

**Te Pātaka o Rākaihautū  
Banks Peninsula Community Board  
AGENDA**

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**Notice of Meeting:**

An ordinary meeting of the Te Pātaka o Rākaihautū Banks Peninsula Community Board will be held on:

**Date:** Monday 28 June 2021  
**Time:** 10am  
**Venue:** Lyttelton Community Boardroom,  
25 Canterbury Street, Lyttelton

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**Membership**

Chairperson	Tori Peden
Deputy Chairperson	Tyrone Fields
Members	Reuben Davidson
	Nigel Harrison
	Howard Needham
	Jamie Stewart
	Andrew Turner
	Scott Winter

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**22 June 2021**

Penelope Goldstone  
Manager Community Governance, Banks Peninsula  
941 5689  
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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

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

### Principles

Being open,  
transparent and  
democratically  
accountable

Promoting  
equity, valuing  
diversity and  
fostering inclusion

Taking an inter-generational approach  
to sustainable development,  
prioritising the social, economic  
and cultural wellbeing of  
people and communities  
and the quality of the  
environment, now  
and into the  
future

Building on the  
relationship with  
Te Rūnanga o Ngāi Tahu  
and the Te Hononga-Council  
Papatipu Rūnanga partnership,  
reflecting mutual understanding  
and respect

Actively collaborating and  
co-operating with other  
local, regional  
and national  
organisations

Ensuring  
the diversity  
and interests of  
our communities  
across the city and the  
district are reflected in  
decision-making

### 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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Karakia Whakamutunga

## Karakia Timatanga

### 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 Te Pātaka o Rākaihautū Banks Peninsula Community Board meeting held on [Monday, 14 June 2021](#) be confirmed (refer page 5).

### 4. Public Forum Te Huinga Whānui

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

#### 4.1 Te Hapū o Ngāti Wheke Rāpaki – Proposed Non-Powered Vessel Area

Andrew Scott, General Manager Te Hapū o Ngāti Wheke Rāpaki, wishes to speak to the Board regarding the rūnanga approved resolution to support the left side of the Rāpaki boat ramp to the point of Otuherekio (Pony Point) becoming a non-powered vessel area. This will better protect shellfish beds from increased silt turbidity and provide greater safety for swimmers.

#### 4.2 James Ensor – Funding for Spare Breakwater

James Ensor, representing the Boat Safety Working Group, wishes to speak to the Board regarding funding repairs for the spare breakwater at Naval Point, which was damaged during the 2010/11 earthquakes.

### 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.

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**Te Pātaka o Rākaihautū  
Banks Peninsula Community Board  
OPEN MINUTES**

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**Date:** Monday 14 June 2021  
**Time:** 10am  
**Venue:** Akaroa Boardroom  
78 Rue Lavaud, Akaroa

---

**Present**

Chairperson	Tori Peden
Deputy Chairperson	Tyrone Fields
Members	Reuben Davidson
	Nigel Harrison
	Howard Needham
	Jamie Stewart
	Andrew Turner
	Scott Winter

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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

**Karakia Timatanga:** Reuben Davidson

The agenda was dealt with in the following order.

**1. Apologies Ngā Whakapāha**

**Part C**

**Community Board Decision**

There were no apologies.

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

**Part B**

Jamie Stewart declared an interest in Item 8 - Akaroa Commercial Recreation Mobile Trading Trial Season 2020-21 Update

Andrew Turner declared an interest in Items 13.2 and 13.3 - Elected Members Exchange regarding letters of support for the Lyttelton Yacht Club Building and the British Hotel, which are both applying for Heritage Grants from Council.

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

**Part C**

**Community Board Resolved BKCB/2021/00029**

That the minutes of the Te Pātaka o Rākaihautū Banks Peninsula Community Board meeting held on Monday, 17 May 2021 be confirmed, subject to the following amendment:

Item 9 – Reserve Management Committees – Revised (Draft) Terms of Reference (May 2021)

Delete “*felt they were not sufficiently familiar enough*” and insert “*were not comfortable*”.

*Board members ~~felt they were not sufficiently familiar enough~~ were not comfortable with the draft Terms of Reference as presented, and requested that a workshop be held to further analyse the content before re considering this report.*

Reuben Davidson/Nigel Harrison

**Carried**

**4. Public Forum Te Huinga Whānui**

**Part B**

**4.1 Garden of Tane Reserve Management Committee (RMC)**

Suky Thompson, representing the Garden of Tane RMC, spoke to the Board to discuss the RMC’s submission to the Long Term Plan and update the Board on its projects. She also gave feedback on the recently proposed draft Terms of Reference for RMCs.

## Part B

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the information as presented.
2. Note that the Board will take into account the comments from the Reserve Management Committee when considering the new draft Terms of Reference.
3. Ask staff to specifically comment on the possibility of Reserve Management Committees being replaced with Council Controlled Organisations.
4. Thanks Suky for her presentation.

## Attachments

A Garden of Tane Public Forum Presentation

### 4.2 Akaroa Heartlands – Facilities Bookings

Kerry Little, Akaroa Heartlands Coordinator, spoke to the Board regarding booking Council facilities, and some of the difficulties community members had reported to her about the process and costs associated with booking Council facilities in Akaroa. She also raised the issue of booking the Council Board Room in Akaroa.

## Part B

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Refers the issues and questions raised in the presentation to staff for investigation and report back to the Board.
2. Ask staff for comment on the possibility of the Gaiety Hall being operated in a similar manner to the Lyttelton Recreation Centre, through a community partnership.
3. Thanks Kerry for her presentation.

### 4.3 Hamiltons Road– Jeff Hamilton

Jeff Hamilton, resident, wished to speak to the Board about Hamiltons Road.

This Public Forum did not proceed.

## 5. Deputations by Appointment Ngā Huinga Whakaritenga

## Part B

### 5.1 Akaroa Wastewater Community Reference Group Terms of Reference - Friends of Banks Peninsula

Suky Thompson and Jan Cook, representing the Friends of Banks Peninsula, and the Robinsons Bay Residents Association, spoke to the Board regarding Item 9 – Akaroa Wastewater Community Reference Group Terms of Reference. They tabled a paper which asked the Board to review the draft Terms of Reference to provide for reasonable community representation and allow the Group to consider matters such as the storage ponds/storage tanks and the reuse of wastewater in Akaroa.

## Part B

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Thanks Suky and Jan for their presentation.

Refer Item 9 - Akaroa Wastewater Community Reference Group Terms Of Reference

## Attachments

A Friends of Banks Peninsula Deputation Handout

## 6. Presentation of Petitions Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 9. Akaroa Wastewater Community Reference Group Terms Of Reference

### Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Adopt the proposed terms of reference for the Akaroa Wastewater Community Reference Group as attached to the agenda for this meeting.
2. Nominate Community Board members to be appointed to the Community Reference Group.
3. Adopt the proposed recruitment process to appoint members of the Community Reference Group.

### Community Board Resolved BKCB/2021/00030

### Part C

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Adopt the proposed terms of reference for the Akaroa Wastewater Community Reference Group as attached to the agenda for this meeting, subject to the following amendments:
  - a. Members of the Group:
    - Two Banks Peninsula Community Board Members
    - Two Ōnuku Rūnanga nominees
    - Five Community Members
  - b. Other Attendees:
    - Independent Facilitator
    - Staff Technical Advisors as required
  - c. Status – move point one to become point four
2. Approve the final sign-off of the Terms of Reference when it appoints members to the Reference Group, so that correspondence from the Friends of Banks Peninsula from 1 February and 15 March can be taken into account.
3. Nominate Community Board members Nigel Harrison and Jamie Stewart to be appointed to the Community Reference Group.



4. Adopt the proposed recruitment process, as attached to the agenda for this meeting, to appoint members of the Community Reference Group, subject to the following amendments:
  - a. Group members will be formally appointed by the Community Board, following Council staff and the two nominated Community Board members assessing and reviewing all applications.
  - b. The Community Board will be presented with all applications when considering the formal appointment of the group.

Andrew Turner/Jamie Stewart

**Carried**

## **8. Akaroa Commercial Recreation Mobile Trading Trial Season 2020-21 Update**

**Community Board Resolved BKCB/2021/00031**

**(Original Officer recommendations accepted without change.)**

### **Part C**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

2. Subject to the Council agreeing to revoke the designation for a permanent mobile food stall site at the Akaroa Recreation Ground:
  - a. Approve that the stopping of vehicles be restricted to 'Authorised Vehicles Only- At Any Time' on the eastern side of the Akaroa Boat Park within the marked area, commencing at a point 27 metres from its intersection with Rue Brittan and extending in a north easterly direction for a distance of 18 metres; shown as 'Proposed Mobile Trading Site' in **Attachment B**.
  - b. Approve that the stopping of vehicles be prohibited at any time on the western side of Rue Balguerrie commencing at a point 44 metres north west of its southern intersection with Rue Jolie and extending in a northerly direction for a distance of 86 metres.
3. Approve that the stopping of vehicles be restricted to 'Authorised Vehicles Only- At Any Time' on the south western side of Rue Balguerrie and north eastern side of 2 Rue Balguerrie within the marked area, commencing at a point 36 metres from its southern intersection with Rue Jolie and extending in a north westerly direction for a distance of 7 metres; shown as 'Proposed Mobile Trading Site' in **Attachment C**.
4. Approve that the stopping of vehicles be prohibited on the south western side of Rue Balguerrie commencing at a point 43 metres north west of its southern intersection with Rue Jolie and extending in a north westerly direction for a distance of 9 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 resolution 2-4 above.
6. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Scott Winter/Nigel Harrison

**Carried**

**Community Board Decided BKCB/2021/00032**

**(Original Officer recommendations accepted without change.)**

**Part A**

That the Te Pātaka o Rākaihautū Council:

1. Recommend to the Council that it revoke the designation for a permanent mobile food stall site at the Akaroa Recreation Ground.

Scott Winter/Nigel Harrison

**Carried**

Jamie Stewart declared an interest in Item 8 and took no part in the Board's voting on this item.

**10. Diamond Harbour Library- Proposed P5 Parking Restriction Amendment**  
**Community Board Resolved BKCB/2021/00033**

**(Original Officer recommendations accepted without change.)**

**Part C**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waipapa Avenue outside Diamond Harbour Library (2L Waipapa Avenue) as indicated in the attached drawing TG132711 Issue 1, dated 14/05/21 **(Attachment A)**, is reserved as a parking space for vehicles, subject to the following restrictions: 70 degree angle parking, the maximum time for parking of any vehicles is 5 minutes between the hours of 10:00am and 1:00pm on Saturdays.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Tori Peden/Scott Winter

**Carried**

The meeting adjourned at 12.36pm and reconvened at 12.45pm.

**7. Reserve Management Committee Meeting Minutes**  
**Community Board Resolved BKCB/2021/00034**

**(Original Officer recommendations accepted without change.)**

**Part B**

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committees:

- Allandale Reserve Management Committee – 21 April 2021
- Duvauchelle Reserve Management Committee – 15 March 2021
- Duvauchelle Reserve Management Committee – 19 April 2021
- Pigeon Bay Reserve Management Committee – 5 April 2021

Tori Peden/Scott Winter

**Carried**

**11. 2020-21 Banks Peninsula DRF: Diamond Harbour Playcentre, Lyttelton Recreation Centre, Friends of Te Ra Community Park, Little River Railway Station, Little River Farmers Market, Frankie Bakker - Mural, Little River Railway Station - Doors**

**Community Board Resolved BKCB/2021/00035**

**(Original Officer recommendations accepted without change.)**

**Part C**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approves a grant of \$3,500 from its 2020-21 Discretionary Response Fund to Diamond Harbour Playcentre towards the Creation of a Nature Discovery Area.
2. Approves a grant of \$2,200 from its 2020-21 Discretionary Response Fund to the Lyttelton Recreation Centre Trust towards the purchase and installation of four CCTV cameras.
3. Approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to the Friends of Te Ra Community Park Inc. towards recreational assets.
4. Approves a grant of \$1,408 from its 2020-21 Discretionary Response Fund to the Little River Railway Station Trust towards repairs and painting of the Little River Railway Station Ganger's Hut.
5. Approves a grant of \$3,000 from its 2020-21 Discretionary Response Fund to the Little River Farmers Market towards the purchase of equipment and insurance.
6. Approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Frankie Bakker towards artist's fees.
7. Approves a grant of \$2,490 from its 2020-21 Discretionary Response Fund to the Little River Railway Station Trust towards consents and architect's fees for the replacement of the Postal Room doors at the Little River Railway Station.

Jamie Stewart/Reuben Davidson

**Carried**

**12. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report - June 2021**

**Officer Recommendations / Ngā Tūtohu**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report for June 2021.

**Community Board Resolved BKCB/2021/00036**

**Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report for June 2021.
2. Ask staff to continue the process of investigating the naming of Reserve 4673, in Governors Bay, under the current Council process rather than waiting until a new naming policy is developed.
3. Suggest an improvement to the Snap Send Solve process would be to have an option to manually input an address for areas that do not have cell phone coverage.

Jamie Stewart/Nigel Harrison

**Carried**

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

**Part B**

The Board exchanged information on items of interest, including:

- Akaroa Cemetery – successful meeting with Comte de Paris and Friends of Akaroa Cemeteries Groups.
- ANZAC Day Debriefing Meeting – services well run, and will continue next year under Council funding and RSA administration.
- Giants House – meeting with owner.
- Islay Cottage, Lyttelton and Timeball Station – congratulations on receiving Heritage Awards.
- Cass Bay Residents Association – brought up issues with road repairs.
- Fire Management in Urumanu – a combined Community Board Briefing will provide information on fire risk for the whole city.
- Donald Street Stables – concerns from neighbours that recent damage has caused diminished weather tightness. Staff to process a Request for Service.
- The British Hotel – requested a letter of support from the Board for Heritage Grant application.
- Orton Bradley Park – concerns regarding funding for the Summer Theatre
- Lyttelton Yacht Club Building – requested a letter of support from the Board for Heritage Grant application.
- COVID vaccination – should the Board take a formal stand.
- Yew Cottage – community suggestions for its future.
- Takapūneke Reserve Landscape Plan – almost ready for consultation, plans for Ōnuku open day.
- Events Applications – often require Traffic Management Plans that have a long lead time. Suggestion that applications should have to be in earlier than the current 6-week deadline.
- Friends of Akaroa Museum – disappointed at short time to present on LTP submission.
- Diamond Harbour Footpath – thanks to staff for action.
- Gaiety Hall – staff are working with community group to manage.
- NZ Post – reported no plans to remove services from Akaroa.
- Akaroa Recreation Ground flooding – new drainage bladder system. Staff updated on flooding.
- St Joseph Parish Lyttelton – final mass was held, great occasion.
- Cass Bay Residents Association AGM – well attended.

- School Bus from Cass Bay – questions on why this Ministry of Education service has been withdrawn.
- Submissions to Council – several large consultations occurring at once appears to have caused public burnout and lack of participation.
- Community Board Chairs Meeting – circulated pocket Karakia and Mihi booklets.
- Flooding in Little River – the new basin handled flood waters well, water levels in Te Wairewa Lake Forsyth had no effect on severity of flooding.

Andrew Turner left the meeting at 1.32p.m.

Andrew Turner returned to the meeting at 1.38p.m.

### **13.1 Fire Risk - Urumau Reserve**

Board members heard that neighbours from properties adjoining Urumau Reserve were still concerned about the fire risk from the reserve and had not heard anything in response to concerns they raised at the beginning of March 2021.

#### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Requests a progress update from staff on the Board's previous request for staff to investigate and report back to the Board on neighbours' concerns about the fire risk posed from Urumau Reserve.

### **13.2 Lyttelton Yacht Club Building**

#### **Community Board Resolved BKCB/2021/00037**

#### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Provide a letter of support for the application being made by the Governors Bay Save the Jetty Trust, for a Council Heritage Fund grant.

Howard Needham/Reuben Davidson

**Carried**

Andrew Turner declared an interest in Item 13.2 and took no part in the Board's discussion or voting on this item.

### **13.3 The British Hotel**

#### **Community Board Resolved BKCB/2021/00038**

#### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Provide a letter of support for the application being made by the owners of the British Hotel for a Council Heritage Fund grant.

Reuben Davidson/Tyrone Fields

**Carried**

Andrew Turner declared an interest in Item 13.3 of and took no part in the Board's discussion or voting on this item.

#### **13.4 Orton Bradley Park Summer Fair**

Board members heard that the annual summer fair held at Orton Bradley Park was in danger of not proceeding because of the withdrawal of Council funding for the event.

##### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Requests information from staff on the status of funding for the annual Orton Bradley Summer Fair event.

