

**Waipuna**  
**Halswell-Hornby-Riccarton Community Board**  
**AGENDA**

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**Notice of Meeting:**

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

**Date:** Tuesday 16 June 2020  
**Time:** 4pm  
**Venue:** Horoea Room, Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

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**Membership**

Chairperson	Mike Mora
Deputy Chairperson	Andrei Moore
Members	Helen Broughton
	Jimmy Chen
	Catherine Chu
	Gamal Fouda
	Anne Galloway
	Debbie Mora
	Mark Peters

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9 June 2020

Matthew Pratt  
Manager Community Governance, Halswell-Hornby-Riccarton  
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matthew.pratt@ccc.govt.nz  
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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## Ōtautahi-Christchurch is a city of opportunity for all

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

### Principles

Being open, transparent and democratically accountable  Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making  Actively collaborating and co-operating with other local, regional and national organisations
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### Community Outcomes

<b>Resilient communities</b> Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	<b>Liveable city</b> Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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### Strategic Priorities

<b>Enabling active and connected communities to own their future</b>	<b>Meeting the challenge of climate change through every means available</b>	<b>Ensuring a high quality drinking water supply that is safe and sustainable</b>	<b>Accelerating the momentum the city needs</b>	<b>Ensuring rates are affordable and sustainable</b>
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### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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## **1. Apologies / Ngā Whakapāha**

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

## **2. Declarations of Interest / Ngā Whakapuaki Aronga**

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

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

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday, 2 June 2020](#) be confirmed (refer page 5).

## **4. Public Forum / Te Huinga Whānui**

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

The public forum will be held at 4pm.

## **5. Deputations by Appointment / Ngā Huinga Whakaritenga**

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

There were no deputations by appointment at the time the agenda was prepared.

## **6. Presentation of Petitions / Ngā Pākikitanga**

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



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

**Date:** Tuesday 2 June 2020  
**Time:** 4.01pm  
**Venue:** Horoeaka Room, Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

**Present**

Chairperson  
Deputy Chairperson  
Members

Mike Mora  
Andrei Moore  
Helen Broughton  
Jimmy Chen  
Catherine Chu  
Gamal Fouda  
Anne Galloway  
Mark Peters

2 June 2020

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

The agenda was dealt with in the following order.

**1. Apologies / Ngā Whakapāha**

**Part C**

**Community Board Resolved HHRB/2020/00032**

That the apology received for absence from Debbie Mora, be accepted.

Mike Mora/Andrei Moore

Carried

**2. Declarations of Interest / Ngā Whakapuaki Aronga**

**Part B**

Mark Peters declared an interest in Item 12. Mike Mora and Jimmy Chen declared an interest in Item 13.1

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

**Part C**

**Community Board Resolved HHRB/2020/00033**

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 17 March 2020 be confirmed.

Mark Peters/Andrei Moore

Carried

**4. Public Forum / Te Huinga Whānui**

**Part B**

**4.1 St John of God walkway**

Geoff Holgate, local resident addressed the Board regarding St John of God walkway closure. Mr Holgate is also the Regional Field Advisor for New Zealand Walking Access Commission: Ara Hiko Aotearoa. The Commission has an access fund (<https://www.walkingaccess.govt.nz/knowledge-base/enhanced-access-fund/>) and, in some cases can fund signs and markers where there is a need to enhance or protect public access by agreement. The Commission will work with St John of God to have the walkway re-opened in the future.

Following questions from members, the Chairperson thanked Geoff Holgate for his presentation.

**Attachments**

A St John of God Walkway

**4.2 Colin Dunn**

Colin Dunn, local resident addressed the Board regarding his concerns with two major projects in Hornby that may be deferred in the Annual Plan process. His concerns are regarding the proposed Halswell Junction Road extension and the new Hornby Library, Customer Services and South West Leisure Centre.

Following questions from members, the Chairperson thanked Colin Dunn for his presentation.

**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. Correspondence**

**Community Board Resolved HHRB/2020/00034 (Original Officer Recommendation accepted without change)**

**Part B**

That the Halswell-Hornby-Riccarton Community Board decided to:

1. Receive the information in the correspondence report regarding St John of God walkway dated 02 June 2020

Mike Mora/Andrei Moore

**Carried**

**11.5 The Runway (Wigram Primary School) - Proposed Bus Passenger Shelter Installation and Bus Stop Marking Modification**

**Board Comment**

The Board requested that staff provide them with an visual overview of the number of bus shelters in the area.

**Community Board Resolved HHRB/2020/00035 (Original Officer Recommendation accepted without change)**

**Part C**

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

**Bus passenger shelter**

1. In accordance with Section 339(1) of the Local Government Act to:
  - a. Approve the installation of a bus passenger shelter on the north west side of The Runway (beside Number 5 The Runway, Wigram Primary School) commencing at a point approximately 34 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 3.6 metres.

**Bus stop markings**

2. In accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 to:
  - a. Approve that the stopping of vehicles is prohibited at all times on the north west side of The Runway commencing at its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of approximately 31 metres.
  - b. Approve that a marked bus stop be installed on the north west side of The Runway commencing at a point approximately 34 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of approximately 23 metres.
3. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda staff report, are revoked.
4. Approve that resolutions 1. to 3. above take effect when the traffic control devices that evidence the restrictions described in the agenda staff report are in place.

Helen Broughton/Mark Peters

**Carried**

**8. Colligan Street - Proposed Time Restricted Parking**

**Community Board Resolved HHRB/2020/00036 (Original Officer Recommendation accepted without change)**

**Part C**

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited between 6am and 6pm on Thursdays only on part of Colligan Street as shown by 'Proposed No Stopping Restriction 6am-6pm Thursday only' in Plan TG133759 Issue 2, dated 3 March 2020 in Attachment A of the agenda staff report.
2. Revoke 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 resolution 1. above.
3. Approve that resolutions 1. and 2. above, take effect when the signs that evidence the restrictions, are in place.

Helen Broughton/Catherine Chu

**Carried**

## 9. William Lewis Drive - Proposed No Stopping Restrictions

**Community Board Resolved HHRB/2020/00037 (Original Officer Recommendation accepted without change)**

### Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of William Lewis Drive as shown by 'Proposed No Stopping Restriction' in Plan TG133767 dated 14 August 2019 in Attachment A of the agenda staff report.
2. Revoke 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 resolution 1. above.
3. Approve that resolutions 1. and 2. above take effect when road markings that evidence the restrictions, are in place.

Mike Mora/Jimmy Chen

**Carried**

## 10. Seymour Street and Skerten Avenue - Proposed No Stopping Restrictions

### Board Comment

The Board received an email in support of the report from one of the submitters who was unable to attend the meeting.

**Community Board Resolved HHRB/2020/00038 (Original Officer Recommendation accepted without change)**

### Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Note that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of Seymour Street and Skerten Avenue as shown as 'Proposed No Stopping Restriction' in Plan TG135569 dated 29 October 2019 in Attachment A of the agenda staff report.
2. Revoke 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 resolution 1. above.
3. Approve that resolutions 1. and 2. above, take effect when road markings that evidence the restrictions, are in place.

Mike Mora/Mark Peters

**Carried**

## 12. Greater Hornby Residents' Association - Boundaries Extension

**Community Board Resolved HHRB/2020/00039 (Original Officer Recommendation accepted without change)**

### Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve an extension of the boundaries for the Greater Hornby Residents' Association's existing area, as follows:
  - a. To extend down Springs Road from its current boundary at Halswell Junction Road, to Marshs Road, across Marshs Road to Shands Road and returning back to Halswell Junction Road.

Jimmy Chen/Mike Mora

Carried

Mark Peters declared an interest in item 12 and took no part in the discussion or voting on this item.

## 13. Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Applications - Riccarton House and Bush Trust, Templeton Chapel of the Holy Family Trust, Halswell Residents' Association, Hornby Community Care Trust, Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust, Wigram Primary School Board of Trustees, Christchurch Iranian Society Incorporated

**Officer Recommendations / Ngā Tūtohu**

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve a grant of \$7,000 from its 2019-20 Discretionary Response Fund to Riccarton House and Bush Trust towards the creation of a condition report and cyclical management plan.
2. Approve a grant of \$9,055 from its 2019-20 Discretionary Response Fund to the Templeton Chapel of the Holy Family Community Trust towards the installation of a fence around the Chapel in Kirk Road, Templeton.
3. Approve a grant of \$1,800 from its 2019-20 Discretionary Response Fund to Halswell Residents' Association towards radioactive carbon dating of trees in Halswell.
4. Approve a grant of \$5,000 from its 2019-20 Discretionary Response Fund to Hornby Community Care Trust towards the Courtyard Revitalisation Project.
5. Approve a grant of \$5,000 from its 2019-20 Discretionary Response Fund to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust for repairs to the training hall.
6. Approve a grant of \$3,000 from its 2019-20 Discretionary Response Fund to Wigram Primary School Board of Trustees towards wages and overhead costs.
7. Refer the application from the Christchurch Iranian Society for the COVID-19 Wellbeing project to its 2019-20 Local Response Fund for consideration.



8. Approve a grant of \$3,500 from its 2019-20 Local Response Fund to the Christchurch Iranian Society for the COVID-19 Wellbeing project.

Mike Mora and Jimmy Chen declared an interest in item 13.1 and took no part in the discussion or voting on the item.

Andrei Moore assumed the Chair for Item 13.1.

### **Community Board Resolved HHRB/2020/00040**

#### **Part C**

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve a grant of \$7,000 from its 2019-20 Discretionary Response Fund to Riccarton House and Bush Trust towards the creation of a condition report and cyclical management plan.

Helen Broughton/Catherine Chu

**Carried**

Mike Mora returned to the Chair

The meeting adjourned at 4.39pm and reconvened at 4.47pm

#### **Secretarial Note**

The application considered from Wigram Primary School Board of Trustees relates to the senior playground project as set out in Attachment H to the Staff report.

### **Community Board Resolved HHRB/2020/00041**

#### **Part C**

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to:

2. Approve a grant of \$9,055 from its 2019-20 Discretionary Response Fund to the Templeton Chapel of the Holy Family Community Trust towards the installation of a fence around the Chapel in Kirk Road, Templeton.  
*Note: The Board requested that staff seek advice on whether the installation of the fence be undertaken by Volunteers.*
3. Approve a grant of \$1,800 from its 2019-20 Discretionary Response Fund to Halswell Residents' Association towards radioactive carbon dating of trees in Halswell.
4. Approve a grant of \$5,000 from its 2019-20 Discretionary Response Fund to Hornby Community Care Trust towards the Courtyard Revitalisation Project.
5. Approve a grant of \$5,000 from its 2019-20 Discretionary Response Fund to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust for repairs to the training hall.
6. Approve a grant of \$3,000 from its 2019-20 Discretionary Response Fund to Wigram Primary School Board of Trustees towards the senior playground project.

7. Refer the application from the Christchurch Iranian Society for the COVID-19 Wellbeing project to its 2019-20 Local Response Fund for consideration.
8. Approve that the \$1,000 limit for funding applications to the Halswell-Hornby-Riccarton Local Response Fund, be removed.
9. Approve a grant of \$3,500 from its 2019-20 Local Response Fund to the Christchurch Iranian Society for the COVID-19 Wellbeing project.

Mike Mora/Mark Peters

Carried

## 14. Elected Members' Information Exchange

### Part B

Board members exchanged information on the following:

- 14.1 Pedestrian facilities at Peverel Street – update sought
- 14.2 Kilmarnock Enterprises re: Lodestar Avenue – information awaited back to the Board
- 14.3 Halswell Playcentre – update sought
- 14.4 Hornby Toy Library – update sought
- 14.5 Option of using land next to Hornby Library for the Hornby Toy Library
- 14.6 Prebble Seeds moving to the Waterloo Business Park
- 14.7 Riccarton Road concerns – putting the same speed limit on smaller feeder roads
- 14.8 Concerns regarding signage in Riccarton Road prior to a Board decision
- 14.9 Branston Park no stopping – update sought
- 14.10 Abandoned car on Aimes Road requires removal
- 14.11 Submissions Committee meeting to resubmit on the 2020/21 Annual Plan, Community Boards are being heard on 19 June 2020.
- 14.12 Community Board engagement with local community around the Annual Plan
- 14.13 Proposed water charges in the 2020/21 Annual Plan
- 14.14 Andrei Moore making a short video for the Council regarding the recycling facility, helping residents to know more about how to recycle.
- 14.15 Mark Peters sent through a Snap, Send, Solve for the road area outside Aidanfield School
- 14.16 Halswell Market will not be operating until September
- 14.17 Hornby Indoor Market will begin operating on 20 June

14.18 The market at Waterloo Business Park is currently operating under certain conditions.

**Meeting concluded at 5.24pm.**

**CONFIRMED THIS 16TH DAY OF JUNE 2020.**

**MIKE MORA**  
**CHAIRPERSON**

Unconfirmed

**Item 3 - Minutes of Previous Meeting 2/06/2020**



## 7. 79 Clyde Road - Proposed Bus Passenger Shelter Installation and Bus Stop Markings

Reference / Te Tohutoro: 20/352814

Report of: Serena Chia, Graduate Transport Engineer,  
Serena.Chia@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,  
david.adamson@ccc.govt.nz

### 1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider for approval the installation of a bus passenger shelter and no stopping restrictions at an existing bus stop located beside 79 Clyde Road.
- 1.2 The origin of the report is staff generated. The bus stop locations chosen by staff for shelters to be installed are typically the bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people boarding a bus per weekday. This means staff are targeting the bus stops that are most used by people accessing public transport.
- 1.3 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport helps the Council achieve its:
  - Strategic framework of providing a well-connected and accessible city promoting active and public transport, as well as meeting the challenge of climate change through every means available.
  - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing sheltered waiting areas for customers commuting by bus.
- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.5 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy and the requirements as set out in section 339 of the Local Government Act.
- 1.6 Only a shelter where the owner or occupier of the adjacent property has provided feedback indicating no objection or where there was no response received to the consultation is included within this report.
- 1.7 Where applicable, the report includes the marking of un-marked bus stops or the remediation of marked bus stops, at the bus stop where a bus passenger shelter is proposed. The Community Board is also requested to consider for approval the marking of 'no stopping at any time' lines to provide the necessary exit taper space located immediately after the bus stop box. The exit taper space is there to assist the bus manoeuvre safely out of the bus stop box and is part of the space needed for the bus stop to adhere to the recommended minimum overall bus stop length.

## 2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves:

### Bus passenger shelter resolution

1. Pursuant to Section 339(1) of the Local Government Act 1974:
  - a. The installation of a bus passenger shelter on the west side of Clyde Road (beside 79 Clyde Road) commencing at a point approximately 44 metres north east of its intersection with Arts Road (measured from the northern kerb line of Arts Road) and extending in a north easterly direction for a distance of approximately 3.6 metres.

### Bus stop / stopping restriction markings resolution

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the stopping of vehicles is prohibited at all times on the west side of Clyde Road commencing at a point approximately 53 metres north east of its intersection with Arts Road (measured from the northern kerb line of Arts Road) and extending in a north easterly direction for a distance of approximately 5 metres.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 2a above are revoked.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in 2a are in place.

## 3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Each year, the Council installs bus passenger shelters to improve the sheltered waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location presented in this report due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per weekday. The bus stop beside 79 Clyde Road has an average of 48 passenger boardings per weekday.
- 3.2 The location of the bus stop, and hence the proposed shelter, relative to their surrounding locality, is indicated in the Figure 1.



Figure 1: Bus stop beside 79 Clyde Road



- 3.3 The bus passenger shelter proposed to be installed at the bus stop will be a Council shelter type. The image shown in Figure 2 is an example of what the shelter is likely to look like.



Figure 2: Example of the shelter type

- 3.4 The advantages of the recommended option include:
- Protection from the weather;
  - Seating and timetable information provided within the shelter;
  - Increases the visibility and legibility of public transport; and
  - Adherence to the recommended bus stop length improves access for people getting on and off the bus, and the operational performance of the bus line(s) that use the bus stop.
  - The inclusion of the no stopping restriction does not remove any on-street parking as the location that is proposed to be marked is across a redundant driveway to 79 Clyde Road .
- 3.5 The disadvantage of the recommended option includes:
- Increase in the number of bus passenger shelters to be maintained by the Council.

## 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Option 2 – ‘Do nothing’, no bus passenger shelter is installed and the existing bus stop marking is retained.
- 4.2 ‘Do Nothing’ option does not assist the Council achieve its Long Term Plan or Strategic Framework outcomes as indicated in section 6 of this report.

## 5. Detail / Te Whakamahuki

### Analysis Criteria / Ngā Paearu Wetekina

- 5.1 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: “*The Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road*”.
- 5.2 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location. Examples of such assessments include:

- The shelter will not restrict nearby driveway or intersection sightlines.
- The shelter can be located at an appropriate location relative to the bus stop, which makes it a logical place for passengers to wait within the shelter.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact the underground utilities.
- Determine if other existing bus stop infrastructure needs to be relocated to ensure the location is accessible to the people who use the bus stop as well as the people who walk past the bus stop.
- Determine if other accessibility and operational improvements are needed to be made to optimise the usability of the bus stop, for example extending the footpath to the kerb to ensure there is a hardstand for customers boarding or exiting the bus, or marking the bus stop to the recommended bus stop length.

#### **Community Views and Preferences / Ngā mariu ā-Hāpori**

- 5.3 The consultation period for the proposed shelter occurred from Monday 24 February 2020 to Monday 9 March 2020. The consultation notice and feedback form were posted by mail to the property owner/occupier, which in this case is the University of Canterbury requesting their feedback.
- 5.4 No feedback was received during the consultation period and prior to the preparation of this report.
- 5.5 Environment Canterbury is responsible for providing public transport services. The Christchurch City Council is responsible for providing public transport infrastructure. Environment Canterbury is supportive of the installation of the bus passenger shelters.

## **6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here**

#### **Strategic Alignment / Te Rautaki Tīaroaro**

- 6.1 The Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
- community outcome of a well-connected and accessible city promoting active and public transport, and
  - strategic priorities of meeting the challenge of climate change through every means available.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.2.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - >=7.3

#### **Policy Consistency / Te Whai Kaupapa here**

- 6.3 The decision is consistent with the Council's Plans, Policies and Strategic Framework.

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

- 6.4 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.

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

- 6.5 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

### **Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.6 Accessibility by access to opportunities: Improvements to bus stops have a positive impact to the well-being and accessibility of our community through freedom to access opportunities by other means than the private vehicle.
- 6.7 Accessibility by inclusive design:
- The placement of the shelter considers the accessibility and movement needs of those waiting for a bus and those walking past the shelter that their way is unimpeded.
  - Improvements to overall length of the bus stop.

## **7. Resource Implications / Ngā Hīraunga Rauemi**

### **Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement - \$14,000 for the shelter supply and installation including the no stopping line markings, plus \$1,000 for the planning, consultation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.
- 7.3 Funding Source – Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 7.4 If approved, the recommendations will be implemented within three months, dependant on the contractor's availability. If the current stock of shelters is not suitable or available for this site, purchase of the appropriate style of shelter may delay the installation by approximately three months.

## **8. Legal Implications / Ngā Hīraunga ā-Ture**

### **Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa**

- 8.1 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 8.2 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 8.3 The relevant Community Board or Committee has the 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:
- Bus passenger shelters under Section 339(1) of the Local Government Act 1974; and

- The stopping and parking restrictions under Clause 7 of the Traffic and Parking Bylaw 2017.
- 8.4 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board or Committee.
- 8.5 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board or Committee. The Community Board or Committee will then determine the outcome of the objections in accordance with the criterion as outlined in Section 339 of the Local Government Act 1974.

#### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit.

### 9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with the 'Do Nothing' option (Option 2 of this report), the following are the risks to improving public transport:
  - 9.1.1 The existing passenger waiting facilities remain, leading to no improvement to the level of service for passengers waiting for a bus.
  - 9.1.2 The existing bus stop markings remain inconsistent with the recommended overall bus stop length listed in the Christchurch Bus Stop Guidelines (2009) and the Construction Standard Specification (2018).

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Attachment A - 79 Clyde Road - Proposed Bus Passenger Shelter and Bus Stop Markings - Plan TG 135626	22

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

Document Name	Location / File Link
Not applicable	Not applicable

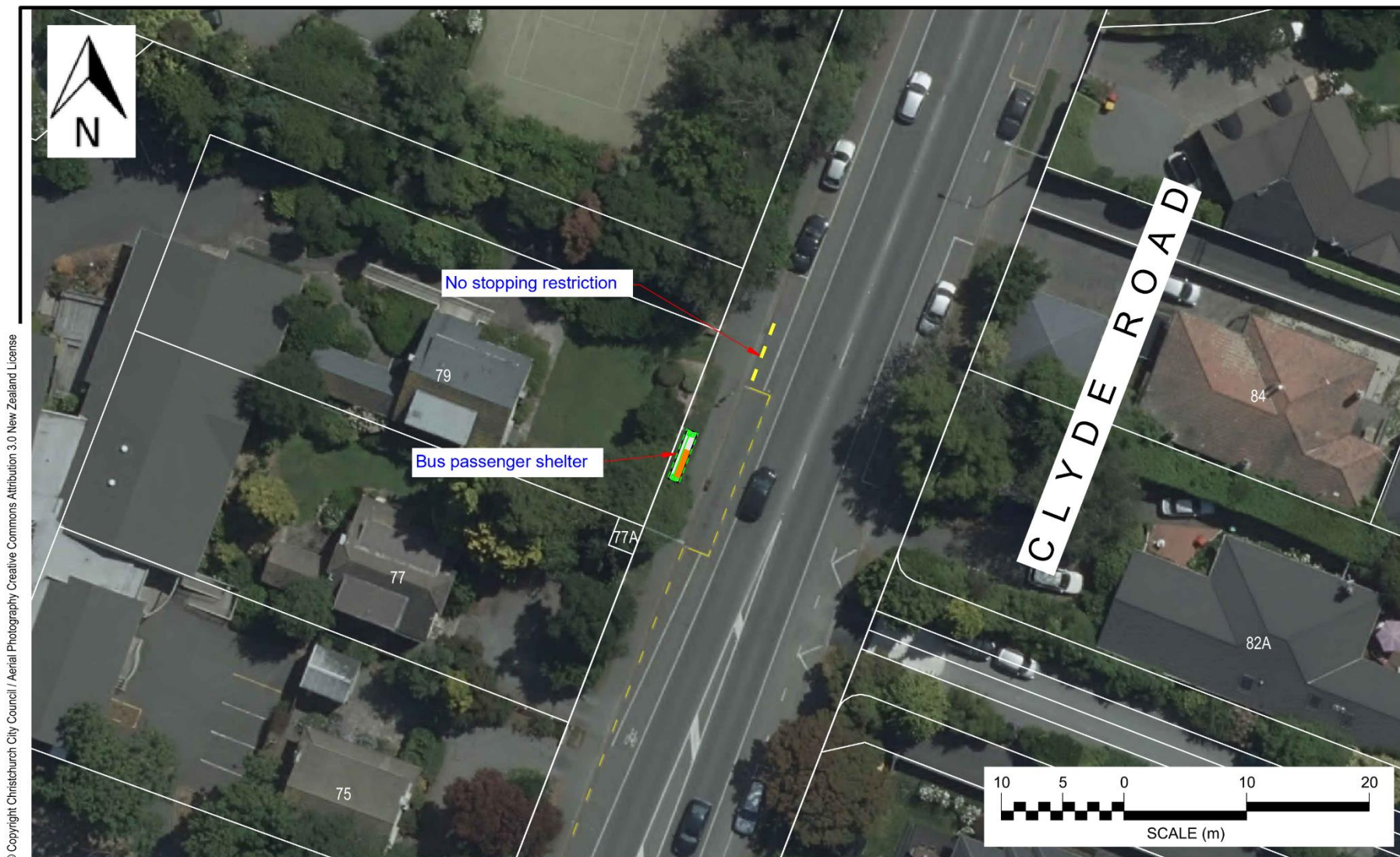
### Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains: <ul style="list-style-type: none"> <li>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</li> <li>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</li> </ul>
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Serena Chia - Graduate Transport Engineer
<b>Approved By</b>	Wayne Gallot - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Richard Osborne - Head of Transport





Christchurch  
City Council

79 Clyde Road

Proposed bus passenger shelter & bus stop markings  
For Board Approval

Attachment A

Original Plan Size: A4

ISSUE. 1 16/02/2020  
TG135626 MJR



## 8. Proposed Road Names - 10 Wilmers Road

Reference / Te Tohutoro: 20/605955

Report of: Paul Lowe, Principal Advisor Resource Consents,  
Paul.Lowe@ccc.govt.nz

General Manager: Carolyn Gallagher, Consenting & Compliance  
Carolyn.Gallagher@ccc.govt.nz

### 1. Purpose of 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 names at 10 Wilmers Road in Hornby.
- 1.2 This report is staff generated resulting from a naming request received from the subdivision developer.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the following new road name for 10 Wilmers Road (RMA/2019/2184):
  - a. Road A - Kairua Road

### 3. Background / Te Horopaki

#### Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by Eliot Sinclair and Partners Limited, on behalf of Ngai Tahu Properties, for the subdivision of 10 Wilmers Road (RMA/2019/2184). A preferred name and alternative names, have been put forward by the developer for the road.
- 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 Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

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

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

### Proposed Names

- 3.11 The proposed names are shown in **Attachment A**.
- 3.12 The preferred name for Road A is Kairua Road. The proposed alternative name is Hapakuku Road. The proposed road names are the first and last name of an 1860's chief of Kaiapoi:

*Hapakuku Kairua (1803 - 1873) was a leading chief from Kaiapoi, and in 1868 made a claim to lands in the Hornby/Halswell area extending to the Lansdowne Valley and Tai Tapu. These areas were rich mahinga kai and significant within the overall network of kāinga mahinga kai. The claim was dismissed because the land had already been alienated by the Crown. Hapakuku's claim was given further credence as his descendants and relatives imparted mahinga kai knowledge as part of the 1879 Smith Nairn Commission enquiry into Te Kereme, the Ngai Tahu claim. The Ngai Tahu Properties development at Wilmers Road provides an opportunity to further acknowledge Hapakuku Kairua's rangatiratanga and claim to the area. The Wilmers Road area now stands on former native grasslands/pakihi that were straddled by headwaters of the Halswell and Heathcote rivers and is adjacent to a former riverbed that was an ancient course of the Waimakariri River.*

- 3.13 Under the Roads and Right-of-Way Naming Policy it would be normal to expect three distinct options to be put forward each with their own explanation. Only two names are proposed here and they relate to the same person. However I have not sought further options from the applicant because I consider that the proposed names relate to a person of historical and cultural importance for the district and I understand that there is a desire to increase the use of Te Reo in road naming.

