

Waipuna
Halswell-Hornby-Riccarton Community Board
AGENDA

Notice of Meeting:

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

Date: Tuesday 1 June 2021
Time: 5pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

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

26 May 2021

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
941 5428
matthew.pratt@ccc.govt.nz
www.ccc.govt.nz

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

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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāukiuki
Bind together the strands of each mat and join
together with the seams of respect and reciprocity

Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

<p>Being open, transparent and democratically accountable</p> <p>Promoting equity, valuing diversity and fostering inclusion</p>	<p>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</p>	<p>Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect</p>	<p>Actively collaborating and co-operating with other local, regional and national organisations</p> <p>Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making</p>
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Community Outcomes

<p>Resilient communities</p> <p>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)</p>	<p>Liveable city</p> <p>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</p>	<p>Healthy environment</p> <p>Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste</p>	<p>Prosperous economy</p> <p>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</p>
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Strategic Priorities

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

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

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1. Apologies / Ngā Whakapāha

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

2. Declarations of Interest / Ngā Whakapuaki Aronga

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

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

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday, 18 May 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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

The public forum will be held at 5pm.

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.

5.1 Wigram Area – Proposed Speed Limit Review

David Hawke, Halswell Residents' Association, will address the Board regarding the Wigram Area – Proposed Speed Limit Review report (Item 8 of this agenda refers).

6. Presentation of Petitions / Ngā Pākikitanga

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

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

Date: Tuesday 18 May 2021
Time: 5pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

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

18 May 2021

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved HHRB/2021/00036

That the apology for lateness received from Gamal Fouda and early departure from Anne Galloway be accepted.

Mike Mora/Debbie Mora

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved HHRB/2021/00037

That the minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 4 May 2021 be confirmed.

Mark Peters/Andrei Moore

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

5.1 Waka Kotahi New Zealand Transport Agency Road Sign at 419 Halswell Junction Road

Greg Olive, resident of Halswell Junction Road, addressed the Board regarding the Waka Kotahi New Zealand Transport Agency Road Sign at 419 Halswell Junction Road adjacent to his property.

Mr Olive disagreed with staff advice provided to the Board on the sign's compliance with regulatory requirements on a number of matters.

Mr Olive considers that the sign is too large for a residential area and would like to see it moved so that it is not so intrusive on the view from his property.

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

Item 11 of these minutes refers.

Attachments

A Greg Olive Deputation Handout

Anne Galloway left the meeting at 5.17pm

5.2 Yaldhurst Village Earthworks

Colin Stokes, local resident, addressed the Board regarding earthworks to fill in a stormwater discharge drain on Furlong Drive, Yaldhurst.

Mr Stokes disputed the staff advice provided in response to a Board request on the subject. Mr Stokes is concerned that earthworks being undertaken at the subdivision will compromise stormwater discharge from some of the lots at the subdivision.

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

Item 11 of these minutes refers.

Attachments

A Colin Stokes Deputation Handout

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

Anne Galloway returned to the meeting and Gamal Fouda joined the meeting at 5.31pm

7. 564 Cashmere Road – Proposed Road Names

Community Board Resolved HHRB/2021/00038 (Original Officer Recommendation accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board approves the following new road names for 564 Cashmere Road (RMA/2020/1984):

- a. Road 1 - Bushland Place
- b. Lane 1 - Kahika Lane

Mark Peters/Anne Galloway

Carried

8. Iona Reserve – Orion Easement

Community Board Resolved HHRB/2021/00039 (Original Officer Recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board, acting under the delegated authority of the Christchurch City Council:

1. Subject to there being no sustainable objections received through public notification, and to the consent of the Minister of Conservation:
 - a. Approves pursuant to Section 48 of the Reserves Act 1977, the grant of easement to Orion over the indicative area in the plan shown in Point 5.3 below (or such other area as defined by survey of the infrastructure).
 - b. Approves the associated works within the reserve, subject to all necessary consents being obtained before the works commence.
 - c. Recommends that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the grant of easement referred to in (a) above, and
 - d. Authorises the Property Consultancy Manager, should the Minister of Conservation consent to the reclassification be granted, to finalise documentation to implement the change in reserve classification referred to in (a) above.

Jimmy Chen/Catherine Chu

Carried

9. Wycola Park - Ground Lease of former Wycola Plunket Rooms to Community Development Network

Community Board Resolved HHRB/2021/00040 (Original Officer Recommendations accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Grants a ground lease to the Community Development Network Trust, subject to section 61 of the Reserves Act 1977, over approximately 255 square metres being that part of land described as Section 20 Hei Hei Settlement situated in Block IX, Christchurch Survey District. (New Zealand Gazette, 958, page 1241) SO Plan 15815 for a maximum term of 33 years broken into three terms of 11 years each at an annual rent set in accordance with Council's policy for setting rent for recreation and sports organisations leasing Council parks and reserves.
2. Authorises the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

Jimmy Chen/Mark Peters

Carried

10. Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Report

Community Board Resolved HHRB/2021/00041 (Original Officer Recommendation accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves a grant of \$9,445 from its 2020-21 Discretionary Response Fund to the Greater Hornby Residents' Association Inc. towards the Denton Park Commemoration project.

Catherine Chu/Mark Peters

Carried

11. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2021

Board Comment

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputations from Greg Olive (Item 5.1 of these minutes refers) and Colin Stokes (item 5.2 of these minutes refers).

Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for May 2021.

Community Board Resolved HHRB/2021/00042(Original Officer Recommendation accepted without change)

Part B

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna Halswell-Hornby-Riccarton Community Board Area Report for May 2021.

Debbie Mora/Gamal Fouda

Carried

Community Board Resolved HHRB/2021/00043

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

1. That that appropriate Council staff meet as soon as possible with interested Board members, Waka Kotahi New Zealand Transport Agency staff, and affected parties to progress the matter of Waka Kotahi New Zealand Transport Agency signage on Halswell Junction Road.

Mike Mora/Helen Broughton

Carried

Anne Galloway requested that her vote against the resolution be recorded.

Community Board Resolved HHRB/2021/00044

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

1.

- a) That a stop work notice be placed on all works on the Yaldhurst Village subdivision until after the meeting referred in b) has taken place; and
- b) That appropriate Council staff meet as soon as possible with interested Board members and affected parties to discuss concerns regarding Stormwater discharge at Yaldhurst Village subdivision, noting the Boards previous decision on 24 September 2019:

“That the matter of the proposed road naming at 473 Yaldhurst Road be left to lie on the table for an urgent meeting to be arranged involving the New Zealand Transport Agency, Waipuna/Halswell-Hornby-Riccarton Community Board, affected residents and Council staff to seek to resolve all outstanding issues associated with the Yaldhurst Park subdivision.”

Catherine Chu/Debbie Mora

Carried

Anne Galloway and Helen Broughton requested that their votes against a. above be recorded.
Anne Galloway requested that her vote against b. above be recorded.

12. Elected Members’ Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Board members exchanged information on the following:

- There is local concern about the behaviour of anti-social road users in the industrial area vicinity of Waterloo Road and in the Waterloo Business Park.
- It has been noted that the sign at the approach to the off ramp on the Southern Motorway does not refer to Hornby.
- There are ongoing flooding issues at Denton Park.
- The Halswell Market is planned to go ahead the weekend of 22 May 2021.
- The formation of a trust to deal with funds on behalf of victims of the Terrorist attacks on the Islamic mosques was noted.
- The parking ticks installed at Witham Road do not appear to be having a positive effect on parking behaviours.
- Concern is still being expressed about the retaining wall naturalisation work at Hinau Street.
- A proposed review of the Freedom Camping Bylaws is currently out for consultation. The Submissions Committee will consider making a submission on behalf of the Board.

Anne Galloway and Catherine Chu left the meeting at 6:19pm.

Meeting concluded at 6.24pm.