#### **13.5 Yew Cottage**

Board members noted that the Council owned Yew Cottage had again flooded during the recent storm, and reported that community members and organisations were now suggesting that the building should be sold for removal from its current site.

##### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Request an update from staff on the future plans for Yew Cottage in Akaroa, including any options to sell this building and use the proceeds to establish a special fund to assist in purchasing other heritage sites in Akaroa.

#### **13.6 School Bus Service from Cass Bay**

The Board was informed that a school bus service to take Cass Bay students to secondary school in Christchurch had been discontinued resulting in difficulties for the students to get to those schools.

##### **Part B**

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Decided to write a letter to the Ministry of Education requesting details around the reasons for the removal of the school bus service for Cass Bay and other Lyttelton Harbour settlements.

### **14. Resolution to Exclude the Public**

#### **Community Board Resolved BKCB/2021/00039**

##### **Part C**

That at 2.06pm the resolution to exclude the public set out on pages 88 to 89 of the agenda be adopted.

Tyrone Fields/Reuben Davidson

**Carried**

The public were re-admitted to the meeting at 2.23pm.

**Karakia Whakamutunga:** Reuben Davidson

Meeting concluded at 2.24pm.

CONFIRMED THIS 28<sup>th</sup> DAY OF JUNE 2021

TORI PEDEN  
CHAIRPERSON

Unconfirmed

Item 3 - Minutes of Previous Meeting 14/06/2021





## 7. Reserve Management Committee Meeting Minutes

Reference / Te Tohutoro: 21/762958

Report of / Te Pou

Matua:

Liz Carter, Community Board Advisor, Liz.Carter@ccc.govt.nz

General Manager /

Pouwhakarae:

Mary Richardson, GM Citizens & Community,

Mary.Richardson@ccc.govt.nz

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

1.1 Minutes have been received from the following Reserve Management Committees:

Name	Subject
Awa Iti Reserve Management Committee	26 May 2021 Unconfirmed
Le Bons Bay Reserve Management Committee	2 June 2021 Unconfirmed
Stanley Park Reserve Management Committee	3 June 2021 Unconfirmed

### 2. Officer Recommendations / Ngā Tūtohu

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committees:
  - Awa Iti Reserve Management Committee – 26 May 2021
  - Le Bons Bay Reserve Management Committee – 2 June 2021
  - Stanley Park Reserve Management Committee – 3 June 2021
2. Receive the correspondence from the Cass Bay Reserve Management Committee dated 10 June 2021.
3. Accept the resignation of Tracey Adams and approve the appointment of Darren Gravelly to the Cass Bay Reserve Management Committee.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Awa Iti Reserve Management Committee Unconfirmed Minutes - 26 May 2021	18
B <a href="#">↓</a>	Le Bons Bay Reserve Management Committee Unconfirmed Minutes - 2 June 2021	20
C <a href="#">↓</a>	Stanley Park Reserve Management Committee Unconfirmed Minutes - 3 June 2021	23
D <a href="#">↓</a>	Cass Bay Reserve Management Committee Letter to the Banks Peninsula Community Board - 10 June 2021	24

**Awa Iti Reserve Board Meeting**  
**26 May 2021**

Held: Little River Service Centre

Present: Dean, Sheryl, Bruce, Vanessa Mitchell, Jane, Tori (late), Christian (late)

Apologies: Nil

Minutes of the last meeting were accepted as a true and accurate record.

Dean/Bruce Carried

Matters Arising:

1. The Fitness Sign has been installed. Unfortunately, it has taken up more space than the A & P Show use for show day.
2. Bikes in Schools has now gone to the LRWT who intend to install something behind the Little River Store. The cost to keep things maintained was too much for the school.
3. The wire waste in the Domain is still a work in progress. There is no money in metal at the moment so the Fire Brigade need a volunteer to offer their truck to dispose of the pile that seems to be getting bigger!
4. Not sure who to contact re fixing the gate that Fulton Hogan backed into. Dean will lodge a CSR with Council. Jane will follow up as well.

Sheryl/Bruce Carried

Financial Report:

Bank Balance: 30/4/21 \$648.63

Correspondence:

In:

Revised quote Canterbury Fencing.

Pedal for Pacific fundraising application for use of Domain on 20/2/21.

Ulysses Canterbury application for Domain use 25/4/21.

Christian Couper – requesting permission to move container temporarily.

Various correspondence re proposed RMC Terms of reference changes.

Out:

Response to above requests

General Business:

LRWT – Vanessa tabled a plan to plant in front of tennis court fence by the Tennis pavilion to corner of tennis court on the Main Road. The Committee are in agreement for the Trust to go ahead. Dean will look at funding options for repairs to the Tennis Pavilion. Jane to look into funding for this also.

The tennis court mural has turned into a bigger project than first thought. Frankie, the artist, is looking for funding for \$6000.00 to \$7000.00. The School Support Group will fund \$500.00 and the LRWT will give \$500.00. Frankie had put 118 hours into the project before painting had started.

Christian reported that the school do not want to move the container now as the tenants in the school house are using it for storage.

We, the RMC, want to be involved in decision making and be the voice of the Domain. We want to be able to influence decisions made around the domain. Jane to take our views to Community Board Meeting.

Coronation Library update – Another delay on lifting and changing the structure of the building. Jane reported that the Community Trust have the right of the building when it is finished. The Council have funding in the Long Term Plan. Watch this space!

Next Meeting to be advised.

**Minutes of the Meeting of the Le Bons Bay Reserve Management Committee held on Wednesday,  
2<sup>nd</sup> June 2021, at 2pm at the Domain Hall.**

**Present:** Jo Rolley (Chair), Bruce and Jenny Nicholl, Harriet Chapman, Robin Burleigh (Treasurer), Charlotte Bleasdale (Secretary), Jamie Stewart (Community Board Liaison).

**Apologies:** Carol Osgood, Ciaran Murray, Doris Peleikis, **(Bruce/Jenny. Carried)**

**Minutes** of the 21<sup>st</sup> February 2021 meeting having been previously circulated were taken as read.  
**(Robin/Harriet. Carried)**

Bruce asked that it be noted that the comment in the 21.2.21. minutes re the dumping of garden waste in the wilderness areas of the Domain as a possible source of marram grass spread was misleading. Marram grass is endemic in the dunes and has been spreading naturally through the woods into the fringes of the Domain.

**Matters Arising:**

- **Water easement from the Inwoods:** Charlotte will ask Carol if she can provide an update on the proposed formal arrangement between CCC and the Inwood family to continue the existing 'gentleman's agreement' to provide potable water to the Domain Hall.
- **Tree issues:** it was noted that Russell Cross has now removed the gum tree adjacent to his property - as agreed at the last RMC meeting.
- **Creek-blockage/flooding:** CCC are in the process of installing telemetry at the creek bridge at the entrance to the Domain. The gauge will automatically advise them when the water level reaches a point where the creek mouth needs to be cleared. This should address the issue of floods caused by seawater coming up the creek.
- **Basketball half-court:** It was noted that the Community Board support the proposal to build a half-court at Le Bons Bay Domain "provided that this can be funded from within the existing Community Parks Recreation Spaces programme budget". Jamie said that he was reasonably confident that CCC would support this initiative. Members of the community behind the basketball court proposal are currently canvassing the bach owners for feedback on a new two-stage proposal to construct a hoop arrangement on the outside of the tennis court fencing for immediate usage, and then to build the concrete court on the proposed site south of the tennis courts as Phase Two. Phase One would rely on borrowing funds from the Bach Owners Association. The RMC committee agreed that they would prefer to support the project as a one-off initiative to build the basketball court - as originally proposed - with the court additionally providing hardstanding for a fire tender, adjacent to the planned firefighting water tank.
- **History panel:** Nothing to report.
- **Hall internal painting:** Jamie said he would make enquiries about whether this could be undertaken by CCC.
- **Roadway re-metalling, lupin control, tennis court lines repainting, tree work:** Jamie suggested that the RMC talk to Paddy Macbeth at CCC to see whether any of these issues could be attended to by the community parks staff at Duvauchelle. He urged the RMC to make use of CCC's Snap Send Solve app.
- **Dimmer switches:** the RMC had indicated in their Long-term Plan submission that they would fund the switches but might need CCC to install them.
- **Men's urinal replacement:** someone from CCC is scheduled to visit this week to inspect.

- **Flying Fox:** it was noted that the contractor has not replaced the original equipment. Charlotte to request CCC ensure that the contractor replace the original mechanism, which was bought by the local community. The trolley now in place is of inferior quality.

**Correspondence:**

- With Christchurch City Council re fire emergency compliance.
- With Christchurch City Council re RMC's Terms of Reference.

**Any other business:**

- **FENZ compliance:** The RMC had met with FENZ and learned that the Domain Hall was non-compliant; this is now being addressed by CCC. CCC have gifted a firefighting water tank for the Domain and local community use; this will be delivered soon. Bruce noted that he had removed the bolts from the internal heat-stop doors, as per FENZ's recommendation.
- **Terms of Reference:** The RMC registered their dismay at CCC's recent proposal to change the RMC Terms of Reference, which would likely reduce the RMC role to that of a purely advisory body. Jo commented that there had been no cost benefit analysis of the saving to taxpayers represented by RMC's voluntary work and that the proposals went against CCC's declared intent of strengthening local communities. It has been stated that it is 'illegal' for RMCs to control their own funds, but this situation had obtained for decades. The option for RMCs to become incorporated societies, or use existing incorporated societies to control funds was not necessarily a good fit; why had the option of becoming a Council Controlled Operator not been put on the table? The general view of the committee was that the existing system worked well, and the RMC was an important link between CCC and the local community. Without a local voice, issues such as the Hall's non-compliance with fire safety regulations could be overlooked. Jamie encouraged the RMC to submit feedback. He advised that there had been a great deal of pushback against the proposals from RMCs. As a result, the Community Board had asked for an extended timeline on adopting the draft ToR, had suggested opening the consultation process up to the wider community, and had asked for legal advice on the issue of incorporated societies, which would potentially expose RMC members to liability, as well as for more clarity around the Reserves Act and Local Government Act in relation to RMCs. He advised the RMC to keep operating as normal in the interim.
- **Hall bookings:** it was agreed that Bruce and Jenny should continue to be listed on the CCC website as contacts for taking Hall bookings. There is a potential wedding booking in the offing for 2023.
- **Stretcher:** Russell Cross has bought a stretcher for community medical emergency use. It was agreed this would be kept at the Hall and the RMC would reimburse Russell (around \$40) when able to do so.

**Treasurer's Report:**

Robin reported that the RMC's finances currently total \$9,217.31. He and Jo had attempted to set up online banking ahead of Akaroa BNZ's closure. However, as a subcommittee of the Community Board, the RMC does not fit the bank's requirements to operate an account and now that cheques are no longer being honoured, the committee is effectively unable to operate its account. The power bill is paid by direct debit, and this will presumably continue to be paid automatically for the time being, but a long-term solution needs to be found.

Next meeting: TBC

The meeting closed at 3.10pm

## Minutes of Meeting of Stanley Park Reserve Management Committee held on 3<sup>rd</sup> June at 18 Smith Street, Akaroa at 1000

Present: Rod Naish (Chair), Elizabeth Haylock (v. Chair), Peter Haylock, Steve Helps,  
Kit Grigg, Paddy Macbeth (CCC Reserves),

Apologies: Grant Ryan, Ross Ruddenklau, Andrew Turner (CCC deputy-mayor).

Minutes of Meeting held on 4<sup>th</sup> March 2021 taken as read and confirmed.

Matters arising: There has been no response to query re funding available for track upgrade.

This is despite asking for urgent action to be taken on those sections of  
walking tracks which are considered a safety issue in their present state.

**A quote for this work was presented to council in October last year.**

Paddy to inspect water troughs and take action.

Correspondence: IN (i)SPRMC details required for Democracy Services update

(ii) Terms of Reference (draft) for Reserve Management Committees

(iii) Report from Community Board on concerns over ToR for RMC's

OUT (i) Submission to Community Board re funding of reserves for  
maintenance

Financial Report: No report received despite being specifically asked for in March.

Maintenance: Peter has dealt to gorse, broom and briar seedlings but weed control requires  
constant attention. The committee expressed appreciation to Peter for his  
ongoing stock grazing management which adds greatly to the tidy  
appearance of the park.

Terms of Reference Document: The committee endorsed the concerns

expressed in the report from the Community Board and request that any  
further correspondence and proposed consultation on the draft Terms of  
Reference be notified to the Stanley Park RMC.

The meeting closed at 1115

Cass Bay Reserve Management Committee

10 June 2021

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**TO:** Banks Peninsula Community Board

**FROM:** Jenny Healey

**SUBJECT:** Resignation and Nomination

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With regret we have to let you know that Tracey Adams has resigned her position on the Cass Bay Reserves Management committee. The committee voted unanimously to nominate Darren Gravely, a local resident and leader of the Frontiers Abroad University course, as her replacement. We ask the Community Board to please accept this nomination at your next meeting.

As Tracey was also our secretary, we also voted for Jeremy Webb to take up the role instead. His email is [jezza.webb@gmail.com](mailto:jezza.webb@gmail.com).

Regards,

Jenny Healey

Chairperson, Cass Bay Reserves Management Committee





## 8. Banks Peninsula Speed Limit Review 2020/21

Reference / Te Tohutoro: 21/285369

Report of / Te Pou Matua: Andrew Hensley, Traffic Engineer  
andrew.hensley@ccc.govt.nz

General Manager /  
Pouwhakarae: Carolyn Gallagher, Acting General Manager City Services  
carolyn.gallagher@ccc.govt.nz

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

- 1.1 The purpose of this report is for the Banks Peninsula Community Board to consider the consultation feedback and views on the 2020/21 Banks Peninsula Speed Limit Review Project, and to make a recommendation to Council.
- 1.2 The speed limit review is being undertaken to support the objectives of the Waka Kotahi New Zealand Transport Agency (NZTA) Speed Management Guide, and the overall vision of NZTA's New Zealand Road Safety Strategy - Road to Zero 2020-2030.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the various assessment criteria in the Council's Significance and Engagement Policy Worksheet. The community engagement and consultation outlined in this report reflect the assessment.

### 2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board recommends that Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw and the Land Transport Rule: Setting of Speed Limits 2017, that the speeds on the following roads be revoked and set as listed below in clauses 1- 18 and indicated in the **File Link:**<https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=d819535bb7d34eed85c5fc60a6f3c62f>
2. Lyttelton
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Brenchley Road (entire length).
  - b. Approve that the permanent speed limit on Brenchley Road (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Bridle Path (entire length).
  - d. Approve that the permanent speed limit on Bridle Path (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Brittan Terrace (entire length).
  - f. Approve that the permanent speed limit on Brittan Terrace (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Buxtons Road (entire length).

- h. Approve that the permanent speed limit on Buxtons Road (entire length) be set at 40 kilometres per hour.
- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Canterbury Street (entire length).
- j. Approve that the permanent speed limit on Canterbury Street (entire length) be set at 40 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Charlotte Jane Quay (entire length).
- l. Approve that the permanent speed limit on Charlotte Jane Quay (entire length) be set at 40 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Coleridge Terrace (entire length).
- n. Approve that the permanent speed limit on Coleridge Terrace (entire length) be set at 40 kilometres per hour.
- o. Revoke the existing permanent speed limit of 50 kilometres per hour on College Road (entire length).
- p. Approve that the permanent speed limit on College Road (entire length) be set at 40 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Cornwall Road (entire length).
- r. Approve that the permanent speed limit on Cornwall Road (entire length) be set at 40 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Cressy Terrace (entire length).
- t. Approve that the permanent speed limit on Cressy Terrace (entire length) be set at 40 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Crossland Terrace (entire length).
- v. Approve that the permanent speed limit on Crossland Terrace (entire length) be set at 40 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Cunningham Terrace (entire length).
- x. Approve that the permanent speed limit on Cunningham Terrace (entire length) be set at 40 kilometres per hour.
- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Cyrus Williams Quay (entire length).
- z. Approve that the permanent speed limit on Cyrus Williams Quay (entire length) be set at 40 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Dalleys Lane (entire length).
- bb. Approve that the permanent speed limit on Dalleys Lane (entire length) be set at 40 kilometres per hour.

- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Days Road (entire length).
- dd. Approve that the permanent speed limit on Days Road (entire length) be set at 40 kilometres per hour.
- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Donald Street (entire length).
- ff. Approve that the permanent speed limit on Donald Street (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Dublin Street (Lyttelton) (entire length).
- hh. Approve that the permanent speed limit on Dublin Street (Lyttelton) (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Dudley Road (entire length).
- jj. Approve that the permanent speed limit on Dudley Road (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Exeter Street (entire length).
- ll. Approve that the permanent speed limit on Exeter Street (entire length) be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Foster Terrace (entire length).
- nn. Approve that the permanent speed limit on Foster Terrace (entire length) be set at 40 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on George Seymour Quay (entire length).
- pp. Approve that the permanent speed limit on George Seymour Quay (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 50 kilometres per hour on Gilmour Terrace (entire length).
- rr. Approve that the permanent speed limit on Gilmour Terrace (entire length) be set at 40 kilometres per hour.
- ss. Revoke the existing permanent speed limit of 50 kilometres per hour on Godley Quay (entire length).
- tt. Approve that the permanent speed limit on Godley Quay (entire length) be set at 40 kilometres per hour.
- uu. Revoke the existing permanent speed limit of 50 kilometres per hour on Harmans Road (entire length).
- vv. Approve that the permanent speed limit on Harmans Road (entire length) be set at 40 kilometres per hour.
- ww. Revoke the existing permanent speed limit of 50 kilometres per hour on Hawkhurst Road (entire length).

- xx. Approve that the permanent speed limit on Hawkhurst Road (entire length) be set at 40 kilometres per hour.
- yy. Revoke the existing permanent speed limit of 50 kilometres per hour on Jacksons Road (entire length).
- zz. Approve that the permanent speed limit on Jacksons Road (entire length) be set at 40 kilometres per hour.
- aaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Keebles Lane (entire length).
- bbb. Approve that the permanent speed limit on Keebles Lane (entire length) be set at 40 kilometres per hour.
- ccc. Revoke the existing permanent speed limit of 50 kilometres per hour on London Street (Lyttelton) (entire length).
- ddd. Approve that the permanent speed limit on London Street (Lyttelton) (entire length) be set at 40 kilometres per hour.
- eee. Revoke the existing permanent speed limit of 50 kilometres per hour on Oxford Street (entire length).
- fff. Approve that the permanent speed limit on Oxford Street (entire length) be set at 40 kilometres per hour.
- ggg. Revoke the existing permanent speed limit of 50 kilometres per hour on Pages Road (Lyttelton) (entire length).
- hhh. Approve that the permanent speed limit on Pages Road (Lyttelton) (entire length) be set at 40 kilometres per hour.
- iii. Revoke the existing permanent speed limit of 50 kilometres per hour on Park Terrace (Lyttelton) (entire length).
- jjj. Approve that the permanent speed limit on Park Terrace (Lyttelton) (entire length) be set at 40 kilometres per hour.
- kkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Randolph Terrace (entire length).
- lll. Approve that the permanent speed limit on Randolph Terrace (entire length) be set at 40 kilometres per hour.
- mmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Reserve Terrace (entire length).
- nnn. Approve that the permanent speed limit on Reserve Terrace (entire length) be set at 40 kilometres per hour.
- ooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Ripon Street (entire length).
- ppp. Approve that the permanent speed limit on Ripon Street (entire length) be set at 40 kilometres per hour.
- qqq. Revoke the existing permanent speed limit of 50 kilometres per hour on Ross Parade (entire length).
- rrr. Approve that the permanent speed limit on Ross Parade (entire length) be set at 40 kilometres per hour.

- sss. Revoke the existing permanent speed limit of 50 kilometres per hour on Ross Terrace (entire length).
- ttt. Approve that the permanent speed limit on Ross Terrace (entire length) be set at 40 kilometres per hour.
- uuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Selwyn Lane (entire length).
- vvv. Approve that the permanent speed limit on Selwyn Lane (entire length) be set at 40 kilometres per hour.
- www. Revoke the existing permanent speed limit of 50 kilometres per hour on Selwyn Parade (entire length).
- xxx. Approve that the permanent speed limit on Selwyn Parade (entire length) be set at 40 kilometres per hour.
- yyy. Revoke the existing permanent speed limit of 50 kilometres per hour on Selwyn Road (entire length).
- zzz. Approve that the permanent speed limit on Selwyn Road (entire length) be set at 40 kilometres per hour.
- aaaa. Revoke the existing permanent speed limit of 50 kilometres per hour on Shackleton Terrace (entire length).
- bbbb. Approve that the permanent speed limit on Shackleton Terrace (entire length) be set at 40 kilometres per hour.
- cccc. Revoke the existing permanent speed limit of 50 kilometres per hour on Simeon Quay (entire length).
- dddd. Approve that the permanent speed limit on Simeon Quay (entire length) be set at 40 kilometres per hour.
- eeee. Revoke the existing permanent speed limit of 50 kilometres per hour on Somes Road (entire length).
- ffff. Approve that the permanent speed limit on Somes Road (entire length) be set at 40 kilometres per hour.
- gggg. Revoke the existing permanent speed limit of 50 kilometres per hour on St Davids Street (entire length).
- hhhh. Approve that the permanent speed limit on St Davids Street (entire length) be set at 40 kilometres per hour.
- iiii. Revoke the existing permanent speed limit of 50 kilometres per hour on Stevensons Steep (entire length).
- jjjj. Approve that the permanent speed limit on Stevensons Steep (entire length) be set at 40 kilometres per hour.
- kkkk. Revoke the existing permanent speed limit of 50 kilometres per hour on Sumner Road commencing at a point 65 metres north east of its intersection with Reserve Terrace and extending in a south westerly, then a northerly direction, to its intersection with Oxford Street.
- IIII. Approve that the permanent speed limit on Sumner Road commencing at a point 65 metres north east of its intersection with Reserve Terrace and extending in a south

westerly, then a northerly direction, to its intersection with Oxford Street be set at 40 kilometres per hour.

mmmm. Revoke the existing permanent speed limit of 50 kilometres per hour on Sutton Quay (entire length).

nnnn. Approve that the permanent speed limit on Sutton Quay (entire length) be set at 40 kilometres per hour.

oooo. Revoke the existing permanent speed limit of 50 kilometres per hour on Ticehurst Road (entire length).

pppp. Approve that the permanent speed limit on Ticehurst Road (entire length) be set at 40 kilometres per hour.

qqqq. Revoke the existing permanent speed limit of 50 kilometres per hour on Ticehurst Terrace (entire length).

rrrr. Approve that the permanent speed limit on Ticehurst Terrace (entire length) be set at 40 kilometres per hour.

ssss. Revoke the existing permanent speed limit of 50 kilometres per hour on Upham Terrace (entire length).

tttt. Approve that the permanent speed limit on Upham Terrace (entire length) be set at 40 kilometres per hour.

uuuu. Revoke the existing permanent speed limit of 50 kilometres per hour on Voelas Road (entire length).

vvvv. Approve that the permanent speed limit on Voelas Road (entire length) be set at 40 kilometres per hour.

www. Revoke the existing permanent speed limit of 50 kilometres per hour on Pages Road (Lyttelton) (entire length).

xxxx. Approve that the permanent speed limit on Pages Road (Lyttelton) (entire length) be set at 40 kilometres per hour.

yyyy. Revoke the existing speed limit of 50 kilometres per hour on Walkers Road (entire length).

zzzz. Approve that the permanent speed limit on Walkers Road (entire length) be set at 40 kilometres per hour.

aaaa. Revoke the existing speed limit of 50 kilometres per hour on Webb Lane (entire length).

bbbb. Approve that the permanent speed limit on Webb Lane (entire length) be set at 40 kilometres per hour.

cccc. Revoke the existing speed limit of 50 kilometres per hour on Wilsons Road (Lyttelton) (entire length).

dddd. Approve that the permanent speed limit on Wilsons Road (Lyttelton) (entire length) be set at 40 kilometres per hour.

eeee. Revoke the existing speed limit of 50 kilometres per hour on Winchester Street (Lyttelton) (entire length).

ffff. Approve that the permanent speed limit on Winchester Street (Lyttelton) (entire length) be set at 40 kilometres per hour.

3. Cass Bay
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Bayview Place (entire length).
  - b. Approve that the permanent speed limit on Bayview Place (entire length) be set at 40 kilometres per hour.
  - c. Revoke the permanent speed limit of 50 kilometres per hour on Harbour View Terrace (entire length).
  - d. Approve that the permanent speed limit on Harbour View Terrace (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Cass Bay Place (entire length).
  - f. Approve that the permanent speed limit on Cass Bay Place (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 50 kilometres per hour on Kaikomako Place (entire length).
  - h. Approve that the permanent speed limit on Kaikomako Place (entire length) be set at 40 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 50 kilometres per hour on Mariners Cove (entire length).
  - j. Approve that the permanent speed limit on Mariners Cove (entire length) be set at 40 kilometres per hour.
4. Charteris Bay
  - a. Revoke the existing permanent speed limit of 60 kilometres per hour on Marine Drive commencing at a point 498 metres north of its southern intersection with Andersons Road and extending in a south westerly direction for a distance of 608 metres.
  - b. Approve that the permanent speed limit on Marine Drive commencing at a point 498 metres north of its southern intersection with Andersons Road and extending in a southerly direction for a distance of 608 metres be set at 50 kilometres per hour.
5. Diamond Harbour
  - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Waipapa Avenue commencing at a point 200 metres north of its intersection with Marine Drive and extending in a northerly direction to its end.
  - b. Revoke the existing permanent speed limit of 20 kilometres per hour on Waipapa Avenue (Stoddart Point Reserve access road) commencing at its intersection with Waipapa Avenue (Diamond Harbour Wharf access road) and extending in a northerly direction to its end.
  - c. Revoke the existing permanent speed limit of 20 kilometres per hour on Waipapa Avenue (Diamond Harbour Hall access road) commencing at its intersection with Waipapa Avenue and extending in an easterly direction to its end.
  - d. Approve that the permanent speed limit on Waipapa Avenue commencing at a point 200 metres north of its intersection with Marine Drive and extending in a northerly direction to its ends be set at 30 kilometres per hour.
6. Purau- Port Levy Route

- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Purau- Port Levy Road commencing at a point 776 metres south of its intersection with Purau Avenue and extending in a southerly and easterly direction to its end.
  - b. Approve that the permanent speed limit on Purau-Port Levy Road commencing at a point 776 metres south of its intersection with Purau Avenue and extending in a southerly and easterly direction to its end be set at 60 kilometres per hour.
7. Port Levy
- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Wharf Road (Port Levy) (entire length).
  - b. Approve that the permanent speed limit on Wharf Road (Port Levy) (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Old Port Levy Road commencing at its intersection with Wharf Road (Port Levy) and extending in a south westerly direction, generally, to the end of its formed section.
  - d. Approve that the permanent speed limit on Old Port Levy Road commencing at its intersection with Wharf Road (Port Levy) and extending in a south westerly direction, generally, to the end of its formed section be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Fields Road (entire length).
  - f. Approve that the permanent speed limit on Fields Road (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Fernlea Point Road (entire length).
  - h. Approve that the permanent speed limit on Fernlea Point Road (entire length) be set at 60 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 100 kilometres per hour on Richfield Road (entire length).
  - j. Approve that the permanent speed limit on Richfield Road (entire length) be set at 60 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 100 kilometres on Pa Road commencing at its intersection with Port Levy- Pigeon Bay Road and extending in a northerly direction, generally, for a distance of 701 metres.
  - l. Revoke the existing permanent speed limit of 50 kilometres per hour on Pa Road commencing at a point 701 metres from its intersection with Port Levy- Pigeon Bay Road and extending in a northerly direction, generally, to its intersection with Puari Road.
  - m. Approve that the permanent speed limit on Pa Rd commencing at its intersection with Purau-Port Levy Road and extending in a northerly direction for a distance of 480 metres be set at 60 kilometres per hour.
  - n. Approve that permanent speed limit on Pa Road commencing at a point 480 metres north of its intersection with Purau-Port Levy Road and extending in a northerly direction, generally, to its intersection with Puari Road be set at 40 kilometres per hour.
  - o. Revoke the existing permanent speed limit of 50 kilometres per hour on Puari Road (entire length).



- p. Approve that the permanent speed limit on Puari Road (entire length) be set at 40 kilometres per hour.
- q. Revoke the existing permanent speed limit of 100 kilometres per hour on Putiki Road (entire length).
- r. Approve that the permanent speed limit on Putiki Road (entire length) be set at 40 kilometres per hour.
- 8. Port Levy- Pigeon Bay Route
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Port Levy Pigeon-Bay Road (entire length).
  - b. Approve that the permanent speed limit on Port Levy-Pigeon Bay Road (entire length) be set at 60 kilometres per hour
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Little Pigeon Bay Road (entire length).
  - d. Approve that the permanent speed limit on Little Pigeon Bay Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Double Bay Road (entire length).
  - f. Approve that the permanent speed limit on Double Bay Road (entire length) be set at 60 kilometres per hour.
- 9. Pigeon Bay
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Holmes Bay Road commencing at its intersection with Port Levy- Pigeon Bay Road and extending in a south easterly direction, generally, to a point 168 metres west of its intersection with Pigeon Bay Road.
  - b. Revoke the existing permanent speed limit of 50 kilometres per hour on Holmes Bay Road commencing at its intersection with Pigeon Bay Road and extending in a westerly direction for a distance of a point 168 metres.
  - c. Approve that the permanent speed limit Holmes Bay Road be set at 60 kilometres per hour commencing at its intersection with Port Levy- Pigeon Bay Road and extending in a south easterly direction, generally, to a point 168 metres west of its intersection with Pigeon Bay Road.
  - d. Approve that the permanent speed limit on Holmes Bay Road be set at 40 kilometres per hour commencing at its intersection with Pigeon Bay Road and extending in a westerly direction for a distance of 168 metres.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Holmes Bay Valley Road (entire length).
  - f. Approve that the permanent speed limit on Holmes Bay Valley Road (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Frasers Road (entire length).
  - h. Approve that the permanent speed limit on Frasers Road (entire length) be set at 60 kilometres per hour.

- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Pigeon Bay Road commencing at its intersection with Holmes Bay Road and extending in a southerly direction for a distance of 150 metres.
  - j. Approve that the permanent speed limit on Pigeon Bay Road commencing at its intersection with Holmes Bay Road and extending in a southerly direction for a distance of 150 metres be set at 40 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 50 kilometres per hour on Wharf Road (Pigeon Bay) (entire length).
  - l. Approve that the permanent speed limit on Wharf Road (Pigeon Bay) (entire length) be set at 40 kilometres per hour.
  - m. Revoke the existing permanent speed limit of 50 kilometres per hour on Starvation Gully Road commencing at its intersection with Wharf Road (Pigeon Bay) and extending in a south easterly direction, generally, for a distance of 778 metres.
  - n. Revoke the existing permanent speed limit of 100 kilometres per hour on Starvation Gully Road commencing at a point 778 metres from its intersection with Wharf Road (Pigeon Bay) and extending in a south easterly direction, generally, to its end.
  - o. Approve that the permanent speed limit on Starvation Gully Road (entire length) be set at 40 kilometres per hour.
10. Kukupa
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Pettigrews Road commencing at its intersection with Pigeon Bay Road and extending in a south westerly direction for a distance of 600 metres.
  - b. Approve that the permanent speed limit on Pettigrews Road commencing at its intersection with Pigeon Bay Road and extending in a south westerly direction for a distance of 600 metres be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Middle Road commencing at its intersection with Pigeon Bay Road and extending in a southerly direction for a distance of 610 metres.
  - d. Approve that the permanent speed limit on Middle Road commencing at its intersection with Pigeon Bay Road and extending in a southerly direction for a distance of 610 metres be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Kukupa Place (entire length).
  - f. Approve that the permanent speed limit on Kukupa Place (entire length) be set at 40 kilometres per hour.
11. Birdlings Flat & Kaitorete Spit
  - a. Revoke the existing permanent speed limit of 100 kilometres per hour on Jones Road (entire road).
  - b. Approve that the permanent speed limit on Jones Road (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Bayleys Road (entire length).