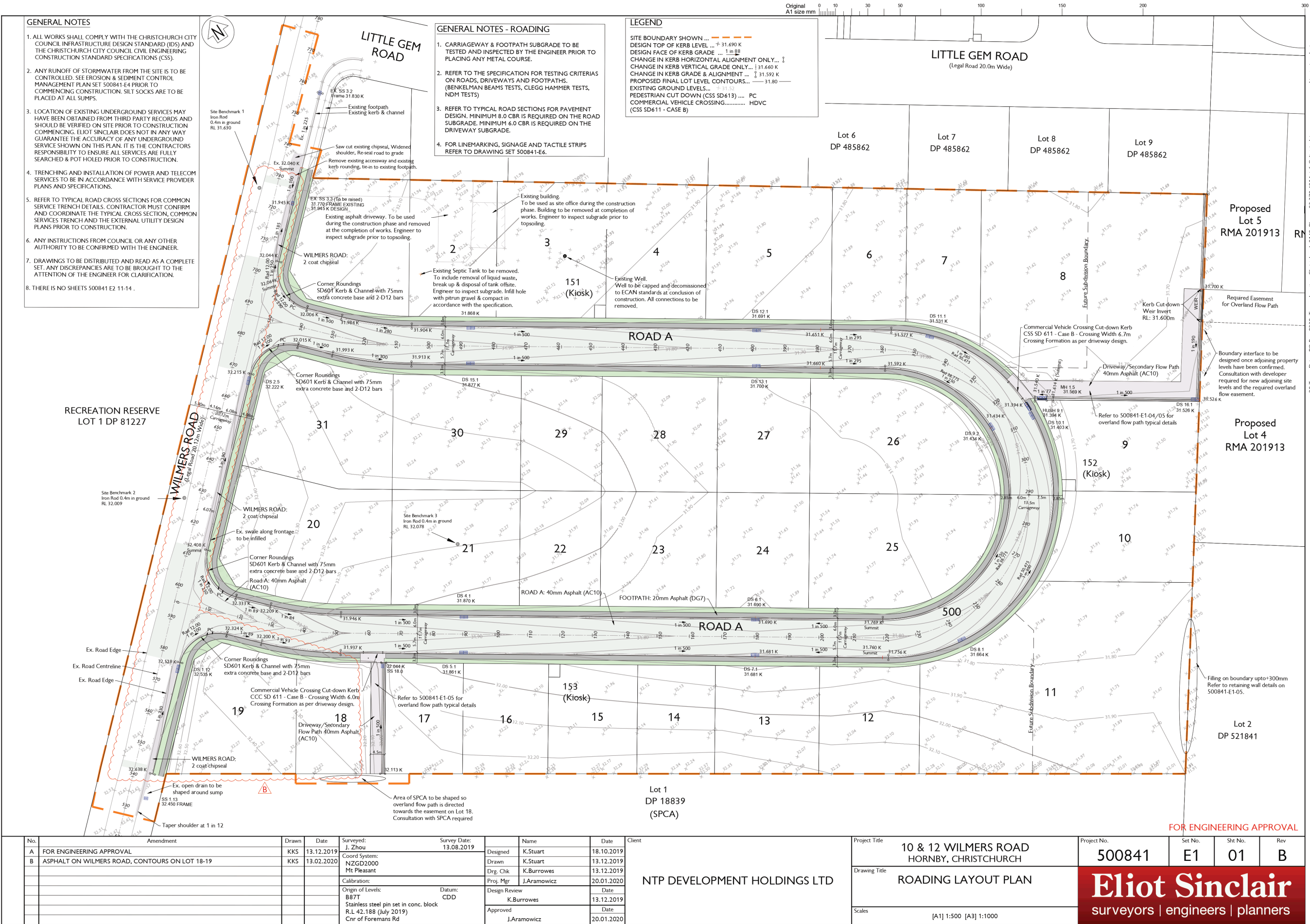
### Attachments

No.	Title	Page
A <a href="#">↓</a>	RMA/2019/2184 Road Naming Plan - 10 Wilmers Road	25

### Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

- (a) This report contains:
  - (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
  - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.





## 9. Riccarton Road and Rata Street areas - proposed speed limit changes

Reference / Te Tohutoro: 20/181897

Report of / Te Pou

Matua:

Barry Hayes, Traffic Engineer, [barry.hayes@ccc.govt.nz](mailto:barry.hayes@ccc.govt.nz)

General Manager /

Pouwhakarae:

David Adamson, General Manager City Services,  
[david.adamson@ccc.govt.nz](mailto:david.adamson@ccc.govt.nz)

### 1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to recommend that the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council approve a speed limit change within the Riccarton suburban centre area and adjoining residential streets as indicated within the areas shown in **Attachments A and B**.
- 1.2 The decisions in this report are of medium/low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the safety and amenity benefits to all road users in reducing speed in this busy commercial centre.
- 1.3 The detailed design safety audit for the Riccarton Road project (TRIM reference 17/1446476) recommended in section 2.1 that a reduced speed limit on this section of Riccarton Road would correspond with the design speed of the new layout and would reduce the risk of vehicle conflicts. The new layout includes gateway treatments at either end of Riccarton Road to highlight the speed limit change.
- 1.4 The proposal to reduce the speed limit in the Rata Street residential area has been incorporated to discourage shortcutting through local streets and to improve safety for pedestrians and cyclists travelling within this area.
- 1.5 The community engagement and consultation outlined in this report reflect the assessment.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council:

#### Part A

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in Attachments A and B to the staff report, and detailed in 2-15 below (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).

#### Speed limits to be revoked

2. Revokes the existing permanent speed limit of 50 kilometres per hour on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction to a point 69 metres west of its intersection with Clarence Street.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres.



4. Revokes the existing permanent speed limit of 50 kilometres per hour on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street.
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Kauri Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Rata Street (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Rimu Street (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Titoki Street (entire length).

**30 km/h zone**

9. Approves that the permanent speed limit on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction to a point 69 metres west of its intersection with Clarence Street be set at 30 kilometres per hour.
10. Approves that the permanent speed limit on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres be set at 30 kilometres per hour.
11. Approves that the permanent speed limit on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street be set at 30 kilometres per hour.
12. Approves that the permanent speed limit on Kauri Street (entire length) be set at 30 kilometres per hour.
13. Approves that the permanent speed limit on Rata Street (entire length) be set at 30 kilometres per hour.
14. Approves that the permanent speed limit on Rimu Street (entire length) be set at 30 kilometres per hour.
15. Approves that the permanent speed limit on Titoki Street (entire length) be set at 30 kilometres per hour.

**3. Reason for Report Recommendations / Ngā Take mō te Whakatau**

- 3.1 The Riccarton Road Wastewater Improvement project included a package of Traffic Engineering measures intended to improve safety and operational efficiency of this section of the road network. This also included the goal of establishing an enhanced streetscape environment to provide a better place to shop, work and visit.
- 3.2 An intrinsic part of the new Riccarton Road layout is the provision of a kerbed median situated between the intersections of Matipo Street and Straven Road. This provides clear physical separation for opposing traffic streams, reinforces the effectiveness of some turning restrictions and in turn, maintains efficient traffic flows through this busy area.
- 3.3 The associated safety audit for this project referred to the suitability of the existing speed limits in this area. At present, all streets within the central Riccarton area are subject to a 50 km/h speed limit. As a consequence of the project, the speed limits for this section of Riccarton Road, Rotherham Street and Division Street are proposed to be reduced. Whilst not directly part of the wastewater project, the residential area east of Riccarton Bush is also



proposed to have a reduced speed limit, to coincide with the aforementioned group of speed limit changes.

- 3.4 The reason for the recommended speed limit selection for each street/area is set out as follows:

**Riccarton Road**

- 3.5 As already described, the road layout has substantially changed with the presence of a kerbed median, which channels drivers to use a single lane. In the west bound direction, buses operate in a dedicated nearside lane that may be shared with cyclists.

- 3.6 A 30 km/h limit is recommended here, since the scheme design safety audit prescribes this, primarily due to the effect of the new median upon driving conditions, as well as the following reasons:

- A 30 km/h limit would result in only a 10% probability of a fatal or serious injury between a car and pedestrian or cyclist. This section has a high amount of pedestrian activity, especially where bus passengers congregate and may suddenly cross the road. Many businesses operate late in the evening and all weekend, attracting pedestrians.
- Cyclists need to manoeuvre alongside buses and other passing traffic. A 30 km/h speed provides a safer environment for shared driving space.
- Drivers are often searching for on-street parking spaces or drop off opportunities, given the intensive shopping environment.
- Drivers are often slowing down as they parallel park along this section.
- This street section is consistent with the 30 km/h high street sections in Woolston and Sumner that generate similar levels of shopping and visitor activity throughout the week. Riccarton attracts substantially more bus passenger activity in comparison.
- Speed data collected for this section of Riccarton Road prior to the project indicated an average speed of 40 km/h throughout the day. The new kerbed median highly constrains safe vehicle speeds and 30 km/h is considered to be an appropriate speed within the driving space available.
- The comparative delay of 30 km/h and 40 km/h for a 400m length of road is calculated to be 10-20 seconds which is considered to be insignificant. Consequently the safety benefits are considered to outweigh the insignificant additional delays.

**Rotherham Street**

- 3.7 This street is situated adjacent to the main Westfield mall entrance and accesses to the associated multi storey car parks. The street has multiple frontages including bars, restaurants and cafes which attract intensive on-street parking and drops offs as well as families walking with children. It includes an intensively used zebra crossing connecting the Westfield entrance and a mini-roundabout connecting with the multi storey car parks.

- 3.8 A 30 km/h limit is recommended here, since:

- This has a very high amount of pedestrian activity, notably at the zebra crossing and at other locations where jaywalking frequently occurs.
- There are popular bars and restaurants with outdoor seating as well as ground level shops that attract groups of pedestrians throughout the day, walking at or near the kerb edges.
- Traffic is often congested due to the high car parking demands and driving speeds are already as slow as 30 km/h for most of the day.

### Division Street

- 3.9 This is a short (80m) section of street with shops on one side and on-street parking on both sides and access to two small staff car parks. It also includes a pedestrian access to Westfield mall, with limited distance available for acceleration. A footpath is only available on the east side.
- 3.10 A 30 km/h limit is recommended here, since:
- Driving speeds are already as low, possibly 30 km/h or lower, due to the short length of the street and that it is not a through route.
  - Pedestrians often walk in the street, especially if they have parked on the west side, where no footpath is available.

### Kauri Street, Totiki Street, Rata Street and Rimu Street

- 3.11 A 30 km/h limit is recommended here, since:
- This limit ensures that, in comparison with a higher speed limit, drivers perceive no advantage in an eastbound short cut to Straven Road.
  - The streets are residential and are known to be used by students walking between the school and the Riccarton shops or bus stops.
  - A consistent speed limit with the proposed 30 km/h limit on Riccarton Road eases comprehension and compliance, compared to changing speed limits in a short area.
  - Some traffic calming devices which reduce speeds already are in place including an all stop intersection, speed tables and road narrowing.

## 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The preferred option proposes a 30 km/h limit for all of the four areas described. Three other options have been considered (Options 2, 3 and 4), as evaluated below:
- 4.2 **Option 2:** 40 km/h for all four areas.
- 4.2.1 Option 2 advantages
- Provides consistency of speed limit which improves comprehension and compliance
  - Ensures that eastbound drivers do not perceive Kauri and Rata Street as a 'faster' short cut to Straven Road.
  - Is perceived to be less of a delay (<10 secs) on Riccarton Road compared to the existing 50 km/h limit
  - Gives some additional safety for pedestrians and cyclists (40% probability of death or serious injury for a pedestrian or cyclist v car) compared to 80% for a 50 km/h limit.
- 4.2.2 Option 2 disadvantages
- Is not consistent with the 30 km/h speed limits adopted at similar, less busy, high street locations in Christchurch (central city, Woolston and Sumner)
  - 40 km/h is higher than the existing operating speeds on Division and Rotherham Street; anticipated to be higher than Riccarton Road where the kerbed median has been installed.
- 4.3 **Option 3:** 40 km/h on Riccarton Road, 30 km/h on Division, Rotherham and the residential streets.
- 4.3.1 Option 3 advantages

- Is perceived to be less of a delay (<10 secs for a 400m road length) on Riccarton Road compared to the existing 50 km/h limit
- Gives some additional safety for pedestrians and cyclists (10-40% probability of death or serious injury for a pedestrian or cyclist v car) compared to 80% for a 50 km/h limit.
- 30 km/h is consistent with existing speeds on Rotherham and Division Street

#### 4.3.2 Option 3 disadvantages

- The mixture of speed limits, 30/40/50 within a 0.5km area confuse drivers and could affect comprehension and compliance
- The additional safety benefits do not significantly affect Riccarton Road where most of the walking and cycling takes place.
- Is not consistent with the 30 km/h speed limits adopted at similar, less busy, high street locations in Christchurch (central city, Woolston and Sumner)

#### 4.4 **Option 4:** 30 kmh on Riccarton Road, Division Street and Rotherham Street; 40 km/h on the residential streets (the original proposal as consulted on, as referred to in Attachment C).

##### 4.4.1 Option 4 advantages

- As per the preferred option
- 40 km/h for the residential streets is consistent with other residential 40 km/h zones recently introduced (eg Longhurst/Knights Stream, Prestons, St Albans / DEMP Safer Speed Areas)

##### 4.4.2 Option 4 disadvantages

- The mixture of speed limits, 30/40/50 within a 0.5km area confuse drivers and could affect comprehension and compliance
- May cause eastbound drivers to drive through Kauri and Rata Street as they perceive a 40 km/h limit here as a more attractive short cut to Straven Road

## 5. Community Views and Preferences

- 5.1 Staff held a seminar to introduce and discuss the proposals with the Community Board in late 2020, and during Riccarton Road community information sessions at the end of November.
- 5.2 The original proposal was for:
  - Riccarton Road, Division Street and Rotherham Street to have a speed limit of 30 km/h
  - The residential streets including Kauri Street, Titoki Street, Rata street and Rimu Street to have a speed limit of 40 km/h.
- 5.3 The three-week consultation period inviting comment on the proposals was open until 10 February 2020. **Attachment C** shows the Public Information Leaflet that was distributed.
- 5.4 Online Have Your Say consultation was supported by hand delivery to 120 properties in and surrounding the project area, and sent to absentee owners in central Riccarton as well as key stakeholders and service centres.
- 5.5 Ten people attended an information drop in session at Rārākau: Riccarton Centre on Tuesday 28 January 2020, along with three Community Board members as observers and several representatives of the Riccarton Bush/ Kilmarnock Residents Association. There was general support for the 30 km/h proposal, but concern from residents in the proposed 40 km/h area that people would try to avoid the 30 km/h in Riccarton Road, and that shortcutting and

related issues in the side streets would increase. Other issues raised were likelihood of confusion with three different speed restrictions in the area, requests for more data to support the proposal e.g. traffic counts, accident and injury rates, and a reminder of congestion around Riccarton Bush area especially school and market related.

- 5.6 Staff also attended a Community Network meeting at Rārākau: Riccarton Centre on Thursday 30 January along with eight others representing Riccarton West neighbourhood Gardens, Neighbourhood support, Oak Development Trust, Central Riccarton Residents Association, Canterbury Fiji Social Services Trust and Ilam Seventh Day Adventists. These people were more interested in the street layout and how to manage speed in the 30 km/h section, and issues were raised about traffic speed, aggression and numbers of vehicles in streets to the east of central Riccarton eg Division Street east and the Division St/Blenheim Road intersection.
- 5.7 One hundred and nineteen organisations and individuals gave written feedback on the proposals. Full comments and submissions are available on Council's Have Your Say webpage via the link provided at the end of this report.
- 5.8 Approximately two thirds of submitters (82) support slowing speeds in Central Riccarton, with a range of requests to increase the restricted speed areas and further reduce the speed limits for both proposals.
- 5.9 Key reasons for support were safety for all road users – we need to share our roads and make safe and usable for all – not just cars and other motor vehicles. Zero Carbon goals were also raised.
- 5.10 Sixty indicated that they support both the 30 km/h and the 40 km/h proposals. Thirty three oppose the 30 km/h proposal including all 26 submitters also opposing the 40 km/h proposal. The remainder did not state a preference.
- 5.11 Support for the 30 km/h proposal
  - 5.11.1 Approximately two thirds of submitters (82) support slowing speeds in Central Riccarton, with a range of requests to increase the restricted speed areas and further reduce the speed limits for both proposal. Key reasons for support were safety for all road users – we need to share our roads and make safe and usable for all – not just cars and other motor vehicles. Zero Carbon goals were also raised.
  - 5.11.2 Full support came from Christchurch Police, NZ Trucking Association, Blind and Low Vision New Zealand, Disabled Persons Assembly, Fiji Social Services Trust, Julia Saulsbury Optometrist, Kauri Motel, TFT Properties, John Wong and Associates Ltd and Dr Malcom McKellar LTD. Fox and Ferret specifically supported the 30km/h Rotherham Street, with further suggestion for periodic pedestrian only closures in this street. There were no objections from Emergency Services.
- 5.12 Suggestions to extend the 30 km/h
  - 5.12.1 Twenty one submitters support the slower speeds but prefer a speed limit of 30 km/h instead of 40 km/h for the side streets. The Riccarton Bush /Kilmarnock Residents' Association qualify their approval for the central Riccarton 30 km/h proposal with this change. (A number of individuals belonging to this organisation including the president also provided individual feedback to the proposal and several others supported this approach). They consider a higher speed limit on the side streets would encourage more rat- running, not less, and the association requests traffic in the Kauri cluster is monitored closely and speed limits enforced, once work on Riccarton Road is completed. They advise that if necessary, Council should consider further measures in

the Kauri Cluster area to deter speeding and short-cuts, including the possible closure of Kauri Street, north of the access lane.

5.12.2 Other suggestions included extending the 30 km/h speed limit further into other areas, ranging from minimal extension of the existing proposal to make the change more visible and allow time to change speeds, to all the way from Hagley Park to Hansons Lane on Riccarton Road (SPOKES), and to Kotare and Puriri and Blenheim Road including Clarence Street. Several requested more middle ground extension ie on Riccarton e.g. Puriri/Ratray to the West to Mandeville/ Picton to the east

5.12.3 Twenty eight of the 43 who gave Riccarton addresses indicated support for the 30 km/h proposal and 20 ticked yes for 40 km/h on the side street.

5.13 Concerns about the 30 km/h proposal.

5.13.1 General concerns raised by those who opposed the 30 km/h in Central Riccarton included:

- 30 km/h– layout and speed reduction will only cause more congestion
- Keeping traffic flowing is also important, and people need to be aware
- Will put people off coming to Riccarton
- Confusing with too many changes of speed, too many signs
- Businesses will be damaged even further following ongoing loss during construction
- Speeds are not the issue –it's the inappropriate street layout

5.13.2 ECAN –Interim response: will slow buses, especially outside hours of 7am to 7pm. Suggests making the whole area 40km/h instead of 30/40 km/h.

5.13.3 ChristchurchNZ considers the traffic is already slow during retail hours. They are concerned that safety will be compromised by changes to the roading design that won't be reduced by limiting speed.

5.13.4 Westfield Riccarton including Pak N Save management share with MacDonald's franchise owner concerns that slower speed on Riccarton Road will deter shoppers and be detrimental to their businesses. They are concerned that traffic will self-manage during the peak and doesn't need to be slowed outside these hours. People will think it is a 'hassle' to get to these businesses and their shopping behaviour will change.

5.14 40 km /h in side streets

5.14.1 There was very strong support for slowing the speeds in the side streets – 59 supported the 40km/h proposal and a further 21 would like to see it slowed to 30 km/h. There were several suggestions to make the whole area 40 km/h to help improve consistency, and a number of other different suggestions for varying extensions of both the 30 km/h and 40 km/h as covered in the summary above. CDHB requested 30 km/h on surrounding side streets (see attachment).

5.14.2 SPOKES, along with several other submitters, recommends extending the slower speed reduction further on surrounding and southern streets including Matipo and Clarence, Maxwell and Dilworth. This has been forwarded to the transport planner – sustainable transport.

5.15 General positive comments

- As above 30 km/h

- Need to make it safer to manage congestion around Riccarton bush – school kids - pedestrians, cyclists, Riccarton market
- 5.16 General concerns/suggestions :
  - Will the speed limits be enforced?
  - Why not just enforce the existing speed limits?
- 5.17 Staff have evaluated all responses received by submitters and considered whether the consulted proposal should be amended. Since improving the safety of all road users was considered paramount, the proposed 30 km/h speed limit was still considered to address the concerns of the local business community on Riccarton Road, Division Street and Rotherham Street and has not been changed from the original proposal.
- 5.18 Staff recognise that lower speeds delay traffic. However, speed data on Riccarton Road along this section demonstrated that the average speed was already 40 km/h before the project started. The presence of the kerbed median affects driver speeds throughout the day and the difference between a 40 km/h and 30 km/h speed is calculated to cause delays of only 10-20 seconds on the 400m section between Matipo and Clarence Street. This is considered insignificant and the concerns expressed cannot be justified by associated delays occurring because of the change.
- 5.19 In the case of the residential area between Riccarton Road and Straven Road, the original, consulted proposal was to reduce the speed limit from 50 km/h to 40 km/h. This has since been revised to 30 km/h, resulting in the Plan for Council Approval. This change:
  - Reduces the perceived benefit of traffic on Riccarton Road taking a 'short cut' towards Straven Road.
  - Creates a safer environment for local residents or students who may be walking and cycling through this area.
  - Achieves consistency with a 30 km/h limit on Riccarton Road, which reduces the frequency of speed limit change within a relatively small area.
- 5.20 Those who provided written comment have been sent a letter including details of the community board meeting and how to request speaking rights, and a link to the comments, a summary of consultation, and the final proposal.

## 6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The Riccarton Road Bus Priority project is identified in the Council's Long Term Plan (2018-2028) as the Riccarton Interchange & Bus Priority P1.1 (CPMS 15315) and is scheduled for completion in May 2020.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
  - 6.2.1 Activity: Public Transport Infrastructure
    - Level of Service: 10.4.3 Improve the reliability of passenger transport journey time. -  $\geq 85\%$

### Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.

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

- 6.4 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/does not>specifically impact Mana Whenua, their culture and traditions.

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

- 6.5 The impacts of this proposal upon Climate Change is anticipated to be minor.

**Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.6 The proposal will result in vehicles travelling at reduced speeds, which, in turn will provide safer opportunities for all pedestrians crossing the named streets.

**7. Resource Implications / Ngā Hīraunga Rauemi**

**Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement - \$5,000 to cover the cost of signs and posts.  
7.2 Maintenance/Ongoing costs – covered under the existing maintenance budget  
7.3 Funding Source – to be incorporated within the Riccarton Road wastewater project.

**8. Legal Implications / Ngā Hīraunga ā-Ture**

**Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa**

- 8.1 The Council has the authority to make the decision included in the recommendations of this report in relation to the speed limit change.

**Other Legal Implications / Ētahi atu Hīraunga-ā-Ture**

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

**9. Risk Management Implications / Ngā Hīraunga Tūraru**

- 9.1 There are no identified risks associated with lowering the speed limit in these neighbourhoods.