CONFIRMED THIS 1ST DAY OF JUNE 2021

MIKE MORA
CHAIRPERSON

Unconfirmed

Item 3 - Minutes of Previous Meeting 18/05/2021

7. Correspondence

Reference / Te Tohutoro: 21/644598

Report of / Te Pou
Matua: Faye Collins, Community Board Advisor, faye.collins@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Hornby Rugby Football Club	Thank you to the Community Board

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receives the letter from Hornby Rugby Football Club in the Correspondence Report dated 01 June 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Hornby Rugby Football Club Thank you to the Community Board	14

Hornby Rugby Football Club

PO Box 16 036
Hornby
Christchurch 8042
Phone 3497 013



25 May 2021

Waipuna, Halswell, Hornby Riccarton Community Board Members

Dear Board Members

Hornby Rugby Football Club would like to say thank you so very much for the grant towards first aid kits and rugby balls for the junior section of the Club.

Two vital pieces of equipment that the teams need to function each year. We really do appreciate the support of the Board.

Regards

Lyn Hucklebridge
Chairperson
Hornby Rugby Football Club



8. Wigram Area - Proposed Speed Limit Review

Reference / Te Tohutoro: 20/1612288

Report of / Te Pou Matua: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager / Carolyn. Gallagher, Acting General Manager City Services,

Pouwhakarae: carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to propose that the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council approve speed limit changes within the Wigram area, including the retail centre and residential streets shown in **Attachment A**.
- 1.2 The decisions in this report are of medium/low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the safety and amenity benefits to all road users in reducing speed in these areas.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.

2. Officer Recommendations / Ngā Tūtohu

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

Part A

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set generally as identified in Attachment A to the staff report and detailed in 2-245 below (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).

Speed limits to be revoked

2. Revokes the existing permanent speed limit of 60 kilometres per hour on Wilmers Road between a point 510 metres south west of its intersection with Awatea Road and its intersection with Awatea Road.
3. Revokes the existing permanent speed limit of 60 kilometres per hour on Owaka Road (entire length).
4. Revokes the existing permanent speed limit of 60 kilometres per hour on Awatea Road between its intersection with Wilmers Road and its intersection with McCrorie Road.
5. Revokes the existing permanent speed limit of 60 kilometres per hour on Wigram Road between its intersection with Awatea Road and its intersection with Hayton Road.

(Magnolia Estates subdivision)

6. Revokes the existing permanent speed limit of 50 kilometres per hour on Little Gem Road (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Kairua Road (entire length).

(Awatea Park subdivision)

8. Revokes the existing permanent speed limit of 50 kilometres per hour on Pistacia Place (entire length).
 9. Revokes the existing permanent speed limit of 50 kilometres per hour on Zinnia Way (entire length).
 10. Revokes the existing permanent speed limit of 50 kilometres per hour on Coprosma Road (entire length).
 11. Revokes the existing permanent speed limit of 50 kilometres per hour on Hebe Road (entire length).
 12. Revokes the existing permanent speed limit of 50 kilometres per hour on Dahlia Drive (entire length).
 13. Revokes the existing permanent speed limit of 50 kilometres per hour on Petunia Drive (entire length).
 14. Revokes the existing permanent speed limit of 50 kilometres per hour on Myrtle Road (entire length).
 15. Revokes the existing permanent speed limit of 50 kilometres per hour on Brusio Drive (entire length).
 16. Revokes the existing permanent speed limit of 50 kilometres per hour on Barbara Jones Road (entire length).
 17. Revokes the existing permanent speed limit of 50 kilometres per hour on Azara Way (entire length).
 18. Revokes the existing permanent speed limit of 50 kilometres per hour on Ensete Road (entire length).
 19. Revokes the existing permanent speed limit of 50 kilometres per hour on Lotus Place (entire length).
 20. Revokes the existing permanent speed limit of 50 kilometres per hour on Carrs Road (entire length).
 21. Revokes the existing permanent speed limit of 50 kilometres per hour on Romanee Road (entire length).
 22. Revokes the existing permanent speed limit of 50 kilometres per hour on Woodcock Road (entire length).
 23. Revokes the existing permanent speed limit of 50 kilometres per hour on William Dawson Crescent (entire length).
 24. Revokes the existing permanent speed limit of 50 kilometres per hour on Tippet Crescent (entire length).
- (McCrorie Road and adjoining streets)
25. Revokes the existing permanent speed limit of 50 kilometres per hour on McCrorie Road (entire length).
 26. Revokes the existing permanent speed limit of 50 kilometres per hour on Brian Keogh Lane (entire length).
 27. Revokes the existing permanent speed limit of 50 kilometres per hour on George West Square (entire length).
- (Platinum Drive and adjoining streets)

28. Revokes the existing permanent speed limit of 50 kilometres per hour on Platinum Drive (entire length).
29. Revokes the existing permanent speed limit of 50 kilometres per hour on Dow Square (entire length).
30. Revokes the existing permanent speed limit of 50 kilometres per hour on Vahsel Bay Place (entire length).
31. Revokes the existing permanent speed limit of 50 kilometres per hour on Amelia Place (entire length).
32. Revokes the existing permanent speed limit of 50 kilometres per hour on Colt Place (entire length).
33. Revokes the existing permanent speed limit of 50 kilometres per hour on Edwin Ebbett Place (entire length).
34. Revokes the existing permanent speed limit of 50 kilometres per hour on Four Peaks Drive (entire length).
35. Revokes the existing permanent speed limit of 50 kilometres per hour on Deerwood Lane (entire length).
36. Revokes the existing permanent speed limit of 50 kilometres per hour on Bendrose Crescent (entire length).
37. Revokes the existing permanent speed limit of 50 kilometres per hour on Asheridge Place (entire length).

(Broken Run subdivision)

38. Revokes the existing permanent speed limit of 50 kilometres per hour on Broken Run (entire length).
39. Revokes the existing permanent speed limit of 50 kilometres per hour on Highpeak Place (entire length).
40. Revokes the existing permanent speed limit of 50 kilometres per hour on Longspur Avenue (entire length).
41. Revokes the existing permanent speed limit of 50 kilometres per hour on Cromdale Place (entire length).
42. Revokes the existing permanent speed limit of 50 kilometres per hour on Glen Arrife Place (entire length).

(Wigram Skies west)

43. Revokes the existing permanent speed limit of 50 kilometres per hour on Dix Street (entire length).
44. Revokes the existing permanent speed limit of 50 kilometres per hour on De Lange Street (entire length).
45. Revokes the existing permanent speed limit of 50 kilometres per hour on Tie Place (entire length).
46. Revokes the existing permanent speed limit of 50 kilometres per hour on Dufek Crescent (entire length).
47. Revokes the existing permanent speed limit of 50 kilometres per hour on Awatea Gardens (entire length).

48. Revokes the existing permanent speed limit of 50 kilometres per hour on Jasmine Place (entire length).
 49. Revokes the existing permanent speed limit of 50 kilometres per hour on Robinia Place (entire length).
 50. Revokes the existing permanent speed limit of 50 kilometres per hour on Protea Place (entire length).
 51. Revokes the existing permanent speed limit of 50 kilometres per hour on Clematis Place (entire length).
 52. Revokes the existing permanent speed limit of 50 kilometres per hour on Bennington Way (entire length).
 53. Revokes the existing permanent speed limit of 50 kilometres per hour on Napier Drive (entire length).
 54. Revokes the existing permanent speed limit of 50 kilometres per hour on Tapper Street (entire length).
 55. Revokes the existing permanent speed limit of 50 kilometres per hour on Edie Street (entire length).
 56. Revokes the existing permanent speed limit of 50 kilometres per hour on Buckhurst Avenue (entire length).
 57. Revokes the existing permanent speed limit of 50 kilometres per hour on Wardell Street (entire length).
 58. Revokes the existing permanent speed limit of 50 kilometres per hour on Parson Road (entire length).
 59. Revokes the existing permanent speed limit of 50 kilometres per hour on Dalwood Drive (entire length).
 60. Revokes the existing permanent speed limit of 50 kilometres per hour on Rawnsley Terrace (entire length).
 61. Revokes the existing permanent speed limit of 50 kilometres per hour on Douglas Street (entire length).
 62. Revokes the existing permanent speed limit of 50 kilometres per hour on Porter Street (entire length).
 63. Revokes the existing permanent speed limit of 50 kilometres per hour on Curtis Street (entire length).
 64. Revokes the existing permanent speed limit of 50 kilometres per hour on Webster Road (entire length).
 65. Revokes the existing permanent speed limit of 50 kilometres per hour on Keene Street (entire length).
- (Wigram Skies south west)
66. Revokes the existing permanent speed limit of 50 kilometres per hour on Rich Terrace (entire length).
 67. Revokes the existing permanent speed limit of 50 kilometres per hour on Sharman Place (entire length).