- d. Approve that the permanent speed limit on Bayleys Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Poranui Beach Road commencing at its intersection with Christchurch-Akaroa Road (SH75) and extending in a south easterly direction, generally, to a point 85 metres north west from its intersection with Forest Hill Road.
  - f. Revoke the existing permanent speed limit of 50 kilometres per hour on Poranui Beach Road commencing at a point 85 metres from its intersection with Forest Hill Road and extending in a south easterly direction, generally, to its end.
  - g. Approve that the permanent speed limit on Poranui Beach Road commencing at its intersection with Christchurch-Akaroa Road (SH75) and extending in a south easterly direction, generally, to a point 85 metres northwest from its intersection with Forest Hill Road be set at 60 kilometres per hour.
  - h. Approve that the permanent speed limit on Poranui Beach Road commencing at a point 85 metres north west from its intersection with Forest Hill Road and extending to its end be set at 40 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 50 kilometres per hour on Forest Hill Road (entire length).
  - j. Approve that the permanent speed limit on Forest Hill Road (entire length) be set at 40 kilometres per hour.
  - k. Revoke the existing permanent speed limit of 50 kilometres per hour on Clifton Street (entire length).
  - l. Approve that the permanent speed limit on Clifton Street (entire length) be set at 40 kilometres per hour.
  - m. Revoke the existing permanent speed limit of 50 kilometres per hour on Beach Road (Birdlings Flat).
  - n. Approve that the permanent speed limit on Beach Road (Birdlings Flat) (entire length) be set at 40 kilometres per hour.
  - o. Revoke the existing permanent speed limit of 50 kilometres per hour on Lake Terrace Road (Birdlings Flat) (entire length).
  - p. Approve that the permanent speed limit on Lake Terrace Road (Birdlings Flat) (entire length) be set at 40 kilometres per hour.
  - q. Revoke the existing permanent speed limit of 50 kilometres on Hillview Road (Birdlings Flat) (entire length).
  - r. Approve that the permanent speed limit on Hillview Road (Birdlings Flat) (entire length) be set at 40 kilometres per hour.
  - s. Revoke the existing permanent speed limit of 50 kilometres per hour on Coates Road (entire length).
  - t. Approve that the permanent speed limit on Coates Road (entire length) be set at 40 kilometres per hour.
12. Little River & Okuti Valley

- a. Revoke the existing 60 kilometres per hour speed limit on Wairewa Pa Road commencing at its intersection with Christchurch-Akaroa Road (SH75) and extending in an easterly direction for a distance of 60 metres.
- b. Revoke the existing permanent speed limit of 100 kilometres per hour on Wairewa Pa Road commencing at a point 60 metres east of its southern intersection with Christchurch-Akaroa Road (SH75) and extending in an easterly, then northerly direction to its northern intersection with Christchurch-Akaroa Road (SH75).
- c. Approve that the permanent speed limit on Wairewa Pa Road commencing at its intersection with Christchurch-Akaroa Road (SH75) and extending in an easterly direction to its intersection with Kinloch Road be set at 60 kilometres per hour.
- d. Approve that the permanent speed limit on Wairewa Pa Road commencing at its intersection with Kinloch Road and extending in a northerly direction to its northern intersection with Christchurch Akaroa Road (SH75) be set at 40 kilometres per hour.
- e. Revoke the existing permanent speed limit of 100 kilometres per hour on Kinloch Road (entire length).
- f. Approve that the permanent speed limit on Kinloch Road (entire length) be set at 60 kilometres per hour.
- g. Revoke the existing permanent speed limit of 100 kilometres per hour on Breitmeyers Road (entire length).
- h. Approve that the permanent speed limit on Breitmeyers Road (entire length) be set at 60 kilometres per hour.
- i. Revoke the existing permanent speed limit of 100 kilometres per hour on Okuti Valley Road (entire length).
- j. Approve that the permanent speed limit on Okuti Valley Road (entire length) be set at 60 kilometres per hour.
- k. Revoke the existing permanent speed limit of 100 kilometres per hour on Usshers Road (entire length).
- l. Approve that the permanent speed limit on Usshers Road (entire length) be set at 60 kilometres per hour.
- m. Revoke the existing permanent speed limit of 100 kilometres per hour on Lewthwaites Road (entire length).
- n. Approve that the permanent speed limit on Lewthwaites Road (entire length) be set at 60 kilometres per hour.
- o. Revoke the existing permanent speed limit of 100 kilometres per hour on Reserve Road (entire length).
- p. Approve that the permanent speed on Reserve Road (entire length) be set at 60 kilometres per hour.
- q. Revoke the existing permanent speed limit of 100 kilometres per hour on Reynolds Valley Road (entire length).
- r. Approve that the permanent speed limit on Reynolds Valley Road (entire length) be set at 60 kilometres per hour.

**13. Western Valley Road Route**

- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Western Valley Road commencing at a point 470 metres north of its intersection with Church Road and extending in a northerly direction, generally, to its intersection with Purau-Port Levy Road.
  - b. Revoke the existing permanent speed limit of 60 kilometres per hour on Western Valley Road commencing at a point 30 metres southwest of its intersection with Church Road and extending in a northerly direction to a point 470 metres north of its intersection with Church Road.
  - c. Approve that the permanent speed limit Western Valley Road commencing at a point 30 metres southwest of its intersection with Church Road and extending in a northerly direction, generally, to its intersection with Purau-Port Levy Road set at 60 kilometres per hour.
  - d. Revoke the existing permanent speed limit of 100 kilometres per hour on Montgomerys Road (entire length).
  - e. Approve that the permanent speed limit on Montgomerys Road (entire length) be set at 60 kilometres per hour.
  - f. Revoke the existing permanent speed limit of 100 kilometres per hour on Bachelors Road (entire length).
  - g. Approve that the permanent speed limit on Bachelors Road (entire length) be set at 60 kilometres per hour.
14. Puaha Valley
- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Puaha Road (entire length).
  - b. Approve that the permanent speed limit on Puaha Road (entire length) be set at 60 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Whites Road (entire length).
  - d. Approve that the permanent speed limit on Whites Road (entire length) be set at 60 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 100 kilometres per hour on Pattens Road (entire length).
  - f. Approve that the permanent speed limit on Pattens Road (entire length) be set at 60 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Harmans Track (entire length).
  - h. Approve that the permanent speed limit on Harmans Track (entire length) be set at 60 kilometres per hour.
  - i. Revoke the existing permanent speed limit of 100 kilometres per hour on Duddons Track (entire length).
  - j. Approve that the permanent speed limit on Duddons Track (entire length) be set at 60 kilometres per hour.
15. Southern Bays

- a. Revoke the existing permanent speed limit of 100 kilometres per hour on Bossu Road commencing at a point 400 metres south of its intersection with Wainui Main Road extending in a southerly, north westerly, and westerly direction, generally, to its end .
- b. Approve that the permanent speed limit on Bossu Road commencing at a point 400 metres south of its intersection with Wainui Main Road and extending in a southerly, north westerly, and westerly direction, generally, to its end be set at 60 kilometres per hour.
- c. Revoke the existing permanent speed limit of 100 kilometres per hour on Te Oka Bay Road (entire length).
- d. Approve that the permanent speed limit on Te Oka Bay Road (entire length) be set at 60 kilometres per hour.
- e. Revoke the existing permanent speed limit of 100 kilometres per hour on Magnet Bay Road (entire length).
- f. Approve that the existing permanent speed limit on Magnet Bay Road (entire length) be set at 60 kilometres per hour.
- g. Revoke the existing permanent speed limit of 100 kilometres per hour on Harrisons Road (entire length).
- h. Approve that the permanent speed limit on Harrisons Road (entire length) be set at 60 kilometres per hour.
- i. Revoke the existing permanent speed limit of 100 kilometres per hour on Gap Road (entire length).
- j. Approve that the permanent speed limit on Gap Road (entire length) be set at 60 kilometres per hour.
- k. Revoke the existing permanent speed limit of 100 kilometres per hour on Robin Hood Bay Road (entire length).
- l. Approve that the permanent speed limit on Robin Hood Bay Road (entire length) be set at 60 kilometres per hour.
- m. Revoke the existing permanent speed limit of 100 kilometres per hour on Burrells Road (entire length).
- n. Approve that the permanent speed limit on Burrells Road (entire length) be set at 60 kilometres per hour.
- o. Revoke the existing permanent speed limit of 100 kilometres per hour on Wrights Road (Banks Peninsula) (entire length).
- p. Approve that the permanent speed limit on Wrights Road (Banks Peninsula) (entire length) be set at 60 kilometres per hour.
- q. Revoke the existing permanent speed limit of 100 kilometres per hour on Peraki Road (entire length).
- r. Approve that the permanent speed limit on Peraki Road (entire length) be set at 60 kilometres per hour.
- s. Revoke the existing permanent speed limit of 100 kilometres per hour on Reids Hill Road (entire length).
- t. Approve that the permanent speed limit on Reids Hills Road (entire length) be set at 60 kilometres per hour.

- u. Revoke the existing permanent speed limit of 100 kilometres per hour on Island Bay Road (entire length).
  - v. Approve that the permanent speed limit on Island Bay Road (entire length) be set at 60 kilometres per hour.
  - w. Revoke the existing permanent speed limit of 100 kilometres per hour on Maginness Road (entire length).
  - x. Approve that the permanent speed limit on Maginness Road (entire length) be set at 60 kilometres per hour.
  - y. Revoke the existing permanent speed limit of 100 kilometres per hour on Lands End Road (entire length).
  - z. Approve that the permanent speed limit on Lands End Road (entire length) be set at 60 kilometres per hour.
  - aa. Revoke the existing permanent speed limit of 100 kilometres per hour on Jubilee Road commencing at its intersection with Bossu Road and extending in a south easterly direction, generally, to a point 360 metres south west of its intersection with Wainui Main Road.
  - bb. Approve that the permanent speed limit on Jubilee Road commencing at its intersection with Bossu Road and extending in a south easterly direction, generally, to a point 360 metres south west of its intersection with Wainui Main Road be set at 60 kilometres per hour.
16. Akaroa & Akaroa Rural
- a. Revoke the existing permanent speed limit of 50 kilometres per hour on Akaroa Cemetery Road (entire length).
  - b. Approve that the permanent speed limit on Akaroa Cemetery Road (entire length) be set at 40 kilometres per hour.
  - c. Revoke the existing permanent speed limit of 50 kilometres per hour on Armstrong Crescent (entire length).
  - d. Approve that the permanent speed limit on Armstrong Crescent (entire length) be set at 40 kilometres per hour.
  - e. Revoke the existing permanent speed limit of 50 kilometres per hour on Aubrey Street (entire length).
  - f. Approve that the permanent speed limit on Aubrey Street (entire length) be set at 40 kilometres per hour.
  - g. Revoke the existing permanent speed limit of 100 kilometres per hour on Aylmers Valley Road commencing at a point 120 metres south of its intersection with Percy Street (Akaroa) and extending in an southerly direction to its end.
  - h. Revoke the existing permanent speed limit of 50 kilometres per hour on Aylmers Valley Road commencing at a point 120 metres south of its intersection with Percy Street and extending in a northerly direction to its end.
  - i. Approve that the permanent speed limit on Aylmers Valley Road (entire length) be set at 40 kilometres per hour.

- j. Revoke the existing permanent speed limit of 50 kilometres per hour on Beach Road (Akaroa) commencing at its intersection with Rue Lavaud and extending in a south westerly direction to a point 40 metres south west of its intersection with Bruce Terrace.
- k. Approve that the permanent speed limit on Beach Road commencing at its intersection with Rue Lavaud and extending in a south westerly direction to a point 40 metres south west of its intersection with Bruce Terrace be set at 40 kilometres per hour.
- l. Revoke the existing permanent speed limit of 50 kilometres per hour on Bruce Terrace (entire length).
- m. Approve that the permanent speed limit on Bruce Terrace (entire length) be set at 40 kilometres per hour.
- n. Revoke the existing permanent speed limit of 50 kilometres on Church Street (entire length).
- o. Approve that the permanent speed limit on Church Street (entire length) be set at 60 kilometres per hour.
- p. Revoke the existing permanent speed limit of 50 kilometres per hour on Clare Lane (entire length).
- q. Approve that the permanent speed limit on Clare Lane (entire length) be set at 40 kilometres per hour.
- r. Revoke the existing permanent speed limit of 50 kilometres per hour on Felthams Road (entire length).
- s. Approve that the permanent speed limit on Felthams Road (entire length) be set at 40 kilometres per hour.
- t. Revoke the existing permanent speed limit of 100 kilometres per hour on Flea Bay Road (entire length).
- u. Approve that the permanent speed limit on Flea Bay Road (entire length) be set at 60 kilometres per hour.
- v. Revoke the existing permanent speed limit of 50 kilometres per hour on Grehan Valley Road (entire length).
- w. Approve that the permanent speed limit on Grehan Valley Road (entire length) be set at 40 kilometres per hour.
- x. Revoke the existing permanent speed limit of 50 kilometres per hour on Hempleman Drive (entire length).
- y. Approve that the permanent speed limit on Hempleman Drive (entire length) be set at 40 kilometres per hour.
- z. Revoke the existing permanent speed limit of 50 kilometres per hour on Julius Place (entire length).
- aa. Approve that the permanent speed limit on Julius Place (entire length) be set at 40 kilometres per hour.
- bb. Revoke the existing permanent speed limit of 50 kilometres per hour on Kowhai Grove (entire length).
- cc. Approve that the permanent speed limit on Kowhai Grove (entire length) be set at 40 kilometres per hour.



- dd. Revoke the existing permanent speed limit of 50 kilometres per hour on Le Lievre Lane (entire length).
- ee. Approve that the permanent speed limit on Le Lievre Lane (entire length) be set at 40 kilometres per hour.
- ff. Revoke the existing permanent speed limit of 50 kilometres per hour on Lighthouse Road commencing at its intersection with Onuku Road and extending in a southerly direction for a distance of 146 metres.
- gg. Revoke the existing permanent speed limit of 100 kilometres per hour on Lighthouse commencing at a point 146 metres south of its intersection with Onuku Road and extending in a southerly direction, generally to its end.
- hh. Approve that the permanent speed limit on Lighthouse commencing at its intersection with Onuku Road and extending in southerly direction for a distance of 146 metres be set at 40 kilometres per hour.
- ii. Approve that the permanent speed limit on Lighthouse Road commencing at a point 146 metres south of its intersection with Onuku Road and extending in a southerly direction, generally, be set at 60 kilometres per hour.
- jj. Revoke the existing permanent speed limit of 50 kilometres per hour on Millhouse Road (entire length).
- kk. Approve that the permanent speed limit on Millhouse Road (entire length) be set at 40 kilometres per hour.
- ll. Revoke the existing permanent speed limit of 60 kilometres per hour on Morgans Road commencing at its intersection with Long Bay Road and extending in a westerly direction to a point 209 metres east of its intersection with Old Coach Road.
- mm. Revoke the existing permanent speed limit of 50 kilometres per hour on Morgans Road commencing at its intersection with Old Coach Road extending in an easterly direction for a distance of 209 metres.
- nn. Approve that the permanent speed limit on Morgans Road (entire length) be set at 40 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 50 kilometres per hour on Muter Street (entire length).
- pp. Approve that the permanent speed limit on Muter Street (entire length) be set at 40 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 60 kilometres per hour on Old Coach Road commencing at its intersection with Long Bay Road and extending in southerly direction to a point 31 metres north of its intersection with Morgans Road.
- rr. Revoke the existing permanent speed limit of 50 kilometres per hour on Old Coach Road commencing at its intersection with Woodills Road (SH75) and extending in a northerly direction to a point 31 metres north of its intersection with Morgans Road.
- ss. Approve that the permanent speed limit on Old Coach Road (entire length) be set at 40 kilometres per hour.
- tt. Revoke the existing permanent speed limit of 50 kilometres per hour Onuku Road commencing at a point 23 metres southwest of its intersection with Stanley Place and extending in a north easterly direction, generally, to its intersection with Rue Jolie (South).

- uu. Approve that the permanent speed limit on Onuku Road commencing at a point 23 metres southwest of its intersection with Stanley Place and extending in a north easterly direction, generally, to its intersection with Rue Jolie (South) be set at 40 kilometres per hour.
- vv. Revoke the existing permanent speed limit of 50 kilometres per hour on Penlington Place (entire length).
- ww. Approve that the permanent speed limit on Penlington Place (entire length) be set at 40 kilometres per hour.
- xx. Revoke the existing permanent speed limit of 50 kilometres per hour on Percy Street (Akaroa) (entire length).
- yy. Approve that the permanent speed limit on Percy Street (Akaroa) (entire length) be set at 40 kilometres per hour.
- zz. Revoke the existing permanent speed limit of 50 kilometres per hour on Purple Peak Road (entire length).
- aaa. Approve that the permanent speed limit on Purple Peak Road (entire length) be set at 40 kilometres per hour.
- bbb. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Balguerie (entire length).
- ccc. Approve that the permanent speed limit on Rue Balguerie (entire length) be set at 40 kilometres per hour.
- ddd. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Benoit (entire length).
- eee. Approve that the permanent speed limit on Rue Benoit (entire length) be set at 40 kilometres per hour.
- fff. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Brittan commencing at its intersection with Rue Pompallier and extending in a north westerly direction to a point to 60 metres northwest of its intersection with Rue Jolie (Middle).
- ggg. Approve that the permanent speed limit on Rue Brittan commencing at its intersection with Rue Pompallier and extending in a north westerly direction to a point 60 metres north west of its intersection with Rue Jolie (Middle) be set at 40 kilometres per hour.
- hhh. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Cachalot (entire length)
- iii. Approve that the permanent speed limit on Rue Cachalot (entire length) be set at 40 kilometres per hour.
- jjj. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Croix (entire length).
- kkk. Approve that the permanent speed limit on Rue Croix (entire length) be set at 40 kilometres per hour.
- III. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Grehan (entire length).
- mmm. Approve that the permanent speed limit on Rue Grehan (entire length) be set at 40 kilometres per hour.