**10. Next Steps / Ngā mahinga ā-muri**

- 10.1 If approved by the Council, the Part A recommendations will be implemented approximately four weeks after the contractor receives the request.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Riccarton Road speed limit areas	37
B <a href="#">↓</a>	Rata Street speed limit areas	38
C <a href="#">↓</a>	Public Information Leaflet	39

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

Document Name	Location / File Link
Safer speeds in central Riccarton (CCC Have Your Say webpage)	<a href="https://cccweb.cwp.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/285">https://cccweb.cwp.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/285</a>

## Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

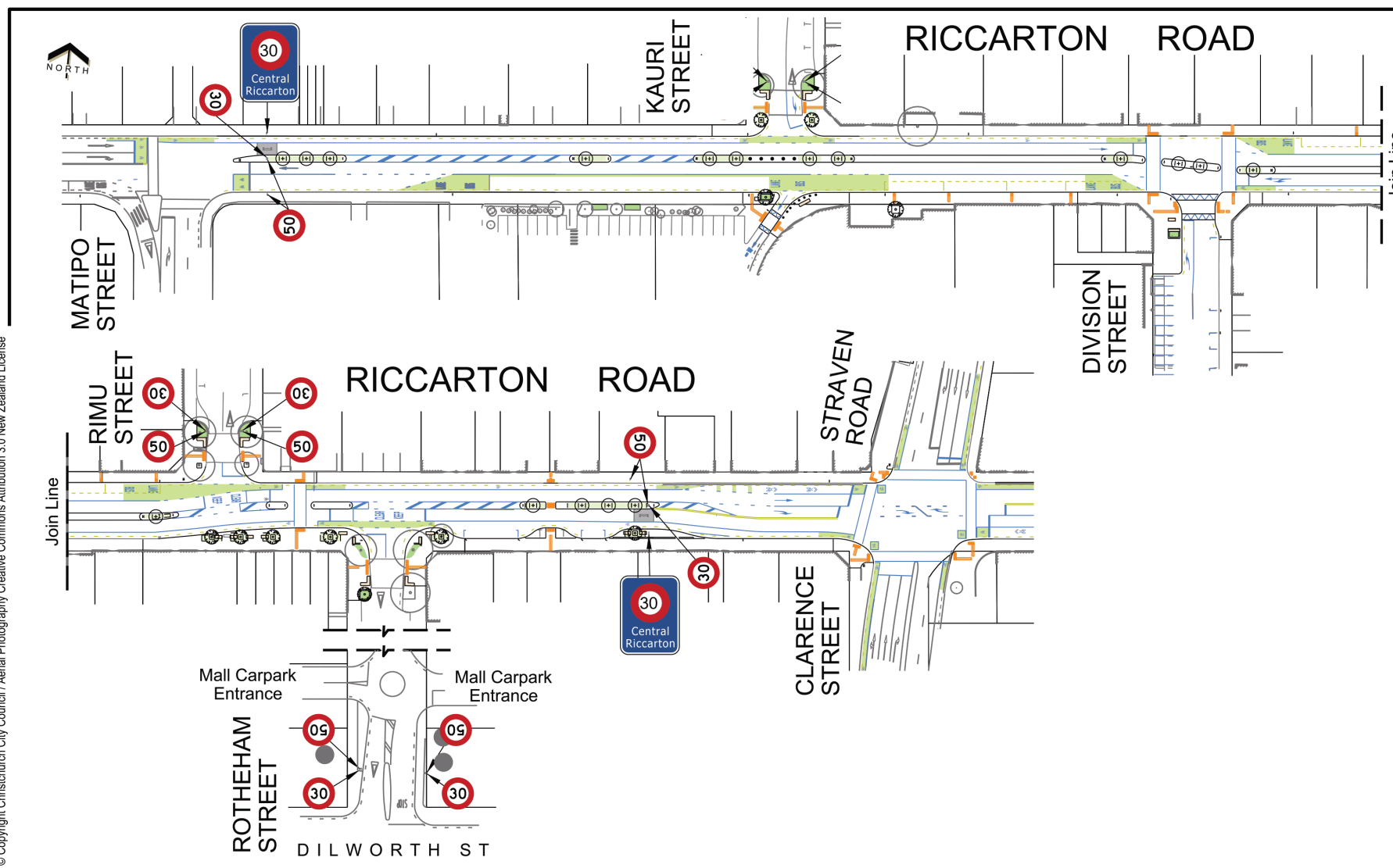
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Barry Hayes - Traffic Engineer Philippa Upton - Engagement Advisor
<b>Approved By</b>	Wayne Gallot - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Richard Osborne - Head of Transport



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Christchurch  
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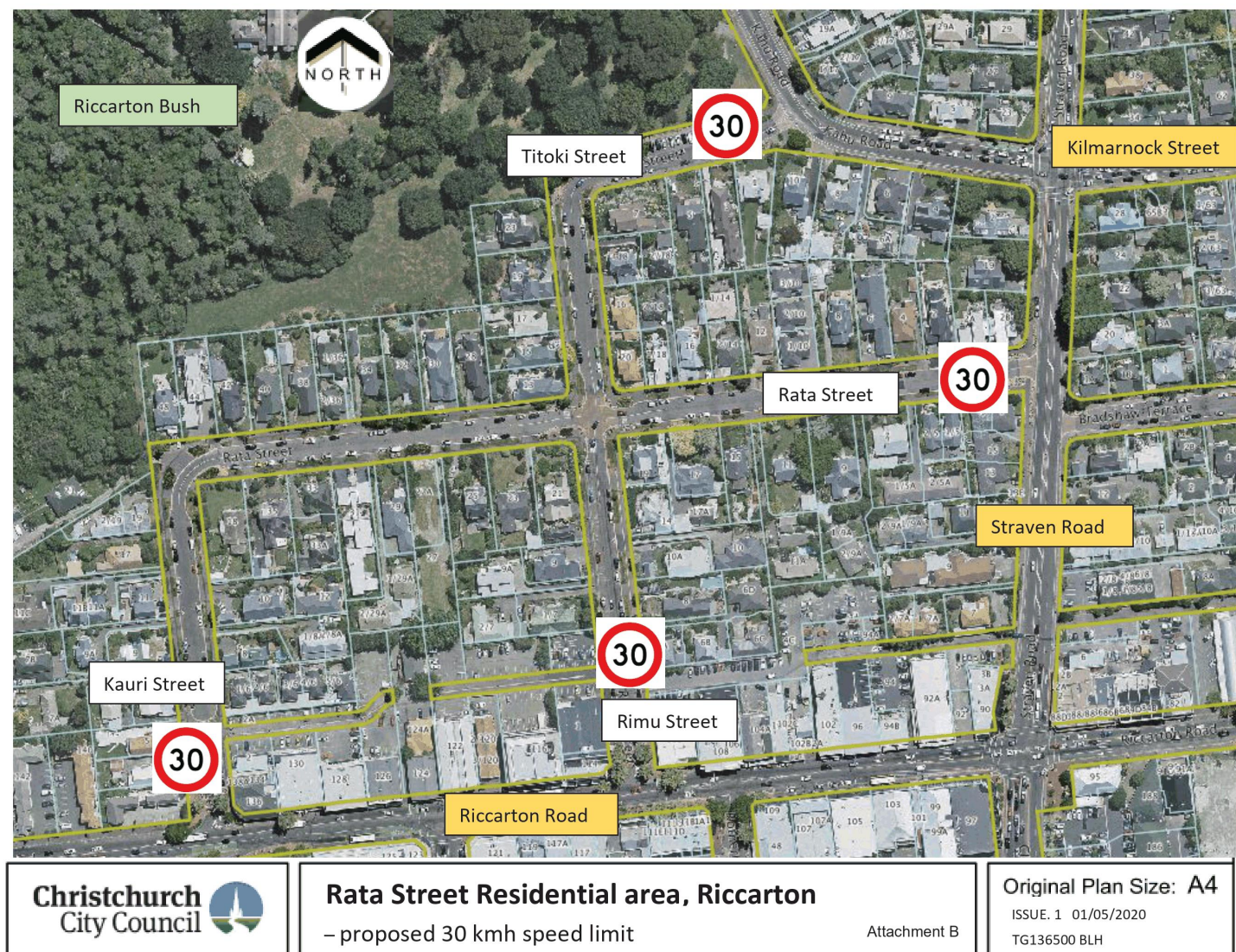
Riccarton Road, Division Street, Rotherham Street  
Speed Limit Review  
Consultation Plan

Attachment A

Original Plan Size: A4

ISSUE.1 13/06/2019  
TP354101 JEP

Attachment A Item 9





Name*	<b>Please note:</b>  We require your contact details as part of your submission - it also means we can keep you updated throughout the project.  Your submission, name and address are given to decision-makers (Halswell—Hornby—Riccarton Community Board and then Council) to help them make their decision.  Submissions, with names only, go online when the decision meeting agenda is available on our website.  If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.  If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).
Address*	
Postcode*	
Phone*	
Email	
* required	
<b>Please fold with the reply paid portion on the outside, seal and return by Monday 10 February 2020</b>	

Fold

Staple or tape here

Fold

If including extra paper, please make sure the folded posted item is no more than 6mm thick. Or send your submission in an envelope of any size to 'Freepost Authority No. 178'.

Fold

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FREEPOST Authority No. 178



Attention:  
Philippa Upton  
Engagement Advisor  
Christchurch City Council  
PO Box 73016  
Christchurch Mail Centre  
Christchurch 8154

# HAVE YOUR SAY

## Safer speeds in central Riccarton

Consultation open until Monday 10 February

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)



We're proposing to permanently establish a 30 km/h speed limit in central Riccarton, supporting the road layout changes that are being made to make the street safer and more attractive. The area covers Riccarton Road between Matipo Street and Straven Road including the retail sections of Rotherham and Division streets.

We're also recommending a 40 km/h speed limit through adjacent side streets between Riccarton Road and Riccarton Bush. This is in response to residents' concerns about driver speeding and short-cutting in the area.

### Why review the speed limit?

Slowing down saves lives, with a strong link between speed and safety on our roads, especially in a busy shopping centre like Riccarton.

We want our roads to be as safe as possible, so we are reviewing speed limits across our network where there are concerns they are not safe or appropriate.

Choosing speed limits that match conditions on specific roads is one of the most important ways we can help everyone using the roads to travel safely and reach where they need to go.

A reduced speed limit of 30 km/h on this section of Riccarton Road, combined with the new road layout, will help drivers to adjust to an environment with a lot of pedestrians.

40 km/h speed limits are already in place on the adjacent side streets in suburbs such as Woolston, Sumner, Halswell and Addington, to meet NZTA guidelines for residential areas.



### Planning more speed limit reviews

At this stage in Riccarton we're only considering speed limit changes to residential streets adjacent to the new Riccarton Road project. Other residential areas across the city are being reviewed as part of an ongoing programme.

For more information on safer speeds: [www.ccc.govt.nz/transport/travel-safety/road-safety/safe-speeds/](http://www.ccc.govt.nz/transport/travel-safety/road-safety/safe-speeds/)

### To give feedback on the proposal and find out more

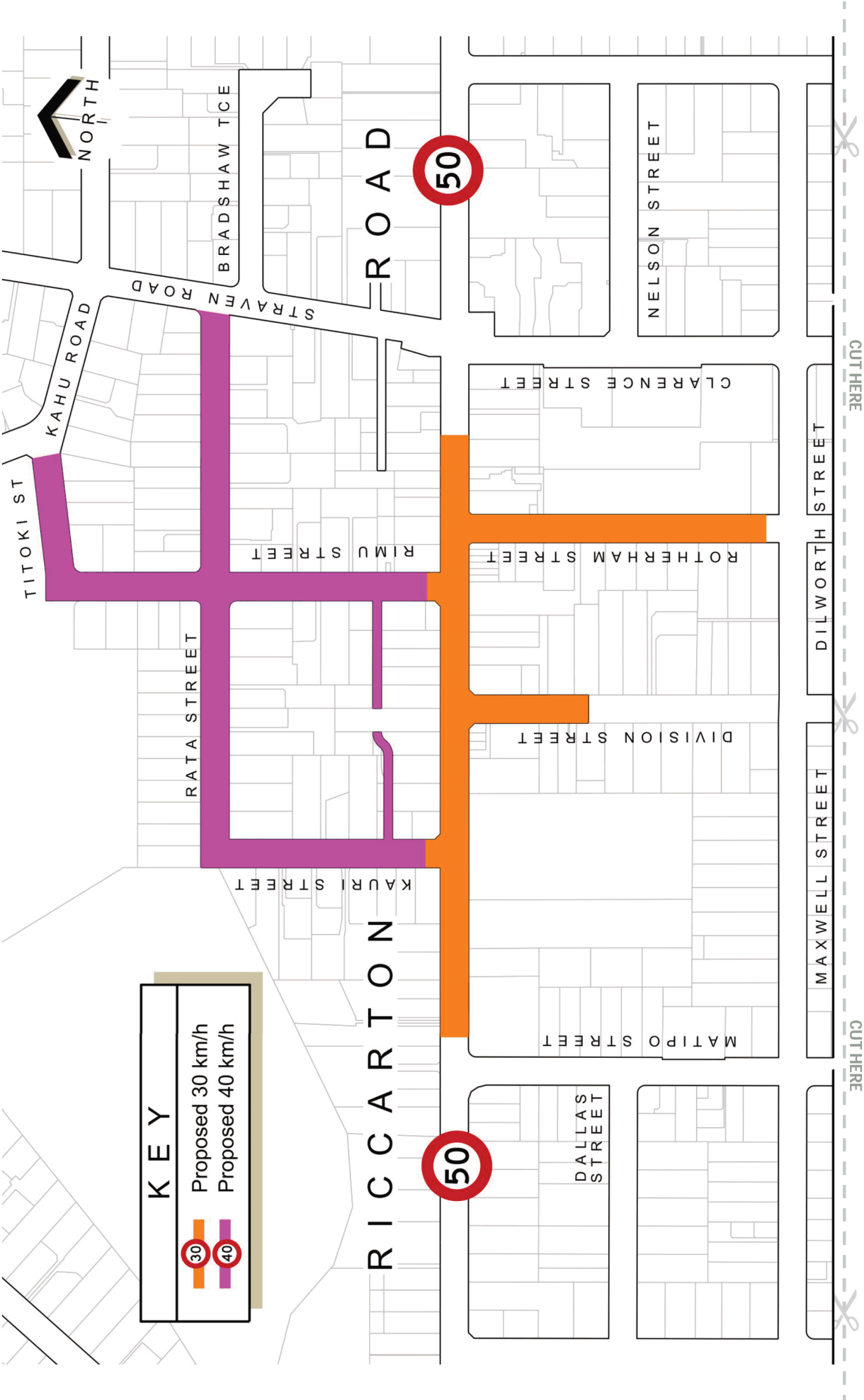
- Go online [ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)
- or post us the enclosed freepost
- Speak to Philippa Upton
- 03 941 8808
- [philippa.upton@ccc.govt.nz](mailto:philippa.upton@ccc.govt.nz)

Consultation is open until **Monday 10 February 2020**

### Come and talk to us

**When**  
Tuesday 28 January 3pm to 6pm  
**Where**  
Rārākau: Riccarton Centre  
Downstairs meeting room  
199 Clarence St, Riccarton





HAVE YOUR SAY

Safer speeds in central Riccarton

Consultation open until Monday 10 February 2020

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)



Save time and do it online [ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

Please comment in the appropriate section/s

30 km/h proposal

40 km/h proposal

General comments

Setting speed limits

The Christchurch City Council's Traffic and Parking Bylaw 2017 allows Council to set and change speed limits on roads within Christchurch in accordance with the Land Transport Rule: Setting of Speed Limits 2017. Consultation is required as part of this process.



## 10. Squadron Road, Wigram and other adjacent streets - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/302030

Report of: Barry Hayes, Traffic Engineer, [barry.hayes@ccc.govt.nz](mailto:barry.hayes@ccc.govt.nz)

General Manager: David Adamson, General Manager City Services,  
[david.adamson@ccc.govt.nz](mailto:david.adamson@ccc.govt.nz)

### 1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve No Stopping Restrictions on a part of The Runway, Liberty Street, Doppler Place, Squadron Road and Limbrick Crescent in Wigram, as indicated in **Attachments A, B and C**. A location plan of the site is shown in **Attachment D**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on these streets which are causing difficulties for vehicles turning in and out of intersections and at a bend section of Liberty Street.
- 1.3 These measures have been requested to:
  - Ensure space is available for all vehicles to turn in and out of eight intersections
  - Maintain two way operation at these intersections to prevent dangerous overtaking
  - Maintains clear forward sight lines at the right-angled bend on Liberty Street
  - Assists larger vehicles such as rubbish trucks, cars towing trailers and delivery vehicles to access the streets safely

### 1. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolves to:

1. Approve pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of all the streets shown by 'Proposed No Stopping Restrictions' in Plan TG136514 dated 13 February 2020 in Attachment A, Plan TG136517 dated 20 February 2020 in Attachment B and Plan TG136515 dated 13 February 2020 in Attachment C of the agenda staff report.

#### Skyhawk Road/Liberty Street intersection

2. Approve that the stopping of vehicles be prohibited at any time on the east side of Skyhawk Road commencing at its intersection with Liberty Street and extending in a northerly direction for a distance of 10 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the east side of Skyhawk Road commencing at its intersection with Liberty Street and extending in a southerly direction for a distance of 10 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the north side of Liberty Street commencing at its intersection with Skyhawk Road and extending in a northerly direction for a distance of 16 metres.

5. Approve that the stopping of vehicles be prohibited at any time on the south side of Liberty Street commencing at its intersection with Skyhawk Road and extending in a northerly direction for a distance of 16 metres.

#### **Liberty Street bend**

6. Approve that the stopping of vehicles be prohibited at any time on the north side of Liberty Street commencing at a point 46 metres east of its intersection with Skyhawk Road and extending in an easterly direction for a distance of 16 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the south side of Liberty Street commencing at a point 46 metres east of its intersection with Skyhawk Road and extending in an easterly and then southerly direction for a distance of 24 metres.

#### **The Runway/Liberty Street intersection**

8. Approve that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Liberty Street and extending in a south westerly direction for a distance of 14 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Liberty Street and extending in a north easterly direction for a distance of 14 metres.
10. Approve that the stopping of vehicles be prohibited at any time on the south west side of Liberty Street commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.
11. Approve that the stopping of vehicles be prohibited at any time on the north east side of Liberty Street commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.

#### **The Runway/Doppler Place intersection**

12. Approve that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Doppler Place and extending in a south westerly direction for a distance of 12 metres.
13. Approve that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Doppler Place and extending in a north easterly direction for a distance of 12 metres.
14. Approve that the stopping of vehicles be prohibited at any time on the south west side of Doppler Place commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.
15. Approve that the stopping of vehicles be prohibited at any time on the north east side of Doppler Place commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.

#### **The Runway/Squadron Road intersection**

16. Approve that the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Squadron and extending in a south westerly direction for a distance of 16 metres.
17. Approve that the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Squadron Road and extending in a north easterly direction for a distance of 16 metres.



18. Approve that the stopping of vehicles be prohibited at any time on the south west side of Squadron Road commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 19 metres.
19. Approve that the stopping of vehicles be prohibited at any time on the north east side of Squadron Road commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 19 metres.

**Skyhawk Road/Limbrick Crescent intersection**

20. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Skyhawk Road commencing at its northern intersection with Limbrick Crescent and extending in a north westerly direction for a distance of 23 metres.
21. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Skyhawk Road commencing at its northern intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 16 metres.
22. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Limbrick Crescent commencing at its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 24 metres.
23. Approve that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 18 metres.

**Limbrick Crescent/Limbrick Close intersection**

24. Approve that the stopping of vehicles be prohibited at any time on the north west side of Limbrick Crescent commencing at a point 50 metres north east of its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 24 metres.
25. Approve that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its intersection with Limbrick Close and extending in a south westerly direction for a distance of 16 metres.
26. Approve that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its intersection with Limbrick Close and extending in a north easterly direction for a distance of 10 metres.
27. Approve that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Close commencing at its intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 10 metres.
28. Approve that the stopping of vehicles be prohibited at any time on the south west side of Limbrick Close commencing at its intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 10 metres.

**Limbrick Crescent/Squadron Street intersection**

29. Approve that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Crescent commencing at its intersection with Squadron Road and extending in a north westerly direction for a distance of 11 metres.
30. Approve that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Crescent commencing at its intersection with Squadron Road and extending in a south easterly direction for a distance of 10 metres.

31. Approve that the stopping of vehicles be prohibited at any time on the north west side of Squadron Road commencing at its intersection with Limbrick Crescent and extending in a north easterly direction for a distance of 15 metres.
32. Approve that the stopping of vehicles be prohibited at any time on the south east side of Squadron Road commencing at its intersection with Limbrick Crescent and extending in a north easterly direction for a distance of 15 metres.

#### **The Runway/Skyhawk Road intersection**

33. Approve that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Skyhawk Road and extending in a north easterly direction for a distance of 27 metres.

#### **General**

34. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-33 above.
35. Approve that resolutions 1-34 above take effect when road markings that evidence the restrictions, are in place (or removed, in the case of revocations).

## **2. Key Points / Ngā Take Matua**

- 2.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#).
- 2.2 The following feasible options have been considered:
  - Option 1 - Install No Stopping Restrictions (preferred option)
  - Option 2 - Do Nothing
- 2.3 Option Summary - Advantages and Disadvantages (preferred option)
  - 2.3.1 The advantages of this option include:
    - Ensures space is available for all vehicles to turn in and out of seven intersections
    - Maintains two way operation at these intersections to prevent dangerous overtaking
    - Maintains clear forward sight lines at the right-angled bend on Liberty Street
    - Assists larger vehicles such as rubbish trucks, cars towing trailers and delivery vehicles to access the streets safely
  - 2.3.2 The disadvantages of this option include:
    - Displaces parking to other locations
- 2.4 The decision affects the following Community Board area:
  - Waipuna/Halswell-Hornby-Riccarton Community Board

## **3. Policy Framework Implications**

### **Strategic Alignment**

- 3.1 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.



- 3.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Policy 1 relates to prioritising suburban road space according to Table 1 - Road priority matrix.
- 3.3 Within the matrix, the second priority is to provide movement and amenity, which is the main purpose of the new restrictions, since it maintains the road space for drivers turning in and out of the local intersections and using the sections of road with a tight bend. On-street parking for commuters is classified as the eighth (lowest) priority in residential areas.

#### **Decision Making Authority Te Mana Whakatau**

- 3.4 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 3.5 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 3.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### **Policy Consistency**

- 3.7 The decision is consistent with the Council's Plans and Policies.

#### **Impact on Mana Whenua**

- 3.8 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.

#### **Climate Change Impact Considerations**

- 3.9 The impacts of this proposal upon Climate Change are anticipated to be minor.

#### **Accessibility Considerations**

- 3.10 This proposal purely enhances the accessibility of all vehicle movements. It has no adverse effects upon access by walking and cycling and only effects on-street car parking.

## **4. Context/Background / Te Horopaki**

#### **Issue / Ngā take**

- 4.1 Staff have received three separate requests from residents within this neighbourhood, concerning the effect of on-street parking upon road safety.
- 4.2 Presently there are few or no parking restrictions on street, in this area and, consequently, residents have reported instances of vehicles parking at locations, which cause safety hazards.

#### **Context**

- 4.3 Staff contacted the customers, to understand the issues and subsequently visited the sites.
- 4.4 The initial report related to 4 locations, consisting of:
- Skyhawk Road/Limbrick Crescent intersection
  - The Runway/Liberty Street intersection
  - Squadron Road/Limbrick Crescent intersection
  - Liberty Street right angled bend
- 4.5 At each site, the roads are one lane in each direction and all the intersections are at right angles and operate on a give way basis.

- 4.6 Staff observed parking activity that occurred close the intersection, which caused turning vehicles to drive on the wrong side of the road and face opposing traffic approaching the intersection. The Limbrick Crescent site was especially busy, with parking occurring on both sides of the street and suspected to be associated with staff employed at various commercial activities within The Landing for most of the day.
- 4.7 Staff also evaluated the wider area, to address the same issues at other nearby intersections, should they occur in the future and to take the opportunity to combine these proposals at the same time as this recommendation. Consequently, 4 other intersections were assessed at:
- Skyhawk Road/Liberty Street
  - The Runway/Doppler Place
  - The Runway/Squadron Road
  - The Runway/Skyhawk Road
- 4.8 These four locations were also found to have similar issues and have been incorporated into this overall proposal.
- 4.9 Staff have recommended no stopping restrictions at key locations to maintain the required space available for turning vehicles and to protect visibility spays and forward sight lines.

## 5. Options Analysis / Ngā Kōwhiringa Tātari

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install No Stopping Restrictions (preferred option)
  - Option 2 - Do Nothing

- 5.2 No other options have been considered.

### Options Descriptions / Ngā Kōwhiringa

- 5.3 **Option One: Preferred Option:** Install No Stopping Restrictions

5.3.1 **Option Description:** Install No Stopping restrictions in accordance with Attachments A, B and C.

5.3.2 **Option Advantages**

- Ensure space is available for all vehicles to turn in and out of seven intersections
- Maintain two way operation at these intersections to prevent dangerous overtaking
- Maintains clear forward sight lines at the right-angled bend on Liberty Street
- Assists larger vehicles such as rubbish trucks, cars towing trailers and delivery vehicles to access the streets safely

5.3.3 **Option Disadvantages**

- Displaces parking to other locations

- 5.4 **Option Two:** Do Nothing

5.4.1 **Option Description:** Do not add further no stopping restrictions

5.4.2 **Option Advantages**

- No impact on on-street parking

#### 5.4.3 Option Disadvantages

- Does not address the resident concerns over the lack of turning space at intersections and forward sight lines at various locations.

### 6. Community Views and Preferences / Ngā mariu ā-Hāpori

- 6.1 The owners and tenants of the properties located close to the proposal were advised of the recommended option by letter. **Attachments E and F** show the locations of the properties that were consulted.
- 6.2 Six responses were received that were in support of the proposals. No submissions were received which objected to the proposal.
- 6.3 Two residents requested similar restrictions at other locations. These would need to be evaluated at a later date, since they would require new consultation.
- 6.4 The Team Leader Parking Compliance has indicated support for the preferred option.
- 6.5 The Do Nothing option is inconsistent with local resident requests to provide sufficient turning space at intersections and bend locations.

### 7. Resource Implications

#### Capex/Opex

- 7.1 Cost to Implement - \$700
- 7.2 Maintenance/Ongoing costs – covered under the existing maintenance budget
- 7.3 Funding Source – Traffic Operations Signs and Road Marking budget

### 8. Legal Implications

- 8.1 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 section 4 above.

### 9. Risk Management Implications

- 9.1 The risks identified are expected to be minor.