68. Revokes the existing permanent speed limit of 50 kilometres per hour on Coull Street (entire length).
69. Revokes the existing permanent speed limit of 50 kilometres per hour on McLaren Road (entire length).
70. Revokes the existing permanent speed limit of 50 kilometres per hour on Auster Avenue (entire length).
71. Revokes the existing permanent speed limit of 50 kilometres per hour on Kittyhawk Avenue (entire length).
72. Revokes the existing permanent speed limit of 50 kilometres per hour on Vale Terrace (entire length).
73. Revokes the existing permanent speed limit of 50 kilometres per hour on Deal Street (entire length).
74. Revokes the existing permanent speed limit of 50 kilometres per hour on Keith Street (entire length).
75. Revokes the existing permanent speed limit of 50 kilometres per hour on McKendry Road (entire length).
76. Revokes the existing permanent speed limit of 50 kilometres per hour on Winfield Drive (entire length).
77. Revokes the existing permanent speed limit of 50 kilometres per hour on Orr Street (entire length)
78. Revokes the existing permanent speed limit of 50 kilometres per hour on Olsen Way (entire length)
79. Revokes the existing permanent speed limit of 50 kilometres per hour on Valiant Street (entire length).

(Wigram Skies south east)

80. Revokes the existing permanent speed limit of 50 kilometres per hour on Nacelle Road (entire length).
81. Revokes the existing permanent speed limit of 50 kilometres per hour on Tosland Street (entire length)
82. Revokes the existing permanent speed limit of 50 kilometres per hour on Hubbard Street (entire length).
83. Revokes the existing permanent speed limit of 50 kilometres per hour on Mackinder Drive (entire length).
84. Revokes the existing permanent speed limit of 50 kilometres per hour on Wilkes Road (entire length).
85. Revokes the existing permanent speed limit of 50 kilometres per hour on Gartrell Road (entire length).
86. Revokes the existing permanent speed limit of 50 kilometres per hour on Limbrick Crescent (entire length).
87. Revokes the existing permanent speed limit of 50 kilometres per hour on Squadron Road (entire length)

88. Revokes the existing permanent speed limit of 50 kilometres per hour on Conrail Street (entire length)
 89. Revokes the existing permanent speed limit of 50 kilometres per hour on Bofors Close (entire length)
 90. Revokes the existing permanent speed limit of 50 kilometres per hour on Musgrove Close (entire length)
 91. Revokes the existing permanent speed limit of 50 kilometres per hour on Skyhawk Road (entire length).
- (Wigram Skies north)
92. Revokes the existing permanent speed limit of 50 kilometres per hour on Liberty Street (entire length).
 93. Revokes the existing permanent speed limit of 50 kilometres per hour on Doppler Place (entire length).
 94. Revokes the existing permanent speed limit of 50 kilometres per hour on Sioux Avenue (entire length).
 95. Revokes the existing permanent speed limit of 50 kilometres per hour on Mustang Avenue (entire length).
 96. Revokes the existing permanent speed limit of 50 kilometres per hour on The Runway (entire length).
 97. Revokes the existing permanent speed limit of 50 kilometres per hour on Corsair Drive (entire length).
 98. Revokes the existing permanent speed limit of 50 kilometres per hour on Handley Crescent (entire length).
 99. Revokes the existing permanent speed limit of 50 kilometres per hour on Harston Place (entire length).
 100. Revokes the existing permanent speed limit of 50 kilometres per hour on Hurricane Way (entire length).
 101. Revokes the existing permanent speed limit of 50 kilometres per hour on Lightning Close (entire length).
 102. Revokes the existing permanent speed limit of 50 kilometres per hour on Spitfire Place (entire length).
 103. Revokes the existing permanent speed limit of 50 kilometres per hour on Mosquito Place (entire length).
 104. Revokes the existing permanent speed limit of 50 kilometres per hour on Caudron Road (entire length).
 105. Revokes the existing permanent speed limit of 50 kilometres per hour on Joe Burns Place (entire length).
 106. Revokes the existing permanent speed limit of 50 kilometres per hour on Grebe Place (entire length).
 107. Revokes the existing permanent speed limit of 50 kilometres per hour on Iroquois Place (entire length).

108. Revokes the existing permanent speed limit of 50 kilometres per hour on Henry Wigram Drive (entire length).
109. Revokes the existing permanent speed limit of 50 kilometres per hour on Consul Place (entire length).
110. Revokes the existing permanent speed limit of 50 kilometres per hour on Electra Place (entire length).
111. Revokes the existing permanent speed limit of 50 kilometres per hour on Harvard Avenue (entire length).
112. Revokes the existing permanent speed limit of 50 kilometres per hour on Red Checkers Place (entire length).
113. Revokes the existing permanent speed limit of 50 kilometres per hour on Colin Laloli Place (entire length).
114. Revokes the existing permanent speed limit of 50 kilometres per hour on Gallagher Close (entire length).
115. Revokes the existing permanent speed limit of 50 kilometres per hour on Fyfe Road (entire length).
116. Revokes the existing permanent speed limit of 50 kilometres per hour on MacKay Street (entire length).
117. Revokes the existing permanent speed limit of 50 kilometres per hour on Pohe Street (entire length).
118. Revokes the existing permanent speed limit of 50 kilometres per hour on Echelon Drive (entire length).
119. Revokes the existing permanent speed limit of 50 kilometres per hour on Stark Drive (entire length).
120. Revokes the existing permanent speed limit of 50 kilometres per hour on Lodestar Avenue (entire length).

30 km/h zone

121. Approves that the permanent speed limit on The Runway between its intersection with Corsair Drive and its intersection with Skyhawk Road be set at 30 kilometres per hour.

40 km/h zone

(Magnolia Estates subdivision)

122. Approves that the permanent speed limit on Little Gem Road (entire length) be set at 40 kilometres per hour.
123. Approves that the permanent speed limit on Kairua Road (entire length) be set at 40 kilometres per hour.
124. Approves that the permanent speed limit on Pistacia Place (entire length) be set at 40 kilometres per hour.

(Awatea Park subdivision)

125. Approves that the permanent speed limit on Zinnia Way (entire length) be set at 40 kilometres per hour.

126. Approves that the permanent speed limit on Coprosma Road (entire length) be set at 40 kilometres per hour.
 127. Approves that the permanent speed limit on Hebe Road (entire length) be set at 40 kilometres per hour.
 128. Approves that the permanent speed limit on Dahlia Drive (entire length) be set at 40 kilometres per hour.
 129. Approves that the permanent speed limit on Petunia Drive (entire length) be set at 40 kilometres per hour.
 130. Approves that the permanent speed limit on Myrtle Road (entire length) be set at 40 kilometres per hour.
 131. Approves that the permanent speed limit on Brusio Drive (entire length) be set at 40 kilometres per hour.
 132. Approves that the permanent speed limit on Barbara Jones Road (entire length) be set at 40 kilometres per hour.
 133. Approves that the permanent speed limit on Azara Way (entire length) be set at 40 kilometres per hour.
 134. Approves that the permanent speed limit on Ensete Road (entire length) be set at 40 kilometres per hour.
 135. Approves that the permanent speed limit on Dianthus Place (entire length) be set at 40 kilometres per hour.
 136. Approves that the permanent speed limit on Lotus Place (entire length) be set at 40 kilometres per hour.
 137. Approves that the permanent speed limit on Carrs Road (entire length) be set at 40 kilometres per hour.
 138. Approves that the permanent speed limit on Romanee Road (entire length) be set at 40 kilometres per hour.
- (Awatea Green subdivision)
139. Approves that the permanent speed limit on Woodcock Road (entire length) be set at 40 kilometres per hour.
 140. Approves that the permanent speed limit on William Dawson Crescent (entire length) be set at 40 kilometres per hour.
 141. Approves that the permanent speed limit on Tippet Crescent (entire length) be set at 40 kilometres per hour.
- (McCrorie Road and adjoining streets)
142. Approves that the permanent speed limit on McCrorie Road (entire length) be set at 40 kilometres per hour.
 143. Approves that the permanent speed limit on Brian Keogh Lane (entire length) be set at 40 kilometres per hour.
 144. Approves that the permanent speed limit on George West Square (entire length) be set at 40 kilometres per hour.

