

Waipuna
Halswell-Hornby-Riccarton Community Board
AGENDA

Notice of Meeting:

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

Date: Tuesday 1 September 2020
Time: 4pm
Venue: Horoea Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

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

26 August 2020

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

Bind together the strands of each mat and join
together with the seams of respect and reciprocity

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

Community Outcomes

Resilient communities

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)

Liveable city

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

Healthy environment

Healthy water bodies
High quality drinking water
Unique landscapes and
indigenous biodiversity are
valued and stewardship
exercised
Sustainable use of resources
and minimising waste

Prosperous economy

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

Strategic Priorities

Enabling active
and connected
communities
to own their future

Meeting the challenge
of climate change
through every means
available

Ensuring a high quality
drinking water supply
that is safe and
sustainable

Accelerating the
momentum
the city needs

Ensuring rates are
affordable and
sustainable

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

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, 18 August 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 18 August 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
Anne Galloway
Mark Peters

18 August 2020

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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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.

The Board acknowledged the passing of the late Rob Davidson.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved HHRB/2020/00060

That the apologies received for absence from Debbie Mora and Gamal Fouda and for lateness from Anne Galloway, be accepted.

Mark Peters/Catherine Chu

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

Jimmy Chen declared an interest in item 12 - Waipuna/Halswell-Hornby-Riccarton Community Board 2020-21 Strengthening Communities Fund Report -The Hei Hei Broomfield Community Development Trust and took no part in the Board's discussion or voting on this matter.

Anne Galloway arrived at 4.05pm

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

Part C

Community Board Resolved HHRB/2020/00061

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 4 August 2020 be confirmed.

Mike Mora/Mark Peters

Carried

4. Public Forum / Te Huinga Whānui

Part B

Greater Hornby Residents Association

Ross Houliston addressed the Board on behalf on the Greater Hornby Residents Association (GHRA), regarding a meeting that took place with a Council planner. The GHRA have suggested the possible closure of Roberts Road to the west of residential housing to address issues of fly tipping of rubbish and antisocial road users. Additionally, the meeting included a discussion on the GHRA's suggestion for the rezoning of the land between the motorway /Marsh's road and the old rail line to Prebbleton and Shands Road to light industrial.

Furthermore, Mr Houlston highlighted local concern around the lack of a footpath on Main South Road outside Countdown and flooding at the Shands Road and Goulding Avenue intersection. Mr Houlston requested an update on the proposed road through Kyle Park to Hei-Hei Road and on any proposals for safety improvements at the Waterloo/Gilberthorpes Roads intersection.

After questions from members, the Chairperson thanked Ross Houlston for his presentation, on behalf of the Greater Hornby Residents Association

Attachments

- A Greater Hornby Residents Association Presentation

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

5.1 Awatea Road/Carrs Road Intersection Improvements

Robin Odams, local resident, addressed the Board on behalf of himself and Somerset Village at Wigram regarding item 9 Awatea Road / Carrs Road Intersection Improvements.

Mr Odams indicated that he proposed Awatea Road/Carrs Road Intersection Improvements meets some of the concerns of Somerset Village at Wigram regarding safety and relocation of the bus stop.

Mr Odams reported that residents have concerns regarding signage of Somerset Village that they would like to see addressed. There is also support for a speed limit change on Awatea Road from 60 kilometres per hour to 50 kilometres per hour, as a safety measure.

After questions from Board members, the Chairperson thanked Mr Odams for his presentation.

Item 9 of these minutes refers.

Attachments

- A Robin Odams Presentation

5.2 Main South Road - Right Turn Bay Feasibility Study

Bob Shearing and Brent Lewis, local business owners, addressed the Board regarding the staff memorandum on Main South Road - Right Turn Bay Feasibility Study provided to the Board at item 14.

Mr Shearing and Mr Lewis shared their concerns regarding the feasibility report and indicated that they strongly disagree with the conclusions outlined in the memorandum. They consider that a right turn bay should be installed in the interest of safety.

After questions from Board members, the Chairperson thanked Mr Shearing and Mr Lewis for their presentation.

Item 14(paragraph 3.1.1) of these minutes refers.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Dedication of Road Reserves as Legal Road

Board Comment

Item 7 was withdrawn from the agenda due to staff advice that the areas of road have already vested on subdivision meaning Board approval to the vesting is not required.

8. Sale of part - 66 Quaifes Rd

Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends to the Council that it adopt a resolution in the following form:

1. Declare surplus that part of 66 Quaifes Road shown shaded yellow on the plan at 6.2 in the report attached to the meeting agenda, comprising approximately 3.67 Hectares (subject to survey).
2. Delegate to the Manager Property Consultancy authority to enter into such documentation and to take such steps considered expedient or necessary to effect a sale on behalf of Council.

Community Board Resolved HHRB/2020/00062

Part B

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

1. Requested a workshop to inform the Board on current and future needs of greenspace, community facility and sports and recreation provision in Halswell.
2. Let the report lie on the table until after the workshop referred to above has taken place.

Mike Mora/Andrei Moore

Carried

9. Awatea Road / Carrs Road Intersection Improvements

Board Consideration

Staff in attendance spoke to the accompanying report and the consultation process that was undertaken. staff made an additional recommendation, namely that the Board approve the establishment of the traffic control devices on Awatea Road shown in Attachment A to the officer report as outlined in consultation.

In its deliberations, the Board considered the consultation responses and the deputation from Robin Odams (Item 5.1 of these minutes refers).

Officer Recommendations / Ngā Tūtohu

Part A

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends to Council for approval:

1. That a Special Vehicle Lane (Cycle) Lane be installed on the north side of Awatea Road for eastbound cyclists only, as shown by a continuous white line in the Plan TG133468 dated 15/07/2020 in Attachment A of the agenda staff report.
2. That a Special Vehicle (Cycle) Lane be installed on the south side of Awatea Road for west bound cyclists only, as shown by a continuous white line in Plan TG133468 dated 15/07/2020 in Attachment A of the agenda staff report.

Part C

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

3. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at its intersection with Owaka Road and extending in a southerly direction for a distance of 39 metres.
4. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point approximately 39 metres south east of its intersection with Owaka Road and extending in a south easterly direction for a distance of 14 metres.
5. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 53 metres south east of its intersection with Owaka Road and extending in a south easterly direction to its intersection with Carrs Road.
6. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at its intersection with Carrs Road and extending in a south easterly direction for a distance of 66 metres.
7. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point 66 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 14 metres.
8. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 80 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 10 metres.
9. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point 96 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 14 metres.
10. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 110 metres south east of its intersection with Carrs Road and extending in a south easterly direction to its intersection with Wigram Road.

General

11. 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 1-10 above.
12. Approve that the resolutions above, take effect when road markings and signs that evidence the restrictions, are in place.

Community Board Resolved HHRB/2020/00063

Part C

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

1. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at its intersection with Owaka Road and extending in a southerly direction for a distance of 39 metres.
2. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point approximately 39 metres south east of its intersection with Owaka Road and extending in a south easterly direction for a distance of 14 metres.
3. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 53 metres south east of its intersection with Owaka Road and extending in a south easterly direction to its intersection with Carrs Road.
4. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at its intersection with Carrs Road and extending in a south easterly direction for a distance of 66 metres.
5. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point 66 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 14 metres.
6. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 80 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 10 metres.
7. That a marked bus stop be installed on the south west side of Awatea Road commencing at a point 96 metres south east of its intersection with Carrs Road and extending in a south easterly direction for a distance of 14 metres.
8. That the stopping of vehicles is prohibited at all times on the on the south west side of Awatea Road commencing at a point 110 metres south east of its intersection with Carrs Road and extending in a south easterly direction to its intersection with Wigram Road.
9. The establishment traffic control devices on Awatea Road as shown in Attachment A of the Agenda Report.

General

10. Revocation of 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 1-10 above.
11. That the resolutions above, take effect when road markings and signs that evidence the restrictions, are in place.

Anne Galloway/Jimmy Chen

Carried

Community Board Decided HHRB/2020/00064 (Original Officer Recommendations accepted without change)

Part A

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

1. That a Special Vehicle Lane (Cycle) Lane be installed on the north side of Awatea Road for eastbound cyclists only, as shown by a continuous white line in the Plan TG133468 dated 15/07/2020 in Attachment A of the agenda report.
2. That a Special Vehicle (Cycle) Lane be installed on the south side of Awatea Road for west bound cyclists only, as shown by a continuous white line in Plan TG133468 dated 15/07/2020 in Attachment A of the agenda report.

Anne Galloway/Jimmy Chen

Carried

10. Waimairi Road (Peer Street to Maidstone Road) Road Marking Upgrade - Proposed Parking Restriction and Cycle Lanes

Community Board Resolved HHRB/2020/00065 (Original Officer Recommendations accepted without change)

Part C

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

No stopping

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
West side
 - a. That the stopping of vehicles is prohibited at all times on the on the west side of Waimairi Road commencing at its intersection with Maidstone Road and extending in a southerly direction for a distance of 81 metres.
 - b. That a marked bus stop be installed on the west side of Waimairi Road commencing at a point approximately 81 metres south of its intersection with Maidstone Road and extending in a southerly direction for a distance of 14.5 metres. This location is 18 metres south of the current location of the bus stop.
 - c. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 95.5 metres south of its intersection with Maidstone Road and extending in a southerly direction to its intersection with Maydell Street.
 - d. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at its intersection with Maydell Street and extending in a southerly direction to its intersection with Dovedale Avenue.
 - e. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at its intersection with Dovedale Avenue and extending in a southerly direction to a point 40 metres south of its intersection with Dovedale Avenue.

- f. That a marked bus stop be installed on the west side of Waimairi Road commencing at a point 40 metres south of its intersection with Dovedale Avenue and extending in a southerly direction for a distance of 14.5 metres. This location is the same as the current location of the bus stop.
- g. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 54.5 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to a point 72 metres south of its intersection with Dovedale Avenue.
- h. That the stopping of vehicles is prohibited at all times on the west side of Waimairi Road commencing at a point 199 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to its intersection with Peer Street.