### 10. Next Steps / Ngā mahinga ā-muri

- 10.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 10.2 If approved, the recommendations will be completed within this financial year

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Site Plan Liberty St, Doppler Pl and The Runway	49
B <a href="#">↓</a>	Site Plan Limbrick Crescent and Squadron Road	50
C <a href="#">↓</a>	Site Plan The Runway at Skyhawk Road	51
D <a href="#">↓</a>	Location Plan for all sites	52
E <a href="#">↓</a>	Consultees on Liberty St, Doppler Pl & The Runway	53
F <a href="#">↓</a>	Consultees on Squadron Rd & Limbrick Cresc	54

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

Document Name	Location / File Link
Not applicable	Not Applicable

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

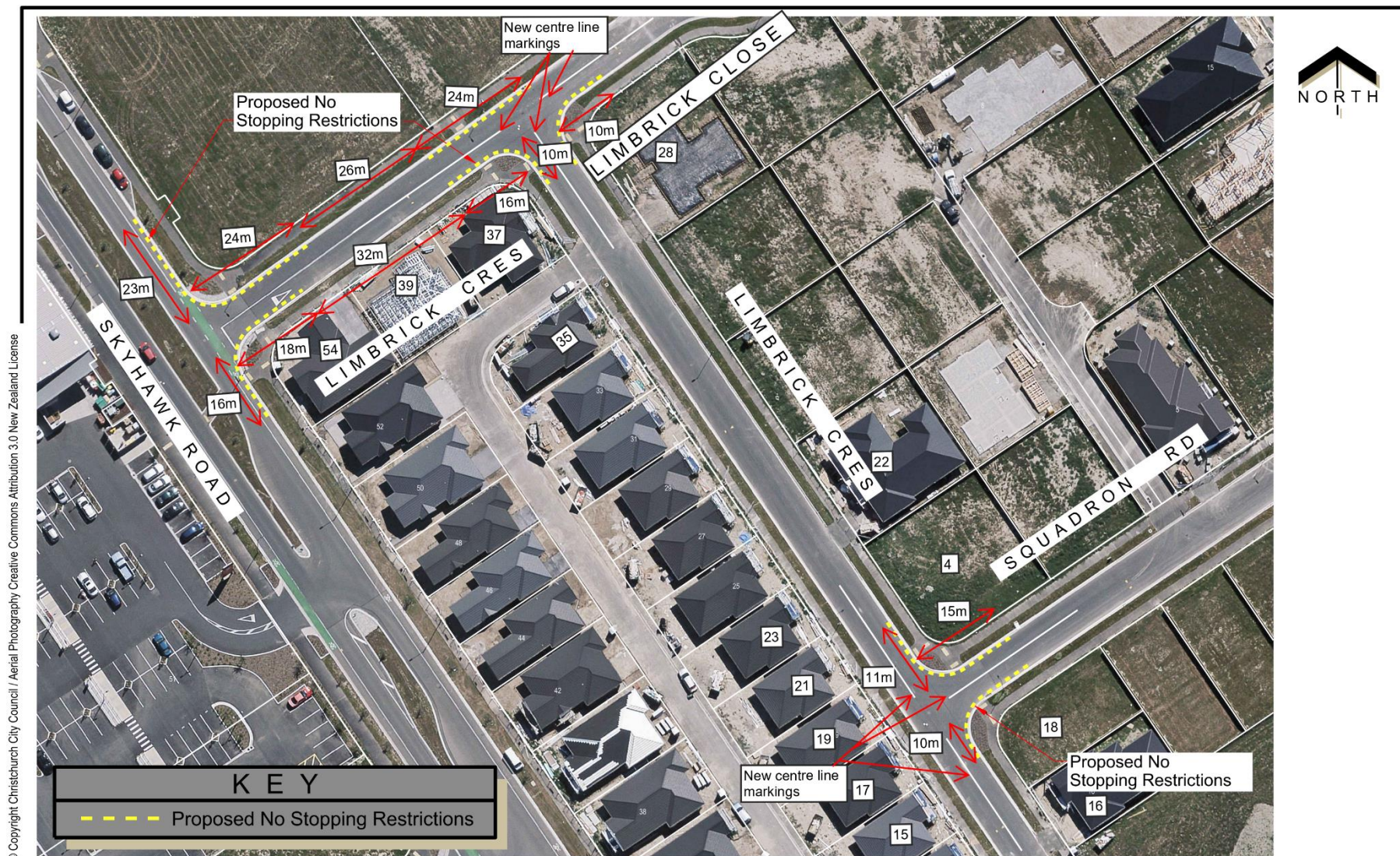
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.









Christchurch  
City Council

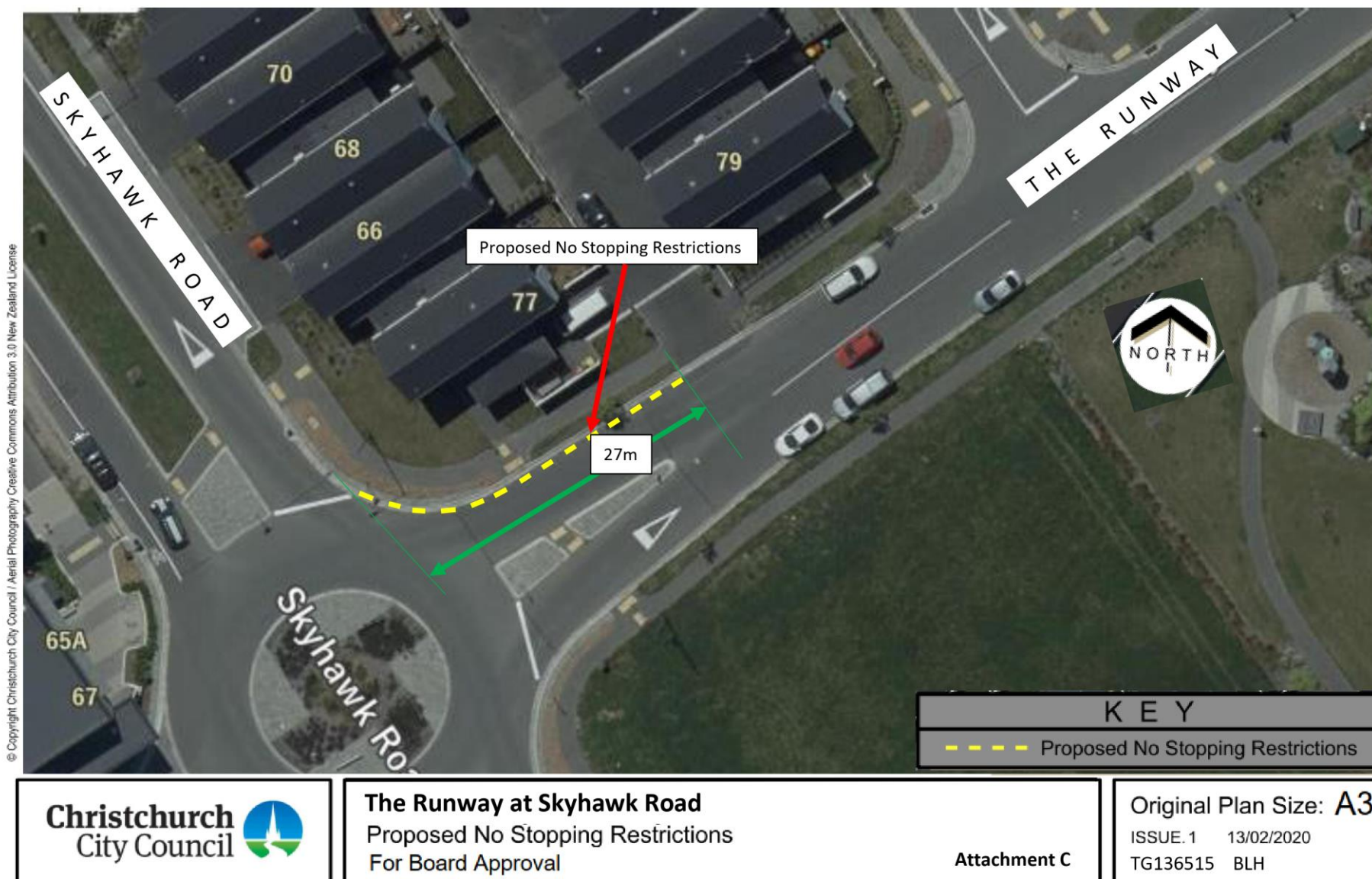
Limbrick Crescent, Wigram  
Proposed No Stopping Restrictions  
For Board Approval

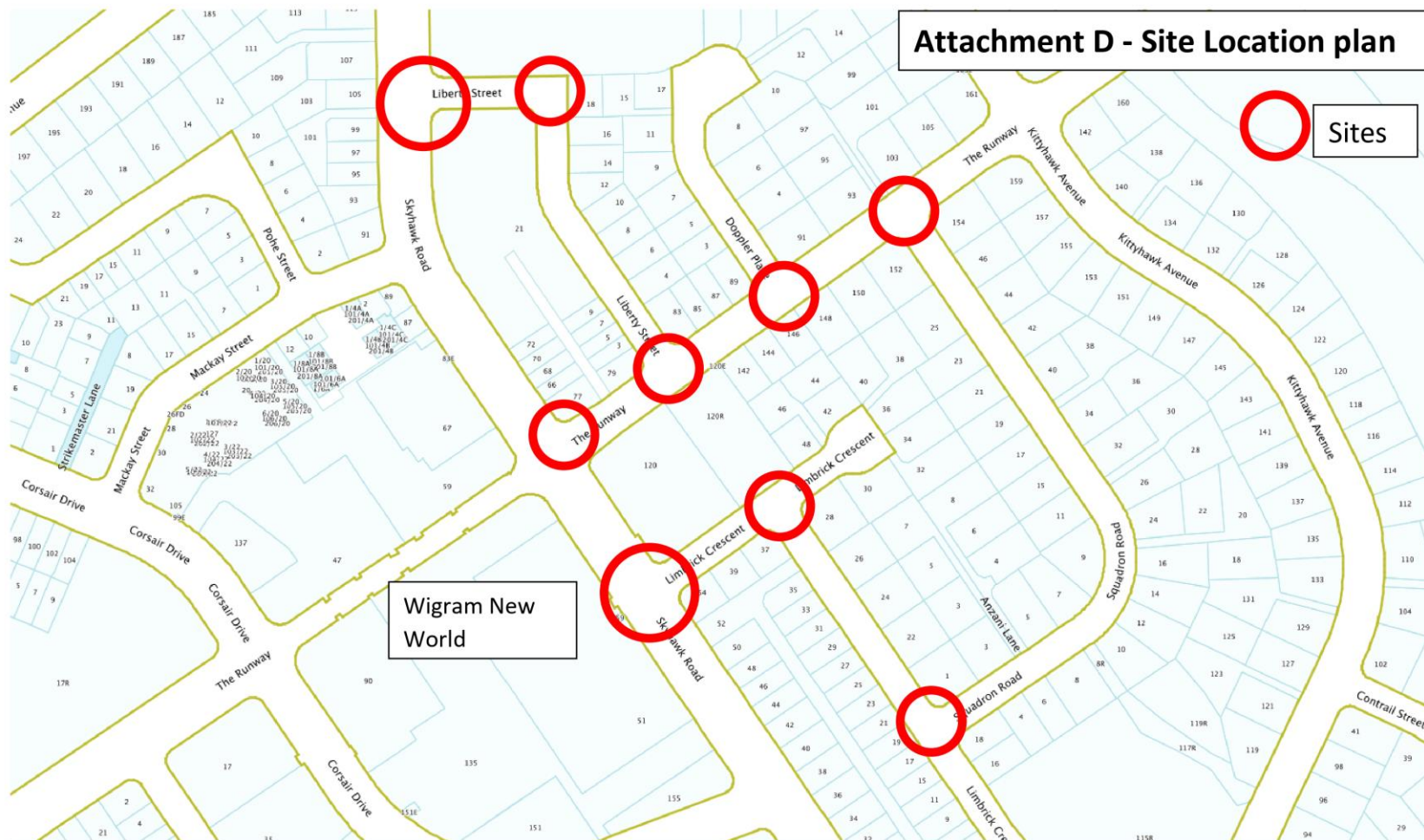
Attachment B

Original Plan Size: A3

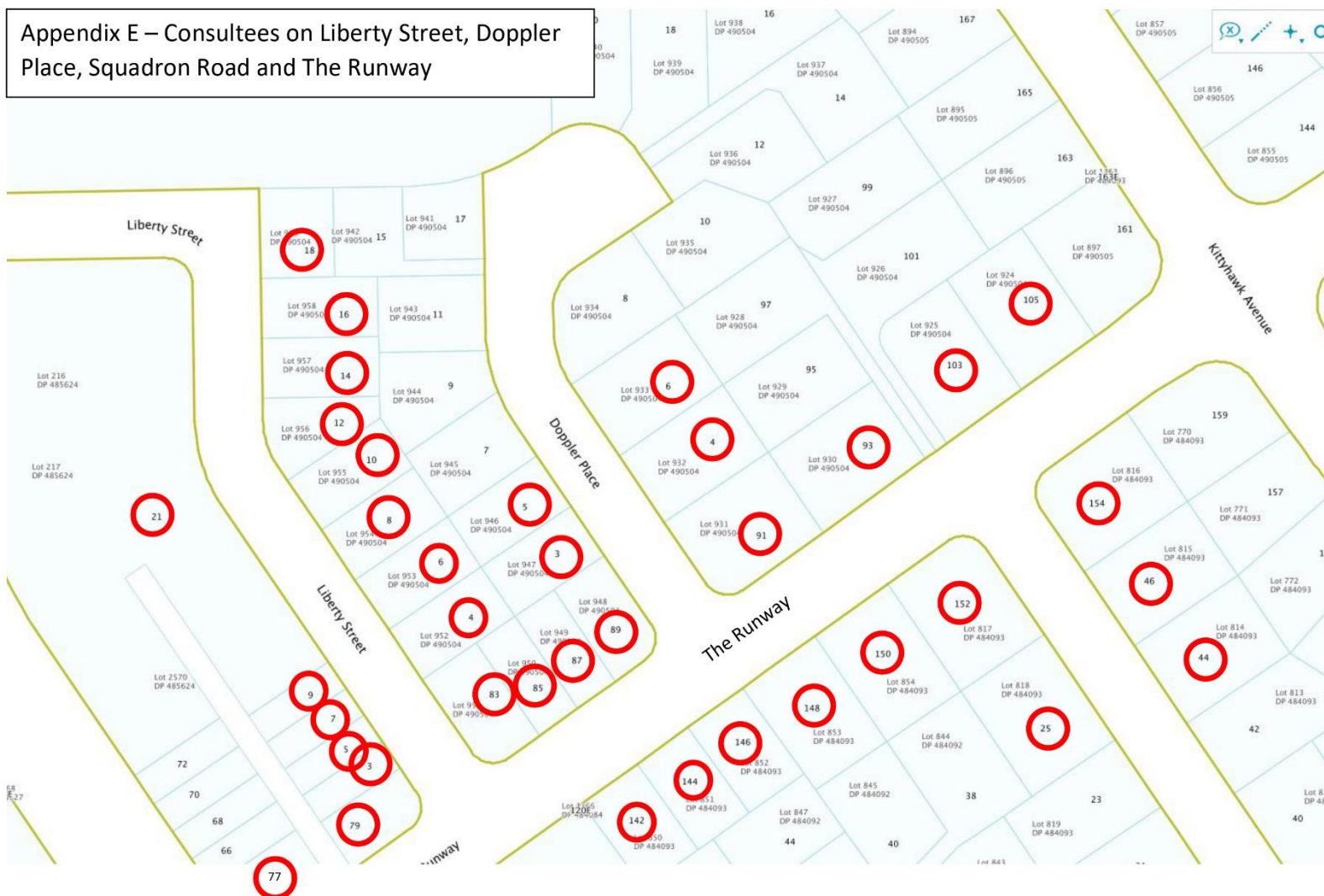
ISSUE.1 20/02/2020  
TG136517 MJR













## 11. Bronco Drive and Bibiana Street, Halswell - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/308001

Report of: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,  
david.adamson@ccc.govt.nz

### 1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider approval of No Stopping restrictions on parts of Bronco Drive, Bibiana Street and Stallion Avenue, as indicated in **Attachment A**.
- 1.2 This report is staff generated in response to requests from local residents, who have expressed concerns relating to inconsiderate parking on Bronco Drive, Bibiana Street and Stallion Avenue. It is considered that this activity is causing safety risks for drivers travelling through this residential area.
- 1.3 These measures have been requested to:
  - Maintain the road space necessary for service vehicles to pass, especially waste trucks.
  - Ensure drivers do not overrun and damage landscaped areas to overtake parked vehicles.
  - Maintain good sight lines for drivers leaving driveways located near a tight bend with poor visibility splays.
  - Maintain good forward visibility for drivers travelling along a tight bend and ensure they are not required to drive in the middle of the road, facing oncoming traffic.
  - Ensure larger vehicles turning at the Stallion Avenue intersection can turn safely without facing oncoming traffic.

### 1. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times generally in accordance with that shown on the plan provided as **Attachment A** to the staff report ('Bibiana Street / Bronco Drive: Proposed No Stopping Restriction', Plan TG135537, dated 20/03/2020) and detailed in recommendations 2-12 below.

#### **Bibiana Street/Bronco Drive/Stallion Avenue intersection**

2. Approve that the stopping of vehicles be prohibited at any time on the north east side of Bibiana Street commencing at its intersection with Bronco Drive and Stallion Avenue and extending in a south easterly direction for a distance of 20 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Bronco Avenue commencing at its intersection with Bibiana Street and Stallion Avenue and extending in a north easterly direction for a distance of 16 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the south side of Stallion Avenue commencing at its intersection with Bibiana Street and Bronco Drive and extending in a westerly direction for a distance of 18 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the north side of Stallion Avenue commencing at its intersection with Bibiana Street and Bronco Drive and extending in a westerly direction for a distance of 20 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the south west side of Bibiana Street commencing at its intersection with Stallion Avenue and extending in a south easterly direction for a distance of 6 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at its intersection with Stallion Avenue and extending in a north easterly direction for a distance of 5 metres.

#### **Bronco Avenue near the Playground**

8. Approve that the stopping of vehicles be prohibited at any time on the south east side of Bronco Drive commencing at a point 267 metres north east of its intersection with Bibiana Street and Stallion Avenue and extending in a north easterly then southerly direction (around the inside curve) for a distance of 49 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at a point 282 metres north east of its intersection with Stallion Avenue and extending in a south easterly direction (around the outer curve) for a distance of 22 metres.
10. Approve that the stopping of vehicles be prohibited at any time on the east side of Bronco Drive commencing at a point 319 metres north east of its intersection with Stallion Avenue and extending in a southerly direction (around the outer curve) for a distance of 26 metres.

#### **Bronco Avenue near the kerbed median**

11. Approve that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at a point 116 metres north east of its intersection with Bibiana Street and extending in a north easterly direction for a distance of 51 metres.
12. Approve that the stopping of vehicles be prohibited at any time on the south east side of Bronco Drive commencing at a point 116 metres north east of its intersection with Bibiana Street and extending in a north easterly direction for a distance of 49 metres.

#### **General**

13. Approve that resolutions 2-12 above take effect when road markings that evidence the restrictions, are in place.

## **2. Key Points / Ngā Take Matua**

- 2.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#).
- 2.2 The following feasible options have been considered:
  - Option 1 - Install No Stopping Restrictions (preferred option).
  - Option 2 - Do Nothing.
- 2.3 Option Summary - Advantages and Disadvantages (preferred option).



2.3.1 The advantages of this option include:

- Maintaining the road space necessary for service vehicles to pass, especially waste trucks.
- Ensuring drivers do not overrun and damage landscaped areas to overtake parked vehicles.
- Maintaining good sight lines for drivers leaving driveways located near a tight bend with poor visibility splays.
- Maintaining good forward visibility for drivers travelling along a tight bend and ensure they are not required to drive in the middle of the road, facing oncoming traffic.
- Ensuring larger vehicles turning at the Stallion Avenue intersection can turn safely without facing oncoming traffic.

2.3.2 The disadvantages of this option include:

- Displaces parking to other locations.

2.4 The decision affects the following Community Board area:

- Waipuna/Halswell-Hornby-Riccarton Community Board.

### 3. Policy Framework Implications

#### Strategic Alignment

- 3.1 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 3.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Policy 1 relates to prioritising suburban road space according to Table 1 - Road priority matrix.
- 3.3 Within the matrix, the second priority is to provide movement and amenity, which is the main purpose of the new restrictions, since it maintains the road space for drivers turning in and out of the intersection and using the sections of road with a tight bend. On-street parking for residents is classified as the eighth (lowest) priority in residential areas.

#### Decision Making Authority Te Mana Whakatau

- 3.4 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 3.5 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 3.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### Policy Consistency

- 3.7 The decision is consistent with the Council's Plans and Policies.

#### Impact on Mana Whenua

- 3.8 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.

#### Climate Change Impact Considerations

- 3.9 The impacts of this proposal upon Climate Change is anticipated to be minor.

### Accessibility Considerations

- 3.10 This proposal purely enhances the accessibility of all vehicle movements. It has no adverse effects upon access by walking and cycling and only effects on-street car parking.

## 4. Context/Background / Te Horopaki

### Issue / Ngā take

- 4.1 Local residents have contacted the Council to report inconsiderate parking taking place at key locations in this area.
- 4.2 They expressed concerns that this parking is creating unacceptable safety risks and causing drivers to overtake and drive over the landscaped kerbed median.

### Context

- 4.3 Staff investigated the concerns, which related to three locations. The sites are located within a relatively new residential subdivision. The land use consists of housing, of which all have off-street parking including garages. There is also a playground area at the north eastern corner.
- 4.4 The local streets consist of Bronco Drive, Bibiana Street and Stallion Avenue. There is a three-way give way controlled intersection, of which Stallion Avenue forms the side road, which gives way to Bronco Drive and Bibiana Street. All of these streets are classified in the District Plan as local roads. Whilst the streets all operate two way with no centre lines, there is a 30 metre section of Bronco Drive which has a kerbed median with landscaping.
- 4.5 The site has been divided into three locations, since each have their own safety issues.
- 4.6 The first location is on Bronco Drive near the kerbed median. Here, there have been reports of vehicles parking on street and partly blocking passing traffic. There is only four metres of road space in each direction on each side of the median.
- 4.7 Adjacent to the median, some vehicles park partly on the grass berm and the partly on the road, which block many types of vehicles using the street. At the start and end of the median, some vehicles park wholly on street, which partly block larger vehicles driving past and cause the overrun of the kerbed median and damage the landscaping.
- 4.8 Staff are consequently recommending no stopping restrictions in this area.
- 4.9 The second location is at a very tight bend situated on Bronco Drive near the playground (between 27 and 42 Bronco Drive). Parking sometimes occurs in this area, which are suspected to be either visitors to the residents nearby or local parents taking their children and parking near the playground. When parking occurs at this bend location, drivers must overtake and use the middle of the road or the 'wrong side' and face opposing traffic on a bend with minimal forward visibility.
- 4.10 Staff are consequently recommending no stopping restriction at this location, on both sides of the road along the bend, except for the parking bay immediately adjacent to the playground.
- 4.11 Lastly, there are issues at the Stallion Avenue intersection. This location includes turning movements and is situated at a very tight bend. Vehicle speeds appear to be relatively low and no crashes have been recorded. However, staff have observed that forward visibility is restricted and made worse by on-street parking that occasionally takes place.
- 4.12 Drivers on Stallion Avenue approaching the give way intersection sometimes have reduced sight lines due to on-street parking on Bibiana Street and Bronco Drive.
- 4.13 Staff are consequently recommending no stopping restrictions around the intersection, to deter on street parking where sight lines would otherwise be affected.

## 5. Options Analysis / Ngā Kōwhiringa Tātari

### Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Option 1 - Install No Stopping Restrictions (preferred option).
- Option 2 - Do Nothing.

5.2 No other options have been considered.

### Options Descriptions / Ngā Kōwhiringa

5.3 **Option One: Preferred Option:** Install No Stopping Restrictions.

5.3.1 **Option Description:** Install No Stopping restrictions in accordance with Attachment A.

#### 5.3.2 Option Advantages

- Maintain the road space necessary for service vehicles to pass, especially waste trucks.
- Ensure drivers do not overrun and damage landscaped areas to overtake parked vehicles.
- Maintain good sight lines for drivers leaving driveways located near a tight bend with poor visibility splays.
- Maintain good forward visibility for drivers travelling along a tight bend and ensure they are not required to drive in the middle of the road, facing oncoming traffic.
- Ensure larger vehicles turning at the Stallion Avenue intersection can turn safely without facing oncoming traffic.

#### 5.3.3 Option Disadvantages

- Displaces parking to other locations.

5.4 **Option Two:** Do Nothing

5.4.1 **Option Description:** Do not add further no stopping restrictions

#### 5.4.2 Option Advantages

- No impact on on-street parking.

#### 5.4.3 Option Disadvantages

5.5 Does not address the resident concerns over the lack of turning space at intersections and forward sight lines at various locations.

## 6. Community Views and Preferences / Ngā mariu ā-Hāpori

6.1 This proposal was consulted upon previously and the properties that were either adjacent to or a short distance away from the proposal were contacted. The Community Board decided at their meeting of 4 February 2020 that wider consultation would be necessary before a decision would be considered.

6.2 Consequently, the owners and tenants of all properties on Bronco Drive, Bibiana Street (between the north and south ends of Bronco Drive), 26-28 Stallion Avenue and the Halswell Residents Association were advised of the recommended option by letter.

### Outcome of the first consultation



- 6.3 During the first consultation (prior to 4 February) the resident at 68 Bronco Drive (near the Stallion Ave intersection) requested a small reduction to the extent of restrictions. Staff evaluated the request, which would not compromise the expected scheme benefits and the proposal was subsequently adjusted, to meet their concerns.
- 6.4 The resident at 15 Bronco Drive (near the kerbed median) requested that the restrictions should not extend across part of their frontage, as they wished to retain unrestricted on-street parking to accommodate their vehicles. He indicated that they operate a business at home and their vehicles are sometimes required to park on street. At present there is space across their frontage for 2.5 standard vehicles (or 14 metres). The proposal would reduce the space available to the equivalent of 1.5 vehicles (nine metres).
- 6.5 Staff evaluated this request. It was apparent the type of business vehicle that parks here is shown in **Attachment B**, which is a shuttle taxi. This address has a double garage and driveway where three vehicles can easily be stored off-street.
- 6.6 Staff consider that a short part of the frontage, as evident in Attachment B, partly blocks other vehicles drive through this part of Bronco Drive and must sometimes drive over the median to overtake. This is a concern for other residents and is considered to justify the proposed restrictions outside this property.
- 6.7 Staff organised a vehicle swept path check for this location, which is provided in **Attachment C**. This provides an illustration of a single shuttle taxi parked outside the property and a medium sized vehicle driving past. This vehicle could represent a waste truck, delivery truck or a SUV towing a trailer. It can be seen that this would only be feasible with the proposed restrictions in place.
- 6.8 Consequently, staff responded to the resident with this information to justify the original proposal. Staff considered it reasonable that the proposal would retain some on-street parking in front of their property.

#### **Outcome of the second consultation**

- 6.9 Nine responses were received that were in support of the proposal. One submission was received by a resident on Bibiana Street which requested a small amendment from the original proposal. This was subsequently considered and the proposal amended.
- 6.10 One submission was received which objected to the proposal. This resident did not reveal her address and requested that the kerbed median should be removed instead introducing of new stopping restrictions. Staff advised the resident that this would not be considered due to the substantial costs involved. Consequently, staff continue to recommend the amended proposal.
- 6.11 The Team Leader Parking Compliance has indicated support for the preferred option.
- 6.12 The Do Nothing option is inconsistent with local resident requests to provide sufficient turning space at intersections and bend locations.

## **7. Resource Implications**

### **Capex/Opex**

- 7.1 Cost to Implement - \$500.
- 7.2 Maintenance/Ongoing costs – covered under the existing maintenance budget.
- 7.3 Funding Source – Traffic Operations Signs and Road Marking budget.

## 8. Legal Implications

- 8.1 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 section 4 above.

## 9. Risk Management Implications

- 9.1 The risks identified are expected to be minor.