(Platinum Drive and adjoining streets)

145. Approves that the permanent speed limit on Platinum Drive (entire length) be set at 40 kilometres per hour.
 146. Approves that the permanent speed limit on Dow Square (entire length) be set at 40 kilometres per hour.
 147. Approves that the permanent speed limit on Vahsel Bay Place (entire length) be set at 40 kilometres per hour.
 148. Approves that the permanent speed limit on Amelia Place (entire length) be set at 40 kilometres per hour.
 149. Approves that the permanent speed limit on Colt Place (entire length) be set at 40 kilometres per hour.
 150. Approves that the permanent speed limit on Edwin Ebbett Place (entire length) be set at 40 kilometres per hour.
 151. Approves that the permanent speed limit on Four Peaks Drive (entire length) be set at 40 kilometres per hour.
 152. Approves that the permanent speed limit on Deerwood Lane (entire length) be set at 40 kilometres per hour.
 153. Approves that the permanent speed limit on Bendrose Crescent (entire length) be set at 40 kilometres per hour.
 154. Approves that the permanent speed limit on Asheridge Place (entire length) be set at 40 kilometres per hour.
- (Broken Run subdivision)
155. Approves that the permanent speed limit on Broken Run (entire length) be set at 40 kilometres per hour.
 156. Approves that the permanent speed limit on Highpeak Place (entire length) be set at 40 kilometres per hour.
 157. Approves that the permanent speed limit on Longspur Avenue (entire length) be set at 40 kilometres per hour.
 158. Approves that the permanent speed limit on Cromdale Place (entire length) be set at 40 kilometres per hour.
 159. Approves that the permanent speed limit on Glen Arrife Place (entire length) be set at 40 kilometres per hour.
- (Wigram Skies west)
160. Approves that the permanent speed limit on Dix Street (entire length) be set at 40 kilometres per hour.
 161. Approves that the permanent speed limit on De Lange Street (entire length) be set at 40 kilometres per hour.
 162. Approves that the permanent speed limit on Tie Place (entire length) be set at 40 kilometres per hour.
 163. Approves that the permanent speed limit on Dufek Crescent (entire length) be set at 40 kilometres per hour.
 164. Approves that the permanent speed limit on Awatea Gardens (entire length) be set at 40 kilometres per hour.

165. Approves that the permanent speed limit on Robinia Place (entire length) be set at 40 kilometres per hour.
166. Approves that the permanent speed limit on Clematis Place (entire length) be set at 40 kilometres per hour.
167. Approves that the permanent speed limit on Jasmine Place (entire length) be set at 40 kilometres per hour.
168. Approves that the permanent speed limit on Protea Place (entire length) be set at 40 kilometres per hour.
169. Approves that the permanent speed limit on Bennington Way (entire length) be set at 40 kilometres per hour.
170. Approves that the permanent speed limit on Napier Drive (entire length) be set at 40 kilometres per hour.
171. Approves that the permanent speed limit on Tapper Street (entire length) be set at 40 kilometres per hour.
172. Approves that the permanent speed limit on Buckhurst Avenue (entire length) be set at 40 kilometres per hour.
173. Approves that the permanent speed limit on Edie Street (entire length) be set at 40 kilometres per hour.
174. Approves that the permanent speed limit on Wardell Street (entire length) be set at 40 kilometres per hour.
175. Approves that the permanent speed limit on Parson Road (entire length) be set at 40 kilometres per hour.
176. Approves that the permanent speed limit on Dalwood Drive (entire length) be set at 40 kilometres per hour.
177. Approves that the permanent speed limit on Rawnsley Terrace (entire length) be set at 40 kilometres per hour.
178. Approves that the permanent speed limit on Porter Street (entire length) be set at 40 kilometres per hour.
179. Approves that the permanent speed limit on Curtis Street (entire length) be set at 40 kilometres per hour.
180. Approves that the permanent speed limit on Douglas Street (entire length) be set at 40 kilometres per hour.
181. Approves that the permanent speed limit on Webster Road (entire length) be set at 40 kilometres per hour.
182. Approves that the permanent speed limit on Keene Street (entire length) be set at 40 kilometres per hour.

(Wigram Skies south west)

183. Approves that the permanent speed limit on Rich Terrace (entire length) be set at 40 kilometres per hour.
184. Approves that the permanent speed limit on Sharman Place (entire length) be set at 40 kilometres per hour.

185. Approves that the permanent speed limit on Coull Street (entire length) be set at 40 kilometres per hour.
 186. Approves that the permanent speed limit on Auster Avenue (entire length) be set at 40 kilometres per hour.
 187. Approves that the permanent speed limit on MacLaren Road (entire length) be set at 40 kilometres per hour.
 188. Approves that the permanent speed limit on Vale Terrace (entire length) be set at 40 kilometres per hour.
 189. Approves that the permanent speed limit on Kittyhawk Avenue (entire length) be set at 40 kilometres per hour.
 190. Approves that the permanent speed limit on Keith Street (entire length) be set at 40 kilometres per hour.
 191. Approves that the permanent speed limit on McKendry Road (entire length) be set at 40 kilometres per hour.
 192. Approves that the permanent speed limit on Winfield Drive (entire length) be set at 40 kilometres per hour.
 193. Approves that the permanent speed limit on Orr Street (entire length) be set at 40 kilometres per hour.
 194. Approves that the permanent speed limit on Vale Terrace (entire length) be set at 40 kilometres per hour.
 195. Approves that the permanent speed limit on Deal Street (entire length) be set at 40 kilometres per hour.
 196. Approves that the permanent speed limit on Olsen Way (entire length) be set at 40 kilometres per hour.
 197. Approves that the permanent speed limit on Valiant Street (entire length) be set at 40 kilometres per hour.
- (Wigram Skies south east)
198. Approves that the permanent speed limit on Nacelle Road (entire length) be set at 40 kilometres per hour.
 199. Approves that the permanent speed limit on Tosland Street (entire length) be set at 40 kilometres per hour.
 200. Approves that the permanent speed limit on Hubbard Street (entire length) be set at 40 kilometres per hour.
 201. Approves that the permanent speed limit on Mackinder Drive (entire length) be set at 40 kilometres per hour.
 202. Approves that the permanent speed limit on Wilkes Road (entire length) be set at 40 kilometres per hour.
 203. Approves that the permanent speed limit on Gartrell Road (entire length) be set at 40 kilometres per hour.
 204. Approves that the permanent speed limit on Limbrick Crescent (entire length) be set at 40 kilometres per hour.

205. Approves that the permanent speed limit on Squadron Road (entire length) be set at 40 kilometres per hour.
206. Approves that the permanent speed limit on Contrail Street (entire length) be set at 40 kilometres per hour.
207. Approves that the permanent speed limit on Bofors Close (entire length) be set at 40 kilometres per hour.
208. Approves that the permanent speed limit on Musgrove Close (entire length) be set at 40 kilometres per hour.
209. Approves that the permanent speed limit on Skyhawk Road (entire length) be set at 40 kilometres per hour.