- nnn. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Jolie (Middle) commencing at its intersection with Rue Brittan and extending in a southerly direction to the end of the formed road.
- ooo. Approve that the permanent speed limit on Rue Jolie (Middle) commencing at its intersection with Rue Brittan and extending in a southerly direction to the end of the formed road be set at 40 kilometres per hour.
- ppp. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Jolie (South) commencing at its intersection with Beach Road and extending in a southerly direction to its intersection with Onuku Road.
- qqq. Approve that the permanent speed limit on Rue Jolie (South) commencing at its intersection with Beach Road and extending in a southerly direction to its intersection with Onuku Road be set at 40 kilometres per hour.
- rrr. Revoke the existing permanent speed limit of 50 kilometres per hour on L'Aube Hill Access Road commencing at its intersection with Rue Pompallier and extending in a south easterly direction, generally, to its intersection with Purple Peak Road.
- sss. Approve that the permanent speed limit on L'Aube Hill Access Road commencing at its intersection with Rue Pompallier and extending in a south easterly direction, generally, to its intersection with Purple Peak Road be set at 40 kilometres per hour.
- ttt. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Lavaud (entire length).
- uuu. Approve that the permanent speed limit on Rue Lavaud (entire length) be set at 40 kilometres per hour.
- vvv. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Noyer (entire length).
- www. Approve that the permanent speed limit on Rue Noyer (entire length) be set at 40 kilometres per hour.
- xxx. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Pompallier (entire length).
- yyy. Approve that the permanent speed limit Rue Pompallier (entire length) be set at 40 kilometres per hour.
- zzz. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Renard (entire length).
- aaaa. Approve that the permanent speed limit on Rue Renard (entire length) be set at 40 kilometres per hour.
- bbbb. Revoke the existing permanent speed limit of 50 kilometres per hour on Rue Viard commencing at its intersection with Rue Lavaud and extending in a south easterly direction to its end.
- cccc. Approve that the permanent speed limit Rue Viard commencing at its intersection with Rue Lavaud and extending in a south easterly direction to its end be set at 40 kilometres per hour.
- dddd. Revoke the existing permanent speed limit of 50 kilometres per hour on Seaview Avenue (entire length).
- eeee. Approve that the permanent speed limit on Seaview Avenue (entire length) be set at 40 kilometres per hour.

- ffff. Revoke the existing permanent speed limit of 50 kilometres per hour on Selwyn Avenue (entire length).
- gggg. Approve that the permanent speed limit on Selwyn Avenue (entire length) be set at 40 kilometres per hour.
- hhhh. Revoke the existing permanent speed limit of 50 kilometres per hour on Settlers Hill (entire length).
- iiii. Approve that the permanent speed limit on Settlers Hill (entire length) be set at 40 kilometres per hour.
- jjjj. Revoke the existing permanent speed limit of 50 kilometres per hour on Smith Street (Akaroa) (entire length).
- kkkk. Approve that the permanent speed limit on Smith Street (Akaroa) (entire length) be set at 40 kilometres per hour.
- llll. Revoke the existing permanent speed limit of 50 kilometres per hour on Stanley Place (entire length).
- mmmm. Approve that the permanent speed limit on Stanley Place (entire length) be set at 40 kilometres per hour.
- nnnn. Revoke the existing permanent speed limit of 50 kilometres per hour on Stony Bay Road (entire length).
- oooo. Approve that the permanent speed limit on Stony Bay Road (entire length) be set at 60 kilometres per hour.
- pppp. Revoke the existing permanent speed limit of 50 kilometres per hour on Tirohanga Terrace (entire length).
- qqqq. Approve that the permanent speed limit on Tirohanga Terrace (entire length) be set at 40 kilometres per hour.
- rrrr. Revoke the existing permanent speed limit of 50 kilometres per hour on Walnut Place (entire length).
- ssss. Approve that the permanent speed limit on Walnut Place (entire length) be set at 40 kilometres per hour.
- tttt. Revoke the existing permanent speed limit of 50 kilometres per hour on Watson Street (entire length).
- uuuu. Approve that the permanent speed limit on Watson Street (entire length) be set at 40 kilometres per hour.
- vvvv. Revoke the existing permanent speed limit of 50 kilometres per hour on William Street (entire length).
- wwww. Approve that the permanent speed on William Street (entire length) be set at 40 kilometres per hour.
- xxxx. Revoke the existing 50 kilometres per hour speed limit on Woodills Road (Christchurch City Council controlled section).
- yyyy. Approve that the permanent speed limit on Woodills Road (Christchurch City Council controlled section) be set at 40 kilometres per hour.
- 17. Approve that these resolutions take effect when the signage that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

18. Authorise staff to make any typographical changes or to correct minor errors or omissions in the above descriptions of the roads to which the speed limits apply (being changes that do not affect the materiality of the resolutions).

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

- 3.1 The preferred option is to change the speed limits as outlined in the staff recommendations in this report for the following reasons:
  - 3.1.1 Reduces the risk and severity of crashes.
  - 3.1.2 Aligns with the objectives of the NZTA Speed Management Guide 2016.
  - 3.1.3 Aligns with the overall vision of Ministry of Transport New Zealand Road Safety Strategy- Road to Zero 2020-2030.
  - 3.1.4 Better aligns the posted speed limit with the actual operating speeds, the safe and appropriate speeds, and helps improve the credibility and consistency of speed limits across the network.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Retain the existing speed limits.
- 4.2 The advantages of this option include:
  - 4.2.1 There are no identified benefits to road safety or consistency of speed limits from retaining the existing speed limits.
- 4.3 The disadvantages of the option include:
  - 4.3.1 Does not align with the objectives of the NZTA Speed Management Guide 2016.
  - 4.3.2 Does not align with the overall vision of NZTA's Road Safety Strategy- Road to Zero.
  - 4.3.3 Does not align the posted speed limits with the actual operating speeds, the safe and appropriate speeds, and does not help improve the credibility and consistency across the network.

### 5. Detail / Te Whakamahuki

- 5.1 Slowing down vehicle operating speeds saves lives and reduces the severity of injuries, with a strong link between speed and safety. Having speed limits set at the appropriate level for the conditions is one of the important ways in which Council can assist people to get where they want to go safely.
- 5.2 In response to Waka Kotahi NZTA's latest speed management guide and mega maps, customer requests for service, and discussions with community and residents groups, Council decided to start the Banks Peninsula speed limit review.
- 5.3 Speed limit reviews comprise a key part of the Traffic Operations Team reactive and proactive work programme, and contribute to delivering Council's responsibilities as a road controlling authority.
- 5.4 Building on the progress of previous speed limit reviews in the area, the 2020/21 review compiled a list of roads which have been identified as opportunities for speed limit changes. These changes are intended to improve road safety through the alignment with safe and appropriate operating speed limits, utilising nationwide Waka Kotahi NZTA best practice policy guidance.

- 5.5 A range of geographic areas and traffic environments were involved including the settlements of Lyttelton, Diamond Harbour, Port Levy, Pigeon Bay, Little River, Birdlings Flat, Akaroa, travelling routes between settlements, and the broader Southern Bays area.
- 5.6 Banks Peninsula is a challenging traffic environment to review due to the wide range of road users, topography and physical conditions, and the presence of relatively small and isolated communities. As a result, it benefits from a practical investigative approach to implementing Waka Kotahi NZTA's guidance.
- 5.7 Speed management is a key part of a broader package of works (as outlined in the Ministry of Transport New Zealand Road Safety Strategy- Road To Zero) which identifies a range of complementary treatments and approaches to support and improve road safety. As a result, speed limit changes typically cannot be simply substituted for other improvements such as road surfacing, driver education, enforcement etc.
- 5.8 There have been a total of 151 recorded crashes from 24/05/11- 24/05/21 on the roads within this speed limit review. These resulted in a total of 2 fatalities, 13 serious injuries, and 54 minor injuries within these crashes. 99 crashes were recorded as being non-injury crashes. Many minor and non-injury crashes are believed to go unreported in this area. Crash rates are one factor considered in determining the safe and appropriate speed limit for a road, with the risk profile and context being other important factors.
- 5.9 The aim of the review is to improve road safety outcomes, accessibility and amenity for the areas involved. A do nothing approach is unlikely to achieve this, in particular as traffic volumes and the numbers of active road user's increase.
- 5.10 Lower vehicle operating speeds can result in improvements to accessibility for both motorists and active road users, and also changes in perceptions as roads become easier to interact with.
- 5.11 The Ministry of Transport estimates the social cost of crashes. This is made up of loss of life and life quality, including reduced economic productivity, medical and other resource costs.
- 5.12 In 2019 the average social cost of crashes in per crash terms, taking into account the value of statistical life, was estimated to be \$5,374,100 per fatal crash, \$551,700 per serious injury crash, and \$30,800 per minor injury crash. The cost of this project is estimated to be recouped by reducing the occurrence of less than two minor crashes in total.
- 5.13 In the majority of locations where a speed limit would change, there is no physical signage required. The remaining locations would require either new stickers to be applied to existing signage, the relocation of existing signage, or the provision of new signage.
- 5.14 Approval is required by the Council.
- 5.15 If approved, the recommendations will be implemented within the next financial year.

### **Community Views and Preferences**

- 5.16 Consultation was open from 28 January to 25 February 2021. We had a total of 222 submissions. Please see consultation summary in **Attachment A**.
- 5.17 The area for the speed limit review was very large, and the project team decided to utilise the Council webpage, social media, community group contacts, local newspapers and newsletters, and project leaflets distributed to key community focal points such as libraries at Lyttelton, Governors Bay, Diamond Harbour, Little River and Akaroa. This was also the engagement approach taken for the last Banks Peninsula speed limit review in 2019.

- 5.18 The consultation information also appears to have been forwarded on by other individuals and groups in the community including through social media. This has contributed to a wider reach within the community.
- 5.19 One apparent result of social media comment was the incorrect conclusion amongst some respondents that the Christchurch City Council review also included Christchurch Akaroa Road (SH75) which is administered by Waka Kotahi NZTA. These have been shared with Waka Kotahi NZTA.
- 5.20 Staff received a copy of an email which speculated about increased signage and resulting visual clutter in Akaroa as a result of the speed limit review, which also provided a link to the Have Your Say page. If approved, the speed limit review is projected to result in a net loss of two speed limit signs in Akaroa, increasing to a net loss of four signs following the Waka Kotahi NZTA speed limit review of Christchurch Akaroa Road (SH75) which will consider the position and provision of threshold signage at the entry to and exit from Akaroa.
- 5.21 It was noted that a significant number of the consultation responses which did not support the proposals related to a broader criticism of the national best practice policy direction within NZTA's Speed Management Guide 2016, and the Ministry of Transport New Zealand Road Safety Strategy- Road to Zero. In response, additional background information was uploaded to the Have Your Say Page part way through the consultation process to assist.
- 5.22 The consideration of consultation feedback and/or subsequent site visits resulted in four locations being investigated further in detail.
- 5.22.1 Simeon Quay, Brittan Terrace & Park Terrace: Staff proposal remains unchanged to set a new 40 km/h speed limit. There are a significant amount of intersections and hazards along this minor arterial route which include narrow and/or variable lane widths, vehicles parking on footpaths, cyclists, and restricted sightlines- in particular from vehicle crossings. The Inner Harbour Route Project will support lower operating speeds in this location through road marking, and a lower posted speed limit is likely to enable a greater amount of on street parking to be retained than if the 50 km/h remained.
- 5.22.2 Marine Drive @ 45km/h Bends: Staff proposal remains unchanged to set a new 50 km/h and 60 km/h speed limit change point position on Marine Drive. The proposal to extend the extent of the 50 km/h area was made to take the existing speed limit change point away from the bends, to support the existing pedestrian activity on the road shoulders, and to support the anticipated pedestrian activity as a result of the Head To Head Walkway project. The issue with extending it past Orton Bradley Park, Charteris Bay Golf Club and residential properties is the relatively low level of activity at this location both day and night to reinforce a reason for road users to slow. As a result the current 60 km/h speed limit in this location is still considered appropriate at this point in time, but can be reviewed if conditions change.
- 5.22.3 Waipapa Avenue at Stoddart Point: Staff proposal to set a new 40 km/h speed limit and retain the existing 20 km/h sections of Waipapa Avenue has been changed to staff recommending 30 km/h on all these sections of Waipapa Avenue. This is aimed to better reflect the shared spaces that are currently utilised by various road users. A 30 km/h speed limit is recommended to begin on Waipapa Avenue just above the intersection to the Hall, Library, medical centre and playing fields. This also reduces the number of speed limit change points and speed limit signage required.
- 5.22.4 Le Lievre Lane: This short and narrow access road is currently signposted at 10km/h. The strong environmental conditions dictate a low operating speed, making a speed limit somewhat irrelevant. The posted speed limit is not formalised on Council records either within the speed limit register or speed limit maps, and as a result the legal speed

limit is 50 km/h. Given the desire to rationalise speed limits wherever possible, and to reduce the number of signs, staff are recommending that Le Lievre Lane be formalised within the broader proposed 40km/h area for Akaroa.

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

### Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Ministry of Transport New Zealand Road Safety Strategy- Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
- 6.2 NZTA's Speed Management Guide 2016: setting safe and appropriate speeds, consistency and credibility of speed limits.
- 6.3 Land Transport Rule: Setting of Speed Limits 2017: required that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
- 6.4 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

### Policy Consistency / Te Whai Kaupapa here

- 6.5 The decisions in this report are consistent with Council's Plans and Policies.

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

- 6.6 The effects of this proposal upon Mana Whenua are expected to be insignificant.

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

- 6.7 This proposal does not have any significant effect upon carbon emissions and Climate Change.

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

- 6.8 This proposal is anticipated to result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists.

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$45,000 for the installation of new speed limit signage, posts, threshold treatments, road marking, installing stickers on existing speed limit signage, removing redundant signage and posts, and \$5000 for investigations and report writing.
- 7.2 Maintenance/Ongoing costs – Approximately \$1000 per annum, which is estimated to be similar to the status quo of maintaining the existing speed limit signs over this part of the network.
- 7.3 Funding Source – Traffic Operations Minor Safety budget for the initial installation, and existing Maintenance Budgets for the maintenance and ongoing costs.



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

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

- 8.1 Speed Limits must be set in accordance with the Land Transport Rule: Setting of Speed Limits 2017.
- 8.2 Clause 27 (Part 4) of the Christchurch City Council Traffic & Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution.
- 8.3 The Council has not delegated its authority to set speed limits.
- 8.4 The installation of signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

- 8.5 There is a legal context, issue or implication relevant to this decision.
- 8.6 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 sections 8.1 – 8.4.

## 9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There are no identified risks associated with changing the speed limits on the identified roads.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Banks Peninsula Speed Limit Review 2021 Consultation Analysis	51

Additional background information may be noted in the below table:

Document Name	Location / File Link
	<a href="https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=d819535bb7d34eed85c5fc60a6f3c62f">https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=d819535bb7d34eed85c5fc60a6f3c62f</a>

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

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

(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Andrew Hensley - Traffic Engineer
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport Carolyn Gallagher - Programme Director Strategic Support

Item 8

## Banks Peninsula Speed Limit Review 2021 – analysis of submissions

### Overview

Consultation on the Banks Peninsula speed limit review was open from 28 January to 25 February 2021.

Given the scale of the speed limit review, printing hard copy maps was not a viable option. Instead, we created an online map that was displayed on the consultation Have Your Say page, with functionality that let people search by their address to see what was proposed for their area.

We sent an email out to 71 stakeholders including community groups, and to 132 previous submitters of Little River Parking and the Diamond Harbour Wharf consultations. We wanted to alert them to what was proposed and to encourage them to pass the information on to their networks.

We supplied Banks Peninsula libraries and service centres with copies of the engagement flyer, and had a Have Your Say consultation page.

To help promote the consultation more widely, we ran a Newsline story that was viewed 742 times. We then shared the story on our Council Facebook page, which generated 93 likes, 48 comments and 7 shares.