## 10. Next Steps / Ngā mahinga ā-muri

- 10.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.  
10.2 If approved, the recommendations will be completed within this financial year.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Site layout Bronco Drive and Bibiana Street no stopping restrictions	62
B <a href="#">↓</a>	Photo of parking near kerbed median	63
C <a href="#">↓</a>	Swept path near kerbed median	64

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

Document Name	Location / File Link
Not applicable	Not Applicable

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.



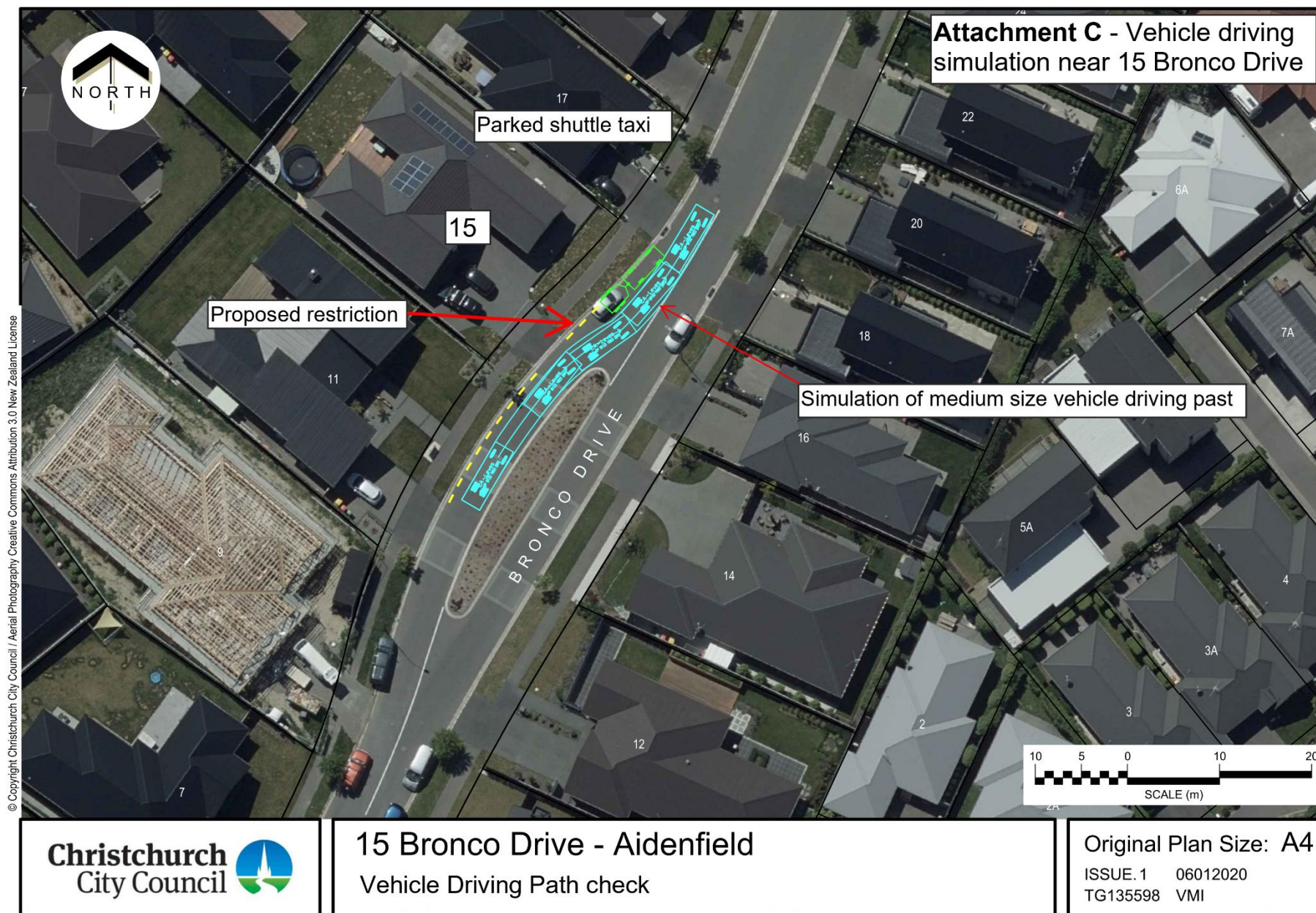




**Attachment B** – Observed vehicle parked outside 15 Bronco Drive







## 12. Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Applications - Canterbury Regional Basketball Foundation, Community Patrol Riccarton Inc., Church Corner Toy Library, Hornby Good Companions Club, Halswell Hall Inc., Halswell Playcentre, Halswell Scout Group, Halswell Toy Library Inc., Hornby Community Patrols Inc., Hornby Netball Club, Hornby Toy Library, Oak Development Trust, Riccarton Community Church Trust, Templeton Residents Association, The Link Community Trust

Reference / Te Tohutoro: 20/660565

Marie Byrne, Community Development Advisor –  
marie.byrne@ccc.govt.nz

Report of / Te Pou  
Matua: Karla Gunby, Community Development Advisor –  
karla.gunby@ccc.govt.nz

Sam Holland, Community Recreation Advisor –  
samantha.holland@ccc.govt.nz

General Manager /  
Pouwhakarae: Mary Richardson, General Manager, Citizens and Community –  
mary.richardson@ccc.govt.nz

### 1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider an application for funding from its 2019/20 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
61552	Canterbury Regional Basketball Foundation	CRBF Mentoring Programme	\$30,000	\$7,000
61054	Halswell Hall Incorporated	Annual Insurance	\$7,462	\$2,000
61133	Community Patrol Riccarton Incorporated	Items for Running Patrol	\$570	\$570
61303	Church Corner Toy Library	Wages for librarian	\$2,000	\$2,000
61107	Hornby Good Companions Club	Older Adults Bus Trips	\$1,000	\$750
61053	Halswell Playcentre	Halswell Playcentre Rent	\$4,140	\$3,000
61279	Halswell Scout Group	Halswell Scouts Assorted Costs	\$3,165	\$2,700

61089	Halswell Toy Library Incorporated	Halswell Toy Library	\$3,000	\$2,000
60994	Hornby Community Patrols Inc	Volunteer Support and Communication	\$1,800	\$1,800
61412	Hornby Netball Club	Netball Replacement	\$1,600	\$800
61186	Hornby Toy Library	Running Hornby Toy Library	\$4,100	\$2,000
61601	Oak Development Trust	Riccarton Community Event	\$2,500	\$2,000
61087	Riccarton Community Church Trust	Riccarton Community Street Party	\$3,750	\$2,000
61309	Templeton Residents' Association	Administration Costs and Community Day	\$2,200	\$2,200
61117	The Link Community Trust	Little Steps	\$2,000	\$1,500

1.2 Transfer unspent funds from the Youth Development Fund and Leadership Opportunities and ANZAC Day Expenses Projects

1.3 There is currently a balance of \$21,834 remaining in the fund

## 2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Resolve to transfer \$11,500 from the following project allocations to the 2019/20 Discretionary Response Fund;
  - 1.1. Youth Development Fund, \$4,000
  - 1.2. Leadership Opportunities, \$6,000
  - 1.3. ANZAC Day Expenses, \$1,500
2. Approve a grant of \$7,000 from its 2019-20 Discretionary Response Fund to Canterbury Regional Basketball Foundation towards delivery of the Canterbury Regional Basketball Foundation mentoring programme within schools in the Halswell-Hornby-Riccarton area.
3. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Hall Incorporated towards insurance.
4. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Church Corner Toy Library towards the librarian/co-ordinator wages.
5. Approve a grant of \$570 from its 2019-20 Discretionary Response Fund to Community Patrol Riccarton Incorporated towards the purchase of a dashcam and high visibility vests.
6. Approve a grant of \$3,000 from its 2019-20 Discretionary Response Fund to Halswell Playcentre towards rent.
7. Approve a grant of \$2,700 from its 2019-20 Discretionary Response Fund to Halswell Scout Group towards building insurance, uniforms and first aid courses.



8. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Toy Library Incorporated towards wages.
9. Approve a grant of \$1,800 from its 2019-20 Discretionary Response Fund to Hornby Community Patrol Incorporated towards volunteer recognition and communication expenses.
10. Approve a grant of \$750 from its 2019-20 Discretionary Response Fund to the Hornby Good Companions Club towards the cost of bus trips.
11. Approve a grant of \$800 from its 2019-20 Discretionary Response Fund to Hornby Netball Club for the replacement of old netballs.
12. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to the Hornby Toy Library towards wages and toy library expenses.
13. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Oak Development Trust for the Riccarton Community Event.
14. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Riccarton Community Church Trust towards entertainment and road closure costs associated with the Riccarton Community Street Party.
15. Approve a grant of \$2,200 from its 2019-20 Discretionary Response Fund to Templeton Residents Association towards administration costs and the running of a community day.
16. Approve a grant of \$1,500 from its 2019-20 Discretionary Response Fund to the Link Community Trust towards Little Steps class expenses.

### 3. Key Points / Ngā Take Matua

#### Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 3.1 An application to the Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund has been received from Canterbury Regional Basketball Foundation.
- 3.2 Applications to the 2020/21 Waipuna/Halswell-Hornby-Riccarton Strengthening Communities Fund (SCF) closed on 22 April 2020. Collectively the 56 applicant organisations are seeking \$890,000.
- 3.3 There is an opportunity to allocate funding towards some of the applications to SCF from the Board's 2019/20 Discretionary Response Fund in order to reduce the pressure on the 2020/21 Strengthening Communities Fund.
- 3.4 Currently a balance of \$21,834 in the 2019/20 Discretionary Response Fund.
- 3.5 Three "Community Board" projects totalling \$11,500 (which have been funded out of the 2019/20 Discretionary Response Fund) are considered unlikely by staff to be expended before the end of the financial year. These were projects that were unable to be completed due to the COVID-19 lockdown situation.
- 3.6 The projects unlikely to be completed this financial year are:
  - ANZAC Day Expenses (\$1,500)
  - Leadership Opportunities (\$6,000)
  - Youth Development Fund (\$4,000 allocated at the 17 March 2020 meeting of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting)

- 3.7 Staff recommend that the \$11,500 allocated to these projects be returned to the 2019/20 Discretionary Response Fund. This would increase the total available in the Fund from \$21,834 to \$33,334.
- 3.8 Fourteen projects that were originally applications to the SCF have been identified as being suitable to be transferred to the Discretionary Response Fund for consideration. These are projects that are targeted for delivery before the end of the year.
- 3.9 Where an organisation's applications has been considered for transfer, the organisation has been contacted and have agreed in writing to this course of action.
- 3.10 Should the Board decide not to fund any of the applications from Recommendations three through to 15 above, it would be desirable to resolve to refer them back to the 2020/21 Strengthening Communities Fund for consideration.

### Strategic Alignment / Te Rautaki Tīaroaro

- 3.11 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active citizenship and connected communities. It will provide connected communities which are happier, healthier, more productive and more resilient.

### Decision Making Authority / Te Mana Whakatau

- 3.12 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
  - 3.12.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
  - 3.12.2 The Fund does not cover:
    - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
    - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

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

- 3.13 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.14 The level of significance was determined by the number of people affected and/or with an interest.
- 3.15 Due to the assessment of low significance, no further community engagement and consultation is required.

### Discussion / Kōrerorero

- 3.16 At the time of writing, the balance of the 2019/20 Discretionary Response Fund is as below.

Total Budget 2019/20	Granted To Date	Available for allocation	Balance If Staff Recommendations adopted
\$201,560	\$179,726 (-\$11,500 return) \$168,226	\$21,834 (+\$11,500) \$33,334	\$1,014

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

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

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund 16 June 2020 Decision Matrix One	70
B <a href="#">↓</a>	Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund 16 June 2020 Decision Matrix Two	72

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Marie Byrne - Community Development Advisor Karla Gunby - Community Development Advisor Samantha Holland - Community Recreation Advisor
<b>Approved By</b>	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton

2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061552	<b>Organisation Name</b>  Canterbury Regional Basketball Foundation	<b>Name and Description</b>  <b>CRBF Mentoring Programme</b>  Split HHR 58% / LCH 25% / CB 16.6%  The Canterbury Regional Basketball Foundation are seeking funding towards the delivery of the CRBF Mentoring Programme.	<b>Funding History</b>  <b>Other Sources of Funding</b> Organisation Contribution - \$57,000 Total of other grants - \$45,000 For funding difference we will continue to source other funding through sponsorship and organisation contribution.	<b>Request Budget</b>  <b>Total Cost</b> \$167,000  <b>Requested Amount</b> \$30,000 <b>18% percentage requested</b>  <b>Contribution Sought Towards:</b> Specialist Coach Mentors - \$30,000	<b>Staff Recommendation</b>  <b>\$ 7,000</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$7,000 from its 2019/20 Discretionary Response Fund to Canterbury Regional Basketball Foundation towards delivery of the Canterbury Regional Basketball Foundation mentoring programme within schools in the Halswell-Hornby-Riccarton area.	<b>Priority</b>  <b>2</b>
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<b>Organisation Details:</b>  Service Base: Action Indoor Sports, Hornby  Legal Status: Charitable Trust  Established: 13/02/2014  Staff – Paid: 6  Volunteers: 40  Annual Volunteer Hours: 5000  Participants: 500  Target Groups: Children/Youth  Networks: Canterbury Basketball Association	<b>Alignment with Council Strategies and Board Objectives</b> <ul style="list-style-type: none"> <li>Physical Recreation and Sport Strategy</li> <li>Strengthening Communities Strategy</li> <li>Youth and Children Policies</li> <li>Recreation and Sports Policy</li> <li>Social Wellbeing Policy</li> </ul> <b>Alignment with Council Funding Outcomes</b> <ul style="list-style-type: none"> <li>Support, develop and promote capacity</li> <li>Community participation and awareness</li> <li>Increase community engagement</li> <li>Enhance community and neighbourhood safety</li> <li>Provide community based programmes</li> <li>Reduce or overcome barriers</li> <li>Foster collaborative responses</li> </ul> <b>How Much Will The Project Do? (Measures)</b>  Deliver the CRBF Mentoring Programme to the targeted low decile primary, intermediate and high schools within Halswell-Hornby-Riccarton area in Term 3 and 4 2020, Term 1 and 2, 2021.  Through the delivery of the CRBF Mentoring Programme and the use of the platform of basketball, the project will see social outcomes for youth including development of self respect, respect of others and interpersonal skills.  Young people will be supported through the CRBF Mentoring in academic, basketball and leadership areas including encouraging the students to give back to younger students through coaching and refereeing.  <b>How Will Participants Be Better Off?</b>  Young people in the east and west particularly at low decile schools will receive an eight week CRBF Mentoring programme. This will lead to them receiving mentorship and role modeling from Rams players who the students look up too and respect. The social outcomes as a result will include development of self respect, respect for others, inter personal skills and a greater commitment to their school work and community.  A number of these students don't have connected relationships at home or at school, so by using the sport of basketball and role models they look up and the young people are able to develop acceptance and open up to in different ways.	<b>Staff Assessment</b>  The Canterbury Regional Basketball Foundation was established in 2014. The purpose of the organisation is to assist with the promotion, participation and development of basketball within Canterbury. Some of their existing programmes include the Junior Development programme, In School programme, Mainland Eagles Academy, Coach Development and the Basketball Mentoring Programme Pilot. The Basketball Foundation is under the umbrella of the Canterbury Regional Basketball Foundation.  The Basketball Foundation are seeking funds to go towards their Basketball Mentoring Programme. The programme targets low decile schools, and is focused on tamariki or rangitahi who are not engaged with main stream sports programmes and may have behavioural issues at school. The programme provides discipline for both sport and life. The students are partnered with a mentor who will have a positive influence on their life. There is regular tracking and feedback loops to support and encourage tamariki or rangitahi in academics, leadership and healthy lifestyle behaviours.  The Mentoring Programme is delivered within 14 schools in including primary, intermediate, and high schools. There are seven schools that sit within Halswell-Hornby-Riccarton area. These school include: Gilberthorpes School, South Hornby Primary School, Riccarton Primary School, Hornby Primary School, Wigram Primary, St Theresa's Primary, and Hornby High School. The other seven schools sit within Linwood-Central-Heathcote and Coastal-Burwood areas.  Schools are confirming their involvement with the programme and if they can contribute financially. Each programme costs \$1600 with the majority of this cost for the Specialist Coach Mentors ? the ratio of children to coach mentors is 2:20.  The programme is delivered for 8 weeks during Term 3 and 4 of 2020, and Term 1 and 2 of 2021, and will reach 15-25 students per school for 1.5 hours per week, 1 hour basketball skills and drills and 30 minutes life skills, mentoring (info taken from the 2018 Programme evaluation). The Basketball Foundation will work with the school to determine when the programme will occur: during class time, lunch time or after school.  The Basketball Foundation will work closely with groups who are already set up in the schools and communities to identify the children who will benefit from the programme. Some of the groups already identified are 24/7 youth workers, Community Development Network Trust, Sport Canterbury, and existing coaches and teachers within the schools.  The Basketball Foundation are also very interested in supporting the various Recreation Advisors across the city to replicate the Hoops events, which will tie in with the Mentoring Programme and link new players with their local Clubs (Wharenuai Gators, Pioneer Basketball, Celebration Lions & Eastern Wolves) or other recreation opportunities.  In 2018 a pilot programme was developed by Alan Harrison a retired teacher and principal with 45 years? experience who would work alongside a RAMS coach/mentor to deliver a pilot programme in Parkview Primary, Bromley Primary and Mairehau Primary schools. This had funding support from YouthTown. Two of the programmes proved to be very successful gaining great feedback, schools highlighted improved relationships, quality of learning, increased behavioural and social skills.  The Basketball Foundation has developed an online version of the mentoring programme in the instance that the in person sessions cannot occur if there are changes to the Covid 19 alert levels.  Coastal-Burwood staff recommendations \$2,400  Linwood-Central-Heathcote staff recommendations \$4,000
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2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061054	<b>Organisation Name</b>  Halswell Hall Incorporated	<b>Name and Description</b>  <b>Annual Insurance</b>  The Halswell Hall is seeking a contribution towards insurance costs for the hall.	<b>Funding History</b>  2019/20 - \$180 (Summer with your Neighbours event) 2018/19 - \$5,000 (Replacing Drainage pipes) DRF 2018/19 - \$250 (Neighbourhood Week Event) 2018/19 - \$2,000 (Internal Repaint) DRF  <b>Other Sources of Funding</b> Hire charges	<b>Request Budget</b>  <b>Total Cost</b> \$ 7,462  <b>Requested Amount</b> \$ 7,462 <b>100% percentage requested</b>  <b>Contribution Sought Towards:</b> Insurance - \$7,462	<b>Staff Recommendation</b>  <b>\$ 2,000</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to Halswell Hall Incorporated towards insurance.	<b>Priority</b>  <b>2</b>
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<b>Organisation Details:</b>  Service Base: 450 Halswell Road, Halswell Legal Status: Incorporated Society Established: 27/05/1933 Staff – Paid: 0 Volunteers: 9 Annual Volunteer Hours: 1250 Participants: 1,500 Target Groups: Community Development Networks:  <b>Organisation Description/Objectives:</b> Our organisation is a Community Hall which is available for hire by local community groups who currently have a focus on well-being and fitness as well as Church groups - it is available for functions such as Public meetings, weddings, birthday celebrations and funerals with modern kitchen facilities. The main hall is licensed for 200 people and the "Sunbeam Lounge" 50; this is an ideal meeting room or for smaller gatherings and allows us to dove-tail bookings on occasion to maximise the use.	<b>Alignment with Council Strategies and Board Objectives</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> </ul> <b>Alignment with Council Funding Outcomes</b> <ul style="list-style-type: none"> <li>Support, develop and promote capacity</li> <li>Increase community engagement</li> <li>Provide community based programmes</li> <li>Reduce or overcome barriers</li> </ul> <b>How Much Will The Project Do? (Measures)</b>  The Hall is maintained at all times to a high standard and is an attractive facility for the community to use and enjoy. More funds available for the repairs and maintenance schedule which gives the committee certainty to look at some of the larger work which has significant cost attached to it.  The Hall will continue to attract, support and retain regular hire groups who cater to the broad ethnic community in Halswell with culture-specific Church services and Youth Group (Samoan and Indian currently), well-being tutored classes catering for all ages groups and cultures; fitness and social interaction is integral in all these classes and ensures we remain a vital part of the "connectivity" factor in Halswell. Family celebrations (weddings, birthdays, funerals) continue to be a valuable source of income to the Hall.  The Hall will be able to continue to offer hire to small groups at a financially-viable level and continue to support groups as they start up and build to a sustainable class size.  <b>How Will Participants Be Better Off?</b>  The Halswell residents have a community hall that is adequately insured for any incident and is able to be maintained to a high standard for the community to use.	<b>Staff Assessment</b>  The Halswell Hall is a community facility used by a wide variety of local groups such as local tutors, fitness instructors and community groups, and a number of private groups for larger functions such as weddings and parties. The income stream from the larger events allows the hall to be offered to the smaller users who provide a number of social, recreational and educational opportunities to the local community. The hall is governed by a small committee who run the hall for the community. The hall has been open to the community since 1913 and has always been community owned and managed.  There has been some success over the past 12 months in attracting hirers at the times when the Hall is not in use and this is an on-going challenge for the Committee. The committee endeavours to maximise the potential hiring capacity by continued promotion and liaising with our regular groups to retain them as hirers.  The Halswell Hall was revalued in 2018 and has current full replacement cover of \$2,000,000. The cost of the insurance is around one quarter of the annual revenue. The potential to increase hires to a level that would make this insurance account a smaller percentage of our annual income is limited because of the availability of popular booking times and keeping the cost manageable for the smaller groups to hold their activities. As such, the Hall is restricted in the ongoing maintenance and upgrade of the facilities. Assistance with the annual insurance payment would allow the hall committee to undertake sound repairs to ensure the hall remains an attractive and useful facility which meets the needs of the local community.  Over the past three years the kitchen has been upgraded, the internal walls painted and the outside drainage pipes replaced.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061303	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Church Corner Toy Library	<b>Wages for librarian (Coordinator/Grants Officer)</b>  The Church Corner Toy Library is seeking funding assistance towards the wages for the part time librarian/co-ordinator.	\$ 9,880  <b>Requested</b> \$ 2,000 (20% requested)	Salaries and Wages - \$2,000	<b>\$ 2,000</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to Church Corner Toy Library towards the librarian/co-ordinator wages.	<b>2</b>

<b>Organisation Details</b> Service Base: 393 Riccarton Road, Upper Riccarton Legal Status: Incorporated Society Established: 22/03/2009 Target Groups: Children/Youth Annual Volunteer Hours: 208 Participants: 380  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Children's Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$1,500 (Wages) SCF 2018/19 - \$3,000 (Co-ordinator wages, general running costs) DRF 2017/18 - \$1,000 (Operating Expenses) SCF F-W-H 2017/18 - \$1,800 (Wages and Running Costs) SCF	<b>Other Sources of Funding</b> Rata Foundation - \$6,000 pending. <b>Staff Assessment</b> Church Corner Toy Library, based in the Sir John McKenzie Memorial Children's Library in Upper Riccarton, hires out toys, bikes, baby equipment, furniture and books to families of children under eight years of age. The library is open throughout the year and currently has 84 families on its roll. As well as providing a range of toys, the library is also responsible for imparting knowledge to families, particularly on age-appropriate toys and levels of development.  The library keeps membership fees (\$40 per annum) and hire charges (\$0.50 to \$3.00) low in order to be accessible to people from the low socio-economic areas they cater for. This means families can provide their children with opportunities to play and learn appropriately for their developmental stage without the full expense of purchasing toys which may only be used for a short period of time. The library provides toys and play equipment that children use to develop skills that are required to participate in society.  The librarian/co-ordinator works ten hours per week and is available to assist parents and caregivers in selection of toys appropriate for each child as well as managing the volunteers. This role also undertakes all of the administrative tasks for the organisation which includes monthly reporting, managing social media and co-ordinating fundraising efforts.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061133	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Community Patrol Riccarton Incorporated	<b>Items for running Patrol</b>  Community Patrols Riccarton Incorporated is seeking funding assistance towards the purchase of a Dashcam for their patrol vehicle and high visibility vests.	\$ 570  <b>Requested</b> \$ 570 (100% requested)	Dashcam - \$199 Hi Vis vests - \$371	<b>\$ 570</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$570 from its 2019/20 Discretionary Response Fund to Community Patrol Riccarton Incorporated towards the purchase of a Dashcam and high visibility vests.	<b>2</b>

<b>Organisation Details</b> Service Base: Car located at Mobil Riccarton, Riccarton Rd Legal Status: Incorporated Society Established: 1/06/2000 Target Groups: Community Development Annual Volunteer Hours: 2300 Participants: 30  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Safer Christchurch Strategy</li> </ul> <b>CCC Funding History</b> Nil	<b>Other Sources of Funding</b> Nil <b>Staff Assessment</b> Community Patrols Riccarton Incorporated (CPRI) are seeking financial support from the Community Board towards the provision of a surveillance dash camera and high visibility vests. CPRI has previously had a Dashcam in the patrol vehicle and found it useful both for patroller safety and to record incidents on video that could be passed on to police. However, this camera failed three months ago and they are now looking to replace it with one that is likely to last longer and recommended by Consumer New Zealand. It is a Health and Safety requirement within the national body's National Patrollers Standards to ensure that patrollers wear high visibility Vests. CPRI seek to purchase 30 vests which would remain the property of CPRI and be in a variety of sizes. CPRI is part of a network of over 150 community patrols around New Zealand, and part of the larger organisation, Community Patrols of New Zealand (CPNZ). Their key focus is on creating safe, resilient communities by: <ul style="list-style-type: none"> <li>Patrolling residential, business and industrial areas to deter and discover criminal activity.</li> <li>Reporting signs of suspicious activity.</li> <li>Taking notes, recording and gathering information for Police.</li> <li>Assisting at accident and crime scenes.</li> <li>Watching out for stolen cars.</li> <li>Reporting graffiti and other matters needing attention by Council.</li> <li>Helping to control crowds and assist the public at community events.</li> </ul> They work very closely with the Police, who provide the majority of their fuel costs. However, they receive no government funding and rely heavily on donations and sponsorship. Community Patrols are independent from the Police but receive regular Police guidance, training and tasking.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061053	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Halswell Playcentre	<b>Halswell Playcentre</b> The Halswell Playcentre is seeking a contribution towards rent.	\$ 8,280 <b>Requested</b> \$ 4,140 (50% requested)	Rent - \$4,140	<b>\$ 3,000</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,000 from its 2019/20 Discretionary Response Fund to Halswell Playcentre towards rent.	<b>2</b>