East side

- i. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at its intersection with Maidstone Road and extending in a southerly direction for a distance of 127 metres.
- j. That a marked bus stop be installed on the east side of Waimairi Road commencing at a point 127 metres south of its intersection with Maidstone Road and extending in a southerly direction for a distance of 14.5 metres. This location is the same as the current location of the bus stop.
- k. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing 239 metres south of its intersection with Maidstone Road and extending in a southerly direction to its intersection with Wadeley Road.
- l. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at its intersection with Wadeley Road and extending in a southerly direction for a distance of 25 metres.
- m. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at a point 53 metres south of its intersection with Wadeley Road and extending in a southerly direction to a point 37.5 metres south of its intersection with Dovedale Avenue.
- n. That a marked bus stop be installed on the east side of Waimairi Road commencing at a point 37.5 metres south of its intersection with Dovedale Avenue and extending in a southerly direction for a distance of 14.5 metres. This location is 10 metres south of the current location of the bus stop.
- o. That the stopping of vehicles is prohibited at all times on the east side of Waimairi Road commencing at a point 52 metres south of its intersection with Dovedale Avenue and extending in a southerly direction to its intersection with Peer Street.

P120 parking restriction on Waimairi Road:

- 2. Pursuant to Clause 8 of the Christchurch City Council Traffic and Parking Bylaw:
 - a. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the west side of Waimairi Road commencing at a point 72 metres south of its intersection with Dovedale Road and extending in a southerly direction to a point 199 metres south of its intersection with Dovedale Road.
 - b. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the east side of Waimairi Road commencing at a point 153 metres south of its intersection with Maidstone Road and extending in a southerly direction to a point 239 metres south of its intersection with Maidstone Road.

- c. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8am to 6pm during March to November excluding public holidays, on the east side of Waimairi Road commencing at a point 25 metres south of its intersection with Wadeley Road and extending in a southerly direction to a point 53 metres south of its intersection with Wadeley Road.

General

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 1-4 above are revoked.
4. That these resolutions take effect when the parking signage and road markings that evidence the restrictions described in 1-4 above are in place (or removed in the case of revocations).

Anne Galloway/Mark Peters

Carried

Community Board Decided HHRB/2020/00066 (Original Officer Recommendations accepted without change)

Part A

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

1. That a Special Vehicle Lane (Cycle) Lane be installed on the west side of Waimairi Road for northbound cyclists only, between the intersection of Maidstone Road and the intersection with Peer Street.
2. That a Special Vehicle Lane (Cycle) Lane be installed on the east side of Waimairi Road for southbound cyclists only, between the intersection of Maidstone Road and the intersection with Peer Street.

Anne Galloway/Mark Peters

Carried

**12. Waipuna/Halswell-Hornby-Riccarton Community Board 2020-21
Strengthening Communities Fund Report**

Community Board Resolved HHRB/2020/00067 (Original Officer Recommendations accepted without change)

Part C

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

1. Approves the 2020-21 Strengthening Communities Fund grants outlined in the following schedule:

No	Organisation Name	Project	Recommendation
61109	Anglican Care Community Development	Community Development Worker wages	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$28,000, 2021-22 of \$28,000 and 2022-23 of \$28,000 to Anglican Care Community Development towards wages.
61096	Canterbury Fiji Social Services Trust	Collective operational and programme costs	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$32,000 from its 2020-21 Strengthening Communities Fund to Canterbury Fiji Social Services Trust towards wages, administration and programme costs.
61034	Community Development Network Trust	CDN Trust Youth Work	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$55,000, 2021-22 of \$55,000 and 2022-23 of \$55,000 to the Community Development Network Trust towards wages and programme expenses.
61331	Deans Avenue Precinct Society Inc.	"Our Neighbourly Neighbourhood"	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,000 to the Deans Avenue Precinct Society Inc. from its 2020-21 Strengthening Communities Fund towards delivering the "Our Neighbourly Neighbourhood" project.
61294	Halswell Community Project Inc.	Halswell Community Project- towards the wages, website costs and event trailer expenses	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$28,000, 2021-22 of \$28,000 and 2022-23 of \$28,000 to Halswell Community Project Inc. towards the wages, website costs and event trailer expenses.
61126	Halswell Menzshed Trust	Shed Manager's wages	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$10,000, 2021-22 of \$10,000 and 2022-23 of \$10,000 to Halswell Menzshed Trust towards wages.

61106	Hei Hei Broomfield Community Development Trust	Overhead Running Expenses	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$7,010 from its 2020-21 Strengthening Communities Fund to Hei Hei Broomfield Community Development Trust towards group expenses and overhead costs.
61142	Hornby Presbyterian Community Trust	Hornby Presbyterian Community Trust Reconnection Project	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$44,400, and 2021-22 of \$43,400 to the Hornby Presbyterian Community Trust towards wages, materials and equipment and for OSCAR.
60973	La Vida Youth Trust	La Vida Programmes (After School Programme, 24/7 Youth Workers, Red Frogs)	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$34,000 from its 2020-21 Strengthening Communities Fund to La Vida Youth Trust towards wage costs for the After School, 24/7 and Red Frogs programmes.
61170	Oak Development Trust	Oak Development Trust-Programme Delivery	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant from its Strengthening Communities Fund for 2020-21 of \$41,250, 2021-22 of \$43,250 and 2022-23 of \$43,250 to Oak Development Trust for their programme delivery.
61426	The Salvation Army New Zealand Trust	The Salvation Army Hornby Financial Mentoring	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$10,255 from its 2020-21 Strengthening Communities Fund to Salvation Army New Zealand Trust towards wages and rent.
61469	Youth South West Christchurch Trust	24/7 Youth Work - Hornby High School	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$16,000 from its 2020-21 Strengthening Communities Fund to Youth South West Christchurch Trust towards wages and training costs for 24/7 Youth Work - Hornby High School

61198	Avonhead Community Trust	Community Projects	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,000 from its 2020-21 Strengthening Communities Fund to Avonhead Community Trust towards its "Come and Connect", Friday night and budgeting programmes.
61205	Avonhead Tennis Club Inc	Junior Tennis Expenses	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$500 from its 2020-21 Strengthening Communities Fund to Avonhead Tennis Club Inc for junior tennis expenses.
61082	Burnside Rugby Football Club Incorporated	Junior Rugby Administration and Development	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,000 from its 2020-21 Strengthening Communities Fund to Burnside Rugby Football Club Incorporated for assistance with wages, operational costs, and stationary.
61114	Canterbury Tamil Society Inc	Academy of Tamil Language and Arts	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$5,000 from its 2020-21 Strengthening Communities Fund to Canterbury Tamil Society Inc towards the operation costs of the Academy of Tamil Language and Arts excluding the function expenses.
61250	Christchurch High School Old Boys Rugby Football Club Inc	Rugby Development Officer Wages	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,850 from its 2020-21 Strengthening Communities Fund to the Christchurch High School Old Boys Rugby Football Club Inc for a contribution to wages.
61494	Christchurch Zhonghua Chinese Society	"Explore Your Origin"	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$5,000 from its 2020-21 Strengthening Communities Fund to Christchurch Zhonghua Chinese Society towards rental costs associated with its "Explore Your Origin" project

61098	Crockfords Bridge Club Inc.	Provision of bridge lessons for beginners	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,500 from its 2020-21 Strengthening Communities Fund to Crockfords Bridge Club Inc. towards the provision of beginners bridge lessons.
61373	FC Twenty 11	FC Twenty 11 Development Officer Salary, and Operational Costs	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,000 from its 2020-21 Strengthening Communities Fund to FC Twenty 11 for a contribution towards wages for the Football Director Salary and Coaching Course Fees.
61046	Graeme Dingle Foundation Canterbury	Kiwi Can, Stars and Project K delivery	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$18,000 from its 2020-21 Strengthening Communities Fund to Graeme Dingle Foundation Canterbury towards wages.
61070	Greater Hornby Residents Association Inc	Community Engagement	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,700 from its 2020-21 Strengthening Communities Fund to Greater Hornby Residents' Association Inc towards administration, insurance, event costs, Easter hunt and newsletter expenses.
61099	Halswell Residents' Association Incorporated	Administration and community engagement	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,300 from its 2020-21 Strengthening Communities Fund to Halswell Residents' Association Incorporated towards administration costs and community engagement expenses.
60974	Halswell United Association Football Club	Football Development Manager	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$5,000 from its 2020-21 Strengthening Communities Fund to Halswell United Association Football Club to contribute to wages for their Football Development Manager.

61222	Hearts St Peters Netball Club	Recognition and retention of coaches and volunteers	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$400 from its 2020-21 Strengthening Communities Fund to Hearts St Peters Netball Club towards recognition and retention of coaches and volunteers.
61168	Hornby Community Care Trust	Hornby Community Network Lunch Meeting/Hello Hornby Event	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,770 from its 2020-21 Strengthening Communities Fund to Hornby Community Care Trust with \$2,270 towards the Hello Hornby event and \$500 towards the Community Workers Network Luncheon.
61327	Hornby Day Care Trust	Wages	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$7,000 from its 2020-21 Strengthening Communities Fund to Hornby Day Care Trust towards wages for the Activity Coordinator.
61308	Hornby Rugby Football Club Inc.	Part time Club Manager	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$4,000 from its 2020-21 Strengthening Communities Fund to Hornby Rugby Football Club Inc for a contribution towards their part time Club Manager.
61423	Lions Club of Halswell District Inc	Carols in The Quarry and Heritage Week display	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$3,200 from its 2020-21 Strengthening Communities Fund to Lions Club of Halswell District Inc towards the associated costs of Carols in the Quarry and Heritage Week events.
61258	Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust	Equipment for regular training sessions, and for preparation for National and Regional training weekends and for national tournaments	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$4,000 from its 2020-21 Strengthening Communities Fund to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust towards equipment.