(Wigram Skies north)

210. Approves that the permanent speed limit on Liberty Street (entire length) be set at 40 kilometres per hour.
211. Approves that the permanent speed limit on Doppler Place (entire length) be set at 40 kilometres per hour.
212. Approves that the permanent speed limit on Sioux Avenue (entire length) be set at 40 kilometres per hour.
213. Approves that the permanent speed limit on Lightning Close (entire length) be set at 40 kilometres per hour.
214. Approves that the permanent speed limit on Handley Crescent (entire length) be set at 40 kilometres per hour.
215. Approves that the permanent speed limit on Harston Place (entire length) be set at 40 kilometres per hour.
216. Approves that the permanent speed limit on Hurricane Way (entire length) be set at 40 kilometres per hour.
217. Approves that the permanent speed limit on Spitfire Place (entire length) be set at 40 kilometres per hour.
218. Approves that the permanent speed limit on Mosquito Place (entire length) be set at 40 kilometres per hour.
219. Approves that the permanent speed limit on Caudron Road (entire length) be set at 40 kilometres per hour.
220. Approves that the permanent speed limit on Joe Burns Place (entire length) be set at 40 kilometres per hour.
221. Approves that the permanent speed limit on Grebe Place (entire length) be set at 40 kilometres per hour.
222. Approves that the permanent speed limit on Iroquois Place (entire length) be set at 40 kilometres per hour.
223. Approves that the permanent speed limit on Henry Wigram Drive (entire length) be set at 40 kilometres per hour.
224. Approves that the permanent speed limit on Consul Place (entire length) be set at 40 kilometres per hour.

225. Approves that the permanent speed limit on Electra Place (entire length) be set at 40 kilometres per hour.
226. Approves that the permanent speed limit on Harvard Avenue (entire length) be set at 40 kilometres per hour.
227. Approves that the permanent speed limit on Red Checkers Place (entire length) be set at 40 kilometres per hour.
228. Approves that the permanent speed limit on Colin Laloli Place (entire length) be set at 40 kilometres per hour.
229. Approves that the permanent speed limit on Gallagher Close (entire length) be set at 40 kilometres per hour.
230. Approves that the permanent speed limit on Fyfe Road (entire length) be set at 40 kilometres per hour.
231. Approves that the permanent speed limit on MacKay Street (entire length) be set at 40 kilometres per hour.
232. Approves that the permanent speed limit on Pohe Street (entire length) be set at 40 kilometres per hour.
233. Approves that the permanent speed limit on Echelon Drive (entire length) be set at 40 kilometres per hour.
234. Approves that the permanent speed limit on Stark Drive (entire length) be set at 40 kilometres per hour.
235. Approves that the permanent speed limit on The Runway between its intersection with Dalwood Drive and its intersection with Corsair Drive be set at 40 kilometres per hour.
236. Approves that the permanent speed limit on The Runway between its intersection with Skyhawk Road and its intersection with Hayton Road be set at 40 kilometres per hour.
237. Approves that the permanent speed limit on Mustang Avenue between its intersection with Napier Drive and its intersection with Corsair Drive be set at 40 kilometres per hour.
238. Approves that the permanent speed limit on Corsair Drive (entire length) be set at 40 kilometres per hour.
239. Approves that the permanent speed limit on Lodestar Avenue between the intersection of Corsair Drive and the intersection of Hayton Road be set at 40 kilometres per hour.

50 km/h zone

240. Approves that the permanent speed limit on Wilmers Road between a point 510 metres south west of Awatea Road and the intersection of Awatea Road and Wilmers Road be set at 50 kilometres per hour.
241. Approves that the permanent speed limit on Awatea Road (entire length) be set at 50 kilometres per hour.
242. Approves that the permanent speed limit on Wigram Road (entire length) be set at 50 kilometres per hour.
243. Approves that the permanent speed limit on Owaka Road (entire length) be set at 50 kilometres per hour.

244. Approves that the permanent speed limit on The Runway between the intersection of Awatea Road and the intersection of Dalwood Drive be set at 50 kilometres per hour.
245. Approves that the permanent speed limit on Mustang Avenue between its intersection with Awatea Road and its intersection with Napier Drive be set at 50 kilometres per hour.
246. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-245 above.
247. Approves that these resolutions take effect when the traffic signs and 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 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 likelihood and severity of crashes.
 - 3.1.2 Aligns with the objectives of the Waka Kotahi Speed Management Guide 2016.
 - 3.1.3 Aligns with the overall vision of MOT/ Te Manatū Waka New Zealand Road Safety Strategy - Road to Zero 2020-2030.
- 3.2 Better aligns the posted speed limit with the operating speeds, the safe and appropriate speeds, and helps improve the credibility and consistency across the network.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo

- 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.
 - 4.2.2 No further costs are incurred for providing or modifying speed limit signs.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Does not align with the objectives of the Waka Kotahi Speed Management Guide 2016.
 - 4.3.2 Does not align with the overall vision of Road Safety Strategy- Road to Zero 2020-2030.
 - 4.3.3 Does not align the posted speed limits with the 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 Council has initiated the Wigram Speed Limit Review in accordance with Waka Kotahi's latest speed management guide, and in response to customer requests for service and concerns about speeds in the Wigram area.
- 5.2 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.

- 5.3 Building on the progress of previous speed limit reviews in the Christchurch 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.
- 5.4 The Wigram area is one of many areas identified in the Safer Journeys Risk Assessment Tool (Mega Maps) as providing high benefit opportunities for speed management interventions. The focus of this programme is to review the associated Speed Limits to be consistent with the 'safe operating speeds' that would generate substantial safety benefits, especially for the reduction of deaths and serious injuries.
- 5.5 Speed management is a key part of a broader package of works (as outlined in the NZ Road Safety Strategy - Road to Zero) which identifies a range of complementary treatments and approaches to support and improve road safety.
- 5.6 Crash rates are one factor which is considered in determining the safe and appropriate speed limit for a road, risk profile and context being other important factors. Council does not wish to wait until crashes occur before taking action when the risk has been identified.
- 5.7 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 users increase.
- 5.8 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.
- 5.9 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.
- 5.10 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 recouped by reducing the occurrence of one minor injury crash.
- 5.11 A scheme for the Wigram area was generated by staff and funding is available under the Traffic Operations Minor Safety programme during FY 2020/21.
- 5.12 The range of streets under consideration are primarily residential, where the speed limit is proposed to be reduced from 50 to 40 km/h. Other streets include Awatea Road and Wigram Road, which function as 'collector roads' and are proposed to change from 60 to 50 km/h limits. A short length of The Runway, which forms the central street of The Landing retail area is proposed to be reduced from 50 to 30 km/h.
- 5.13 It is known that new legislation is planned by the Ministry of Transport to introduce 30 km/h speed limits outside schools to improve pedestrian safety. At present a new Land Transport Rule is being drafted to enable this to become operative. A timeframe for this to be implemented is not yet known nor the precise scope or extent of the required signage. Nevertheless, Council will implement the appropriate measures once these matters are finalised. In the meantime a permanent 40 km/h limit on the streets adjacent to Wigram Primary school is proposed at this location.
- 5.14 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. It is considered appropriate to provide repeater speed signage at key locations on the collector roads within the designated areas

- 5.15 Approval is required by the Council. If approved, the recommendations will be implemented within the next financial year (generally around 6-8 weeks after the Contractor receives the request).

Statutory Consultation

- 5.16 In August 2020, staff emailed NZ Police, Waka Kotahi, Environment Canterbury, the Automobile Association and the Road Transport Association. Waka Kotahi and NZ Police replied in support. No response was received from the Automobile Association and the Road Transport Association.
- 5.17 Environment Canterbury responded and generally supported the proposal in the interests of safety for residents and bus passengers, especially on Awatea Road and Wigram Road. However, they requested that The Runway (between Awatea Road and Corsair Drive) and Corsair Drive remains at 50 km/h. This was stated to be to provide greater consistency minimise confusion for drivers using these collector roads, as well as reducing passenger delays.
- 5.18 Staff evaluated this request. In the case of The Runway, the original proposal was for the complete section (1 kilometre length) between Awatea Road and Corsair Drive to change from 50 to 40km/h. The first, south western section between Awatea Road and Dalwood Drive (400 metre length) is predominantly fronted by drainage reserves or the back of properties. Consequently, the proposal has been modified so that this initial western section remains 50 km/h where safety risks are likely to be lower.
- 5.19 For the remaining 600 metre section, the land uses consist of recreational parkland used for sport, residential driveways and Wigram Primary school. It also includes a series of bus stops; consequently a 40km/h limit is considered more appropriate along this section to improve safety and buses are anticipated to already decelerate for the bus stop locations situated here.
- 5.20 Corsair Drive has residential frontages and driveways along most of its 1.6 kilometre length. There is a distinct 200 metre section adjacent to the Village Green which lacks frontages but before and after this location the road has intensive on-street parking and is close to a succession of intersections such as Springs Road, Harvard Ave and Mustang Ave, which can be busy at peak times.
- 5.21 Corsair Drive also connects to The Landing area which includes the consistently busy access to the New World supermarket, a pre-school and the new cinema. Corsair Drive also intersects with the proposed 30km/h zone on The Runway at The Landing.
- 5.22 Consequently, whilst staff recognise the concerns raised that affect bus services, staff consider that the anticipated wider safety benefits in these areas outweigh the concerns and recommend that the 40km/h proposal still stands for the whole length of Corsair Drive.