<b>Organisation Details</b> Service Base: St Lukes, Halswell Road Legal Status: Charitable Trust Established: 1/04/1979 Target Groups: Education Annual Volunteer Hours: 30 Participants: 38  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$3,000 (Rent) SCF 2017/18 - \$4,000 (Rent) SCF	<b>Other Sources of Funding</b> Funds on hand - \$10,496 <b>Staff Assessment</b> The Halswell Playcentre is based at St Luke's Church, on Halswell Road. It has been on that site for 43 years. The Playcentre has 38 enrolled children aged between zero and five years. Many of the sessions are at capacity. The centre is open four mornings a week. The centre's main expenses are the part time coordinators wages and rent. Rent for the year includes the playcentre's power. They are charged quarterly by St Lukes. The playcentre are actively seeking another site for the future of the playcentre. They are fundraising to assist them with any future move. This funding would reduce the amount of fundraising the centre would need to do.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061279	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Halswell Scout Group	<b>Halswell Scouts Assorted Costs</b>  The Halswell Scout Group is seeking funding towards insurance costs for the Halswell Scout Hall on the Halswell Domain and a contribution towards first aid course costs and uniforms.	\$ 8,370  <b>Requested</b> \$ 3,165 (38% requested)	Insurance - \$1,565 First aid courses - \$1,000 Uniforms - \$600	<b>\$ 2,700</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,700 from its 2019/20 Discretionary Response Fund to Halswell Scout Group towards building insurance, uniforms and first aid courses.	<b>2</b>

<b>Organisation Details</b> Service Base: Halswell Scout Hall, Halswell Domain Legal Status: Other Established: 1/09/1955 Target Groups: Children/Youth Annual Volunteer Hours: 13000 Participants: 172  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Youth Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$1,780 (Building and equipment insurance & first aid training) SCF 2018/19 - \$2,060 (Building and equipment insurance) SCF 2017/18 - \$3,500 (Increased insurance costs) SCF	<b>Other Sources of Funding</b> Halswell Tennis Club insurance contribution - \$955 Kitchen trailer income - \$500 Hall hire fees - \$1,000 Membership fees - \$2,000 Contribution from Zone - \$750  <b>Staff Assessment</b> The Halswell Scout Group have been a registered Scout Group since 1955. The Halswell Scout Group is the second largest group in New Zealand and is almost running at full capacity. It draws young people from across the south west of Christchurch.  This project seeks funding towards the insurance costs of the hall on Halswell Domain. The hall is owned by Scouts New Zealand and is heavily used by various sections of the scout group as well as a number of community groups and individuals including a Samoan church, Probus, a local school holiday programme and a weekly craft group.  Maintaining an appropriate level of insurance ensures that, should the need arise, the group and community can rebuild the facility and ensure that scouts can continue to deliver fun and challenging programmes for the youth of the community. In 2016 the building was re-assessed and is now insured at a reasonable level, should the worst happen, also taking into account the need to manage the subscriptions to families to mitigate cost being a barrier to participate in scouting.  Halswell Scouts is also seeking funding towards the cost of first aid training courses for leaders. The funding will provide five full first aid courses (two days long), and ten refresher courses (one day). All leaders are required to have a full first aid certificate, and to complete the refresher course every two years.  In addition Halswell Scouts seeks funding to cover the cost of new and replacement uniforms (shirt, polar fleece, scarf and badges) for their leaders in order to minimise the cost of volunteering. These go into a pool that can be used by other leaders.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061089	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Halswell Toy Library Incorporated	<b>Halswell Toy Library</b> Halswell Toy Library is seeking funding towards wages for their part-time Librarians.	\$10,400 <b>Requested</b> \$ 3,000 (29% requested)	Wages - \$2,200	<b>\$ 2,000</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to Halswell Toy Library Incorporated towards wages.	<b>2</b>

<b>Organisation Details</b> Service Base: 37 Cunningham Place, Halswell Legal Status: Incorporated Society Established: 22/01/1996 Target Groups: Children/Youth Annual Volunteer Hours: 150 Participants: 160  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Children's Policy</li> <li>Early Childhood Education Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$2,200 (Wages) SCF 2018/19 - \$3,000 (Wages) DRF 2017/18 - \$2,200 (Wages) SCF	<b>Other Sources of Funding</b> Membership fees - \$3,900 Lotteries, COGS - \$1,500 Fines, fundraising, hire fees, prepaid cards, toy sales - \$2,000 We have not yet applied for any other funding applications for the 2020/2021 financial year. However, we are hoping to apply for a COGS grant. <b>Staff Assessment</b> The Halswell Toy Library has been registered since 2008 and has a good base of families and grandparents in the area. The Library currently employs two part-time librarians on a Wednesday evening and Saturday morning. The librarians assist with the smooth running of the library, the issuing of toys and membership renewals. The Toy Library committee is seeking funds to assist with the cost associated with employing staff which provide a professional and familiar face for the members. The librarians assist to maintain membership and increase the viability of the toy library. The Library remains a sustainable community service for young families in the community, with quality educational toys being made available to everyone living in the community at an affordable price. The interaction that children have with the various genres of toys can expand their learning, create memories with their family and also bringing families in the community together to help support each other. The Library has a range of different membership fees; for families who do duties and no duty, as well as grandparents and community service card holders. The timing of the lockdown meant that fewer members renewed their full membership, which began on the 1 April, leading to reduced income for the year.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00060994	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Hornby Community Patrols Inc	<b>Volunteer Support &amp; Communication</b> Hornby Community Patrol is seeking a contribution towards volunteer recognition and communication expenses.	\$ 1,963 <b>Requested</b> \$ 1,800 (92% requested)	Volunteer Recognition - \$1,000 Telephone and internet - \$800	<b>\$ 1,800</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,800 from its 2019/20 Discretionary Response Fund to Hornby Community Patrol Inc towards volunteer recognition and communication expenses.	<b>2</b>

<b>Organisation Details</b> Service Base: Hornby Police Station Legal Status: Incorporated Society Established: 21/06/1996 Target Groups: Health & Wellbeing Annual Volunteer Hours: 2500 Participants: 50  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$1,500 (Communications and Training) SCF 2018/19 - \$2,500 (Shared with all Christchurch Patrols for 25 year celebration in June 2019)	<b>Other Sources of Funding</b> Sponsorship - \$2,000 Funds on hand - \$2,141 Funds on hand (New Vehicle Fund) - \$5,000 <b>Staff Assessment</b> The Hornby Community Patrols is a volunteer organisation that works alongside the Police, to deliver the Prevention First Strategy. The patrol is part of a national body that has a memorandum of understanding with the Police and they are affiliated to Community Patrols New Zealand. Group members patrol the community and act as eyes and ears for the Police, passing on information of activity that could be of Police interest. Hornby Community Patrol has a wide area of coverage spanning Hornby and Templeton through to Halswell. The Patrols collaborate at both a regional and national level. When on patrol they have radio contact with other patrols. Members are vetted by Police and abide by a Police approved code of conduct. The Hornby Community Patrol conducts approximately 2500 patrol hours per annum. The volunteers are a range of ages and ethnic backgrounds. The Patrol will continue to support the potential Police Recruits that form part of the membership base. The Hornby Community Patrol rewards the volunteer membership regularly by organising low cost meal gatherings such as pizza or ethnic meals at businesses in the area of operation. First Aid Training is also provided to patrollers. The Patrol has been successful in fundraising over the past year to replace their Patrol vehicle as repairs on the old vehicle were becoming costly. The patrol participates in community events such as Hello Hornby, New Zealand A and P Show and neighbourhood gatherings. Members commit to doing at least 1 x 4 hour patrol every month. The Hornby Community Patrol is actively promoting safety as the vehicle is highly visible in the nationally approved livery. Patrollers also meet with businesses and residents to discuss / highlight issues that have been noticed while patrolling as well as encourage feedback from the community on issues that need attention. 2019 marked the 25th anniversary of the organisation in Hornby. The Patrol is also seeking funding to cover the cost of the website and mobile phone communications. The provision of good communication is essential for the safety of volunteers as much of the shifts are spent out at night.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061107	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Hornby Good Companions Club	<b>Good Companions Hornby</b> The Hornby Good Companions Club is seeking a contribution towards the cost of bus trips for older adults who attend the club.	\$ 2,800 <b>Requested</b> \$ 1,000 (36% requested)	Subsidy for bus trips - \$1,000	<b>\$ 750</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$750 from its 2019/20 Discretionary Response Fund to the Hornby Good Companions Club towards the cost of bus trips.	<b>2</b>

<b>Organisation Details</b> Service Base: Hornby Workingmen's Club Legal Status: Other Established: 4/04/1960 Target Groups: Older adults Annual Volunteer Hours: 20 Participants: 80  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Older Adults Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$700 (Bus Trip Allowance) SCF 2018/19 - \$600 (Bus Trip Allowance) HHR Operational 2017/18 - \$600 (Bus Trip Allowance) SCF	<b>Other Sources of Funding</b> Funds on hand - \$4,148 Membership fees  <b>Staff Assessment</b> The Hornby Good Companions Club is a well-established social club for older adults who meet weekly at the Hornby Workingmen's Club. The club was initially a social club of the wives of the freezing workers in the area and has built up to become what it is today.  They have up to 80 members, with ages ranging from 50 to 90 years. The group has a committee that meets regularly to plan activities. The weekly activities include cards and bowls with afternoon tea. Each month they plan entertainment followed by afternoon tea.  The club wishes to continue to subsidise the transport expenses for the four to six bus trips they will organise this year. The bus trips are an anticipated event with high uptake. It assists older adults, many of whom cannot drive and live alone, access to an outing, and various venues and recreational opportunities in the wider Christchurch area. The grant makes the trips an affordable outing with friends.  Examples of day trips in the past year have been to the Museum and Botanic Gardens, picnic lunches, Geraldine and Kaiapoi River Boat cruise. The next planned trip is on the Lyttelton Tug Boat.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061412	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Hornby Netball Club	<b>Netball Replacement</b> The Hornby Netball Club are seeking funding to replace 60 damaged and worn out netballs.	\$ 1,840 <b>Requested</b> \$ 1,600 (87% requested)	Equipment / Materials - \$1,600	<b>\$ 800</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$800 from its 2019/20 Discretionary Response Fund to Hornby Netball Club for the replacement of old netballs.	<b>2</b>

### Organisation Details

Service Base: Denton Park, Hornby  
 Legal Status: Incorporated Society  
 Established: 28/08/2008  
 Target Groups: Sports/Recreation  
 Annual Volunteer Hours: 7500  
 Participants: 260

### Alignment with Council Strategies

- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Youth and Children Policies
- Recreation and Sports Policy

### CCC Funding History

2019/20 - \$8,000 (Netball Development Officer) SCF  
 2018/19 - \$1,000 (Volunteer recognition) Internal Budget  
 2017/18 - \$1,000 (Volunteer recognition) SCF

### Other Sources of Funding

Funds on hand - \$240

### Staff Assessment

The Hornby Netball Club are seeking funding to replace 60 damaged and worn out netballs. These include 20 game balls and 40 training balls. The Hornby Netball Club want to provide essential equipment for their members for weekly training sessions and provide good quality game balls for teams to use in the Saturday competitions.

Hornby Netball Club is currently the only netball club situated in Hornby. It provides members of the Hornby community and surrounding suburbs the opportunity to play a team sport, improve health, fitness and strive to be the best they can be.

The Hornby Netball Club holds weekly training sessions for their 24 teams, including drop-in sessions that are open to the public to attend for a gold coin donation. They provide for a wide range of age groups, with members ranging from primary school age to over 50 and supports its players throughout the netball session to up-skill and improve fitness. They also run a fitness and development squad over the late spring and summer season which are also open to the public at the low cost of \$5.00 per week.

There are other netball clubs in Christchurch, but for many of their players the higher annual subscription costs charged by other clubs would make playing netball unaffordable. The Club carefully sets the budget year to year, and annual subscriptions are kept to a minimum to ensure family finances don't prevent members from being part of the Club.

In order for the Hornby Netball Club to continue its great work within the community and to support its members with the equipment they require to play, they desperately need to replace the worn out netballs that they currently have.

## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

<b>00061186</b>	<b>Organisation Name</b>  Hornby Toy Library	<b>Name and Description</b>  <b>Running Hornby Toy Library</b>  The Hornby Toy Library is seeking funding towards wages and toy library expenses.	<b>Total Cost</b>  \$ 9,600  <b>Requested</b>  \$ 4,100  (43% requested)	<b>Contribution Sought Towards</b>  Wages - \$2,000 Power - \$1,600 Mi Base Management System - \$400 PO Box - \$100	<b>Staff Recommendation</b>  <b>\$ 2,000</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to the Hornby Toy Library towards wages and toy library expenses.	<b>Priority</b>  <b>2</b>
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<p><b>Organisation Details</b></p> <p>Service Base: Former Sockburn School Legal Status: Incorporated Society Established: 11/12/1991 Target Groups: Children/Youth Annual Volunteer Hours: 200 Participants: 75</p> <p><b>Alignment with Council Strategies</b></p> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Children's Policy</li> <li>Early Childhood Education Strategy</li> </ul> <p><b>CCC Funding History</b></p> <p>2019/20 - \$2,200 (Wages) DRF 2018/19 - \$3,000 (Wages) DRF 2017/18 - \$2,200 (Wages) SCF</p>	<p><b>Other Sources of Funding</b></p> <p>Funds on hand - \$10,200 Rata Foundation - \$4,000</p> <p><b>Staff Assessment</b></p> <p>The Hornby Toy Library has been registered since 1991 and is currently situated on the former Sockburn School site. The Toy Librarian position is the only paid position in the organisation, governed by a committee of seven volunteers. The Library is open for four hours a week; Thursday 5.30 to 7pm and Saturday 9.30 to 12pm. There are currently 75 members.</p> <p>The Librarian is required to make sure the library runs efficiently, deal with new memberships, works with families on toy choices and community promotions. The Toy Library currently has an effective and reliable librarian employed for 8 hours a week but who invests more time in the library as a volunteer.</p> <p>The Library has a fundraising team, who regularly do sausage sizzles and other ventures to raise capital. The Committee has been told they have to move from the Sockburn School and are actively looking for a new site.</p>
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061601	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Oak Development Trust	<b>Riccarton Community Event</b> Oak Development Trust is seeking funding assistance towards the "Our Riccarton, Our Community Lets Have Fun" community event which has been held in Harrington Park each October since 2012.	\$ 6,200 <b>Requested</b> \$ 2,500 (40% requested)	Event Related Costs	<b>\$ 2,000</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to Oak Development Trust for the Riccarton Community Event	<b>2</b>

### Organisation Details

Service Base: 80 Rattray Street  
Event held on Harrington Park, Peverel Street  
Legal Status: Charitable Trust  
Established: 10/12/2010  
Target Groups: Riccarton Community  
Multicultural Community  
Annual Volunteer Hours: 6913  
Participants: 4,625

### Alignment with Council Strategies

- Strengthening Communities Strategy
- Events Strategy
- Multicultural Strategy

### CCC Funding History

2019/20 - \$38,000 (Programme Delivery), SCF Multiyear  
2019/20 - \$4,200 (Connect 2020, Older persons gathering, Lets Cook for Women)  
2018/19 - \$42,000 (Programme Delivery), SCF Multiyear  
2018/19 - \$30,000 (Resilience Initiatives) CRPF  
2018/19 - \$1,000 (Muslim Community Outreach) LRF  
2017/18 - \$3,000 (Men2Cook) DRF  
2017/18 - \$42,000 (Programme Delivery), SCF Multiyear  
2017/18 - \$30,000 (Resilience Initiatives) CRPF

### Other Sources of Funding

Riccarton Baptist Church, Riccarton Rotary, Local businesses

### Staff Assessment

This event provides a mechanism for community celebration and also a considerable positive and ongoing social impact within the community. It is from this event that many locals feel empowered to not only be involved in, but also lead local initiatives in this community. Therefore it is more than an event, it is a vehicle for community growth and empowerment.

Oak Development Trust is the umbrella organisation which applies for funding for this event on behalf of the collaborative organising team, which comprises of representatives from a number of community organisations along with individual residents from the local area. Other groups, schools and organisations in the community contribute by providing entertainment, food, information stalls and activities. For the past seven years over 30 different organisations have been involved in some way in the running of the event. The activities have reflected the diverse nature of the community, with groups from different nationalities providing food and entertainment. Activities have also targeted a wide range of age groups.

The Community Day has become an annual event, much anticipated and much enjoyed, with food, activities and entertainment for all ages drawing the community together for a fun-filled afternoon. Previous events have brought together many locals in the community and helped to developed community spirit in an area that has traditionally housed a mix of long-term residents with those who have a more transitional lifestyle (e.g. students). The event builds stronger community networks and bonds, reduces social isolation and gets people out and about in their community. The annual event promotes social inclusion and connection within the area and takes a community recreation approach, targeting grass roots participation. It has also provided a vehicle for engaging with the community on various issues.

An important outcome of the event each year is the extent to which it becomes a springboard for personal growth and development of local community members. It is not uncommon for locals to become involved for the first time in their local community and this event and then go on to volunteer and be involved in other community activities and programmes.

This year's event will also be a celebration of the upgrade of the playground in Harrington Park, and hopefully the installation of the Peace Garden.



## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061087	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Riccarton Community Church Trust	<b>Riccarton Community Street Party</b> Riccarton Community Church is seeking funding assistance towards road closure and entertainment costs associated with holding the annual Riccarton Community Street party.	\$ 7,155 <b>Requested</b> \$ 3,750 (52% requested)	Road closure - \$1,000 Equipment / Materials - \$1,500 Entertainment - \$1,250	<b>\$ 2,000</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2019/20 Discretionary Response Fund to Riccarton Community Church Trust towards entertainment and road closure costs associated with the Riccarton Community Street Party.	<b>2</b>

<p><b>Organisation Details</b></p> <p>Service Base: 44 Elizabeth Street, Riccarton Legal Status: Charitable Trust Established: 1/05/1948 Target Groups: Community Development Annual Volunteer Hours: 26768 Participants: 800</p> <p><b>Alignment with Council Strategies</b></p> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Physical Recreation and Sport Strategy</li> </ul> <p><b>CCC Funding History</b></p> <p>2019/20 - \$2,500 (Street Party) SCF 2018/19 - \$2,400 (Street Party) SCF 2017/18 - \$2,000 (Street Party) SCF</p>	<p><b>Other Sources of Funding</b></p> <p>Donations (projected) - \$1,000 Stall income surplus (projected) - \$1,500</p> <p><b>Staff Assessment</b></p> <p>The Riccarton Community Church (RCC) hosts an annual street party in November each year which aims to draw neighbours together in a relaxed, casual environment, to provide free and low-cost food, recreation and even clothing for people in the local neighbourhood. This then creates opportunities for building community cohesion and memorable experiences for families and individuals, and supports a sense of welcome and belonging in what tends to be a fragmented and isolating environment. By building links between people and providing information about community groups and services, the street party plays a valuable role in encouraging community support and local connections. The Church considers that all of this will be especially important after getting through the distancing and isolation of the covid-19 response.</p> <p>Using the church property and closing a section of Elizabeth Street enables the hosting of up to 1,000 people. Funding is sought towards road closure expenses as well as costs for providing some of the entertainment. Entertainment planned includes a bouncy castle, magician and a petting zoo. The provision of ethnic food, along with the traditional sausage sizzle and Devonshire Teas, reflects the multicultural characteristics of this local community. Since 2016, free fruit has also made available utilising the organisation's vegetable co-operative networks.</p> <p>Riccarton Community Church is a contemporary community church with a family focus. It aims to serve the community around it and help to build community connectivity. The church is actively involved in its community through running a vegetable co-operative, a playgroup, a women's craft and social group, mainly music and after school kids' clubs, and intermediate and high school aged youth groups. It also hosts a number of other groups including Chinese and Korean language playgroups. Community Development Network Trust (youth) is also affiliated with the church and is active in both the local and wider community. There is strong collaboration between the church and other organisations in the wider community. The event organisers plan to include contingencies for social distancing and contact tracing in their health and safety planning should this be required at the time of the event.</p>
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061309	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Templeton Residents Association	<b>Administration Costs and Community Day</b>  The Templeton Residents Association is seeking funding assistance towards administration costs and the running of a Community Day.	\$ 3,750  <b>Requested</b> \$ 2,200 (59% requested)	Audit - \$400 Insurance - \$800 Community Day - \$800 PO Box - \$200	<b>\$ 2,200</b>  That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,200 from its 2019/20 Discretionary Response Fund to Templeton Residents Association towards administration costs and the running of a community day.	<b>2</b>

<b>Organisation Details</b> Service Base: Templeton Community Centre Legal Status: Incorporated Society Established: 27/05/1986 Target Groups: Community Development Annual Volunteer Hours: 800 Participants: 4,000  <b>Alignment with Council Strategies</b> <ul style="list-style-type: none"> <li>Strengthening Communities Strategy</li> <li>Residents Association Formation and Recognition Policy</li> <li>Events Strategy</li> </ul> <b>CCC Funding History</b> 2019/20 - \$6,000 (No Quarry Campaign) DRF 2019/20 - \$2,270 (Administration Costs) SCF 2018/19 - \$2,600 (Administration and Community Day) DRF 2017/18 - \$6,000 (Community Issues Resident Empowerment) DRF 2017/18 - \$1,600 (Administration and Community Day) SCF	<b>Other Sources of Funding</b> Fund of hand (allocated to other projects) - \$34,000 <b>Staff Assessment</b> The Templeton Residents Association (TRA) is one of the most active community groups in the Templeton area. They have a committee of twelve who meet once a month. Their aim is to promote civic awareness in the Templeton area, to enable the residents to become better informed in the various decision making processes, to keep abreast of the issues and to advocate for residents on the issues pertinent to the area. In the past year in addition to being heavily focused on supporting the community in opposition to Roydon Quarry, they have also been a key point of contact for Council undertaking initial engagement on Templeton Pool and the proposed Templeton cemetery/sports ground development. The Association is seeking funding assistance towards administration costs and the running of a community day. An administration grant historically was granted to Residents Associations in the Community Board area to assist with their ability to represent the interests of the residents living in their catchment areas. Residents Associations rely solely on volunteers. TRA seek administration assistance towards the general administration costs such as stamps, computer paper, ink cartridges, internet costs, auditors and bank fees and post office box rental. TRA is also seeking funding assistance towards insurance costs. Public Liability insurance is a requirement for any organisation running community events. The TRA are also applying for costs for the running of the annual community day. This is seen as an key way of revitalising community spirits and connections post the decision to grant the Roydon Quarry their Resource Consents. There is no other community wide fun day held in the Templeton area. It is considered to be essential to support TRA to maintain their presence in the Templeton area in order to continue their advocacy for their community.
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## 2019/20 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00061117	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	The Link Community Trust	<b>Little Steps (Halswell)</b> The Link Community Trust is seeking funding towards expenses for the Little Steps Music and Movement class in Halswell.	\$ 3,400 <b>Requested</b> \$ 2,000 (59% requested)	Rent / Venue Hire - \$1,200 Equipment / Materials - \$500  Catering - \$300	<b>\$ 1,500</b> That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,500 from its 2019/20 Discretionary Response Fund to the Link Community Trust towards Little Steps class expenses.	<b>2</b>

### Organisation Details

Service Base: Te Hapua: Halswell Centre  
 Legal Status: Charitable Trust  
 Established: 29/06/2010  
 Target Groups: Children/Youth  
 Annual Volunteer Hours: 1050  
 Participants: 100

### Alignment with Council Strategies

- Strengthening Communities Strategy

### CCC Funding History

2019/20 - \$820 (Halswell Community Choir) SCF  
 2017/18 - \$1,500 (Little Steps) DRF

### Other Sources of Funding

User / Registration Fees - \$500  
 Funds on hand - \$1,321

### Staff Assessment

Little Steps' is a music and movement group that provides parents, grandparents, caregivers and their children the opportunity to meet together with their 'bumps', babies, toddlers and pre-schoolers. It allows them to connect with one another, build relationships, support one another, learn from each other and strengthen bonds between children and their adults through activities such as craft, singing, music, games, reading, stories and general 'social interaction with refreshments.

The group was established in Halswell after the 2010 earthquakes and was originally located in the Catholic Church Hall before moving to the Halswell Community Hall. The group runs now on a Friday during term time from 10am to 11:30am at Te Hāpua: Halswell Centre. The group is run by eight volunteers. It is supported by the Link Community Trust and Kings Church.

## 13. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - June 2020

Reference / Te Tohutoro: 20/309430

Report of / Te Pou Matthew Pratt, Community Governance Manager,  
Matua: matthew.pratt@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community,  
Pouwhakarae: mary.richardson@ccc.govt.nz

### 1. Purpose of Report / Te Pūtake Pūrongo

This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

Due to the COVID-19 pandemic, the last Waipuna/Halswell-Hornby-Riccarton Community Board meeting was held on 17 March 2020. This report contains information from March to June 2020.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for June 2020.
2. Receive the staff memorandum dated 23 April 2020 regarding trees to be planted in the median island on Riccarton Road.
3. Receive the staff memorandum dated 30 April 2020 regarding the implementation progress of the Suburban Regeneration Programme Biannual Update.
4. Receive the staff memorandum dated 22 May 2020 regarding the Hearings Panel decision, supporting reserve land at Ngā Puna Wai being leased for a 10-court Netsal Centre.
5. Receive and note for record purposes, the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board's Submissions Committee meeting held on 17 March 2020 to complete Board feedback to the Council on the Draft Annual Plan 2020-21.

### 3. Community Board Activities and Forward Planning

#### 3.1 Memos/Information/Advice to the Board

##### 3.1.1 Riccarton Road - Median island trees - Update

A staff memorandum (refer **Attachment A**) is provided as an update regarding the trees to be planted in the median island on Riccarton Road.

Seven of the seventeen trees allocated for the centre median island (fastigate columnar hornbeam) have had to be replaced as they suffered some damage whilst at the nursery. Seven replacement trees of the same species have been procured, however they are shorter in height (at approximately 3 metres) than the original trees (at approximately 5-6 metres).