61243	Nepal New Zealand Friendship Society of Canterbury Incorporated	Volunteer recognition, Physical Fitness and Health Support	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$5,000 from its 2020-21 Strengthening Communities Fund to the Nepal New Zealand Friendship Society of Canterbury Incorporated towards hall rental for its weekly activities and the fees associated with broadcasting the Nepalese Radio shows.
61523	Otautahi Sports Association	Kindclub and Hauora Co-ordinator and Club Development Programme	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,500 from its 2020-21 Strengthening Communities Fund to Otautahi Sports Association for Kindclub, Hauora Co-ordination and club development programme.
61036	Riccarton Leagues Club	Riccarton Leagues Club Operation Costs	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$5,000 from its 2020-21 Strengthening Communities Fund to Riccarton Leagues Club being \$3,000 towards Operation Expenses and \$2,000 towards Development Officer Wages.
61174	SHARP Trust	Rowleyz SHARP, Spreydon After-School & Holiday Programmes and Halswell After-School & Holiday Programmes	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,500 from its 2020-21 Strengthening Communities Fund to SHARP Trust to assist with volunteer expenses for the Halswell After-School & Holiday Programme.
61539	Southern United Hockey Club Inc	Training and Equipment Funding Project	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2020-21 Strengthening Communities Fund to Southern United Hockey Club Inc for equipment and coaching.

61040	Spreydon Youth Community Trust (SYCT)	Spreydon Youth Community (SYC) Programme - Halswell Intermediates	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$4,000 from its 2020-21 Strengthening Communities Fund to Spreydon Youth Community Trust towards wages and staff and volunteer costs for Spreydon Youth Community (SYC) Programme - Halswell Intermediates.
61577	University of Canterbury Athletic Club Inc.	University of Canterbury Junior Athletics Programme	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,000 from its 2020-21 Strengthening Communities Fund to the University of Canterbury Athletic Club Inc. for wages and to subsidise the cost of track hire at Westburn Primary School.
61148	Westmorland Residents Association	Annual Community Picnic	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,875 from its 2020-21 Strengthening Communities Fund to Westmorland Residents Association for the delivery of its annual community picnic.
61567	Yaldhurst Tennis Club Incorporated	Ground Rent and Grounds preservation and upkeep	That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$695 from its 2020-21 Strengthening Communities Fund to Yaldhurst Tennis Club Incorporated for the cost of ground rental and grounds upkeep.

2. Approves the transfer of the remaining unallocated \$166,688 in the 2020-21 Strengthening Communities Fund to the Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund.

Mike Mora/Mark Peters

Carried

Jimmy Chen declared an interest in the Hei Hei Broomfield Community Development Trust application for Overhead Running Expenses and took no part in the discussion or voting on this item.

13. Waipuna/Halswell-Hornby-Riccarton Community Board Projects 2020-21

Community Board Resolved HHRB/2020/00068 (Original Officer Recommendations accepted without change)

Part C

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

1. Establishes the Waipuna/Halswell-Hornby-Riccarton Youth Development Fund 2020-21.
2. Applies the following criteria and decision making process for the Waipuna/Halswell-Hornby-Riccarton Youth Development Fund 2020-21:
 - a. *The Waipuna/Halswell-Hornby-Riccarton Community Board enables decision-making on the allocation of Youth Development Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.*
 - b. *The criteria will be an application from, or on behalf of, a young person aged between 10 and 25 years of age, living in the Waipuna/Halswell-Hornby-Riccarton Community Board area for projects that focus on personal development and growth or representation at events.*
 - c. *Details of approved grants to be reported to the Board for record purposes.*
3. Approves an allocation of \$5,000 from its 2020-21 Discretionary Response Fund towards its Community and Youth Service Awards and Community Pride Garden Awards.
4. Approves an allocation of \$12,000 from its 2020-21 Discretionary Response Fund towards Culture Galore 2021.
5. Approves an allocation of \$1,500 from its 2020-21 Discretionary Response Fund towards Board promotional material.
6. Approves an allocation of \$4,500 from its 2020-21 Discretionary Response Fund towards community leadership opportunities.
7. Approves an allocation of \$4,500 from its 2020-21 Discretionary Response Fund towards Summer With Your Neighbours 2020-21.
8. Approves an allocation of \$1,500 from its 2020-21 Discretionary Response Fund towards the expenses for Anzac Day events.
9. Approves an allocation of \$12,000 from its 2020-21 Discretionary Response Fund towards the Waipuna/Halswell-Hornby-Riccarton Youth Development Fund 2020-21.

Catherine Chu/Jimmy Chen

Carried

14. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - August 2020

Officer Recommendations / Ngā Tūtohu

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for August 2020.
2. Receives and notes the information provided to the Board on the Main South Road - Right Turn Bay Feasibility Study.

Community Board Resolved HHRB/2020/00069

Part B

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for August 2020.
2. Receives and notes the information provided to the Board on the Main South Road - Right Turn Bay Feasibility Study and requests a staff briefing on this matter.

Catherine Chu/Andrei Moore

Carried

11. Waipuna/Halswell-Hornby-Riccarton Community Board Plan 2020-22

Officer Recommendations / Ngā Tūtohu

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

1. Adopts the Waipuna/Halswell-Hornby-Riccarton Community Board Plan 2020-22 attached to the agenda report.

Community Board Resolved HHRB/2020/00070

Part C

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

1. Adopts the Waipuna/Halswell-Hornby-Riccarton Community Board Plan 2020-22 attached to the agenda report subject to the following amendments:
 - a) Add as another bullet point under the heading **“Our vision”** on page 8 “advocate for additional funding for safety initiatives”
 - b) The priority “Chalmers Street/ Kyle Park/Waterloo Road linkage” on page 12 to be deleted and replaced with the following:

“ Hornby Centre – Project delivery & increased budget

Why this matters:

The Hornby community have been anticipating the Hornby Centre (a new library and leisure centre complex) for a number of years. The Board recognise the importance of this project for the local community and is therefore prioritising the delivery of the Hornby Centre project as soon as is possible, no later than December 2022.

Given challenges faced by Council as a result of the Covid-19 pandemic, the Board recognises the importance of the project being delivered on budget. The Board is

seeking a revision of the existing budget in order for escalation costs to be included, thus inflation proofing the facility as the original budget was set many years ago.

As the South West Library and Leisure Centre (Hornby Centre) is progressed, it is vital that safe and reliable linkages exist to enable safe passage to and from this important new venue, particularly for those using active transport modes. In addition, it will be important to ensure the wider Kyle Park infrastructure, environment and transport linkages are fully investigated, consulted, and/or developed, along with the surrounding areas (Denton Park, The Hub, Chalmers Street and Waterloo Road).

What the Board will do:

- Advocate with Council, through the LTP process, for escalation costs to be applied to the existing Hornby Centre budget.
- Advocate for the completion of the project no later than December 2022.
- Support initiatives that seek to improve existing linkages.
- Advocate for the development of improved connection points.
- Ensure that budgets and concepts for an approved scheme are secured.
- Commit to a full community engagement and consultation process as part of this initiative.

We will measure our success by:

- An increased budget with escalation costs applied.
- A preferred option with community input is achieved.
- The community board has advocated for budget provision to be included in the council's long term plan

Community Outcomes:

- Resilient communities
- Liveable city
- Prosperous economy “

- c) The priority “**Develop connections between the Al Noor Mosque, Hagley Park and surrounding communities to support community recovery**” on page 13 to be moved to page 14 and the following words to be added under the heading “**Why this matters**”:

“Riccarton has a rich heritage being the founding borough of Christchurch. It now is the most multicultural of all Christchurch wards with two major shopping centres and the University of Canterbury.

Communities within the area are coming under increasing pressure from traffic and intensification that is impacting their suburban nature and having an effect on residents. The Board actively supports residents experiencing these increasing pressures and will advocate strongly to Council to preserve existing communities.

The Al Noor Mosque and Buddhist Temple are situated in this community as well as the Rewi Alley School. The Board wants to build stronger relationships with our multi- ethnic communities by developing connections between the Al Noor Mosque, Hagley Park and surrounding communities to support community recovery.”

- d) Photographs to be updated.

Anne Galloway/Mark Peters

Carried

Catherine Chu left the meeting at 5.56pm

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

Part B

Board members exchanged information on the following:

- Work is underway on land by Halswell Junction Road, an update regarding the Waka Trail would be useful.
- Following the Board presentation to the Council, including an extract from a documentary on traffic on Waterloo Road, Council enforcement staff have been monitoring traffic outside Hornby Primary and High Schools.
- Yaldhurst Village – work is continuing to fill in areas previously identified for stormwater detention and retention.
- The Templeton chapel of the Holy Family Community Trust is winding up and merging with Enrich Community Chaplaincy Trust.
- Local interest continues in the future use of the former South Hornby School Site
- Ongoing concern about flooding at the Dressmart corner (Shands Road and Goulding Avenue).
- Residents in Rata Street and surrounding streets are happy with the new 30 kilometres per hour.
- Concern regarding the National Policy Statement on Urban Density, specifically around off street car parking requirements.
- Halswell Junction Road Extension is anticipated to open in June 2022.
- John Pattinson Drive – update requested.
- Halswell's Got Talent has been postponed until 11 October 2020.

15.1 Presentation on recycling

The Board discussed a presentation on recycling that has recently been given to Halswell Connected by a representative of EcoCentral

The Board agreed to request staff to arrange a Board briefing from EcoCentral on re-cycling.

15.2 Tree on Sayers Crescent

The Board discussed concern about a street tree on Sayers Crescent.

The Board agreed to request staff to arrange a site visit by an arborist to investigate concern about a tree on Sayers Crescent.

Meeting concluded at 6.14pm.

CONFIRMED THIS 1ST DAY OF SEPTEMBER 2020.