Community Views and Preferences

- 5.23 Public consultation was open from 20 October 2020 to 18 November 2021. A total of 196 submissions were received. A consultation summary is provided in **Attachment B**.
- 5.24 The consultation process for the speed limit review was extensive; staff hand delivered to over 3,000 properties and businesses, spoke with businesses at The Landing located adjacent to The Runway and Skyhawk Road. Staff emailed 77 stakeholders, including businesses and local clubs in the Wigram area.
- 5.25 A key consultation tool was the City Council 'Have your say' web page, which generated 612 page views, with an average time of 7 minutes spent on the page.

- 5.26 The consultation was included on the Council's Facebook page, Wigram Skies Community Facebook page and a story was published on Newsline.
- 5.27 The majority of responses were in favour of the proposals. Some respondents requested reducing some of the 40 km/h limits even lower in residential areas, due to the narrow streets and road layout. Staff recognise that speeds may well be lower due to the design. However, in response, for consistency the residential streets are proposed to be 40km/h throughout, which is easier to comprehend by drivers and also ensures that there is no proliferation of signs, which would need to be provided on many more streets than already proposed.
- 5.28 Several respondents expressed concern about enforcement of the new limits. Since NZ Police support the proposal, we would expect that this matter would be sufficiently managed by them. Staff intend to monitor speeds in these areas, especially along the collector roads. Data and local feedback will be shared with NZ Police to ensure they can allocate enforcement resources efficiently.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The 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 Waka Kotahi'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: requires 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 will 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 \$25,000 for the new traffic signs and \$2,000 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$2,000/year.

- 7.3 Funding Source –Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

Other

- 7.4 None identified.

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.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 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 – 8.2.

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 ↓	Site Plan Wigram Speed limits	33
B ↓	Consultation Analysis Wigram Speed Limit	34

Confirmation of Statutory Compliance / Te Whakatūrutanga ā-Ture

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

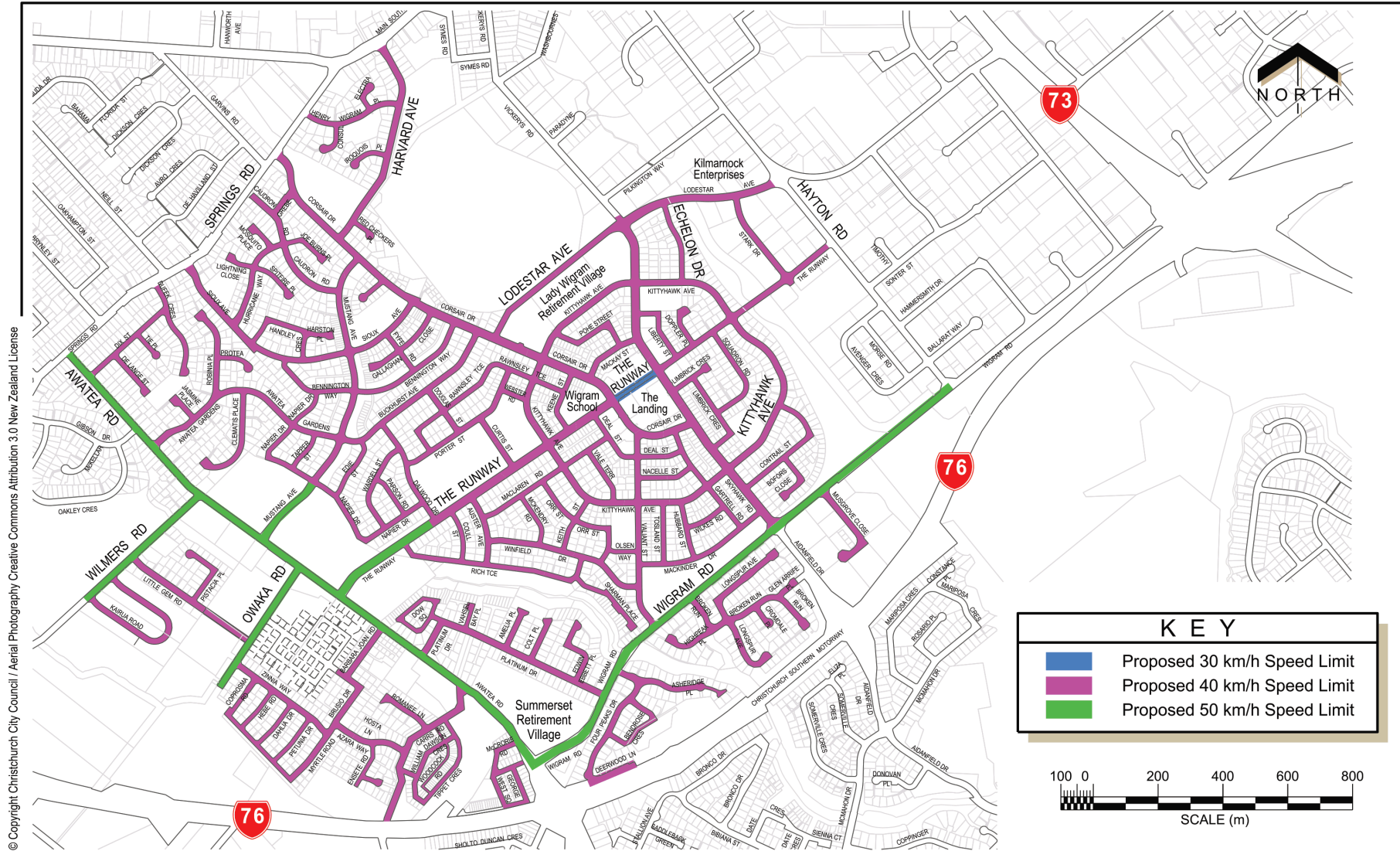
(a) This report contains:

- (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

Authors	Barry Hayes - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



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Wigram Area Speed Management Plan
Proposed Speed Limit Changes
For Approval

Attachment A
Designed by: BH Approved by: SW

Original Plan Size: A4
ISSUE.2 04/05/2021
TG135533 MJR

Analysis

We had the consultation open from 20 October to 18 November 2020. We hand delivered to over 3000 properties and businesses, and we went out to talk to the businesses at The Landing on The Runway and Skyhawk Road.

I emailed 77 stakeholders, these included businesses and clubs in Wigram.

Have your say page

- 612 page views
- Average time spent on the page: 7 minutes

Of the 196 submissions we received, we can presume that people went on to read the consultation information, thought it was ok, and didn't leave any comments.

We had the consultation on the Council's Facebook page, Wigram Skies Community page and we ran a story on Newsline.

Summary of Facebook posts

Post on Council main page October 20 – 27,505 people reached, 261 reactions, comments and shares and 544 link clicks.

Christchurch City Council
20 October · 🌐

Safer speeds will benefit residents in the growing and very popular Wigram 🚗
Let us know what you think 🗣️

NEWSLINE.CCC.GOV.T.NZ
Have your say on drive to reduce speeds in Wigram
Wigram may be on the road to reducing speeds, with proposed changes...

