.17	21.47		Right Turn Against by 44%
82	Amyes Road / Springs Road	1.17	20.01		Crossing/Turning by 33%
83	Withells Road / Yaldhurst Road	1.17	18.37		Crossing/Turning by 75%
84	Dyers Road / Linwood Avenue	1.17	17.4		Right Turn Against by 79%
85	Breezes Road / Pages Road	1.16	22.24		Right Turn Against by 31%
86	Leamington Street / Whiteleigh Avenue	1.15	52.12	Actual High	Pedestrians Crossing Road by 25%
87	Aorangi Road / Ilam Road	1.15	37.31		Crossing/Turning by 57%

¹ This intersection was upgraded in June 2018. The risk calculation is related to the period prior to the upgrade.

Christchurch City Council City Services Group

Rank	Intersection Name	Collective Risk	Personal Risk	Actual Risk	Prevailing Cause
88	Show Place / Whiteleigh Avenue	1.14	172.3		Crossing/Turning by 29%
89	Brougham Street / Ensors Road	1.14	12.58		Right Turn Against by 29%
90	Carmen Road / Main South Road / Shands Road	1.14	10.89		Right Turn Against by 35%
91	Main North Road / Marshland Road / Spencerville Road	1.13	49.25		Crossing by 33%
92	Bealey Avenue / Carlton Mill Road / Harper Avenue / Park Terrace	1.13	13.55		Right Turn Against by 38%
93	Philpotts Road / Queen Elizabeth II Drive	1.12	23.62		Cornering by 33%
94	Jack Hinton Drive / Whiteleigh Avenue	1.12	32.86		Right Turn Against by 50%
95	Briggs Road / Lake Terrace Road / Marshland Road	0.88	25.27	Actual High	Crossing by 40%
96	Byron Street / Gasson Street	0.81	21.62	Actual High	Crossing by 53%
97	Fovant Street / Steadman Road / Yaldhurst Road	0.69	38.54	Actual High	Crossing/Turning by 50%
98	Clarence South Street / Lincoln Road	0.6	26	Actual High	none
99	Halswell Road / Nicholls Road	0.59	58.11	Actual High	Cornering by 33%
100	Memorial Avenue / Roydvale Avenue	1.1	15.28		Right Turn Against by 57%

214 Sinks - Waterloo orange 0.63 84.3. Black Listed Medium.

3.5. Network Statistics: Intersections

A total of 5,914 intersections in Christchurch have been analysed in the risk mapping process. A summary of the number of intersections in each risk threshold category and the proportion of injury crashes each category accounts for is presented Table 4 for Collective Risk.

Table 4. Christchurch Intersections Collective Risk Profile 2014-18

Collective Risk Category 2014-2018	Number (Proportion) of Intersections	Number (Proportion) of All Injury Crashes	Number (Proportion) of All Fatal and Serious Crashes
High	29 (0.5%)	298 (9.7%)	59 (10.8%)
Medium-high	67 (1.1%)	437 (14.2%)	82 (15.0%)
Medium	154 (2.6%)	575 (18.7%)	114 (20.8%)
Low medium	401 (6.8%)	767 (24.9%)	171 (31.2%)
Low	5,263 (89.0%)	1,006 (32.6%)	122 (22.3%)
Total	5,914	3,083	548