MIKE MORA
CHAIRPERSON

Unconfirmed

7. Proposed Road Names - 44 Carrs Road

Reference / Te Tohutoro: 20/947680

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

General Manager: Leonie Rae, General Manager Consenting and Compliance
leonie.rae@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 name at 44 Carrs Road in Halswell.
- 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 approve the following new road name for:

1. 44 Carrs Road (RMA/2019/2970):
 - a. Lotus Place

3. Background / Te Horopaki

Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by the developers for the subdivision of 44 Carrs Road (RMA/2019/2970). A preferred name and alternative names, have been put forward by the developer for each 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 put forward by the applicant for Road 1 is Jills Place.
- 3.13 Jill Newman is the current owner of the property and has owned the land since 1991. This name is not considered appropriate by Officers under the road naming policy on the basis that it is a personal name. Personal names are 'discouraged' where there is no 'historical' connection to the locality or that name does not relate to a well-known identity (clause 13). An alternative name has been recommended by Officers from the list below.
- 3.14 Notwithstanding, it is the Community Boards prerogative to approve or refuse street names should they consider it appropriate (clause 14).

Alternative Names

- 3.15 A number of other options are available to the Community Board noting that the preferred name is not supported by Council Officers under the road naming policy.
- 3.16 The proposed alternative options are set out below and are themed to fit with the surrounding developments naming, that of plant species names.
- 3.17 Lotus Place - Lotus is one of two species of flowering aquatic plant in the family Nelumbonaceae.
- 3.18 Musa Place - Musa is one of three genera in the family Musaceae, it includes bananas and plantains with around 70 species known. Musaceae also includes the genus Ensete.
- 3.19 Nolana Place - Nolana is a genus in the Solanaceae or nightshade family. There are approximately 85 to 89 species and the genus is mostly native to Chile and Peru.
- 3.20 Note: The continuation of Ensete Road meets Road 1.

Attachments

No.	Title	Page
A ↓	RMA/2019/2970 - Road Naming Plan - 44 Carrs Road	30

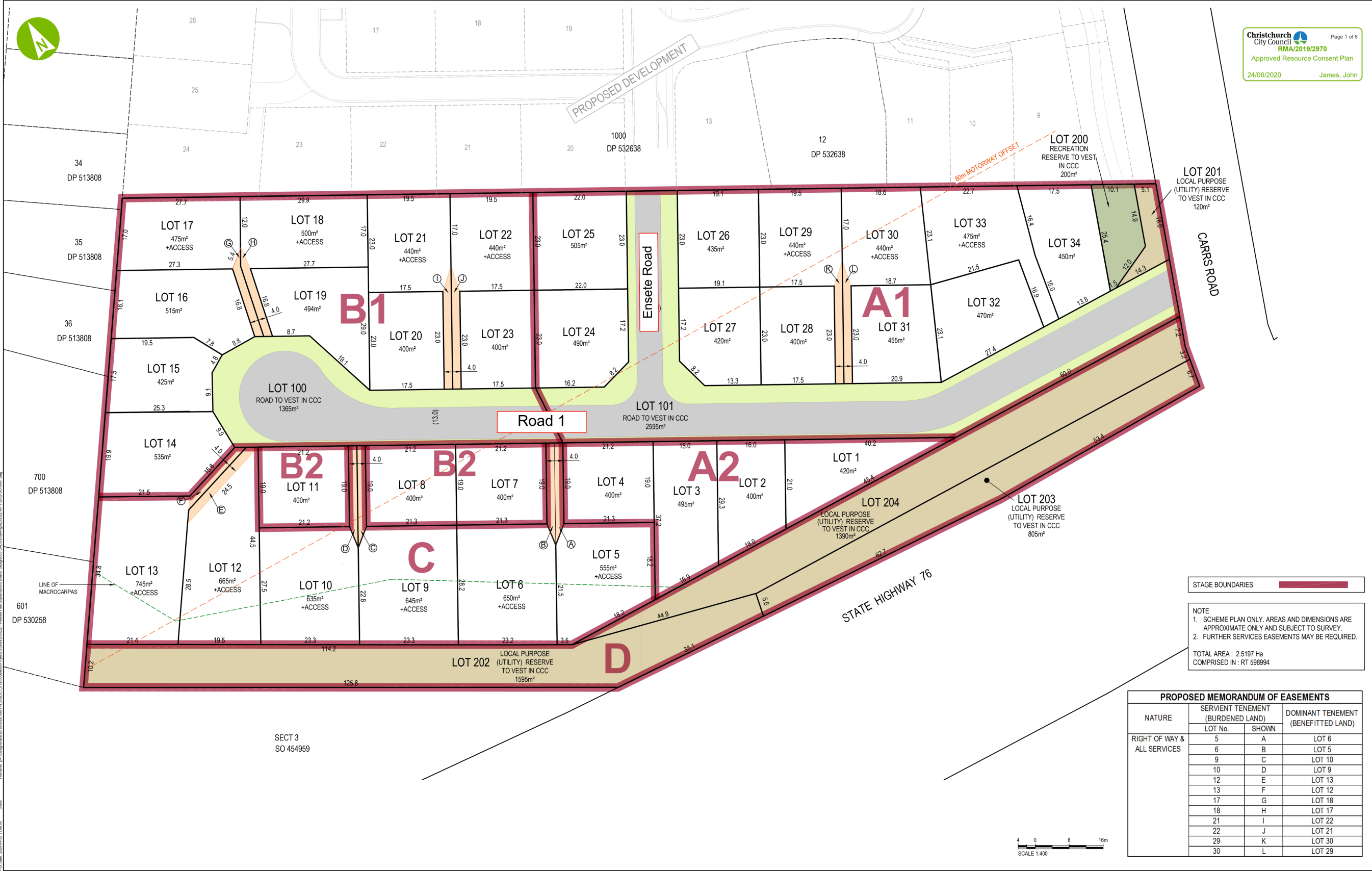
Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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.



Christchurch
City Council
RMA/2019/2970
Approved Resource Consent Plan
24/06/2020 James, John

STAGE BOUNDARIES

NOTE
1. SCHEME PLAN ONLY. AREAS AND DIMENSIONS ARE APPROXIMATE ONLY AND SUBJECT TO SURVEY.
2. FURTHER SERVICES EASEMENTS MAY BE REQUIRED.
TOTAL AREA: 2.5197 Ha
COMPRISED IN: RT 598994

PROPOSED MEMORANDUM OF EASEMENTS			
NATURE	SERVIENT TENEMENT (BURDENED LAND)		DOMINANT TENEMENT (BENEFITTED LAND)
	LOT No.	SHOWN	
RIGHT OF WAY & ALL SERVICES	5	A	LOT 6
	6	B	LOT 5
	9	C	LOT 10
	10	D	LOT 9
	12	E	LOT 13
	13	F	LOT 12
	17	G	LOT 18
	18	H	LOT 17
	21	I	LOT 22
	22	J	LOT 21
	29	K	LOT 30
	30	L	LOT 29

aurecon
www.aurecongroup.com

CLIENT
AWATEA PARK
CHRISTCHURCH

REV	DATE	REVISION DETAILS	APPROVED
F	29.04.20	REISSUE FOR CONSENT (LOTS 200 & 201)	J LYNCH
E	30.01.20	REISSUE FOR CONSENT - LOTS 100 & 101	J LYNCH
D	18.12.19	REISSUE FOR CONSENT - STAGING ADDED	J LYNCH
C	09.12.19	REISSUE FOR CONSENT - REVISED LAYOUT	J LYNCH
B	11.09.19	REISSUE FOR CONSENT - REVISED LAYOUT	J LYNCH
A	13.08.19	ISSUE FOR CONSENT	J LYNCH

SCALE	SIZE
1:400	A1
DRAWN	
R DAWSON	
DESIGNED	
J LYNCH	
REVIEWED	
R DAVIES	

CONSENT	
APPROVED	
J. LYNCH	DATE 09.12.19
J. LYNCH	

PROJECT		AWATEA PARK SUBDIVISION 44 CARRS ROAD	
TITLE		PROPOSED SUBDIVISION OF SECTION 4 SO 454959	
DRAWING No.	PROJECT No.	WBS	TYPE
250022	0017	DRG	UU
NUMBER	REV		
0001	F		

8. Rich Terrace, Wigram - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/915211

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 approve No Stopping Restrictions on a part of Rich Terrace and The Runway in Wigram, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B** and site photos are shown in **Attachment C**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on this street which is causing safety risks to drivers for vehicles turning from the intersection at The Runway and at the bend located 40 metres down Rich Terrace.
- 1.3 These measures have been requested to:
 - Provides forward visibility and passing space for north west and south east bound drivers approaching the bend on Rich Terrace.
 - Improves the visibility splay for drivers leaving 66 Rich Terrace.
 - Improves the visibility splay for drivers turning out of Rich Terrace.
 - Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to access Rich Terrace.
 - Improves safety by ensuring drivers are not required to cross the centre line near an intersection and at a bend location.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve that the stopping of vehicles be prohibited at any time on the south west side of The Runway commencing at its intersection with Rich Terrace and extending in a south westerly direction for a distance of 22 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Rich Terrace and extending in a north easterly direction for a distance of 18 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the north west side of Rich Terrace commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 66 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the north east side of Rich Terrace commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 18 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the northern side of Rich Terrace commencing at a point 38 metres south east of its intersection with The Runway and extending in an easterly direction for a distance of 15 metres.

6. 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 the resolutions above.
7. Approve that resolutions 1-5 take effect when road markings that evidence the restrictions are in place.

3. Key Points / Ngā Take Matua

- 3.1 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 \(2018 - 2028\)](#).
- 3.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 3.3.1 The advantages of this option include:
 - Provides forward visibility and passing space for north west and south east bound drivers approaching the bend on Rich Terrace.
 - Improves the visibility splay for drivers leaving 66 Rich Terrace.
 - Improves the visibility splay for drivers turning out of Rich Terrace.
 - Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to access and turn left out of Rich Terrace.
 - Improves safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
 - Improves the sight line to and from a person waiting to use the crossing on The Runway.
 - 3.3.2 The disadvantages of this option include:
 - Displaces parking to other locations.
- 3.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board.

4. Policy Framework Implications

Strategic Alignment

- 4.1 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.
- 4.2 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.
- 4.3 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 Rich Terrace and using the section of the road with a bend. On-street parking for residents is classified as the fifth priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 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.