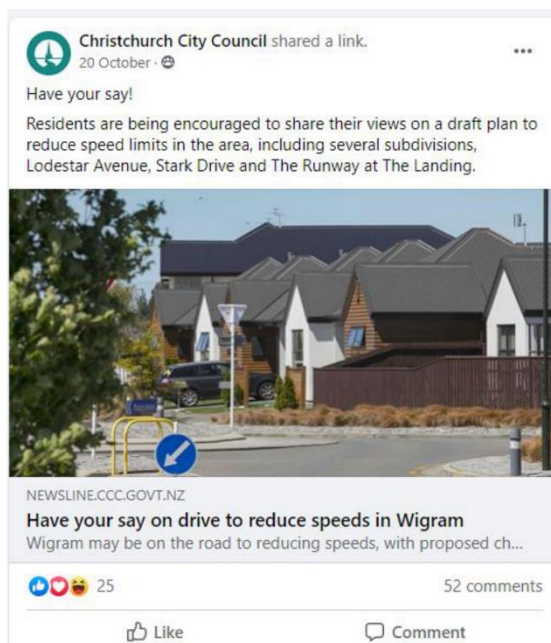
27,505 People reached | 2,240 Engagements | [Boost post](#)

👍👎🗣️ Uk Assignment, DeRic Soh and 86 others | 61 Comments | 8 shares

Like | Comment | Share

Performance for your post		
27,505 People Reached		
261 Reactions, comments & shares 🗣️		
50 Like	46 On post	4 On shares
1 Love	1 On post	0 On shares
22 Haha 😂	21 On post	1 On shares
3 Wow 😲	2 On post	1 On shares
5 Sad 😞	1 On post	4 On shares
22 Angry 😡	20 On post	2 On shares
153 Comments	114 On Post	39 On Shares
8 Shares	8 On Post	0 On Shares
1,979 Post Clicks		
0 Photo views	544 Link clicks	1,435 Other Clicks 🗣️

Wigram Skies Community Page post October 20 – 25 likes/reactions and 52 comments



Some of the comments were about:

- On street parking
- Enforcement
- A lot of comments about parking in the cycle lanes
- Making the Runway pedestrian only
- Bad design of roads in the subdivision
- Stop heavy vehicles using Lodestar Avenue

I also spoke to three people on the phone, they spoke about issues specific to their street and the wider area.

60km/h to 50km/h

Options included:

Owaka Road from Awatea Road to Zinnia Way

Wilmers Road from Awatea Road to Little Gem Road

Awatea Road from Wigram Road to Wilmers Road

Wigram Road from Awatea Road to Hayton Road

Owaka Road, Wilmers Road, Awatea Road, Wigram Road

- 58 submitters commented on these roads. 33 of them supported the change
- 19 people did not support the change

- One person supported Wigram Road only
- One supported Wilmers Road only

Comments

- Footpath to be completed on Wigram Road from Hayton Road to the middle of the reserve.
- Restrict heavy vehicles e.g. trucks
- More painted centrelines
- Please do Aidenfield next
- Make all of Owaka Road 50km/h
- Change Curletts Road to 70km/h from 100km/h
- Extend Wilmers Road speed reduction to Springs Road
- Enforcement

Owaka Road, Wilmers Road

- Make all of Owaka Road 40km/h
- Keep Wilmers Road at 60km/h

Owaka Road, Awatea Road

- A new pedestrian crossing on Awatea Road near Summerset
- [Awatea Road is a] wide road and long so changing to 50 isn't needed

Wilmers Road, Awatea Road

- Yes I am for this change as a resident of Little Gem Road. The large/heavy commercial vehicles would be better at the lower speeds *Submission #35246*

Wilmers Road, Awatea Road, Wigram Road

Four people commented on these roads.

- One person supported reducing all three roads
- Two people did not support reducing the speed these road
- One person did not support Wigram Road to be changed but supported Awatea Road and Wilmers Road

Wilmers Road, Wigram Road

- Leave both roads as they are
- Wigram Road up to Annex/Birmingham lights should be 60km/h

Awatea Road

Two people commented:

- Both supported the reduction
- One of them would like to see a pedestrian crossing on Awatea Road from Barbara John Road.

Awatea Road, Wigram Road

- Nine people supported both Awatea Road and Wigram Road

- 12 people did not support either Awatea Road and Wigram Road
- One submitter supported Awatea Road only
- One person did not support Wigram Road only
- Two submitters would like to see a pedestrian crossing point on Awatea Road/Wigram Road
- Traffic calming measures added e.g. trees
- Swap Hayton Road and Wigram Road speed limits

Wigram Road

- Support: 6
- Do not support: 7
- A new pedestrian crossing on Awatea Road near Summerset
- Can we do Aidenfield next
- Two people wanted the 60km/h extended to Annex Road

Stated no road preference

- Support: 6
- Do not support: 2
- Do not support Awatea Road: 1

50km/h to 40km/h

Options included:

Wigram Skies

Lodestar Avenue (including business area)

Stark Drive (including business area)

Broken Run subdivision

Awatea Park subdivision

Awatea Green subdivision

Magnolia Estate subdivision

People who selected all the areas

- 47 people selected on all the areas and made comments
- Five people selected all the areas, but did not comment
- 19 submitters selected that they supported the speed reduction in these areas
- 22 said they did not support it

Comments

- Waste of money
- Speed signs throughout the subdivision
- Threshold treatments
- Reducing the speed around the school
- Reduce the speed only on The Runway
- Enforcement

Broken Run

- Four people supported a lower speed
- One person did not support the lower speed

Comments

- Waste of money
- Too many different speeds
- Enforcement needs to happen
- Current speed issues including boy racers and tailgaters

Wigram Skies

- 20 people supported a lower speed
- Six people did not support the lower speed

Comments

- Waste of money
- Enforcement needs to happen
- Take away the berms for more parking
- More parking restriction lines
- Centre lines to be painted
- If speed changes, more speed signs in the subdivision
- Ban/restrict heavy vehicles on Lodestar Avenue
- Include Avenger Crescent

Wigram Skies, Broken Run subdivision, Awatea Park subdivision, Awatea Green subdivision, Magnolia Estate subdivision

- One person commented on these areas and supported it

Wigram Skies, Awatea Green subdivision

- I support these changes 100%. I cycle with my family and this will make it safer.
Submission# 35162

Wigram Skies, Lodestar Avenue

- Ten people commented on these two roads

- Four people agreed with the speed reduction
- Four people didn't support the changes
- The people who supported it wanted heavy vehicles banned on Lodestar and lower speeds at the school
- The people who didn't support the speed reduction thought it was a waste of money, wanted a slower speed at the school and to only have the speed reduced on Lodestar Avenue.

Wigram Skies, Lodestar Avenue, Stark Drive, Broken Run subdivision

- This is particularly stupid. No one will follow a reduced speed limit. It will lead to frustrated motorists making irrational decisions. Should stay at 50. *Submission# 35177*

Wigram Skies, Lodestar Avenue, Stark Drive, Broken Run subdivision, Awatea Park subdivision, Magnolia Estate subdivision

- One person selected these areas, they did not agree to the speed reduction and they said there were too many different speeds in the area.

Wigram Skies, Lodestar Avenue, Stark Drive, Awatea Green subdivision

- One person selected these streets, supported the speed reduction, they said I have almost been hit by cars speeding down Tippet Crescent. There are young kids here, we need speed bumps. Submissions #35178

Wigram Skies, Lodestar Avenue, Stark Drive, Awatea Park subdivision, Awatea Green subdivision

- One person selected these streets and did not support the changes

Wigram Skies, Stark Drive, Broken Run subdivision, Awatea Park subdivision, Awatea Green subdivision, Magnolia Estate subdivision

- One person selected these streets, they did not support the reduction and stated that the property developers should have spent more money on a proper street design.

Awatea Green subdivision

- Five people selected Awatea Green, four people made comments
- Four people supported the speed reduction
- Two people 30km/h through the sub division
- One person said the speed reduction alone wasn't sufficient and that speed humps might be more effective.