We also targeted Facebook pages around the Peninsula, including Lyttelton, Governors Bay, Diamond Harbour, Little River and Akaroa, and followed up with a reminder post two days before the consultation closing date.

### Submitter profile

We received 222 submissions. Below are the totals for each area.

#### Total number of submissions from each area

Suburb	Total	Suburb	Total
Lyttelton	32	Rest of Christchurch	61
Cass Bay	23	Outside of Christchurch	3
Little River	21		
Diamond Harbour	18		
Akaroa	16		
Corsair Bay	6		
Pigeon Bay	6		
Charteris Bay	5		
Governors Bay	4		
Wainui	4		
Robinsons Bay	3		

We received one submission from each area below:

- Camp Bay
- Okuti Valley
- Church Bay
- Purau
- Allandale
- Ataahua
- Port Levy
- Birdlings Flat
- Duvauchelle
- French Farm
- Gebbies Pass
- Le Bons Bay
- Rapaki
- Takamatua

Note that not every submitter included their full address details.

### Feedback received

As speed limits are a safety initiative, we asked for people's comments on the proposal, rather than if they supported or did not support the plans. Regardless, the majority of submitters still indicated a specific preference in their feedback.

Note that some submitters commented on more than one area.

Area	Support	Do not support	Did not indicate
Akaroa	14	6	1
Cass Bay	9	10	2
Charteris Bay	9	6	2
Diamond Harbour	12	9	3
Little River	19	6	2
Lyttelton Township and surrounds	33	54	4
Port Levy/Pigeon Bay Route, Pigeon Bay, Puaha Valley	15	7	1
Southern Bays	9	0	1
<b>TOTAL</b>	<b>120</b>	<b>98</b>	<b>16</b>

### Key themes across all submissions

- More policing of existing and any new speed limits.
- Improved road quality across the area.
- Those in support of the speed limit changes recognised how this would improve road safety for all users.
- Those not in support of speed limit changes felt that it would be a waste of money and that people would not adhere to the new speed limits.

## Feedback by area

In addition to the breakdown of support and do not support in the table above, we also received feedback specific to certain areas.

### Akaroa

We received 21 comments relating to Akaroa – 14 people supported the change in speed limits, six people did not support and one people did not indicate a preference.

Specific comments relating to the area:

- Two people would like to see 10km/h on some roads in Akaroa, especially Rue Benoit.
- Four people in would like to see the speed limit go to 30km/h.
- Submitters that did not agree to the speed limit changes, said that people should drive to the conditions, and that they feel lowering the speed would cause more crashes.

### Inner Harbour

We received 49 comments relating to the Inner Harbour.

### Cass Bay

21 people made comments on or around Cass Bay - nine people supported the change in speed limits, 10 people did not support and two did not indicate a preference.

Specific comments relating to the area:

- Three people would like to see traffic calming measures in Cass Bay extended down to the beach area.
- The people who did not agree to the reduction wanted to see more policing, especially at night, with some submitters suggesting the area should be made a 'no cruising zone'.

### Charteris Bay

17 people made comments about Charteris Bay – nine people supported the change in speed limits, six people did not and two did not indicate a preference.

Specific comments relating to the area:

- Three people commented that they wanted to extend the speed limit further to include past Orton Bradley Park to the Yacht Club.
- Two submitters suggested a clearer footpath at the beach to make it safer for walkers and cyclists.

### Diamond Harbour

24 people made comments about Diamond Harbour – 12 people supported the change in speed limits, nine people did not support and three did not indicate a preference.

Specific comments relating to the area:

- Four submitters want the speed limit down to the wharf to be 20km/h.
- Four people would like to see Waipapa Ave down to 30km/h.

### Little River

We received 27 comments relating to Little River 19 people supported the change in speed limits, six people did not support and two did not indicate a preference.

Specific comments relating to the area.

- Three people would like the rural roads to stay at the current speeds limits but reduce the speed limits in Little River Township.
- Two submitters said that the daily commute travel time would increase
- There were a lot of comments regarding SH75 which we are passing on to Waka Kotahi NZTA.

### Lyttelton Township and surrounds

We received 91 comments relating to Lyttelton Township and the surrounding area – 33 people supported the change in speed limits, 54 people did not support and four did not indicate a preference.

Specific comments relating to the area:

- A common theme among those not supporting the speed limit changes is that it would increase travel time, and that people should drive to the conditions.
- Boy racers travelling at excessive speeds were identified as an issue in the area, especially on Park Terrace / Governors Bay Road, and submitters wanted to see more policing to help reduce this.
- Three submitters want to see 30km/h on Cressy Terrace and Reserve Terrace.
- Two people would like 30km/h throughout Lyttelton

### Port Levy/Pigeon Bay Route, Pigeon Bay, Puaha Valley

We received 23 comments relating to Port Levy, Pigeon Bay Route, Pigeon Bay and Puaha Valley - 15 people supported the change in speed limits, seven did not support and one person did not indicate a preference.

Specific comments relating to the area:

- Three submitters would like to have the shingle roads to be 40km/h.
- Two submitters want to see Wharf Road reduced to 30km/h.

### Southern Bays

We received 10 comments relating to Southern Bays – nine people supported the change in speed limits and one did not indicate a preference.

Specific comments relating to the area:

- Six people commented on Wainui Beach front where they would like to see speed limits reduced.
- Three people said they wanted a slower speed but did not indicate how slow.
- Three people wanted 40km/h or lower along the beach front.
- One person said the shingle roads should be slower than 60km/h.





## 9. Bayview Place / Harbour View Terrace Proposed Parking & Pedestrian Improvements

Reference / Te Tohutoro:	21/630517
Report of / Te Pou Matua:	Andrew Hensley, Traffic Engineer andrew.hensley@ccc.govt.nz
General Manager / Pouwhakarae:	Carolyn Gallagher, Acting General Manager Infrastructure, Planning & Regulatory Services carolyn.gallagher@ccc.govt.nz

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

- 1.1 The purpose of this report is for the Banks Peninsula Community Board to approve the installation of no stopping parking restrictions. This report has been written in response to requests from the community.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to Install No Stopping restrictions and to mark a space for pedestrians in accordance with **Attachment A**.

### 2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Bayview Place commencing at its intersection with Harbour View Terrace and extending in a southerly direction for a distance of 10 metres, as indicated in the attached drawing TG133574 dated 28/05/2021 (**Attachment A** of the report on the meeting agenda).
2. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the eastern side of Bayview Place commencing at a point 26 metres south of its intersection with Harbour View Terrace and extending in an southerly direction, generally, for a distance of 37 metres, as indicated in the attached drawing TG133574 dated 28/05/2021 (**Attachment A** of the report on the meeting agenda).
3. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the southern side of Harbour View Terrace commencing at its intersection with Bayview Place and extending in an easterly direction for a distance of 10 metres, as indicated in the attached drawing TG133574 dated 28/05/2021 (**Attachment A** of the report on the meeting agenda).
4. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-3 above.
5. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Pedestrian safety, pedestrian accessibility, and parking concerns have been raised by the community about Bayview Place at, and south of, its intersection with Harbour View Terrace. Implementing the noted recommendations will lead to a reduction in the risk of a vehicle hitting a pedestrian, and will provide improved guidance to motorists as to where they can legally park.
- 3.2 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.3 The preferred option is to install no stopping restrictions and to mark a space for pedestrians in accordance with **Attachment A**.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Do nothing.
- 4.2 The advantages of this option include:
  - 4.2.1 None identified.
- 4.3 The disadvantages of the option include:
  - 4.3.1 Does not address requests from the community to improve pedestrian safety and accessibility.
  - 4.3.2 Does not address the informal angle parking outside the Bayview Place frontage of 39 Harbour View Terrace.
  - 4.3.3 Does not address the issues with vehicles parking within the intersections and/or in undesirable locations.
  - 4.3.4 Does not address the issue of parked vehicles encroaching over vehicle crossings.

### 5. Detail / Te Whakamahuki

- 5.1 Cass Bay is at times a popular recreation area servicing both the local and wider community. Its main features include a small beach, slipways and Cass Bay Reserve.
- 5.2 Bayview Place and Harbour View Terrace are both low volume local roads, which meet at an uncontrolled intersection.
- 5.3 At peak recreation times there can be higher demands for on-street parking and pedestrian movements in the immediate vicinity. This results in vehicles often informally angle parking outside the Bayview Place frontage to 39 Harbour View Terrace, parking around or close to the intersections, and on occasions over vehicles crossings. Some of the parking spaces between vehicles crossings are suitable for small vehicles only. Pedestrians walk on the road through this space as there are no formed footpaths. This current practice is considered undesirable from both a vehicle and a pedestrian safety and accessibility perspective.
- 5.4 There have been no reported crashes in the last five years at or below the Bayview Place / Harbour View Terrace intersection.
- 5.5 Various parking configurations were considered including the provision of formal angle parking on both sides of Bayview Place below its intersection with Harbour View Terrace. However, these were alternatives were discounted for a number of reasons including

insufficient manoeuvring width to enable angle parking on both sides of Bayview Place when providing a marked pedestrian space.

- 5.6 Parking over vehicle crossings and within intersections is covered under existing law, and parking limit lines and formal no stopping restrictions are anticipated to reinforce this situation.
- 5.7 Approval is required by the Banks Peninsula Community Board.
- 5.8 If approved, the recommendations will be implemented within the next financial year.

### **Community Views and Preferences**

- 5.9 Affected property owners and residents were advised of the recommended option by a hand delivered engagement document.
- 5.10 Consultation was open from 19 January to 9 February 2021. We hand delivered a flyer to 35 residents and parked vehicles in the area.

#### **5.11 Have You Say page**

138 page views, Average time on the page: 4 minutes

#### **5.12 Submissions**

We received 18 submissions from our Have your Say page, emails and phone calls. The majority of people supported the changes. Below are the totals and common themes;

- One of the main common themes was that residents would like advice on how to stop people parking over their driveways on busy summer days.
- Two comments were made about speeding. This can be a problem on busier days. They would like to see speed humps or to reduce the speed limit to 20km/h.
- Another main theme was that the submitters wanted to retain, and add to the angle parking.
- Six people indicated that they supported the changes, and one person wanted to keep the way it is now.
- Two people wanted to see yellow lines put around the corner of Bayview Place and Harbour View Terrace.
- Three submitters wanted to see the parking lines made clearer.
- Two people made a comment on a footpath at the bottom of the steps near the playground, as at the moment it finishes at a parking space.

- 5.13 The consultation feedback resulted in additional parking limit lines being included in the plan.
- 5.14 The Team Leader Parking Compliance supports the preferred option.
- 5.15 The do nothing option is inconsistent with community requests to improve pedestrian safety and accessibility, and vehicles parking illegally, informally or encroaching over vehicle crossings.

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

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

- 6.1 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.

- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

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

- 6.3 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

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

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

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

- 6.5 This proposal includes measures to encourage walking/cycling/public transport and therefore will result in positive changes to reduce carbon emissions and the effects of Climate Change.
- 6.6 This proposal does not have any significant effect upon carbon emissions and Climate Change.

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

- 6.7 This proposal improves accessibility for pedestrians/drivers/cyclists, by providing a safer means of accessing the Cass Bay beachfront area.

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

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

- 7.1 Cost to Implement - \$1000 for the road marking and \$1000 for consultation and report writing.
- 7.2 Maintenance/Ongoing costs – Covered by the existing area maintenance contract and the effect will be minimal
- 7.3 Funding Source – Traffic Operations Signs & Markings budget.

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

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

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

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

- 8.4 There is a legal context, issue or implication relevant to this decision.
- 8.5 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 sections 8.1 – 8.3.

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

- 9.1 Not applicable.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Bayview Place / Harbour View Terrace Proposed Parking & Pedestrian Improvements	62

Additional background information may be noted in the below table:

Document Name	Location / File Link

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

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

(a) This report contains:

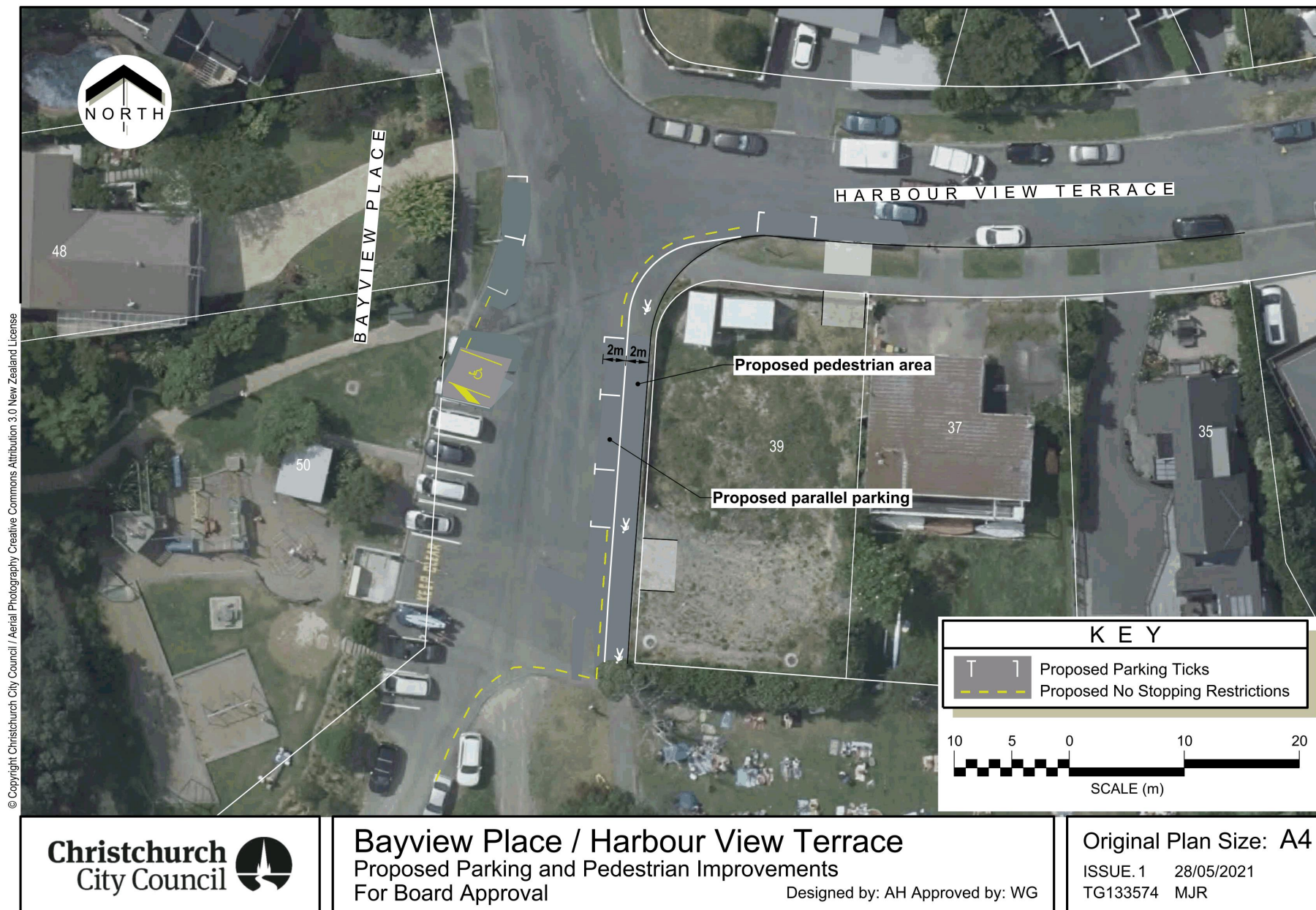
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Andrew Hensley - Traffic Engineer Samantha Sharland - Engagement Advisor
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport





## 10. Te Mata Birdlings Flat Community Centre - Assignment of Lease Request to Te Whare Tapere o Te Mata Hapuku Incorporated Society

Reference / Te Tohutoro: 21/582626

Report of / Te Pou Kathy Jarden, Team Leader Leasing Consultancy,  
Matua: Kathy.Jarden@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community,  
Pouwhakarae: Mary.Richardson@ccc.govt.nz

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

1.1 The purpose of this report is seek approval to:

1.1.1 a variation to the current lease of Te Mata Birdlings Flat Community Centre with the Little River Wairewa Community Trust to permit assignment of that lease, and

1.1.2 assign the lease to Te Whare Tapere o Te Mata Hapuku Society Incorporated.

This report has been written to facilitate the request of both parties.

1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the number of people affected or interested being the local Birdlings Flat community and neighbouring Wairewa ward, there being no changes to the services provided and no risks to Council in making this decision.