- 4.5 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.
- 4.6 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

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

Impact on Mana Whenua

- 4.8 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

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

Accessibility Considerations

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

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Staff have received requests from 2 local residents, concerning the effect of on-street parking on road safety.
- 5.2 These residents indicated that the on-street parking activity occurs at different times of the day and all week, due to residents with multiple vehicles, visitors or drivers stopping to use the reserve for recreational use.

Context

- 5.3 Staff contacted the local residents to understand the issues and subsequently visited the site.
- 5.4 Rich Terrace is a residential street with the Kahurangi Reserve located on the south side of the street. It forms a give way controlled intersection with The Runway. Parking is unrestricted on both sides of the street.
- 5.5 Rich Terrace connects with The Runway at a right angle then continues straight for 20 metres. This is followed by a bend and then continues as a straight piece of road.
- 5.6 Observations on site indicated that parking was dispersed on both sides of the street at different times of the day. There were numerous occasions when drivers had to pass parked vehicles by crossing the centre line. Whilst this is a common occurrence on these type of streets, the presence of the bend and the intersection means that forward sight lines were often blocked, impairing visibility due to obstructions caused by parked vehicles
- 5.7 It was observed that drivers turning into Rich Terrace often accelerated in an eastward direction, which only increased the risk of a possible collision.
- 5.8 It is understood that on street parking has a positive effect of keeping speeds down along the street, though staff consider that the combination of the bend and intersection were potential hazards as which warrant restrictions being introduced, to reduce the safety risk.
- 5.9 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.

Staff also recognise the importance of retaining some on-street parking to accommodate visitors or additional vehicles owned by residents. Consequently, for the property which is most affected, three on-street spaces have been retained.

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

6.1 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

6.2 No other options have been considered.

Options Descriptions / Ngā Kōwhiringa

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

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

6.3.2 Option Advantages

- Provides forward visibility and passing space for north west and south east bound drivers approaching the bend on Rich Terrace.
- Improves the visibility splay for drivers leaving 66 Rich Terrace.
- Improves the visibility splay for drivers turning out of Rich Terrace.
- Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to access and turn left out of Rich Terrace.
- Improves safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
- Improves the sight line to and from a person waiting to use the crossing on The Runway.

6.3.3 Option Disadvantages

- Displaces parking to other locations.

6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not provide stopping restrictions.

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the resident concerns over the poor visibility splay, lack of turning space and forward sight lines at Rich Terrace.

7. Community Views and Preferences / Ngā mariu ā-Hāpori

7.1 The owners and tenants of the properties located close to the proposal were advised of the proposal by letter and invited to comment. This included the residents at 38-66 Rich Terrace between the intersection and 300m along the street) and 4-6 on The Runway.

7.2 Four responses were received, of which three were in full support of the proposals and one in partial support.

- 7.3 The submission is partial support was received by a tenant at 66 Rich Terrace; he supported the restrictions on the south western side and on The Runway but dispute that they were necessary on the north east side, outside this property.
- 7.4 Staff evaluated this response. The submission did not explicitly request retaining parking spaces, though it is apparent that this property already has a double garage and driveway space for a further 2 vehicles. The proposal retains 3 on-street parking spaces outside the frontage of 66, which is considered to be sufficient provision.
- 7.5 Staff consider the safety and operational benefits of the proposal are beneficial and that a reasonable amount of parking opportunities are retained. Therefore the extent of restrictions was not reduced further.
- 7.6 Amongst the three responses in full support, the resident at 64 Rich Terrace requested extending the restrictions by one car length further east, in front of his own property frontage, in the interests of safety. Staff agreed with the reasoning for this request and the proposal was amended to include this.
- 7.7 The proposal in attachment A is based on the original layout as consulted on, with the additional short section requested outside 64 Rich Terrace.
- 7.8 The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.9 The Do Nothing option is inconsistent with local resident requests to improve sight lines and improve turning space at this location.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$200.
- 8.2 Maintenance/Ongoing costs – expected to be \$200/year under the OPEX budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

- 9.1 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.

10. Risk Management Implications

- 10.1 There is the risk that the proposals will result in displaced on-street parking elsewhere on Rich Terrace. Since the alternative locations will be some distance away from the intersection and bend, their effects are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site plan Rich Terrace	37
B ↓	Location plan Rich Terrace	38
C ↓	Photos Rich Terrace	39

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

Document Name	Location / File Link
Not applicable	Not Applicable

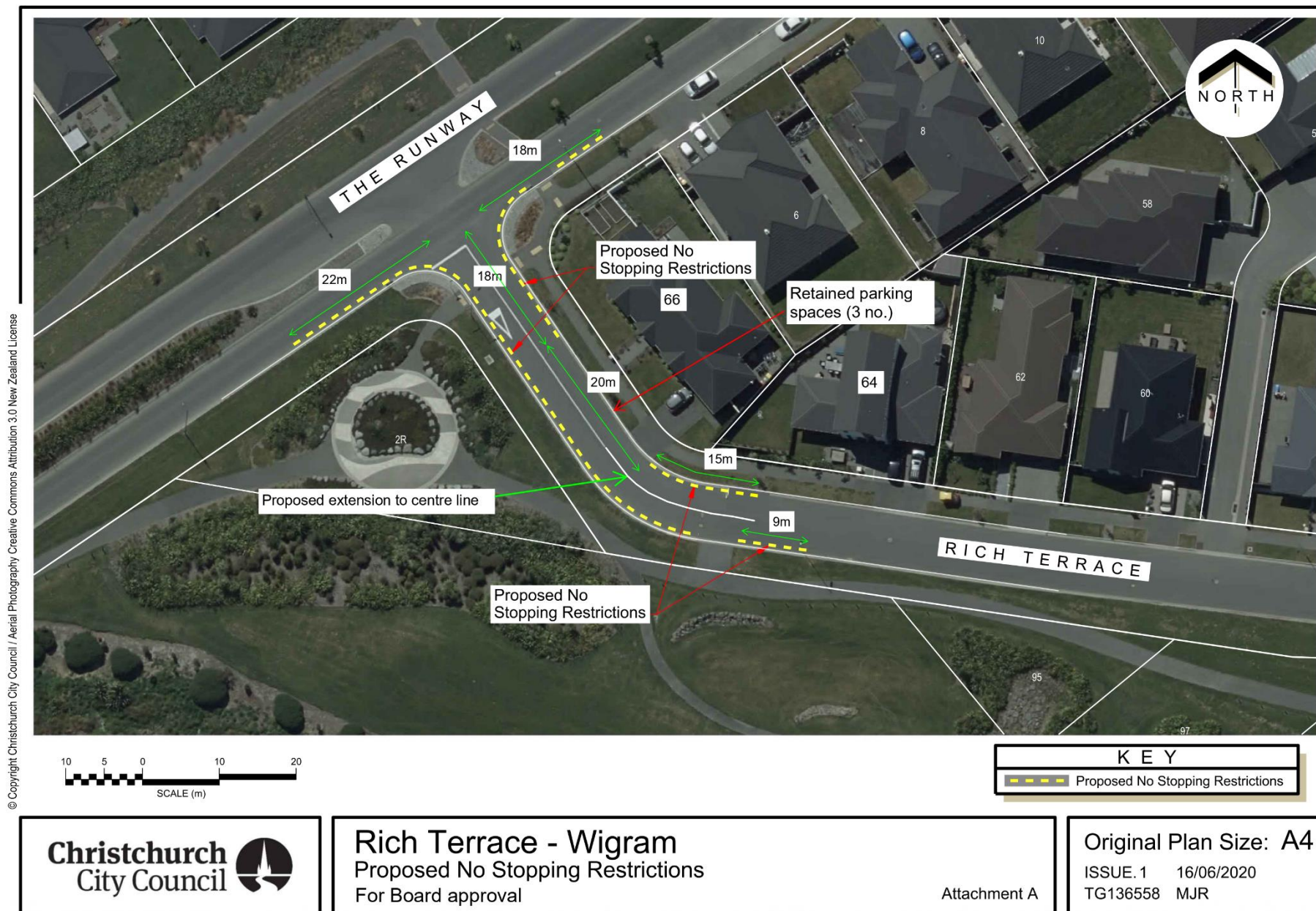
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