##### 3.1.2 Suburban Regeneration Programme - Biannual Update April 2020



A staff memorandum (refer **Attachment B**) is provided regarding the implementation progress of the Suburban Regeneration Programme for the period 1 October 2019 to 31 March 2020.

The Suburban Regeneration Programme focusses on: the nine Council-adopted suburban centre master plans; projects delivered through the Enliven Places Programme; revitalisation initiatives of the Linwood/Inner City East Revitalisation Plan and the Bishopdale Village Mall Revitalisation Project; and information about Council funding of city-making partners and other contestable funds.

### 3.1.3 **Nga Puna Wai lease for Netsal**

A staff memorandum (refer **Attachment C**) is provided regarding the Hearings Panel decision, supporting reserve land at Ngā Puna Wai being leased for a 10-court Netsal Centre.

The Hearings Panel support a lease for up to 33 years at the site, but recommend that changes are needed to resolve traffic, parking and access issues.

The panel's recommendations, will be considered by Christchurch City Council before a final decision is made.

### 3.1.4 **Roydon Quarry Resource Consent Decision**

The resource consent decision on Fulton Hogan's proposed Roydon Quarry has been granted subject to conditions.

The reasons for the decision are contained in the Hearing Panels' report and available to download from the website:

<https://ecan.govt.nz/do-it-online/resource-consents/notifications-and-submissions/current-consent-projects/fulton-hogan-ltd-proposed-roydon-quarry/>

## 3.2 **Board area Consultations/Engagement/Submission opportunities**

### 3.2.1 **Submissions Committee – Meeting Minutes 17 March 2020**

Presented for record purposes (refer **Attachment D**) are the minutes of the Board's Submissions Committee meeting on 17 March 2020 to complete Board feedback to the Council on the Draft Annual Plan 2020/21.

## 3.3 **Annual Plan and Long Term Plan matters**

3.3.1 The Board will be making a submission to the revised Annual Plan.

## 3.4 **Board Reporting**

3.4.1 The Board is asked to consider any matters they would like to suggest as articles for the Council's Newline.

3.4.2 The Board is also asked to consider any matters they would like the Board Chairperson to raise at the Council.

# 4. **Community Board Plan – Update against Outcomes**

4.1 The Board will be revising its draft Community Board Plan in coming weeks.

# 5. **Significant Council Projects in the Board Area**

## 5.1 **Strengthening Community Funded Projects**

5.1.1 There are 58 applications to the Waipuna/Halswell-Hornby-Riccarton 2020/21 Strengthening Communities Fund requesting \$890,000. There is an opportunity to fund some of the projects applied for from the 2019/20 Discretionary Response Fund. This will alleviate some of the demand on the Strengthening Communities Fund. Details of this is covered in the Discretionary Response Fund Application Report in this agenda.

Applications to the Strengthening Communities Fund will be considered at the Board's 18 August meeting.

5.1.2 Staff are working with Oak Development Trust in a review and survey of the Riccarton West Community Garden. The lease with Housing New Zealand is due to expire this year with a strong possibility of it not being renewed. The review will help inform the Trust on next steps.

## 5.2 Community Organisations in Lockdown

5.2.1 Most of the major organisations funded through the Strengthening Communities Fund continued operating throughout the lockdown, using innovative methods to support and keep in touch with their respective communities. This included;

- Community Development Network (CDN) Trust running challenges for families and young people through their Facebook page.
- Hornby Presbyterian Trust's Te Whare Awhero Counselling Services continuing online with the help of Zoom or with support calls where Zoom is not available.
- Canterbury Fijian Social Services Trust assisting clients to access food parcels.
- Oak Development Trust continuing to run the Common Ground Café through Zoom with attendees also connecting in with those without internet connections.
- Halswell Community Project maintained a website encouraging to buy local.
- Hornby Community Care Trust produced a newsletter in Level three, delivered to all of Hornby, specifically targeting those without social media.

5.2.2 Most of the Church organisations in the area continued operating using social media platforms.

5.2.3 The Student Volunteer Army once again stepped up to support families and vulnerable communities.

- They started a shopping service where volunteers would take orders from isolating residents, do their shopping at Ilam New World and drop it off at their home. This was extended to medication and other supplies from pharmacies.
- In partnership with Age Concern they ran a phone service where volunteers would call residents over the phone to check in on their wellbeing.
- Volunteers offered to self-isolate inside the bubble of essential workers with children to care for the children while their parents were working.
- This became a nationwide response which continued through level three.

5.2.4 Communities that had a strong social media presence prior to the lockdown were better placed to continue supporting their communities through the lockdown.

## 5.3 Community Facilities (updates and future plans)

5.3.1 The Hornby HIPPY programme, part of the Family Help Trust, have taken up a long term booking for the Community Link Building that is located at 8 Wycola Ave. The group will

have exclusive use of the building and are going to take responsibility for the operation of the building.

The occupation of the building will increase the activation of the area and be a good meeting spot for families with young children in the area.

All of Council's Community Facilities are now open with contact tracing, social distancing and hand sanitising being maintained. The limit of 100 people will continue to be enforced in facilities where the maximum occupancy normally exceeds 100. This includes the Templeton and Hei Hei Community Centres, Te Hāpua Halswell Centre's Mohoao and Hao Rooms, Rārākau Riccarton Centre's Kahikatea Room and Harvard Lounge.

## 6. Significant Community Issues, Events and Projects in the Board Area

### 6.1 Community Service Awards and Youth Service Awards 2020

The Community Service Awards and Youth Service Awards were open for nominations from 13 March 2020 until the extended closing date of 30 April 2020.

Thirteen Community Service Award nominations and five Youth Service Award nominations have been received.

### 6.2 Events Report Back

#### 6.2.1 Cancellation of Board events

Due to the COVID-19 pandemic the decision was made to cancel the following Board events:

- Community Pride Garden Awards 2020 Award Ceremony
- Edible and Sustainable Gardens Awards 2020 Award Ceremony

Over 220 Community Pride Garden Award certificates and 13 Edible and Sustainable Garden Award certificates were posted to award recipients.

## 7. Updates from Other Units

### 7.1 Local Parks Update

7.1.1 Local Park Rangers are now resuming business as usual after the lockdown period. During lockdown, Rangers were placed on a rotating schedule to cover emergency response jobs (Health and safety etc) as well as all bins across the city. Because of the change in roles regular tasks were unable to be performed, creating a back log of regular work. Rangers are now attempting to clear up this backlog while still performing day to day jobs. This may take some time to rectify and will explain this to customers who expect an immediate return to business as usual.

7.1.2 As most people are aware the current situation has placed a large strain on budgets. As such, it is possible that some jobs requested by the public may not be able to be completed. Each job will be assessed on an essential scale by Parks staff. As expected, all health and safety tasks will remain priority.

7.1.3 At this time, Parks staff working from Anthony Harper Tower have not been given access back in the building and are still required to work from home if possible. Site visits are now possible and site inspections of new subdivision park assets have already commenced.

### 7.2 Sports Parks Update

7.2.1 Additional sports field mowing has been added into the programmed maintenance scheduled to keep with increased grass growth

7.2.2 The activities carried out in the sports field renovation programme is listed below:

- Under-sowing (applying grass seed)
- De-compaction (breaking up top layer of soil)
- Weed control
- Topdressing (adding topsoil to level out dips and hollows)
- Fertilising

### 7.3 Capital Works Projects

7.3.1 No capital works have been undertaken since March 17 due to Covid-19. Managers will be looking at all capital projects in the future to confirm viability.

### 7.4 Community Park Maintenance Schedule June

<b>Activity</b>	<b>Frequency per month</b>
Ornamental mowing	1
Amenity mowing	1
Ornamental garden maintenance	2
Winter sport field mowing	2
Winter sport cricket block maintenance	2
Winter sport line marking	2
Chemical weed control	1
Bin Emptying	As per schedule
Play and Fitness Equipment Check	1
Drinking Fountain Clean	4

### 7.5 Contractor Performance

7.5.1 Recreational Services are now resuming the regular maintenance schedule. Because of this, no KPIs are available for the month previous.

## 8. Community Board Funding Update

8.1 For information, a summary is provided on the status of the Board's 2019-20 funding as at June 2020 (refer **Attachment E**).

8.2 Youth Development Fund – Under the Board's delegated authority, the following allocations were made on 12 March 2020:

- \$500 to Andrew Beuzenberg towards attending the Future Problem Solving International Conference in the USA.
- \$1,375 to Oaklands School Board of Trustees towards Max McAlister, Charlie Barnes and Isis McKenzie to participate in Future Problem Solving International Conference in the USA.






8.3 Off the Ground Fund – Under the Board's delegated authority, the following allocation was made on 2 March 2020:

- \$178 to Phillipa Muza from the African Women's Collective towards the International Women's Day event in Halswell.

8.4 Local Response Fund: Under the Board's delegated authority, the following decision was made on 2 March 2020:

- Al-Noor Charitable Trust applied to the fund for Lifeguard expenses for Women and Children Swimming Sessions. This funding application was not approved as responses from five board members were not received within the specified timeframe.

## Attachments

No.	Title	Page
<a href="#">A</a> 	Staff Memorandum - Riccarton Road Median Trees	91
<a href="#">B</a> 	Staff Memorandum - Suburban Regeneration Biannual Update April 2020	93
<a href="#">C</a> 	Staff Memorandum - Netsal at Nga Puna Wai	103
<a href="#">D</a> 	Halswell-Hornby-Riccarton Community Board Board Submission to Council's Draft Annual Plan 2020/21	104
<a href="#">E</a> 	Waipuna/Halswell-Hornby-Riccarton Community Board Funding Update - May 2020	108

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Noela Letufuga - Support Officer Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton Peter Dow - Community Board Advisor Karla Gunby - Community Development Advisor Marie Byrne - Community Development Advisor Samantha Holland - Community Recreation Advisor Bronwyn Frost - Support Officer
<b>Approved By</b>	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships



Memos



Memorandum

**Date:** 23/04/20  
**From:** Lindsay White- Project Manager, Transport  
**To:** Halswell-Hornby-Riccarton Community Board  
**Cc:** Lynette Ellis – Manager Planning and Delivery, Transport  
**Subject:** **Riccarton Road- Median island trees**  
**Reference:** 20/376080

1. Purpose of this Memo

- 1.1 To update members of the Waipuna Halswell-Hornby-Riccarton Community Board with regards to the trees to be planted in the median island on Riccarton Road.

2. Update

- 2.1 The Riccarton Road Upgrade project is in its final stage of construction. When construction begins again under Alert Level 3, as well as the final road seal, landscaping and tree planting will get underway coinciding with the start of the planting season (April- September).
- 2.2 Seven of the seventeen trees allocated for the centre median island (*fastigate columnar hornbeam*) have had to be replaced as they suffered some damage whilst at the nursery. Some of the trees were damaged during removal from the ground and some were damaged by insect infestation that affected the health and lifespan of the trees and do not meet Council standards.
- 2.3 Seven replacement trees of the same species have been procured, however they are shorter in height (at approximately 3 metres) than the original trees (at approximately 5-6 metres). The Landscape Architect has purposely positioned and clustered these replacement trees in locations along the centre median to be the least visually obvious, mainly adjacent to traffic signals.
- 2.4 The trees in the centre median will still provide the same benefits to road users: They narrow the field of vision for drivers which has a traffic calming effect by slowing speeds making Central Riccarton safer for pedestrians, cyclists and drivers, and are still of a height to provide sightlines under tree canopies.
- 2.5 The trees in conjunction with the other streetscape enhancements, such as new furniture, paving and landscaping, provide an improved and renewed sense of place to the identity of Central Riccarton as a destination rather than solely as a transport corridor.

Attachments

There are no appendices to this report.

Memos

**Signatories / Ngā Kaiwaitohu**

<b>Author</b>	Lindsay White - Project Manager
<b>Approved By</b>	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport

Memos



Memorandum

**Date:** 30/04/2020  
**From:** Brendan Anstiss, General Manager Strategy and Transformation, Carolyn Ingles, Head of Urban Design, Regeneration and Heritage  
**To:** Sustainability and Community Resilience Committee  
**Cc:** All Community Boards  
**Subject:** **Suburban Regeneration Biannual Update**  
**Reference:** 20/258385

1. Purpose of this Memo

- 1.1 The purpose of this memorandum is to advise on implementation progress of the Suburban Regeneration Programme for the period 1 October 2019 to 31 March 2020.
- 1.2 The Suburban Regeneration biannual update is usually sent to the Community Boards for feedback prior to being finalised and presented for information to the Sustainability and Community Resilience Committee. Noting new ways of working under COVID-19 alert levels 3 and 4, the current update is circulated for information, and the attached dashboard will be made available [online](#) for public viewing. The next reporting period closes at the end of September and it is anticipated that a return to standard reporting processes will be possible at that time.
- 1.3 The Suburban Regeneration Programme focusses on: the nine Council-adopted suburban centre master plans; projects delivered through the Enliven Places Programme; revitalisation initiatives of the Linwood/Inner City East Revitalisation Plan and the Bishopdale Village Mall Revitalisation Project; and information about Council funding of city-making partners and other contestable funds.
- 1.4 Key updates are summarised in paragraphs 2.2 to 2.15 below. The Suburban Regeneration biannual dashboard (**Attachment A**) provides more detail.

2. Update

- 2.1 The Suburban Regeneration Biannual Report groups information into four city quadrants: North-west, South-west, North-east, and South-east, and a further section details Banks Peninsula.

North-west quadrant

- 2.2 Bishopdale Village Mall Revitalisation Project: Enliven Bishopdale Group has completed enhancement of the former library site. The former Plunket Room site has been remediated and cleared. The Urban Development and Transport Committee has been briefed on next steps and a report will be considered in June or July.
- 2.3 Edgware Village Master Plan: LTP funding for street upgrades (Projects 1a-1f) was rescheduled in the 2019 Annual Plan to 2023.

Memos



**South-west quadrant**

- 2.4 Selwyn Street Master Plan: Selwyn Street Reserve upgrade (Project N1) is now scheduled to commence after stormwater pipe renewal is completed (due 2021 construction season). LTP funding for street upgrades is rescheduled by the 2019 Annual Plan to 2024.
- 2.5 Sydenham Master Plan: LTP funding for streetscape improvements is allocated in FY21/22. Two gate posts from the former Sydenham School were relocated to their former site as part of the Fletcher Living development.

**North-east quadrant**

- 2.6 Linwood Village Master Plan and projects: A report about commissioning an Interactive Artwork for Children in Doris Lusk Reserve (Project C1) is being prepared for the Community Board.
- 2.7 Linwood/Inner City East Revitalisation Plan: The community-led Revitalisation Working Group has completed a summer programme of local engagement events on a future vision for new greenspaces in the inner-city east. The Working Group has also participated in a number of Council consultations, including home-share accommodation consultation. An independent evaluation on the overall work of the Revitalisation Working Group has commenced.
- 2.8 New Brighton Master Plan: The street upgrade along Marine Parade (Project A2) between Beresford and Hawke Street has progressed. The new hot salt water pools facility is complete. Completion of the streetscape and opening of the hot pools have been postponed as a result of COVID-19 restrictions.
- 2.9 Richmond Village 'Enliven Places' Project: The Green Lab has been engaged to work collaboratively with the Richmond Residents' and Business Association and the Ōtākaro Avon River Network community to deliver a placemaking project.
- 2.10 Residential Red Zone: The Green Lab has been engaged to work collaboratively with the Ōtākaro Avon River Network community to deliver a placemaking project in the Residential Red Zone.

**South-east quadrant**

- 2.11 Ferry Road Master Plan: A cultural design strategy for the Ferry Road masterplan and surrounds is being prepared by Matapopore. The contract for Woolston Streetscape enhancement (Project WL1) has been awarded and a meeting with business owners has been arranged.
- 2.12 Main Road Master Plan: Detailed drawings are being completed for Scott Park (Project NE2). Master Plan elements within the project budget will be tendered.
- 2.13 Sumner Master Plan: The streetscape upgrade through Sumner Village along Marriner Street and Wakefield Ave (Project P1.1) is now complete. The kowhai pod sculpture on the Esplanade (Te Ao Marama), is undergoing a decommissioning process.

**Banks peninsula**

- 2.14 Lyttelton Master Plan: Project Lyttelton received a grant to improve utilisation of the Lyttelton Recreation Centre (Project C1). Hon. Poto Williams approved the S.71 proposal under the Greater Christchurch Regeneration Act 2016 to remove the minimum number of on-site car parks required by the District Plan in new developments in Lyttelton. ChristchurchNZ has been working with the Lyttelton Harbour Information Centre to help attract and retain visitors in anticipation of the return of cruise ships in October 2020. The preferred option for the Naval Point development Plan is being refined. Council Heritage staff have been working with the community to identify, protect, promote and celebrate local heritage.

## Memos



### Other

- 2.15 The Urban Regeneration Heatmap of spatial priorities was recently updated with more recent data on social, economic and environmental factors and presented at a joint community board meeting. The heatmap provides an overview of regeneration issues and drivers and can guide the prioritisation of areas.

## Attachments

No.	Title	Page
A	Suburban Regeneration Biannual Report Dashboard - October19 - March20 FINAL	

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Georgie Hackett - Assistant Planner Urban Regeneration Miranda Charles - Senior Planner Urban Regeneration
<b>Approved By</b>	Carolyn Ingles - Head of Urban Regeneration, Design and Heritage Brendan Anstiss - General Manager Strategy and Transformation



## ATTACHMENT A—Suburban Regeneration Biannual Report

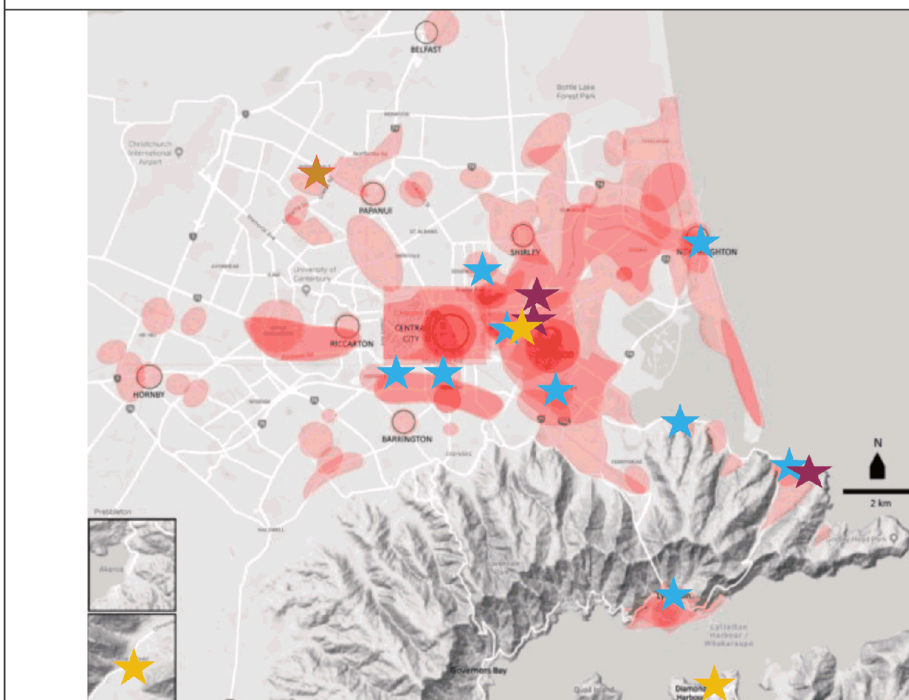
### Key Updates for the Period October 2019—March 2020.

The enclosed information highlights project progress made over the past six months. The information is organised spatially and clustered into the following areas: Christchurch North-west, South-west, North-east and South-east and Banks Peninsula. Project updates are provided where relevant, as well as general programme funding information and capital delivery progress for Council-led master plan projects. It should be noted that this report is not a complete view of the Council's regeneration progress. Many other projects that contribute to suburban regeneration outcomes will be reported through other channels. Recent community-led plans are also indicated and updates provided where these are available.

**Background:** The Suburban Programme has evolved over several years following the 2010/2011 Canterbury Earthquakes. From 2011, the programme predominantly consisted of nine 'Suburban Centre Master Plans' and projects supported through the 'Enliven Places Programme' (formerly called the 'Transitional City Programme'). Other projects have been added in recent years as a result of Council or Community Board resolutions and/or identified opportunities for integrated planning approaches with other agency partners (e.g. the Crown/government departments, Regenerate Christchurch, Development Christchurch Limited).

### Regeneration Heat Map

The Urban Regeneration Heatmap was initially prepared in 2016, but was updated at the end of 2019 with more recent data on social, economic and environmental factors. The Heatmap provides an overview of regeneration issues and drivers and can guide prioritised areas. The darker colour-hue, the more complex the regeneration issues. The spatial distribution of projects within the Suburban Programme is also shown on the map.



Key:

★ Suburban master plan

★ Bishopdale Village Mall Revitalisation Project

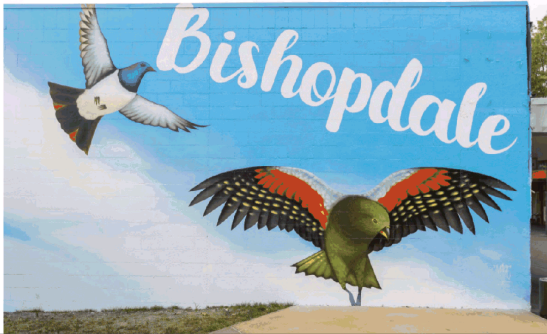

★ Community-led revitalisation plans—Linwood Village/Inner City East; Little River; Diamond Harbour

★ Enliven Places project



### 'Liveable City' Community Outcome: vibrant and thriving central city, suburban and rural centres

*Suburban and rural centres play an important role in providing accessible services for communities and are a focal point for social and economic activity. Well-designed centres are people focused, providing social hubs which meet the needs of the community.*

Memos





NORTH-WEST QUADRANT	
<b>Bishopdale Village revitalisation project</b> — Collaboration	
<p>Enliven Bishopdale Group has completed the enhancement of the former library site, including this interactive mural created by local street artist Jake Clark. The mural provides a great photo opportunity with the wings of the Kea, and contributes to the regeneration of the central area.</p> <p>The former Plunket Room site has also been remediated and cleared.</p> <p>The Urban Development and Transport Committee was briefed on the Bishopdale Mall Revitalisation project in February 2020. An options report is currently being prepared, to go to the committee in due course.</p>	
<b>Edgeware Village Master Plan</b> — Council-led	
LTP funding for street upgrades (Projects 1a-1f) re-scheduled by 2019 Annual Plan to 2023.	
SOUTH-WEST QUADRANT	
<b>Sydenham Master Plan</b> — Council-led	
<p>The final two out of four gate posts from the former Sydenham School were relocated to their former site as part of the Fletcher Living development, to show the history of the site.</p> <p>LTP street improvement funding will start in FY21/22.</p>	
<b>Selwyn Street Master Plan</b> — Council-led	
Selwyn Street Reserve upgrade (project N1) scheduled to commence after stormwater pipe renewal is completed (due 2021 construction season). LTP funding for street upgrades re-scheduled by 2019 Annual Plan to 2024.	
NORTH-EAST QUADRANT	
<b>Richmond Village 'Enliven Places' Project</b> — Collaboration	
<p>The Green Lab (TGL) has been engaged to work collaboratively with the Richmond Residents' and Business Association (RR&amp;BA) and the Ōtakaro Avon River Network community to deliver a placemaking project. The Green Lab will undertake a staged collaborative approach with the community including; scoping the project, co-design, co-build, completion and handover. TGL will undertake community consultation to refine community ideas, and to assist and guide them in the design and build process to be completed within the defined capital budget. This will teach the community groups skills in engagement, project management, design and installation, and will build the community capacity to enable both communities to undertake future projects.</p>	
<b>Residential Red Zone</b> —Collaboration	
TGL has been engaged to work collaboratively with the Ōtakaro Avon River Network community to deliver a placemaking project in the Residential Red Zone.	