1.3 Te Mata Birdlings Flat Community Centre was opened in 2017. The hall was built as a result of the community identifying the need for a place to come together, to have community interaction and provide support following the earthquake events of 2010/2011. The local residents were disadvantaged by not having facilities in their local community.

1.4 The Little River Wairewa Community Trust (LRWC Trust) entered into a Deed of Licence to Occupy the land for the purpose of constructing a community centre with funds granted from the Council and the Lotteries Commission. Following completion of the community building, LRWC Trust agreed to gift the building to the Council and the Council agreed to lease the building to the LRWC Trust.

1.5 The LRWC Trust was already established in the community operating other programmes for community, social, economic and environmental benefit to the district. Through the lease agreement the Trust were permitted to appoint a local group to manage the facility. It was always the intention to support the local community and empower them to take over the lease responsibilities.

1.6 The local residents formed a management group and became incorporated in November 2019. Te Whare Tapere o Te Mata Hapuku Society Incorporated (TMH) are now in a position to take over the lease. The group has been managing the day to day operations of the community building for over a year now.

1.7 The current lease may not be transferred or assigned therefore a variation to the relevant clause in the lease is required to permit assignment with the Landlord's approval.

### 2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approve a variation to the current lease of Te Mata Birdlings Flat Community Centre with the Little River Wairewa Community Trust to permit assignment of the lease; and
2. Approve the assignment of the lease to Te Whare Tapere o Te Mata Hapuku Society Incorporated
3. Authorise the Manager Property Consultancy to conclude all lease matters.

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

- 3.1 Assignment of the lease empowers TMH to formally take control of the management of the community hall, actively engage with their local community ensuring that the hall is a central point for the community to meet with a focus on supporting the Community Board Plan to be part of goal of achieving “Strong Communities, Liveable City and Prosperous Economy”.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Do nothing – this would leave the LRWC Trust as the lessee. This would be a disadvantage to that Trust as their intention was to only be a party to the lease during the construction phase and hand the lease over to a Birdlings Flat community organisation. The proposed Assignee became incorporated in 2019 and met the legal requirements to take on the lease.
  - 4.1.1 The advantage to Council would be that LRWC Trust are well known and have a lease history with the Council.

### 5. Detail / Te Whakamahuki

- 5.1 The land and buildings:
  - 5.1.1 Te Mata Birdlings Flat Community Centre is located at 157 Poranui Beach Road, Birdlings Flat.
  - 5.1.2 The land is held as a local purpose (community building) under section 61(2A) of the Reserves Act legally described as Lot 2 Deposited Plan 26174 comprised in Computer Freehold Register CB8A/1123.
  - 5.1.3 Construction of the community hall was completed in 2017.
- 5.2 Current Tenant:
  - 5.2.1 The Little River Wairewa Community Trust entered into a lease with the Council on 8 July 2016. The lease commenced on 1 September 2017, the date the Code Compliance Certificate was issued for the new building. The lease term is for 33 years having a final expiry of 31 August 2050.
  - 5.2.2 The annual rental is \$1.00.
- 5.3 Proposed Assignee
  - 5.3.1 Te Whare Tapere o Te Mata Hapuku Society Incorporated is registered as an incorporated society.
  - 5.3.2 The purpose of TMH in accordance with the Society rules is to:
    - “manage the Birdlings Flat hall for the benefit of the residents of Birdlings Flat”



- “undertake other activities that have the object of enhancing the wellbeing of the community and promoting community cohesion and public spirit within Birdlings Flat”.
- 5.3.3 TMH have provided an application with information to support the request for the assignment (refer to Attachment A to this report).
- 5.3.4 Officers have reviewed the information and the area Community Development Advisor has been working closely with the group. Staff are supportive of this assignment request.
- 5.3.5 TMH have been managing the day to day activities at the community centre on behalf of the LRWC Trust as permitted in the current lease agreement.
- 5.3.6 The summary of activities provided in the application shows great use of the facility with a variety of activities taking place.
- 5.4 Community views and preferences – Public notification of the intention to assign the lease is not required under the Reserves Act 1977. Community feedback is that the proposed Assignee, TMH, is well supported in the community. They are all local people and there is considerable benefits to the Birdlings Flat residents who now have a point of connection for a diverse range of people to gather and participate in community activities.
- 5.5 The decision affects the following wards/Community Board areas:
  - 5.5.1 Wairewa subdivision / Banks Peninsula Community Board

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

### Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Assignment of the lease supports the community management and activation of the facility by strengthening and empowering the local community.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
  - 6.2.1 Activity: Community Development and Facilities
    - Level of Service: 2.0.7 Support community management and activation of facilities through a Council and Community partnership model - At least 80% of community facilities are activated and managed in partnership with the community.

### Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies, namely the Social Wellbeing Policy by engaging citizens and communities, enhancing community participation and supporting community infrastructure.

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

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 6.5 The assignment of the lease does not impact on Mana Whenua culture and traditions but can be seen as a way of empowering local iwi who use this facility.
- 6.6 Mahaanui Kurataiao Ltd have been engaged to seek their views on the lease assignment. At the time of writing this report no concerns have been received. Any issues raised will be updated on consideration of the report.

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

6.7 There is no change to the current activities resulting in climate change impact considerations.

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

6.8 Accessibility considerations are not impacted; this is a relatively new build and the assignment of the Lessee will not change the building configuration.

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

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

- 7.1 Cost to Implement – Staff time to prepare the request and documentation – covered in operational budgets
- 7.2 Maintenance/Ongoing costs – not applicable
- 7.3 Funding Source – not applicable

### **Other / He mea anō**

- 7.4 Not applicable

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

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

- 8.1 Reserves Act 1977 – section 114 – Variation of covenants, terms, and conditions in leases and licences.
- 8.2 Reserves Act 1977 – section 115 – Transfers, sublease, and mortgages
- 8.3 Christchurch City Council Delegation Register – Part D – Sub Part 1 – Community Boards
  - 8.3.1 Reserves Act 1977
    - Section 114 – To agree to variations of leases and licences in accordance with this section, and to authorise staff to sign all required documentation.
    - Section 115 – To agree to transfers, subleases and mortgages or other disposals of leases and licences in accordance with this section, and to authorise staff to sign all required documentation.

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

- 8.4 The legal consideration is the variation to and assignment of the lease.
- 8.5 This report has not been reviewed and approved by the Legal Services Unit as the matter is a routine matter on which the legal situation is well known and settled.

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

- 9.1 There may be a small level of disruption in the continued operation of the community hall if the assignment is not approved and the current Tenant remains in place. The current lease provides that the Tenant may appoint a person or committee to manage the Community Building on its behalf. The Tenant could continue to appoint Te Whare Tapere o Te Mata Hapuku to manage the building on their behalf with the lease obligations remaining with the current Tenant.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Te Mata Birdlings Flat Community Centre - Application to Assign Lease	68

Additional background information may be noted in the below table:

Document Name	Location / File Link
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.

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Kathy Jarden - Team Leader Leasing Consultancy
<b>Approved By</b>	Angus Smith - Manager Property Consultancy John Filsell - Head of Community Support, Governance and Partnerships Mary Richardson - General Manager Citizens & Community



## Request To Utilise Council Owned Community Buildings and/or Land

The information provided below will assist the Council in assessing requests to occupy Council owned buildings and/or land. Any allocation of buildings is subject to Council approval.

### ORGANISATION DETAILS

Name of Your Group: Te Whare Tapere o Te Mata Hapuku Incorporated Society  
Your Group's Postal Address: 26 Lake Terrace Rd, RD1, Little River 7591  
Your Group's Street Address: As above  
Phone: 03 329-0151  
Email: chairtmh@gmail.com  
Cell Phone: 027 586 9102

### CONTACT PEOPLE

Name of main contact: Matt Daffin  
Position held in the group: Chair  
Phone (day): 03 329 0151  
Email: chairtmh@gmail.com  
Cell Phone: 027 586 9102

Name of second contact: Fiona Waghorn  
Position held in the group: Secretary  
Phone (day): 03 329 0171  
Email: waggie@xtra.co.nz

Are you registered for GST? ☐ Yes ☒ No  
GST No:

## **PURPOSE OF ORGANISATION**

Why was your group set up (i.e. what are your group's main objectives)?

Object of the Society is to manage Birdlings Flat hall for the benefit if the residents of Birdlings Flat, and to undertake other activities that have the object of enhancing the wellbeing of the community,

Indicate here the services, projects or activities that your group provides to members, clients or the community.

- 

We also run events for the locals (free or gold coin donation). We generally try to organise one thing a month.

- Movie afternoons/nights during school holidays for kids
- Housie every three months or so
- Social gatherings at key dates: Waitangi Day, Xmas day, Matariki, each equinox etc
- Themed shared pot luck dinners
- Art classes

As noted earlier, none of this was occurring in Birdlings prior to the community centre. A lot of the group meetings (CCC, Runanga, Craft Station etc) were obviously occurring elsewhere but the other activities are all new things for the locals to get involved with.

A: Regular various Health and wellbeing workshops

B: Soup days (lunchtimes) and games days (afternoons)

C: Fortnightly chess club with presentations for local speakers of local interest every second Wednesday

D: Book Club Last Thursday of the month

E: Social events to mark Solstices, Equinoxes, Matariki, Xmas, New Year, Easter etc

F: Movies and kids events school holidays

Number of paid workers:	0
Paid full-time:	0
Paid part-time:	0
Number of paid hours per week:	0

How many volunteers does your group have (including Committee members)? 15

Number of volunteers: 15

Number of volunteer hours per year: 400

How many people/clients does your group work with in a typical year? 30

Your group's legal status: Incorporated Society

Legal registration No. (if you have one): 50017800

Has your group received a letter from the Inland Revenue Department approving it as a tax-exempt charity for the purposes of the Estate and Gift Duties Act 1968 and the Stamp and Cheque Act 1971, and a done organisation for the purposes of the Income Tax Act 1994? (If Yes (Please attach a copy of the letter)): No

### **SERVICES PROVIDED**

How long has this service/project run? 5 years

Start Date: Informal residents group formed 2016, Incorporated Society formed 2019

Indicate the areas that your service/s are targeted at:

Regional (Canterbury Wide)

Metropolitan (City Wide)

Specific Sectors (e.g. nor-west or Spreydon/Hoon Hay) Birdlings Flat

Can you indicate the locality where your organisation would prefer to be based? e.g.

Central City, Major Arterial, specific suburb or community ward.

Birdlings Flat Community Hall

Tick the boxes which best describe the majority of the people who will benefit from the project or service:

☒ Children/Infants

☒ Maori

☒ People with disabilities

- ☒ Young People (12-25 years)    ☐ Pacific    ☒ People on limited incomes  
☒ Older people    ☒ Women    ☐ Refugee  
☒ Families/whanau    ☒ General community    ☒ Migrant  
☒ Other (please specify) Socially isolated residents

Can you outline the type of activities or services (meetings, training/education sessions, community support roles or internal group activities) and their frequency of use (daily, weekly and monthly) in the following?

e.g.

Activities/Services	Frequency	Hours Per Session
a) Committee Meetings	two per month	approx 2 hours
b) Out of School Programme	Mon to Thurs	3pm to 6pm

Activities	Frequency	Hours Per Session
Holistic Pulsing group	Monthly	8
Manaaki Maori traditional healing group	Monthly	8
Book club	Monthly	4
CCC meetings	Monthly	4
Southern Felters	Bi Annual	8
Art at the Bird, annual local art and crafts show	Annual	16
Soup & Games Day	Monthly	4
Wednesday chess club/speakers	Fortnightly	2
Little River Craft Station (meetings)	Annual	3
Playcentre parent meetings	Bi-Annual	2
Local Runanga meetings	Bi-Annual	2
Sewing group	Bi-Annual	4
Revival Clothing second hand clothes sales	Bi-Annual	8

Church group meetings	Bi-Annual	4
Hagley College for student beach field trips	Bi-Annual	8
Weddings	3 to date	16
Book launch by Mirima Kamo	2020	8
Family reunions	2 to date	8
Social events <ul style="list-style-type: none"> <li>• Themed shared pot luck dinners</li> <li>• Housie</li> <li>• Quiz Nights</li> </ul>	Quarterly	6
Sea Week Beach Clean Up	Annual	4

## **OUTCOMES**

Describe the outcomes to which your project or service will contribute to the Social Wellbeing outcomes: (for further information, refer to the Council's website, <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/community-outcomes> ).

Tell us how the project or services will contribute to these outcomes:

The various activities we facilitate at the hall (noted above) directly add to all five headings noted in the Resilient Communities section of Social Wellbeing Outcomes

How many people will directly benefit from this project or service?

400, this being approx population Birdlings Flat plus quite a few residents of nearby residents of Little River who also attend the hall activities

## **SUSTAINABILITY**

Describe how your project or service will meet the goals of the Council's Sustainability policy as identified in The Sustainability Policy (at a glance) <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/sustainability-policies/sustainability-policy>



Use of the Community centre reduces travel emissions for people attending local workshops, health & wellbeing sessions.

Being engaged in the local community reduces the need for people to travel for social interactions/companionship.

### **Space Required**

Does your organisation currently occupy a Council building or is it situated on Council land? Yes

If so, at what location?

Is this request due to a final expiry of the current lease? Yes. Building currently leased by Little River Wairewa Community Trust (LRWCT) following its construction. Our Incorporated Society has been established specifically to lease the Birdlings Flat Community Centre instead of LRWCT for the benefit of the local community.

Please advise details of floor space/facilities required:

	Floor Area Required	Comments
Main area	N/A existing facility	
Storage	_____	_____
Toilet	_____	_____
Kitchen	_____	_____
Specify other facilities:-	_____	_____
a)	_____	_____
b)	_____	_____
c)	_____	_____
d)	_____	_____

Can you indicate your group's preference on the following? All below Not Applicable

Unable to share a facility because of the activities/services provided. ☒ Yes ☐ No

Shared use of the common area (i.e. toilets, kitchen etc.) is possible providing secure areas are available. ☐ Yes ☒ No

Willing to share all areas with an acceptable agency (with joint management responsibilities). ☐ Yes ☒ No

### **Occupancy Details**

Are you prepared to enter into an occupancy agreement such as a lease or license to occupy? Yes

If you occupy existing premises tell us why they are not suitable/or why you wish to move: N/A, we don't want to move, just take over the lease.

If there is an urgency regarding your organisations wish to access a suitable property, explain here: No

Occupancy date required. N/A

Date required to vacate existing premises: N/A

### **Rental Levels**

You may assist us by indicating your current rental/property costs:

Month rental	Nil
Operational Costs	
Power	Nil
Telephone	60.00
Asset Maintenance	Nil currently -new facility
Other Costs	80.00 Consumables, cleaning

Total Monthly Asset Outgoings: \$140.00

## **FINANCIAL INFORMATION**

Please attach your most recent audited/verified accounts.

If this is over six months ago, what is the period covered by your financial update

From: 01 September 2019

To: 31 August 2020

### **Income and Expenditure**

	Last financial year	This financial year
What was your group's annual total income (money received)?	5056.20	6913.49
What was your group's total annual expenditure (money spent)?	1973.33	2939.61

Tell us about Council funding you have received over the last two years to support your facility occupancy or activity costs.

Year	Amount	Purpose	Accountability forms returned
2020	1200	Community Trust	<input type="checkbox"/> Yes <input type="checkbox"/> Pending <input checked="" type="checkbox"/> No
2021	150	Communities trust	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Pending <input type="checkbox"/> No

### **Supporting Information**

Is there anything else in support of your application that you would like to say? No

You may wish to provide a letter of support or several references that illustrate the value of your service to the community – please state here:

Copy of long-term business plan attached: N/A

Please submit completed application to:

Team Leader  
Leasing Consultancy Team  
Christchurch City Council  
PO Box 73014  
CHRISTCHURCH 8154

(Note: Contact [kathy.jarden@ccc.govt.nz](mailto:kathy.jarden@ccc.govt.nz) for a Microsoft Word version of this document.)

### Council Policies and Community Outcomes

#### Social Wellbeing Policy (24 August 2000)

The Christchurch City Council is committed to enhancing the social wellbeing of its citizens and communities.

#### Outcomes

- People participate in community life and have [a] sense of belonging and identity.
- Living standards are sufficient to ensure everyone can meet their immediate needs, participate in society, develop their potential and live lives they find fulfilling.
- Economic outcomes generate and distribute sufficient wealth for all.
- All people, no matter age, race, gender, social and economic position or abilities, have opportunities to contribute to society and develop their potential.
- Resources are fairly distributed among citizens, communities, regions and sectors.
- The Treaty of Waitangi is honoured. Cultural diversity is respected.
- People and communities participate in decision making and political processes.