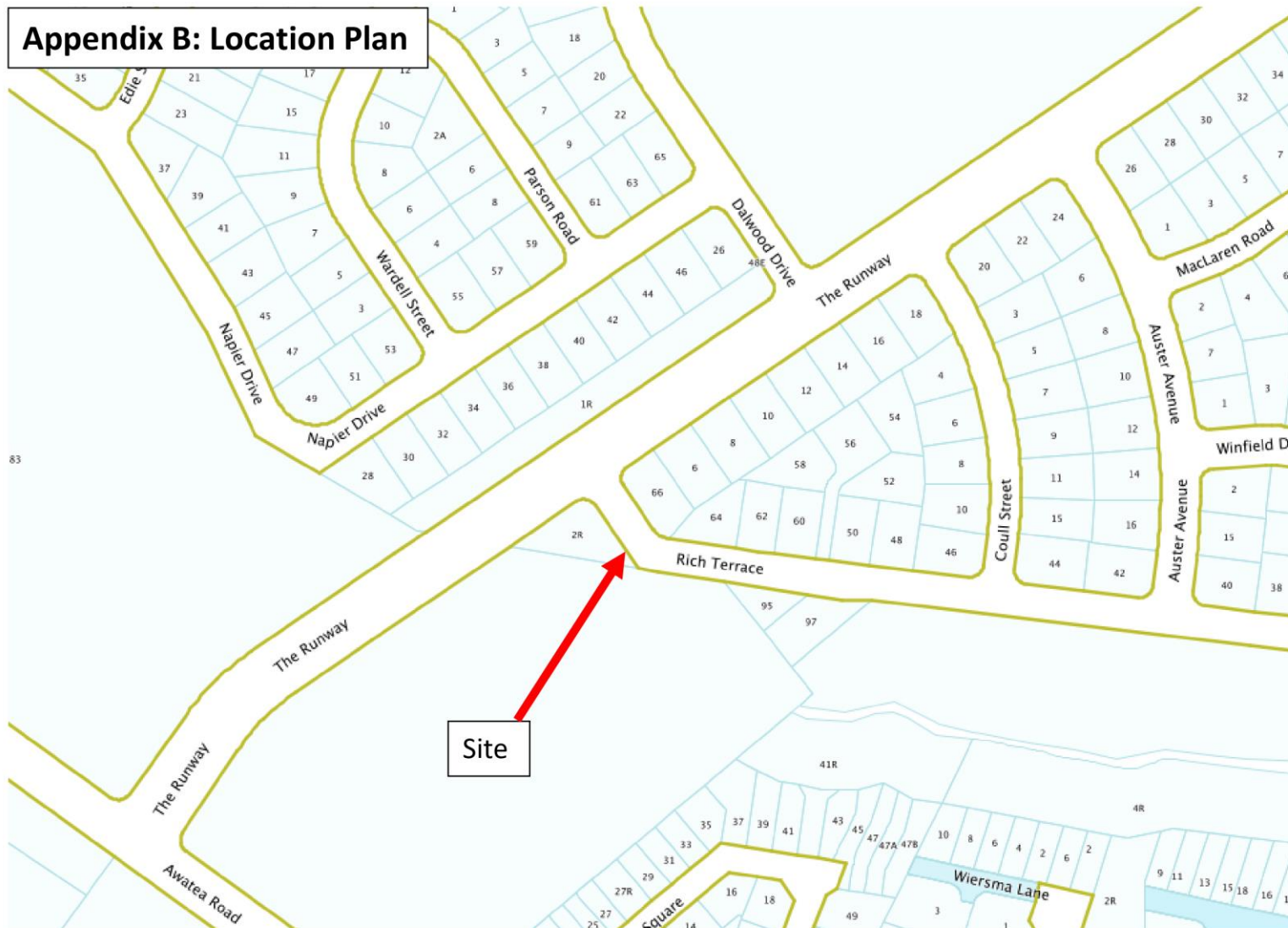
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

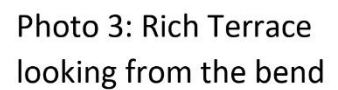
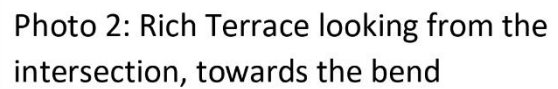
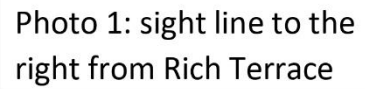
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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 C



9. Te Pihopa Way, Aidanfield - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/936454

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 approve No Stopping Restrictions on a part of Te Pihopa Way and Meeking Place in Aidanfield, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B** and site photos are shown in **Attachment C**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on this street which is causing safety risks to drivers using this intersection.
- 1.3 These measures have been requested to:
 - Provides forward visibility and passing space for drivers approaching the bend on Te Pihopa Way.
 - Improves the visibility splay for drivers leaving 19 Te Pihopa Way and 2 Meeking Place.
 - Improve the visibility splay from drivers turning out of Meeking Place.
 - Assist larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to travel through this intersection.
 - Improve safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
 - Protect the sight line to pedestrians walking from the footpath connecting to Bibiana Street and Cuneen Place, who must walk on the street.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve that the stopping of vehicles be prohibited at any time on the north side of Meeking Place commencing at its intersection with Te Pihopa Way and extending in a north easterly direction for a distance of 17 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the south side of Meeking Place commencing at its intersection with Te Pihopa Way and extending in a north easterly direction for a distance of 11 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Te Pihopa Way commencing at a point 8 metres south of its intersection with Meeking Place and extending in a north westerly direction for a distance of 28 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the east side of Te Pihopa Way commencing at a point 15 metres south of its intersection with Meeking Place and extending in a north westerly direction for a distance of 36 metres.

5. 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 the resolutions above.
6. Approve that resolutions 1-4 take effect when road markings that evidence the restrictions, are in place.

3. Key Points / Ngā Take Matua

- 3.1 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 \(2018 - 2028\)](#).
- 3.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 3.3.1 The advantages of this option include:
 - Providing forward visibility and passing space for drivers approaching the bend on Te Pihopa Way.
 - Improving the visibility splay for drivers leaving 19 Te Pihopa Way and 2 Meeking Place.
 - Improving the visibility splay from drivers turning out of Meeking Place.
 - Assisting larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to travel through this intersection.
 - Improving safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
 - Protecting the sight line to pedestrians walking from the footpath connecting to Bibiana Street and Cuneen Place, who must walk on the street.
 - 3.3.2 The disadvantages of this option include:
 - Displaces parking to other locations.
- 3.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board.

4. Policy Framework Implications

Strategic Alignment

- 4.1 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.
- 4.2 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.
- 4.3 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. On-street parking for residents is classified as the fifth priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 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.
- 4.5 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.
- 4.6 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

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

Impact on Mana Whenua

- 4.8 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

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

Accessibility Considerations

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

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Staff have received requests from a local resident, concerning the effect of on-street parking upon road safety.
- 5.2 Residents indicated that the on-street parking activity occurs at different times of the day and all week, due to congregation members of the Living Waters church and visitors to local residents.

Context

- 5.3 Staff contacted the local resident to understand the issues and subsequently visited the site.
- 5.4 Te Pihopa Way and Meeking Place are residential streets which connect at an uncontrolled Y shaped intersection. Parking is unrestricted on both sides of the street.
- 5.5 Whilst there is no formal intersection control, Meeking Place has textured paving at its entrance which suggests to the driver that this is the minor road. Meeking Place is a cul de sac and at its eastern end includes the entrance to the Living Waters church. This facility has some on-site parking, but due to the large numbers attending, it has been reported that some attendees parking on Meeking Place and Te Pihopa Place. The church has 2 Sunday services as well as other activities each week for youth groups and adults.
- 5.6 Observations on site at the weekend indicated that parking was dispersed on both sides of the street at different times of the day. There were numerous occasions when drivers had to overtake by crossing the centre line. Whilst this is a common occurrence on these streets, the presence of the intersection and obstruction by parked vehicles meant that the forward sight lines were often blocked and impaired visibility.

- 5.7 It is understood that on street parking has a positive effect of keeping speeds down along the street, though staff consider that the combination of the bend and intersection were potential hazards as which warrant restrictions being introduced, to reduce the safety risk.
- 5.8 Staff have recommended no stopping restrictions at each side of the intersection to maintain the required space available for turning vehicles, protect visibility splays and forward sight lines.
- 5.9 The intersection also includes a footpath connection on the north side of Meeking Place. This links with the adjacent residential areas at Bibiana Street and Cuneen Place. Since there is no footpath on the north side of Meeking Place, they must step onto the road. Staff consider the value of restrictions near this location to ensure that they are clearly seen by drivers turning from Te Pihopa Way.

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 6.1 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

- 6.2 No other options have been considered.

Options Descriptions / Ngā Kōwhiringa

- 6.3 **Option One: Preferred Option:** Install No Stopping Restrictions.

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

6.3.2 Option Advantages

- Provides forward visibility and passing space for drivers approaching the bend on Te Pihopa Way.
- Improves the visibility splay for drivers leaving 19 Te Pihopa Way and 2 Meeking Place.
- Improve the visibility splay from drivers turning out of Meeking Place.
- Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to travel through this intersection.
- Improves safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
- Protects the sight line to pedestrians walking from the footpath connecting to Bibiana Street and Cuneen Place, who must walk on the street.

6.3.3 Option Disadvantages

- Displaces parking to other locations.

- 6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not provide stopping restrictions.

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the resident concerns over the poor visibility splay whilst turning out of Meeking Place, impaired turning space forward sight lines on Te Pihopa Way.

7. Community Views and Preferences / Ngā mariu ā-Hāpori

- 7.1 The owners and tenants of the properties located close to the proposal were advised of the recommended option by letter and invited to comment. This included the Halswell Residents Association, all of the residents on Meeking Place and at 1-23 on Te Pihopa Way.
- 7.2 Four responses were received that were in full support of the proposals. No objections were received.
- 7.3 The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.4 The Do Nothing option is inconsistent with local resident requests to improve sight lines, and improve turning space at this location.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$200
- 8.2 Maintenance/Ongoing costs – covered under the existing maintenance budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

- 9.1 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.

10. Risk Management Implications

- 10.1 The risks identified are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site Plan Te Pihopa Way	47
B ↓	Location Plan Te Pihopa Way	48
C ↓	Photos Te Pihopa Way	49