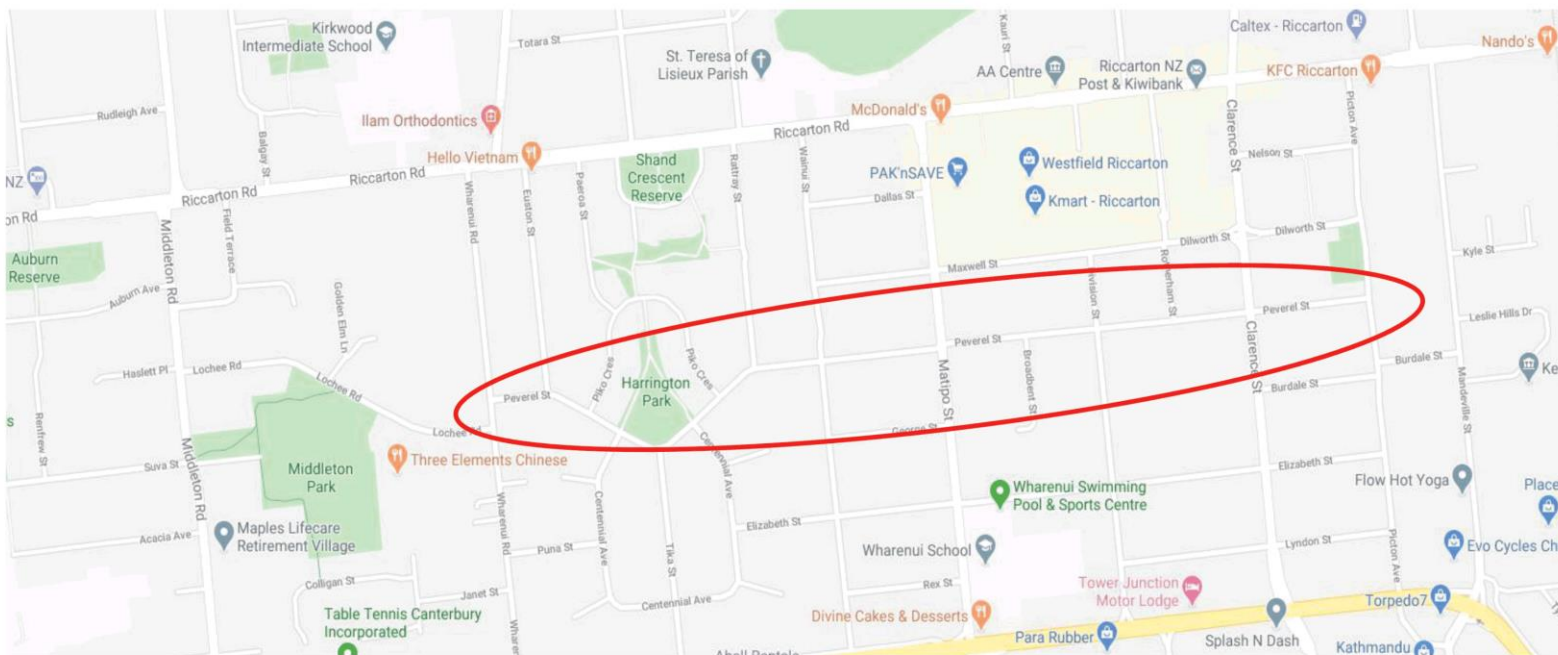
Table 4 shows that for the 2014-2018 period a total of 3,083 injury crashes were reported within the Christchurch's territorial boundaries of which 548 were fatal and serious crashes. 96 intersections in Christchurch met the High-Risk Intersections Guide definition of a "High Risk" intersection in terms of Collective Risk. These intersections represented 1.6% of all intersections in the city yet accounted for nearly 24% of all injury crashes and 26% of all fatal and serious injury crashes at intersections. These results are similar to other local authority areas, where less than 2% of all intersections typically account for 18% to 25% of all intersection injury crashes.

A comparison to the 2012-2016 period (with a total of 3,336 injury crashes including 581 fatal and serious injury crashes reported within Christchurch's territorial boundaries) highlights a decline of 7.5% in the number of injury crashes and a 5.7% drop in the number of fatal and serious injury crashes in the current period.

In terms of Personal Risk for the 2014-2018 period there were 30 (0.5%) intersections in Christchurch that had a Personal Risk level of "High". Of these intersections, 5 are also classified as high-risk under the Collective Risk metric.

Propose Pedestrian Crossing and Calming traffic for Peverel Street

Location:



Location and surrounds



What is going on?

- Car traffic intensified due to road works on Riccarton Road
- More people making use of Harrington Park
- Blind spots due to turns on Peverel Street
- Lack of safety for pedestrian who want to cross the street
 - New houses built in front of Harrington Park
 - Community Centre at Rattray Street
 - Dairy at Corner Tika st and Peverel Street
- A lot of skidding and car burnout happening mainly overnight, especially on Corner Piko Crescent and Peverel Street

Location and surrounds