#### Priorities

- engage citizens and communities
- enhance community participation
- ensure fair distribution of resources
- increase meaningful work
- reduce barriers to access
- reduce disparity
- respect the Treaty
- respect cultural diversity
- support community infrastructure.

### **Community Outcomes**

Refer online to:

<https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/community-outcomes>

- Resilient Communities
- Liveable city
- Healthy environment
- Prosperous economy

### **Sustainability Policy**

Council, 27 March 2008

Sustainability is a word that is used often, yet means different things to different people. This Sustainability Policy seeks to clarify what the Council means by the term sustainability.

This will enable Council policies and strategies to adopt a consistent point of reference for the term and for the related concepts and principles to be incorporated with more consistency into Council activities and decision making.

This Policy aims to embed sustainability into our Council and community and to help make sustainability “the way we do things around here.”

[The Sustainability Policy at a glance \[PDF, 447 KB\]](#)

[The Sustainability Policy in full \[PDF, 79 KB\]](#)

[The origin of the Sustainability Policy \[PDF, 92 KB\]](#)

## 11. 2020-21 Banks Peninsula Discretionary Response Report - Naval Point, Banks Peninsula Netball Club, Friends of St Joseph the Worker Trust

Reference Te Tohutoro: 21/677209

Philipa Hay, Community Development Adviser,  
Philipa.hay@ccc.govt.nz; Trisha Ventom, Community Recreation  
Adviser, Trisha.ventom@ccc.govt.nz; Robin Arnold, Community  
Development Adviser, Robin.arnold@ccc.govt.nz; Andrea Wild,  
Community Development Adviser, Andrea.wild@ccc.govt.nz;  
Jane Harrison, Community Development Adviser,  
Jane.harrison@ccc.govt.nz

General Manager  
Pouwhakarae:

Mary Richardson – General Manager Citizens and Community

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Te Pātaka o Rākaihautū Banks Peninsula Community Board to consider applications for funding from its 2020/21 Discretionary Response Fund (DRF) from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
63092	Naval Point Club Lyttelton Inc.	Safety Equipment	\$1,954	\$1,900
63171	Banks Peninsula Netball Club Inc.	Akaroa Recreation Ground Tennis Court Upgrade	\$4,542	\$4,542 (\$2,907 DRF \$1,635 SYP)
63141	Friends of St Joseph the Worker Memorial Charitable Trust	Memorial Project – Stage 1	\$5,000	\$5,000

- 1.2 There is currently a balance of \$29,319 remaining in the Discretionary Response Fund and \$4,125 for Shape Your Place (SYP) however there are applications for this fund going to the 14 June Board meeting so the possible balances if they were all approved, would be: DRF \$5,404 and SYP Nil.

### 2. Officer Recommendations Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

- Approves a grant of \$1,900 from its 2020-21 Discretionary Response Fund to Naval Point Club Lyttelton Inc. towards safety equipment; five hand held radios and three hand held GPS units.
- Approves a grant of \$4,542 from its 2020-21 Discretionary Response Fund (\$1,635 SYP) to Banks Peninsula Netball Club Incorporated towards ground investigations at Akaroa Recreation Ground Netball/Tennis courts.
- Approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to Friends of St Joseph the Worker Memorial Charitable Trust towards the Memorial Project – Stage 1.

### 3. Key Points Ngā Take Matua

#### Strategic Alignment Te Rautaki Tīaroaro

- 3.1 Naval Point Club:  
The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It will provide resources supporting the community to safely use of the harbour.
- 3.2 Banks Peninsula Netball Club:  
The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It will provide access to community facilities that are suitable for sport and recreation promoting healthy communities.
- 3.3 Friends of St Joseph the Worker Memorial Charitable Trust:  
The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It will provide a space for people to connect and celebrate the community's identity and heritage.

#### Decision Making Authority Te Mana Whakatau

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

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

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

#### Discussion Kōrerorero

- 3.8 At the time of writing, the balance of the 2020-21 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Pending Decisions 14 June Meeting	Balance if Staff Recommendations 28 June adopted
DRF \$53,002	\$23,683	\$29,319	\$15,211	5,404
SYP \$7,000	\$2,875	\$4,125	\$1,635	Nil



- 3.9 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.10 The Banks Peninsula Netball Club application for the Tennis Court Upgrade meets the criteria for the Christchurch City Council Urban Regeneration Team's "Shape Your Place Toolkit" (SYP) fund monies ring-fenced within the Board's DRF.
- 3.11 The attached Decision Matrices provide detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Matrix - Naval Point Club	82
B <a href="#">↓</a>	Matrix - Banks Peninsula Netball Club (SYP & DRF)	83
C <a href="#">↓</a>	Matrix - Friends of St Joseph the Worker	84

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Philipa Hay - Community Development Advisor Trisha Ventom - Community Recreation Advisor Robin Arnold - Community Development Advisor Jane Harrison - Community Development Advisor Andrea Wild - Community Development Advisor
<b>Approved By</b>	Penelope Goldstone - Manager Community Governance, Banks Peninsula

## 2020/21 DRF BANKS PENINSULA DECISION MATRIX

### Priority Rating

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

62715	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	The Naval Point Club Lyttelton Inc	<b>Safety Equipment</b> This project is for safety equipment for water based activities at the Naval Point Club Lyttelton. Contribution is sought towards the purchase of volunteer safety equipment: five handheld radios and three GPS units.	\$400,612 <b>Requested</b> \$ 1,954 (0% requested)	Hand held radios (five) - \$1,304.35 Hand held GPS units (three) - \$649.56	<b>\$ 1,900</b> That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approves a grant of \$1,900 from its 2020-21 Discretionary Response Fund to Naval Point Club Lyttelton Inc. towards safety equipment; five hand held radios and three hand held GPS units.	<b>2</b>

### Organisation Details

Service Base: 16 Marina Accessway, Magazine Bay, Lyttelton  
 Legal Status: Incorporated Society  
 Established: 14/05/2001  
 Target Groups: Sports/Recreation  
 People of all ages from the local area, wider Bank Peninsula, Naval Point Club members and visitors.

Annual Volunteer Hours: 3,000  
 Participants: 10,000

### Alignment with Council Strategies

- Strengthening Communities Strategy
- Safer Christchurch Strategy
- Physical Recreation and Sports Strategy

### CCC Funding History

2020/21 - \$2,000 (Sailing safety equipment) SCF BP  
 2017/18 - \$2,500 (Port Levy Regatta) DRF BP

### Other Sources of Funding

Nil  
 (Funds in hand are tagged towards the preparation of the SailGP event in January 2021.)

### Staff Assessment

The Naval Point Club Lyttelton (NPCL/The Club) was established in 2001 following the amalgamation of the Banks Peninsula Cruising Club est. 1932; and the Canterbury Yacht and Motor Boat Club est. 1921. Being in existence for nearly 100 years the NPCL has been facilitating participation in sport and recreational activities in Lyttelton. NPCL has approximately 600 members (aged from 8 to 90 years) and combined with the general public there is widespread local community participation in and around Naval Point. Naval Point is an important marine and recreational asset for Lyttelton and the Canterbury region and includes one of the few all tide water access points for Christchurch. The area is also one of the only flat recreation areas in and around Whakaraupo/Lyttelton and acts as a natural draw for the public. NPCL work collaboratively with Te Waka Pounamu Outrigger Canoe Club, Waitaha Paddling Club, Mt Pleasant Yacht Club, Canterbury Coast Guard, Yachting New Zealand, schools, swimmers, paddle boarders, Taylors Mistake Surf Life Saving and windsurfing groups. NPCL have extended the use of their facilities to a number of groups but, operate as a standalone organisation.

NPCL are focusing on increasing long term participation as well as encouraging the development of diversity within the sailing community, supporting more women to sail in what is predominantly a male sport. Yachting New Zealand (YNZ) have developed a Women and Girls Strategy, a wide ranging sailing strategy to attract more female participants, retain those already sailing and advance equal opportunities. The collective effort of the whole sailing community is required to achieve the outcomes of this strategy which focus on three particular areas: culture, pathways and programmes. NPCL want to provide and play a part of this strategy and support on-going opportunities.

Safety continues to be a major priority for the club to support all of its members and in particular with youth. All water based activities require a great deal of care to be exercised, NPCL provide safety kits, life jackets and Rescue Boat services for their members. To support participation NPCL provide facilities, equipment, staff and a team of volunteers. The club is host to many national and local regattas throughout the sailing season and has an excellent race management team, well equipped with technology and specialist knowledge. The volunteers are essential for managing on-water safety for club activities; the handheld radios and GPS Units will help NPCL achieve this goal. NPCL are wanting to purchase safety equipment for their volunteers; handheld radios and GPS units.

## 2020/21 DRF BANKS PENINSULA DECISION MATRIX

### Priority Rating

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

63171	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Banks Peninsula Netball Club Incorporated	<b>Akaroa Recreation Ground tennis court upgrade</b>  Banks Peninsula Community Sports Complex Group (BPCSCG) would like to develop the Akaroa Recreation Ground Netball/Tennis courts into a multipurpose sports complex in partnership with Council. To establish the scale of work required and to reduce project unknowns a site investigation is required. Contribution is sought towards a technical site investigation and report on the ground conditions of the courts.	\$ 4,542  <b>Requested</b>  \$ 4,542  (100% requested)	A technical site investigation - \$4,542  Shape Your Place Fund - \$1,635 DRF - \$2,907	<b>\$ 4,542</b>  That the Te Pātaka o Rākaihautū Banks Peninsula Community Board approves a grant of \$4,542 from its 2020/21 Discretionary Response Fund ((\$1,635 SYP) to Banks Peninsula Netball Club Incorporated towards site investigations at Akaroa Recreation Ground Netball/Tennis courts.	<b>2</b>

### Organisation Details

Service Base:  
Legal Status: Incorporated Society  
Established: 1/01/1954  
Target Groups: Sports/Recreation  
Annual Volunteer Hours: 800  
Participants: 250

### Alignment with Council Strategies

- Strengthening Communities Strategy
- Physical Recreation and Sport Strategy

### Community Board Priorities

- The Peninsula's infrastructure is well-maintained and developed as appropriate through the repair and upgrade of existing facilities
- Our communities are strong, connected and foster a sense of belonging through an increase in sport and recreation

### CCC Funding History - Nil

### Other Sources of Funding - Nil

### Staff Assessment

Banks Peninsula Community Sports Complex Group (BPCSCG) formed in 2018. It includes representation from Banks Peninsula Netball, Tennis, Croquet and Bridge clubs. The shared intention of this group is to redevelop the former Akaroa Netball/Tennis courts into a multipurpose hub for sport and recreation in partnership with Christchurch City Council (Council) for the benefit of the community for years to come. BPCSCG have been identified as a potential applicant to lease the Netball/Tennis Pavilion and courts after Council completed a formal Expressions of Interest process. The courts have deteriorated over the years and BPCSCG are motivated to support the repair and development of this facility. The planned development includes two safe and fully functioning asphalt courts and one multipurpose astro turf court. These would cater for a wide range of sports and activities from netball, tennis, croquet, basketball, hockey, football and many more opportunities. In the draft Long Term Plan there is currently \$10,000 scheduled for 2024, with another \$160,000 scheduled for 2025 for renewal of the netball courts. BPCSCG intend to fundraise for the balance of project costs to upgrade courts into a multipurpose facility. A lease will enable the group to commence their fundraising efforts towards this upgrade. Prior to entering a lease, BPCSCG are seeking further information to reduce some of the project unknowns by conducting a shallow site investigation to confirm the nature of the substrate soils and provide Scala penetrometer test data to assist with evaluation of bearing capacity. This will ensure repairs and improvements to the courts meet performance expectations and are priced appropriately. This information is required before establishing a lease and prior to commencing a large scale fundraising effort to ensure expectations are realistic and achievable and the project will come to fruition. BPCSCG are applying to the Discretionary Response Fund under the umbrella of Banks Peninsula Netball Club Incorporated for the costs of this site investigation after being advised there is currently no budget for Council to perform site testing at this time. This is the next critical step to progress this project and Council/BPCSCG partnership. Council Parks staff have agreed to this testing and Geotech Consultancy Ltd have confirmed the methodology to be used. Council's Urban Regeneration Team have confirmed this application is eligible for Shape Your Place funding.

## 2020/21 DRF BANKS PENINSULA DECISION MATRIX

### Priority Rating

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

63141	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	The Friends of St Joseph the Worker Memorial Charitable Trust	<b>Memorial Project - Stage 1</b>  A memorial of historical interest at the site of St Joseph the Worker Church in Lyttelton, consisting of original heritage fabric and interpretation, will be a place for parishioners, wider community to connect.  Contribution is sought towards project costs.	\$21,945  <b>Requested</b> \$ 5,000 (23% requested)	Historic wall/column repair - \$2,557 Site security during works (includes fencing and traffic management) - \$2,272 Historic railing repairs - \$1,705 Site preparation for access - \$1,612 Historic arch reconstruction - \$1,330 Historic gate repairs - \$1,066 Tree relocation - \$549 (Archaeological obligations, if needed)	<b>\$ 5,000</b>  That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to The Friends of St Joseph the Worker Memorial Charitable Trust towards the Memorial Project - Stage 1.	<b>2</b>

### Organisation Details

Service Base: Private residence  
Legal Status: Incorporated Society  
Established: 14/04/2021  
Target Groups: Heritage, Catholic community  
Annual Volunteer Hours: 300  
Participants: 3,000

### Alignment with Council Strategies

- Strengthening Communities
- Our Heritage, Our Taonga - Heritage Strategy

### Alignment with Board Priorities

- The cultural...and built heritage of Banks Peninsula is valued and enhanced: Through reinstatement of lost heritage and interpretation at the site, residents and visitors will know more about this location and its wider importance.
- Our communities are strong, connected and foster a sense of belonging: Trust members are jointly working on this project; will take responsibility for ongoing maintenance. The project will capture the location's history and its people for the community and visitors.

CCC Funding History - Nil

**Other Sources of Funding** - First Stage Costs (\$11,099): Funds in hand (donations) - \$250  
Heritage Incentive Grants (Council) - \$5,275 (50% maximum of heritage costs, in assessment)

### Staff Assessment

This memorial project marks site of the historic St Joseph the Worker Church (Lyttelton) - the first Catholic stone church erected in the South Island, and located on Winchester Street, where the historic Anglican, Methodist and Presbyterian churches were also built. The church was lost in the 2010-11 Canterbury earthquakes and the parish amalgamated. The original historic gates, arch, railings, wall and columns remain to mark the location of the lost church. Located at the entrance to the church grounds, the memorial is designed to be viewed from the footpath on Winchester Street. Where possible, the project will conserve and celebrate the remaining heritage fabric and salvaged materials from the church. This first stage will feature the original gates, pillars, the lamp arch, iron fence and front wall - all restored. A tree of local significance will be relocated onto the site. Erected onsite information about its history will be developed/designed by the Trust together with the community, sharing and recording their stories and memories. It is expected this heritage site will be of interest to past parishioners, local residents and visitors especially those with an interest in heritage.

Friends of St Joseph the Worker Memorial Charitable Trust was set up earlier this year with the purpose of erecting the memorial and maintain it for the future. The small piece of land upon which the memorial will sit, adjacent to Winchester Street, is set to be gifted to the group by the Catholic Parish of Christchurch East when it readies the rest of the site for disposal.

The project has been split into two stages to ensure timely conservation of remaining heritage fabric and to provide interpretation (information) and generate interest. The group is applying for a Christchurch City Council (Council) Heritage Incentive Grant (eligible for up to 50 percent of heritage related costs of the project). This Discretionary Response grant would provide most of the shortfall. If both are successful, it will ensure completion of this discrete stage of the project, providing on-site presence/visibility, impetus, an opportunity to garner enthusiasm and leverage funds for Stage 2 - featuring a plinth, original bell, stone crucifixes, stonework, landscaping, interpretation. The group is committed to engaging local contractors where possible, and adds that they have had offers from people volunteering their skills/expertise, including a local architect and stonemason who are offering their services for free. The Trust has set up a 'Give a Little' page for donations to the project.

Relevant Council staff have worked with the group providing advice for an extended period to ensure robust processes. Staff are committed to continue with the group as required. All applicable consent/archaeological requirements will be met.

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

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

## **13. Resolution to Exclude the Public**

*Section 48, Local Government Official Information and Meetings Act 1987.*

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

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

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

### **Note**

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

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

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



ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
14.	PUBLIC EXCLUDED BANKS PENINSULA COMMUNITY BOARD MINUTES - 14 JUNE 2021			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	