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

Document Name	Location / File Link
Not applicable	Not Applicable

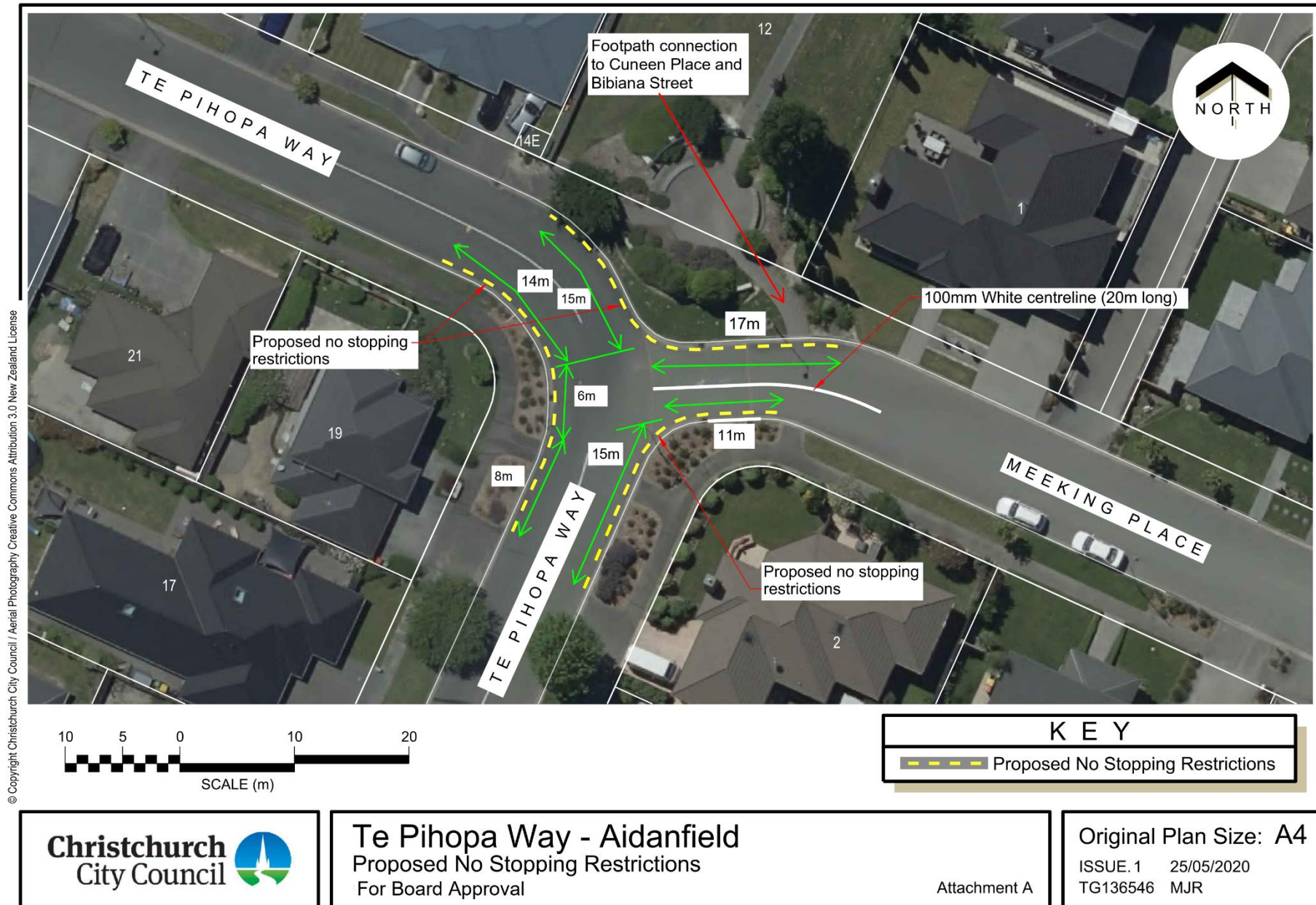
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.





Appendix C: Site photos

Photo 1: Te Pihopa Way heading north

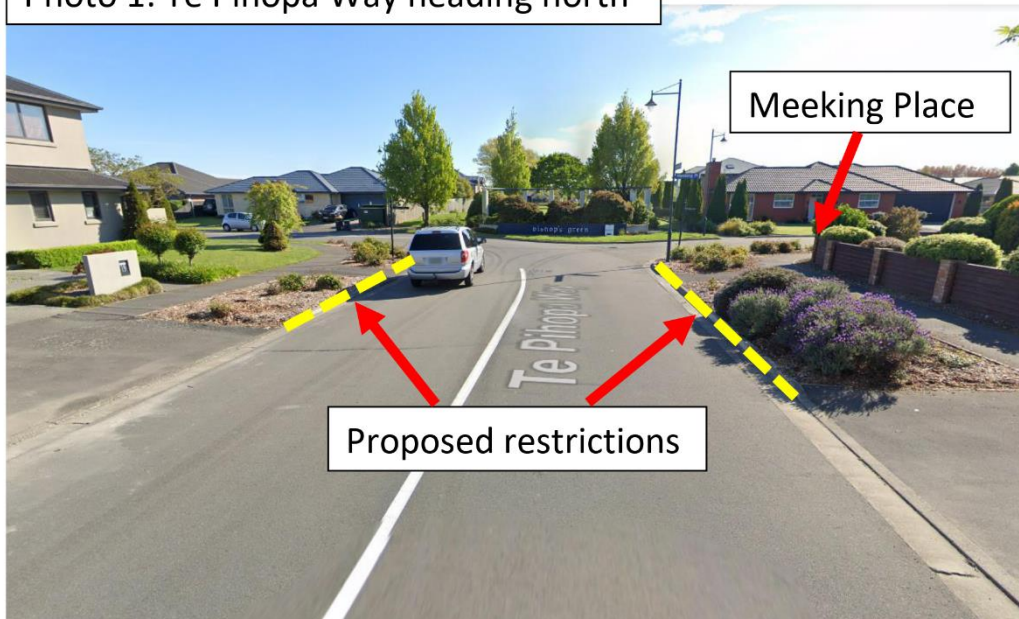
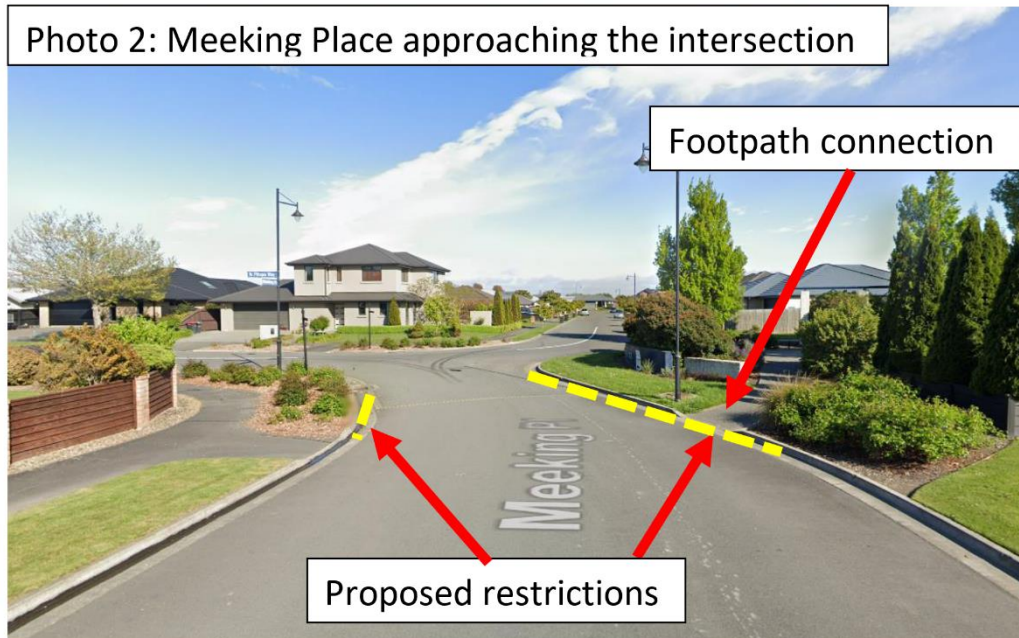


Photo 2: Meeking Place approaching the intersection



10. Eaglesome Avenue, Aidanfield - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/980791

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 approve No Stopping Restrictions on a part of Eaglesome Avenue and Te Pihopa Way in Aidanfield, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B** and site photos are shown in **Attachment C**.
- 1.2 This report is staff generated in response to requests from a local resident, who has concerns relating to parking activity on these streets which cause safety risks to drivers for vehicles turning from the intersection at Te Pihopa Way and at the bend on Eaglesome Avenue located 30 metres from the intersection.
- 1.3 These measures have been requested to:
 - Provide forward visibility and passing space for eastbound and south west bound drivers approaching the bend on Eaglesome Avenue.
 - Improve the visibility splay for drivers leaving 14, 16, 25, 27, 29 and 31 Eaglesome Avenue.
 - Improve the visibility splay for drivers turning out of Te Pihopa Way.
 - Assist larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to turn in and out of the intersection safely.
 - Improve safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
 - Improve the sight line to and from a person waiting to use the crossings around the intersection.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve that the stopping of vehicles be prohibited at any time on the north west side of Eaglesome Avenue commencing at a point 36 metres south west of its intersection with Te Pihopa Way and extending in a north easterly direction for a distance of 47 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the south east side of Eaglesome Way commencing at its intersection with Te Pihopa Way and extending in a south westerly direction for a distance of 28 metres.
3. Approve that the stopping of vehicles be prohibited at any time on the north east side of Eaglesome Way commencing at its intersection with Te Pihopa Way and extending in a north easterly direction for a distance of 14 metres.

4. Approve that the stopping of vehicles be prohibited at any time on the north west side of Te Pihopa Way commencing at its intersection with Eaglesome Avenue and extending in a south easterly direction for a distance of 13 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the south west side of Te Pihopa Way commencing at its intersection with Eaglesome Avenue and extending in a south easterly direction for a distance of 11 metres.
6. 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 the resolutions above.
7. Approve that resolutions 1-5 take effect when road markings that evidence the restrictions are in place.

3. Key Points / Ngā Take Matua

- 3.1 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 \(2018 - 2028\)](#).
- 3.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions (preferred option).
 - Option 2 - Do Nothing.
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 3.3.1 The advantages of this option include:
 - Provides forward visibility and passing space for eastbound and south west bound drivers approaching the bend on Eaglesome Avenue.
 - Improves the visibility splay for drivers leaving 14, 16, 25, 27, 29 and 31 Eaglesome Avenue.
 - Improves the visibility splay for drivers turning out of Te Pihopa Way.
 - Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to turn in and out of the intersection.
 - Improves safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
 - Improves the sight line to and from a person waiting to use the crossings around the intersection.
 - 3.3.2 The disadvantages of this option include:
 - Displaces parking to other locations (a maximum of 12, though typically 3, based on daytime observations).
- 3.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board.

4. Policy Framework Implications

Strategic Alignment

- 4.1 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.

- 4.2 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.
- 4.3 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 Te Pihopa Way and using the section of Eaglesome Avenue with a bend. On-street parking for residents is classified as the fifth priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 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.
- 4.5 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.
- 4.6 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

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

Impact on Mana Whenua

- 4.8 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

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

Accessibility Considerations

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

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 Staff have received a request from a local resident, concerning the effect of on-street parking on road safety.
- 5.2 The resident indicated that the on-street parking activity occurs at different times of the day and all week, due to residents with multiple vehicles or their visitors. The resident indicated that drivers often need to overtake parked vehicles and drive over the centre of the road along the bend and the intersection, which he considered to be dangerous, especially when vehicles are turning out of the intersection.