Memos


NORTH-EAST QUADRANT (CONTINUED)	
<p><b>Linwood Village Master Plan</b> — Council-led</p> <p>A report about commissioning an Interactive Art-work for Children in Doris Lusk Reserve (project C1) is being prepared for the Community Board.</p> <p>Pictured: Master Plan Project C1 plan for Doris Lusk Reserve.</p>	
<p><b>Linwood/Inner City East Revitalisation Plan</b> — Community-led</p> <p>The community-led Revitalisation Working Group has completed a summer programme of local engagement events on a future vision of new greenspaces in the inner-city east. This will support the Community Board's 'Greening the East' project as described in their draft Community Board Plan.</p> <p>An evaluation review on the revitalisation process has commenced and will conclude in May. This will detail successes to date, improvements and suggestions for the future of the revitalisation project. Independent evaluator Chrys Horn has been appointed to carry out this review. The group has continued with building relationship with external agencies, and has made efforts to get community patrols by the police in the area.</p> <p>The Working Group has also participated in a number of Council consultations, including home-share accommodation consultation.</p>	
<p><b>New Brighton Master Plan</b> — Collaboration</p> <p>The street upgrade along Marine Parade between Beresford and Hawke Street (project A2) has progressed. The streetscape upgrade works were due for completion by end of April, and the concrete components of the feature seat have arrived onsite, however works have been postponed to prevent the spread of covid-19, and the sites made safe in the meantime.</p> <p>He Puna Taimoana, the new hot water pools facility is complete. Opening was scheduled for early April however this has been postponed to prevent the spread of covid-19.</p> <p>DCL continues to be responsible for a commercial strategy for the centre.</p> <p>The Coastal-Burwood Community Board was briefed in February 2020 on the future options for the two remaining tiny huts: Art-omat and Shell Chapel. The Shell Chapel is going to remain on the foreshore, and a new custodian is being sought to repurpose and relocate the Art-omat for ongoing community benefit.</p>	



Memos

SOUTH-EAST QUADRANT	
<b>Ferry Road Master Plan — Council-led</b>	
<p>A cultural design strategy for the Ferry Road masterplan and surrounds is being prepared by Matapopore.</p> <p>The contract for Woolston Streetscape enhancement (project WL1) has been awarded and a meeting with business owners has been arranged.</p>	
<b>Main Road Master Plan — Council-led</b>	
<p>Detailed drawings are being completed for Scott Park enhancements (project NE2). Master Plan elements within the project budget will be tendered, with the intention to complete construction before the end of the financial year.</p>	
<b>Sumner Master Plan — Council-led</b>	
<p>The Marriner Street—Wakefield Avenue main street upgrade (project P.1.1) was completed in late 2019. A key design objective of the upgrade was to create a comfortable and safe space for pedestrians to meander, rest and interact socially, hence the wider footpaths, increased seating areas and introduction of various features to slow vehicle speeds (pictured).</p> <p>Surveys undertaken before and after the street upgrade was completed suggest that people consider Sumner Village to be a more appealing place to spend time after the street upgrade, and their overall impression of the Village is 'relaxed, vibrant, pleasant and friendly'.</p> <p>Te Ao Marama Kowhai Pod Sculpture located on the Sumner Esplanade is undergoing a decommission process. The land where the sculpture is located is required by the local surf school, and the sculpture is expected to be removed by August 2020. Council are working with the artist to find an alternative location for the sculpture.</p>	
	

Memos

BANKS PENINSULA
<b>Lyttelton Master Plan</b> — Council-led
<p>ChristchurchNZ has been working with the <b>Lyttelton Harbour Information Centre</b> to help market, attract and retain visitors in Lyttelton in anticipation of the return of cruise ships to Lyttelton in October 2020. This is part of a wider, multi-agency coordination group including the Council, ECan, LP and cruise industry representatives.</p> <p>Project Lyttelton received a grant in November 2019 to improve utilisation of the <b>Lyttelton Recreation Centre</b>.</p> <p>Following consultation in mid-2019, the project team have been refining the preferred option for the <b>Naval Point Development Plan</b> in coordination with Ngāti Wheke, LPC, recreation and other community stakeholders. This includes working through and testing options for breakwater/coastal protection, haul-out and removal of the remnant pontoons at Naval Point.</p> <p>In December 2019 Hon. Poto Williams (the Associate Minister for Greater Christchurch Regeneration) announced her approval of the S.71 proposal under the GCR Act 2016 to remove the minimum number of <b>on-site car parks</b> required by the Christchurch District Plan in new developments in the Lyttelton Commercial Banks Peninsula. This decision is to better contribute to the redevelopment of the town centre.</p> <p>Following permanent establishment of the <b>Lyttelton Design Review Panel</b>, an Expression Of Interest regarding the reappointment of Panel members was released in February.</p> <p>The <b>Heritage</b> Team has been working with other Council staff and the community to identify the issues, opportunities and ways to support individuals and groups to work together to identify, protect, promote and celebrate the unique heritage of the Lyttelton area. Some projects in the areas of walks and trails, oral histories and community story-gathering are already underway. These include identification of the heritage places and community stories as part of the Naval Point Development Plan. It also provides the opportunity to engage with the community to capture the voice, stories and 'essence' of Lyttelton.</p> <p>The fundraising committee chairperson and a fundraising consultant are working towards launching a major fundraising campaign for the <b>Lyttelton Historical Museum</b> rebuild in July this year. Following a pre-application meeting in late February, consultants are working on preparing a Resource Consent application (pictured: concept design).</p>


Lyttelton Historical Museum concept design




Memos

COUNCIL-LED CAPITAL PROJECT MASTER PLAN ACTIONS — completion status since plans adopted										
<b>Progress spectrum</b> — The table below shows the percentage of Council-led master plan capital projects that are completed, commenced, ongoing, yet to be started or discontinued.										
Other master plan projects (e.g. Council-led operational projects or projects to be delivered by land and business owners and/or community groups) are not shown. Note: individual master plans do not all have the same number of Council-led capital projects.										
KEY	Not started		Commenced	Completed		Ongoing		Discontinued		
Master Plan										
New Brighton	70%					30%				
Sumner Village	71%					14%		21%		
Sydenham	86%							14%		
Ferry Road	47%				40%				13%	
Edgeware Village	75%						25%			
Linwood Village	33%			33%			33%			
Main Road	31%			31%			39%			
Selwyn Street	50%				50%					
Lyttelton	14%	14%	57%					7%	7%	
COUNCIL-LED CAPITAL PROJECTS MASTER PLAN ACTIONS — budget allocations										
<b>Master Plan capital delivery programme:</b> The table below shows Annual/Long Term Plan capital budget allocations for the nine suburban master plans. The current financial year runs from 1 July 2019 - 30 June 2020. Note: Change requests are approved throughout the year, and live figures may differ from those shown below.										
Master Plan	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28
New Brighton	\$1,888K	\$2,195K	0	0	0	0	0	\$2,352K	\$4,826K	\$4,957
Sumner Village	\$1,536K	\$1,552K	\$340K	\$500K	\$4,907K	\$175K	0	0	0	0
Sydenham	0	0	\$261K	\$804K	\$2,284K	\$2,692K	\$688K	0	0	0
Ferry Road	\$825K	\$1,684M	\$918K	\$2,046K	\$209K	\$1,820K	\$454K	0	0	0
Edgeware Village	\$9,830K	0	0	\$54K	\$523K	\$1,469K	0	0	0	0
Linwood Village	0	\$52K	0	0	\$280K	\$1,507K	0	0	0	0
Main Road	\$43K	\$389K	\$125K	\$828K	\$560K	\$219K	0	0	0	0
Selwyn Street	\$18K	\$116K	\$32K	0	0	\$741K	0	0	0	0
Lyttelton	\$14K	\$148K	\$148K	\$427K	0	0	0	0	0	0



Memos

BUDGET OVERVIEW - Grant Funding and Incentives				
<p><b>Enliven Places Programme:</b> This programme (formally the Transitional City Programme) supports regeneration by encouraging and supporting the community to deliver projects and events that enliven and transform places to leave a lasting legacy. For more information, see <a href="http://ccc.govt.nz/enliven-places-projects-programme">ccc.govt.nz/enliven-places-projects-programme</a>.</p> <p><b>Enliven Places Grant Funding, City-Making partners:</b> The Council supports Gap Filler, The Green Lab (previously Greening the Rubble) and Life in Vacant Spaces with a grant of \$100,000 for each organisation per year. This supports regeneration outcomes in Christchurch, the Council's Strategic Priorities – particularly Strong Communities – and the Enliven Places Aims. (A full update on the partners is outlined in the Central City Biannual Report).</p> <p><b>Enliven Places Projects Fund:</b> Contestable grant funding that supports community-led projects to temporarily enliven Christchurch's vacant spaces. For more information, see <a href="http://ccc.govt.nz/enliven-places-projects-fund">ccc.govt.nz/enliven-places-projects-fund</a>. Suburban projects which were approved between October and March are listed in the table below:</p>				
Applicant	Title and description	Location	Project status	Funded
Gavin Fantastic	<b>New Brighton Outdoor Art Festival.</b> Festival celebrating street art that includes the creation of four new murals with local artists, an arts trail and an evening event.	New Brighton	Ongoing	\$14,991.95
Crossover Trust	<b>Th'Orchard.</b> A community gathering place to foster creative talent by providing instruments, recording equipment and mentorship.	Hoon Hay	Ongoing	\$14,950
Free Theatre	<b>Summer Night's Dream.</b> A community event inviting exploration of the Seven Oaks Site with multiple performance artists, roaming performers, music, taonga pūoro, circus and puppets.	Waltham	Complete	\$3,550
Michael Reynolds	<b>Foragers' Whare.</b> Developing foragers' etiquette and workshops to build awareness around sustainable foraging practice in Red Zones.	Burwood	Not yet started	\$4,500



Free Theatre's A Summer Night's Dream

**Enliven Places Rates Incentive for Property Owners:** supporting suburban property owners who allow their vacant sites (interior or exterior) to be used for temporary activations. For more information, [www.ccc.govt.nz/rates-incentive](http://www.ccc.govt.nz/rates-incentive)  This reporting period, \$5,446.53 has been allocated for suburban projects from the city-wide 2019-2020 budget of \$40,000 per financial year. The following three sites have been credited: Collett's Corner in Lyttelton; Tiny Shops in Linwood; Common Ground in Southshore, New Brighton.				
**Enliven Places Programme capital budget:** The programme has a modest capital budget to deliver new temporary capital assets.  Community projects in the suburban areas are underway in partnership with The Green Lab who are working directly with the Richmond and Otakaro/Avon River Corridor Communities to scope, plan and deliver two community projects.				
**Shape Your Place Toolkit-related funding:** This budget is part of Community Boards' Discretionary Response Funds and is available to support local community placemaking projects. For more information, see <https://ccc.govt.nz/culture-and-community/community-led-development/shape-your-place>.  The Banks Peninsula Community Board approved \$5,780 for preparation of a Design and Concept Plan to provide a small, enclosed, multi-functional room in the mezzanine area of Lyttelton Recreation Centre. The need for this was identified through community consultation as part of the LRC Activation Project led by Project Lyttelton. There has been no expenditure by the other six Community Boards, although two have projects in the pipeline that will likely receive funding in the next six months.				

## Citizens & Community Group

# Memo

Date: 22 May 2020

From: Andrew Rutledge, Head of Parks

To: Mayor & Councillors  
Halswell-Hornby-Riccarton Community Board  
Spreydon-Cashmere Community Board

## Netsal at Nga Puna Wai

This afternoon, a Hearings Panel chaired by Cr Tim Scandrett decided Ngā Puna Wai Sports Hub is a suitable home for the new indoor 10-court facility.

The Panel has given its support to reserve land at Ngā Puna Wai being leased for up to 33 years as the site, but says changes are needed to resolve traffic, parking and access issues.

The next step is for this recommendation to go before Councillors for a final decision.

The recommendation follows a community consultation process earlier this year. Of the 92 submissions received by the Council on the Netsal Centre proposal, 76 per cent were in favour, and 24 per cent were opposed to granting the lease.

For those unfamiliar with futsal, it's an indoor variant of football which is becoming one of the country's fastest growing sports. Netsal is an organisation jointly set up by Mainland Football Federation and the Christchurch Netball Centre, and would develop, own and operate the facility as a new home for both sports.

Read more about the decision and conditions on Newsline:

<https://newsline.ccc.govt.nz/news/story/panel-supports-netsal-centre-for-nga-puna-wai>

Andrew Rutledge  
Head of Parks

Waipuna/Halswell-Hornby-Riccarton Community Board  
Submissions Committee 17 March 2020



Attachment

**SUBMISSION TO:** Christchurch City Council  
**ON:** Draft Annual Plan 2020-21  
**BY:** Waipuna/Halswell-Hornby-Riccarton Community Board  
**CONTACT:** Matthew Pratt  
Community Governance Manager  
[matthew.pratt@ccc.govt.nz](mailto:matthew.pratt@ccc.govt.nz)  
027 275 3713

**1. INTRODUCTION**

The Waipuna/Halswell-Hornby-Riccarton Community Board (the Board) appreciates the opportunity to make its submission on the Council's Draft Annual Plan 2020-21.

This submission was compiled by the Board's Submission Committee under the delegated authority granted by the Board and was completed prior to the commencement of the COVID-19 Alert Level 4 restrictions on 25 March 2020.

Since 25 March 2020 however, the Board acknowledges the fact that this global pandemic is unprecedented in our collective lifetimes and it fully understands the magnitude and complexities of the economic and social impacts that lie ahead for Christchurch and for the country as a whole.

In this regard, the Board stands fully behind the Council in its difficult task of navigating the city forward in these challenging and extremely demanding circumstances.

The Board would be supportive of any projects being brought forward for delivery in our wards should the Council see fit to do so as part of its post COVID-19 recovery plan.

While the contents of this submission were formulated prior to 25 March 2020, had the situation not subsequently changed so dramatically, the Board still wishes to offer its feedback on the Draft Annual Plan as was proposed and consulted on.

The Board **wishes to be heard** in support of its submission.

**2. SUBMISSION** (compiled pre 25 March 2020 COVID-19 Alert Level 4 Restrictions)

**2.1 Capital Programme**

The Board is pleased to again convey its appreciation to the Council for the ongoing levels of capital investment proposed to support the growing new communities in the Halswell, Hornby and Riccarton wards.

The Board supports the budget provision and scheduling of the wide range of local capital projects included in the programme.

Specifically, the successful delivery in 2022 of the new Hornby Library, Customer Services and South West Leisure Facility is a particular focus and priority for the Board.



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### 2.2.1 Bradshaw Terrace

The Board does though wish to again convey its disappointment over the Council's unwillingness to have Bradshaw Terrace, a short cul-de-sac in Riccarton, added back in to the street renewals programme.

Over the past few years, the Board has tracked the street's initial inclusion, its rescheduling and now its exclusion from the forward programme.

For context, this then on-budget renewal project saw the completion of consultation just before the 2010 earthquakes.

Subsequently, the Council rejigged its capital programme and Bradshaw Terrace was deferred.

While those were exceptional times, the Board notes that it was most unusual for an included project to be removed entirely in the first three years of a Plan especially without the residents or the Board being informed at the time.

The Board therefore believes that the Council has a moral obligation to fix-up this very minor road.

Further efforts were made by the Board in subsequent years to have the project reinstated into the renewals programme.

In the 2013-16 Council term, street residents met with elected members and were assured the project would occur during that period. The timing of the project was subsequently moved out to 2017-18 which the local residents accepted at the time.

In the adopted Annual Plan of 2017-18, the project was rescheduled for completion in 2018-19.

During the Draft Long Term Plan 2018-28 considerations however, street residents were being told that the project was now no longer in the first three years of the intended Plan.

Bradshaw Terrace is the sole remaining street in the cluster of local renewal projects completed before the earthquakes.

Given the above circumstances, the Board strongly submits that the Council should accept the reinstatement of Bradshaw Terrace back into the renewals programme thereby enabling its now long overdue completion.

Affirmation of its own commitment to this local project has seen the Board look to include Bradshaw Terrace as a Riccarton Ward priority in its forthcoming Community Board Plan for 2020-22.

### 2.2.2 Major Cycle Routes

The Board is aware that concept designs have been completed and approved by the Council for some of these as yet to start significant projects.

Through this submission however, the Board does emphasise that some localised opposition remains in relation to aspects of the design for the South Express MCR. The specific areas concerned are Gilberthorpes Road/Waterloo Road/Hei Hei Road



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in Hei Hei/Islington, and the Lochee Road/Elizabeth Street route sections through Riccarton.

The Board would therefore request that these residual issues get considered and addressed by the Council so that what is eventually built, is acceptable to the impacted areas and fit for purpose for all travel modes and road users.

### 2.3 Rates

The Board is generally accepting of the average proposed rate increase of 2.74 per cent for a typical residential household.

#### 2.3.1 Uniform Annual General Charge

In relation to the proposed increase in the Uniform Annual General Charge (UAGC), a majority of the Committee members through this submission, are requesting that the Council actually remove the UAGC completely and for the equivalent revenue offset to be apportioned across all ratepayers.

The stated majority view was that for those homeowners on low and fixed incomes, they were being proportionately disadvantaged by having the UAGC applied every year on their homes when compared to property owners with higher incomes.

### 2.4 Halswell Summer Pool

The Council will recall that the Board self-funded a trial to extend the pool's operating hours over the 2019-20 summer season.

While the results of this trial have yet to be formally reported on, the Board is open to considering a similar approach for the 2020-21 summer period but thereafter would be looking to the Council to support ongoing operational funding being provided in its next Long Term Plan.

### 2.5 Former Sockburn Service Centre Site

The Board is frustrated that yet another year has passed and these derelict buildings remain.

A budget shortfall is clearly apparent that is preventing the demolition works from being completed. This funding gap is exceedingly disappointing to the Board and to the wider community.

Site rehabilitation and decisions on the future of this important site have still to be determined.

The Board flags this fact now in anticipation of the next Long Term Plan as corresponding funding provision needs to be considered for these next steps.

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**2.6 Upper Riccarton War Memorial Library**

The Board is especially keen for a decision to be made on this property. The earthquake-prone building requires demolition but there is no identified funding on budget to complete this work.

Looking ahead, assessing the future options for the site will be required and funding appropriated to enable implementation of any agreed plan.

The Board mentions these points now as the inclusion of funding will need to be considered by the Council as part of its next Long Term Plan.

**2.7 Fees and Charges**

**2.7.1 Central City Parking Charges**

The Board is opposed to the intended increase in parking charges in the central city.

The Board considers that such action will prove to be a real disincentive for shoppers/visitors and therefore adversely impact on the viability of affected current and also new businesses.

**2.7.2 Library Charges**

The Board expresses its opposition to the increase proposed of 20 per cent per item (\$10 to \$12) for the inter loan fee notwithstanding the explanation provided that this fee has not changed since 2015-16.

It is the amount of that increase the Board finds unacceptable and that the unintended consequence of the fee increase, may add to rather than help reduce our city's carbon footprint.

**2.7.3 Swimming Pool Fees**

In its review of the fees proposed for Council swimming pools, the Board notes that there appears to be no provision in the fees and charges schedule for membership and/or seasonal passes for the outdoor summer pools such as at Halswell.

If this interpretation is correct, the Board asks that favourable consideration be given to rectifying this anomaly.

*M. Mora*

Mike Mora  
CHAIRPERSON

6 April 2020

Waipuna/Halswell-Hornby-Riccarton Community Board Funding 2019-20			
2019-20	Discretionary Response Fund	Allocated	Funds Remaining
9-Jul	2019/20 SCF Allocation	\$65,000	
26-Jul	2018/19 DRF and other fund carry over	\$38,391	
13-Aug	2019/20 SCF allocation	\$90,663	
18-Dec	Return of unspent funds from Young Ones and Shuffle Bums SCF Grant	\$7,506	
	<b>Total DRF Fund</b>	<b>\$201,560</b>	
26-Jun	Halswell Pool Extended opening hours	\$50,000	
9-Jul	Allocation to 2019-20 Youth Development Fund	\$12,000	
9-Jul	Allocation to 2019-20 Off the Ground Fund	\$1,000	
9-Jul	Allocation to 2019-20 Local Response Fund	\$5,000	
13-Aug	Board Project - Youth Service and Community Pride Garden Awards	\$8,000	
13-Aug	Board Project - Culture Galore	\$12,000	
13-Aug	Board Project - Promotional Material	\$1,000	
13-Aug	Board Project - Off the Ground Fund	\$1,000	
13-Aug	Board Project - Community Leadership Opportunities	\$6,000	
13-Aug	Board Project - Edible Garden Awards	\$4,500	
13-Aug	Board Project - Summer with your Neighbours	\$4,500	
13-Aug	Board Project - Anzac Day Expenses	\$1,500	
13-Aug	Halswell United Association Football Club towards junior portable goals	\$3,000	
13-Aug	Hornby Toy Library towards librarian wages	\$2,200	
13-Aug	Hornby Rugby League Football Club towards creating a half court and installing a safety gate	\$4,000	
27-Aug	Halswell United Association Football Club towards wages for its Football Development Manager	\$3,000	
10-Sep	Halswell Pony Club towards the design and construction of its cross country course	\$2,000	
24-Sep	South Christchurch Christian Community Trust towards the costs of delivering the Carols@Westlake event	\$2,000	
24-Sep	Hornby Cricket Club towards the purchase of a roller	\$2,000	
30-Sep	Templeton Residents' Association towards legal costs in their opposition to the Roydon Quarry	\$6,000	
30-Sep	Christchurch Niue Community towards towards costs for the Christchurch Vagahau Niue fono event	\$725	
19-Nov	University of Canterbury Athletics Club towards the Junior Athletics programme	\$1,000	
19-Nov	Southern United Hockey Club towards coach training and equipment	\$2,000	
10-Dec	Allocation to 2019-20 Youth Development Fund	\$4,000	
4-Feb	Hornby Rugby Football Club towards its junior rugby programme	\$500	

4-Feb	Central Residents' Association towards community engagement costs in the Central Riccarton area	\$550	
18-Feb	Chinese Joyful Club towards the Senior Group Service project.	\$1,200	
17-Mar	Allocation to 2019-20 Youth Development Fund	\$4,000	
17-Mar	Community Development Network Trust towards Hornby Hoops 2020	\$4,196	
		<b>\$148,871</b>	<b>\$52,689</b>
<b>2019-20</b>	<b>Youth Development Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
9-Jul	Discretionary Response Fund Allocation	\$12,000	
10-Dec	Discretionary Response Fund Allocation	\$4,000	
17-Mar	Discretionary Response Fund Allocation	\$4,000	
	<b>Total YDF Fund</b>	<b>\$20,000</b>	
16-Jul	Paris Chin towards competing in the 2019 Rhythmic Gymnastics Junior World Championships in Moscow, Russia.	\$500	
17-Jul	Villa Maria College - 14 students towards participating in the 2019 National Big Sing Finale in Dunedin.	\$1,000	
22-Jul	Emma Thornley towards competing in the Softball Test Series in Germany and the Czech Republic.	\$500	
31-Jul	Samantha Irvine towards competing in the Under 23 New Zealand Basketball National Championships in Porirua.	\$300	
5-Aug	Christchurch Boys' High School - 8 students towards participating in the 2020 ASB Polyfest in Auckland.	\$800	
8-Aug	James Clelland towards attending Space Camp in Huntsville, USA.	\$500	
8-Aug	Hornby High School - 6 students towards participating in the 2019 South Island Secondary Schools Netball Tournament in Nelson.	\$400	
8-Aug	Hornby High School - 6 students from the Senior Boys team, towards participating in the 2019 South Island Secondary Schools Basketball Tournament in Greymouth.	\$400	
22-Aug	Mashal Iqbal towards attendance at the 2019 Youth Model Parliament event in Christchurch.	\$99	
23-Aug	Hornby High School - 8 students from the Senior Girls team, towards participating in the 2019 South Island Secondary Schools Basketball Tournament in Greymouth.	\$500	
27-Aug	Elle-Roze towards competing at the Intermediate Victorian Rhythmic Gymnastics Championships 2019 in Melbourne, Australia	\$300	
29-Aug	St Thomas of Canterbury College - 5 students towards competing at the 2019 New Zealand Secondary Schools Premier Football Tournament in Napier.	\$300	
2-Sep	Lucinda Pearse towards competing at the Gymnastics National Championships 2019 in Auckland.	\$300	
2-Sep	Holmes Park Scout Group - 6 members towards participating in the 2019 National Scout Jamboree in Hamilton.	\$400	
2-Sep	Holly Beagle towards competing in the 2019 National Hockey Tournament in Wellington.	\$300	

6-Sep	Jake Seeley towards attending the International Genetically Engineered Machine (iGEM) Jamboree 2019 in Boston, USA.	\$500	
6-Sep	Emma Ford towards competing at the Gymnastics National Championships 2019 in Auckland.	\$300	
11-Sep	Te Kura Kaupapa Maori o Te Whanau Tahi - 6 students towards participating in the Te Mana Kura Tahi National Primary Schools Kapa Haka competition in Hamilton.	\$400	
25-Sep	McKenzie Woodgate towards competing at the 2019 National Hockey Tournament in Rotorua from 2 to the 6 October.	\$300	
1-Oct	George Watson towards attending a New Zealand Outward Bound Course in the Malborough Sounds.	\$300	
4-Oct	Avonhead Scout Group - 7 members towards participating in the 2019 National Scout Jamboree in Hamilton.	\$466	
4-Oct	Alexander McCorkindale towards attendance at the World Scholars Cup in Connecticut, USA.	\$500	
4-Oct	Campbell Buck towards attendance at the World Scholars Cup in Connecticut, USA.	\$500	
4-Oct	Josiah Waho towards attendance at the World Scholars Cup in Connecticut, USA.	\$500	
12-Nov	Cashmere Croquet Club - 2 members towards competing in the Croquet New Zealand Golf Croquet 3+ Tournament in Auckland.	\$600	
3-Dec	Riccarton High School - 11 students towards participating in the New Zealand Secondary Schools Touch Nationals in Rotoura.	\$660	
20-Jan	Zachary Hannen towards competing in the 2020 High Performance Basketball Tour in Australia.	\$500	
12-Feb	Molly Mooar towards competing in the 2020 Under 19 European Korfbal Championships in Leeuwarden, The Netherlands.	\$500	
12-Feb	Harrison Bisphan towards competing with the New Zealand U17 Indoor Cricket Team at the Tri-Series Tournament in Singapore.	\$500	
28-Feb	Michelle Tapp towards competing in the 2020 Under 19 European Korfbal Championship in Leeuwarden, The Netherlands.	\$500	
28-Feb	Mitchell O'Hara towards competing in the 2020 World Irish Dance Championships in Dublin, Ireland.	\$500	
12-Mar	Andrew Beuzenberg towards attending the Future Problem Solving International Conference in the USA.	\$500	
12-Mar	Oakland School Board of Trustees towards Max McAlister, Charlie Barnes and Isis Mc Kenzie participating in the Future Problem Solving International Conference in the USA.	\$1,375	
		<b>\$16,000</b>	<b>\$4,000</b>
<b>2019-20</b>	<b>Off the Ground Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
9/07/2019	Discretionary Response Fund Allocation	\$1,000	
13/08/2019	Discretionary Response Fund Allocation	\$1,000	
	<b>Total OFG Fund</b>	<b>\$2,000</b>	
20/09/2019	Hei Hei Broomfield Community Development Trust towards art supplies for art classes at 126 On The Corner, Hei Hei.	\$400	
7/11/2019	Ilam Upper Riccarton Residents Association towards a Community Connections event.	\$400	



7/11/2019	Royal New Zealand Plunket Trust towards a Halswell Plunket Children's Christmas event.	\$126	
27/11/2019	Seed the Change He Kakano Hapai towards a Drinkable Rivers Riverhood One Celebration.	\$385	
2/3/2020	Phillipa Muza from the African Women's Collective towards the International Women's Day event in Halswell.	\$178	
		<b>\$1,489</b>	<b>\$511</b>
<b>2019-20</b>	<b>Local Response Fund</b>	<b>Allocated</b>	<b>Funds Remaining</b>
	Discretionary Response Fund Allocation	\$5,000	
	<b>Total LRF Fund</b>	<b>\$5,000</b>	
24/07/2019	University of Canterbury Muslim Students Association (UCMUSA) towards a camera and associated costs for an empowerment project.	\$1,000	
19/08/2019	Deans Avenue Precinct Society towards a Building Community Connections Neighbourhood BBQ event.	\$500	
		<b>\$1,500</b>	<b>\$3,500</b>

## 14. Elected Members' Information Exchange

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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.