Context

- 5.3 Staff contacted the local resident to understand the issues and subsequently visited the site.
- 5.4 Eaglesome Avenue is a local road which forms an uncontrolled intersection with Te Pihopa Way. Parking is unrestricted on both sides of these streets.
- 5.5 Eaglesome Ave has a right angled bend which is situated approximately 30 metres south west of the intersection. There is a driveway situated at the apex of the bend that services 4 properties (25, 27, 29 and 31 Eaglesome Avenue).

- 5.6 Observations on site indicated that parking was dispersed on both sides of the street at different times of the day. There were numerous occasions when drivers had to pass parked vehicles by crossing the centre line. Whilst this is a common occurrence on these type of streets, the presence of the bend and the intersection means that forward sight lines were often blocked, impairing visibility due to obstructions caused by parked vehicles.
- 5.7 It is recognised that on street parking has a positive effect of maintaining low speeds along the street, though staff consider that the combination of the bend, the intersection and various driveway entrances were potential hazards which warrant restrictions being introduced, to reduce the safety risk.
- 5.8 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. Staff also recognise the importance of retaining some on-street parking to accommodate visitors or additional vehicles owned by residents. Consequently, whilst extensive restrictions are proposed, on-street spaces (equivalent to one per property) have been retained outside nos 14, 16 19 and 33.

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 6.1 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
- 6.2 No other options have been considered.

Options Descriptions / Ngā Kōwhiringa

- 6.3 **Option One: Preferred Option:** Install No Stopping Restrictions.

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

6.3.2 Option Advantages

- Provides forward visibility and passing space for eastbound and south west bound drivers approaching the bend on Eaglesome Avenue.
- Improves the visibility splay for drivers leaving 14, 16, 25, 27, 29 and 31 Eaglesome Avenue.
- Improves the visibility splay for drivers turning out of Te Pihopa Way.
- Assists larger vehicles such as cars towing trailers, rubbish trucks and delivery vehicles to turn in and out of the intersection.
- Improves safety by ensuring drivers are not required to cross the centre line near an intersection and a bend location.
- Improves the sight line to and from a person waiting to use the crossings around the intersection.

6.3.3 Option Disadvantages

- Displaces parking to other locations (a maximum of 12, though typically 3, based on daytime observations).

- 6.4 **Option Two:** Do Nothing

6.4.1 **Option Description:** Do not provide stopping restrictions.

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the resident concerns over the poor visibility splay, lack of turning space and forward sight lines at Eaglesome Avenue and Te Pihopa Way.

7. Community Views and Preferences / Ngā mariu ā-Hāpori

- 7.1 The owners and tenants of the properties located close to the proposal were advised of the proposal by letter and invited to comment. This included the residents at 10-20 Eaglesome Avenue (evens) and 17-37 Eaglesome Avenue (odds) and nos 20, 27, 29, 31 and 33. In addition, staff wrote to the Halswell Residents Association.
- 7.2 Three responses were received, which were in full support of the proposals. No responses objected to the proposal or requested an amendment.
- 7.3 The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.4 The Do Nothing option is inconsistent with local resident request to improve sight lines and improve turning space at this location.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$200.
- 8.2 Maintenance/Ongoing costs – expected to be \$200/year under the OPEX budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

- 9.1 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.

10. Risk Management Implications

- 10.1 There is the risk that the proposals will result in displaced on-street parking elsewhere on Eaglesome Avenue and Te Pihopa Way. Since the alternative locations will not affect the intersection and bend, their effects are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Site Plan Eaglesome Avenue	57
B ↓	Location Plan Eaglesome Avenue	58
C ↓	Photos Eaglesome Avenue at Te Pihopa Way	59

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

Document Name	Location / File Link
Not applicable	Not Applicable

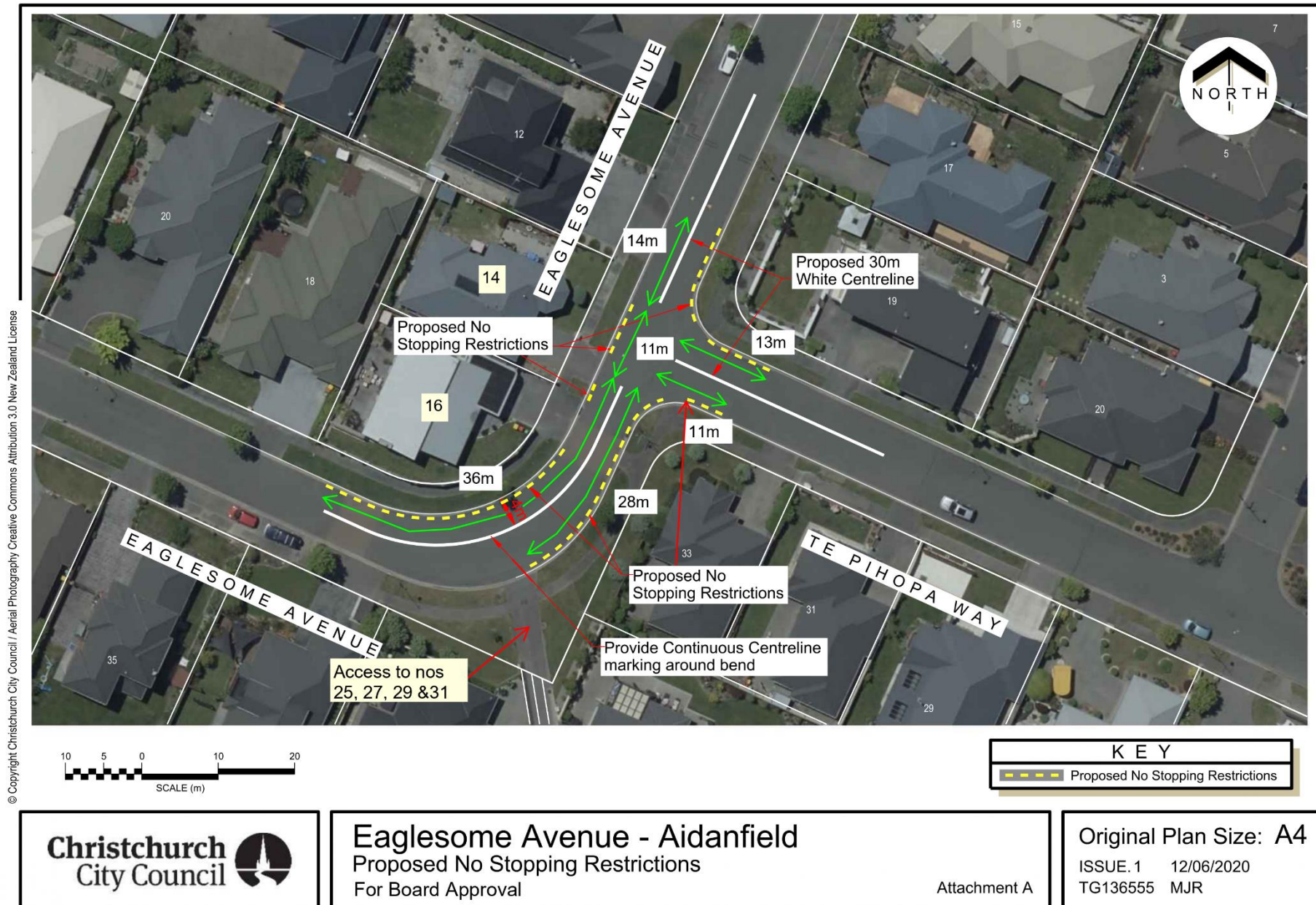
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.



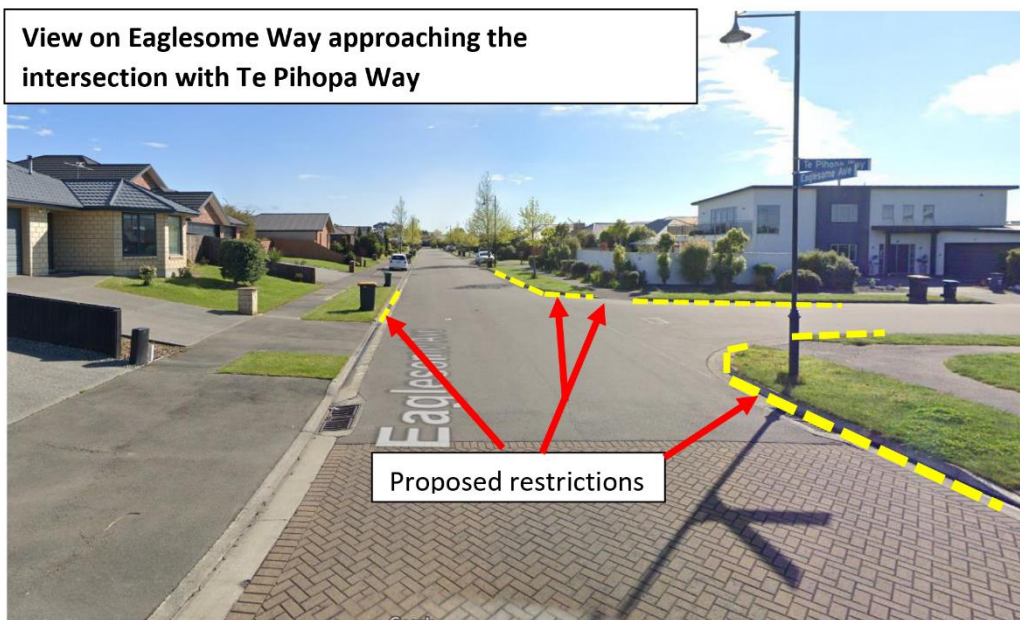


Appendix C – Site Photographs

View on Eaglesome Way approaching the bend from the West



View on Eaglesome Way approaching the intersection with Te Pihopa Way



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

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