Awatea Park subdivision, Awatea Green subdivision

- One person selected and commented on these areas
- They supported the speed reduction

- I think this is a great change and it is important that the entire area has the same reduced speed to stop confusion or instances of drivers rapidly accelerating/braking when they change speed zones. *Submission #35165*

Lodestar Avenue

- 16 people commented on Lodestar Avenue
- 14 of them supported the speed reduction
- Two people did not support it
- Centre lines need to be painted
- More restricted parking lines
- Kilmarnock Enterprises are based on Lodestar Avenue, they have vulnerable people accessing their area

Lodestar Avenue, Stark Drive

- Seven people selected these two areas
- Five people made comments
- Five submitters indicated they supported the speed reduction
- One person wanted enforcement; permanently positioned Speed camera might do the trick? *Submission #35148*
- One person commented on traffic calming measures on these two roads. Some other sort of traffic calming to physically slow traffic near Kilmarnock is essential. *Submission #35148*

Magnolia Estate subdivision

- Three people commented on Magnolia estate subdivision
- Two people said they supported the changes
- Two people wanted From Little Gem Road wants to ban heavy vehicles on the road
- One person also suggested speed humps on Little Gem as a deterrent

Wigram Skies

- One person selected this area and they supported the speed reduction

Stark Drive

- One person selected this area and they supported the speed reduction
- They also seek further traffic management controls

Blank

- Nine people made comments but left the area blank
- Five people said they supported the changes
- Three people did not support the change
- One person wanted the whole area down to 30km/h

Comments

- Could also prevent parking on the berms in Awatea green
- Widening roads

- 50km/h to 40km/h will also bring down the background noise level in the area

The Runway

50km/h to 30km/h and parking restrictions

- 139 people commented on The Runway speed reduction and parking restrictions
- 43 people supported both the speed reduction and the parking restrictions
- 37 people supported the speed change
- 19 people did not support the speed change
- Six people supported the parking restrictions
- 19 did not support the parking restrictions
- 14 people would like to see an official pedestrian crossing on The Runway
- A loading zone was mentioned by five people
- Two people would like to see 20km/h on The Runway
- There were a number of comments on different times of the parking restriction, P10, P30, P90, P120, P180, with a few people just asking for shorter and longer time limits.
- Some of the submitters commented that trucks should be banned on The Runway
- More enforcement

Other comments

We had an extra box on the submission form for people to add additional comments. Some of the themes of these were;

- Enforcement if restrictions are in place
- Trucks need looking in to
- New Cinema to consider
- More signs e.g. watch for children
- Restrict parking in Cycle lanes
- Wigram Road and Aidanfield drive roundabout traffic lights
- Less heavy vehicles
- Road markings (centre lines)
- More speed signs
- Air force museum event signs like school signs
- 30km/h from AFM to Corsair Dr along Harvard
- Event signage for Olympia and Harvard lounge
- 30Km/Hr from Springs Road / Corsair drive to the landing to
- Rumble strips
- Berms to parking spaces
- Trim centre medium
- Curtis Rd 30kmh
- Enforcement
- Pedestrian crossing at Carrs & Awatea
- Wigram Rd from Hayton Rd to Annex Rd to 60kmh

9. 68 Springs Road, Hornby - Proposed time restricted parking

Reference / Te Tohutoro: 21/540225

Report of / Te Pou Matua: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager City Services,

Pouwhakarae: carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna / Halswell-Hornby-Riccarton Community Board to consider options for installing P30 and P120 time restrictions within the off-street car park located at 68 Springs Road in Hornby. This car park services a group of neighbourhood shops. This report has been written in response to requests from local business owners who all raised concern about the availability of parking spaces during business hours.
- 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 introduce 30 minute restrictions (P30) in 9 spaces and 120 minute (P120) restrictions in 3 spaces in accordance with **Attachment A**. A location plan is shown in **Attachment B**.
- 1.5 These measures have been requested to:
 - Increase opportunities for short stay parking for customers and couriers.
 - Increase turnover of parking spaces throughout the day.
 - Provide appropriate time restrictions that are relevant for the local businesses.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 8:00am and 6:00pm as shown in Attachment A of the agenda report (Plan TG139136 Issue 1, dated 14/01/2021 – 68 Springs Road, Hornby – Proposed P30 and P120 parking restriction) and further identified in **Attachment A** as 'Proposed P120 Parking Restriction;
2. Approves that, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, the parking of vehicles be restricted to a maximum period of 30 minutes between the hours of 8:00am and 6:00pm as shown in **Attachment A** of the agenda report (Plan TG139136 Issue 1, dated 14/01/2021 – 68 Springs Road, Hornby – Proposed P30 and P120 parking restriction) and further identified in **Attachment A** as 'Proposed P30 Parking Restriction;
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1 and 2 above.

4. Approves that these resolutions take effect when the traffic signs and 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 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through providing short stay parking to improve opportunities for customers to access local businesses and support economic activity.
- 3.2 It is recommended to install parking restrictions in accordance with **Attachment A**.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo – all spaces remain unrestricted.

- 4.1 The advantages of this option include:
 - 4.1.1 All 12 parking spaces remain available for general use.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address the concern about spaces being occupied by all day parking that is restricting customer access to the shops.
 - 4.2.2 Does not address the concern raised about elderly customers who are required to park on the adjacent streets and therefore walk longer distances to attend their appointments.

5. Detail / Te Whakamahuki

- 5.1 Two business owners at this location raised concerns relating to drivers parking their vehicles for long periods within the 12 space car park outside the 5 businesses at this location. Currently these spaces are all unrestricted. It was suspected that the drivers were not associated with this row of shops and walked elsewhere within the local area.
- 5.2 Staff were subsequently requested to investigate the possibility of introducing time restricted parking to increase parking turnover and deter all day parking.
- 5.3 The neighbourhood shopping centre accommodates a mix of business activity including a takeaway, a florist, a dairy, bakery and a hair salon. Most of the businesses generate demand for short stay parking.
- 5.4 Staff visited the site and spoke with the 5 business owners directly. All agreed with the problem of all-day parking and considered that introducing time restrictions would be beneficial.
- 5.5 Staff enquired about staff parking. The response was that this is already available at other locations and need not be considered within the area outside the shop frontages.
- 5.6 The hairdressers referred to an additional problem; some of their regular customers are elderly and the parking difficulties sometimes resulted in them being late for appointments and being particularly delayed due to their walking abilities from a parking space located further away.
- 5.7 Amongst the discussions with the local businesses, each verbally requested the following restrictions (listed in order of their physical location):
 - Florist – 30 minute parking.
 - Dairy – 10 minute parking.

- Bakery – 30 minute parking.
Hairdresser – 120 minute parking.
Takeaway Fish and chips – 30 minute parking.
- 5.8 Consequently, staff drafted a proposal that combined 30 minute and 120 minute parking, which was used for consultation purposes.
- 5.9 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 5.10 If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.11 Staff prepared a draft proposal for providing 9 P30 spaces and 3 P120 spaces.
- 5.12 The property owners and business owners for the 5 businesses were contacted by letter and invited to comment. In addition the owner and tenant at the adjacent takeaway shop at 64 Springs Road was also contacted, together with the Greater Hornby Residents Association.
- 5.13 Two responses were received. The Residents Association fully supported the proposal. One response requested 3 of the P30 spaces to be changed to P10 near the florist.
- 5.14 Staff evaluated the original verbal feedback and the written responses. A shorter restriction was considered to be included, though staff expected that it would be likely that some customers may wish to visit more than one of the shops at any one time or remain longer for a short while for social reasons.
- 5.15 Since there are no restrictions in place at present, it was also considered that the new restrictions would be substantially better than the existing situation and that the proposal would meet existing business needs overall. Consequently, staff are recommending the proposal in this report.
- 5.16 The Team Leader Parking Compliance supports the preferred option.

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](#).
- 6.4 Policy 1 relates to prioritising suburban road space according to Table 1 - Road priority matrix. Within the matrix for commercial areas, the seventh priority is to provide short stay parking.
- 6.5 Parking for residents and commuters (i.e. long stay) is classified as the eighth and ninth (lowest) priority in commercial areas.

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 The effects of this proposal upon accessibility are expected to be insignificant. However, for the elderly, the time restriction will make it easier for them to park closer for them to park closer to their destinations.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$500 for the new signs and refreshing line markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$500/year.
- 7.3 Funding Source –Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

Other

- 7.4 None identified.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 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 ↓	Site plan 68 Springs Road	48
B ↓	Location Plan 68 Springs Road	49

Confirmation of Statutory Compliance / Te Whakatūrutanga ā-Ture

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

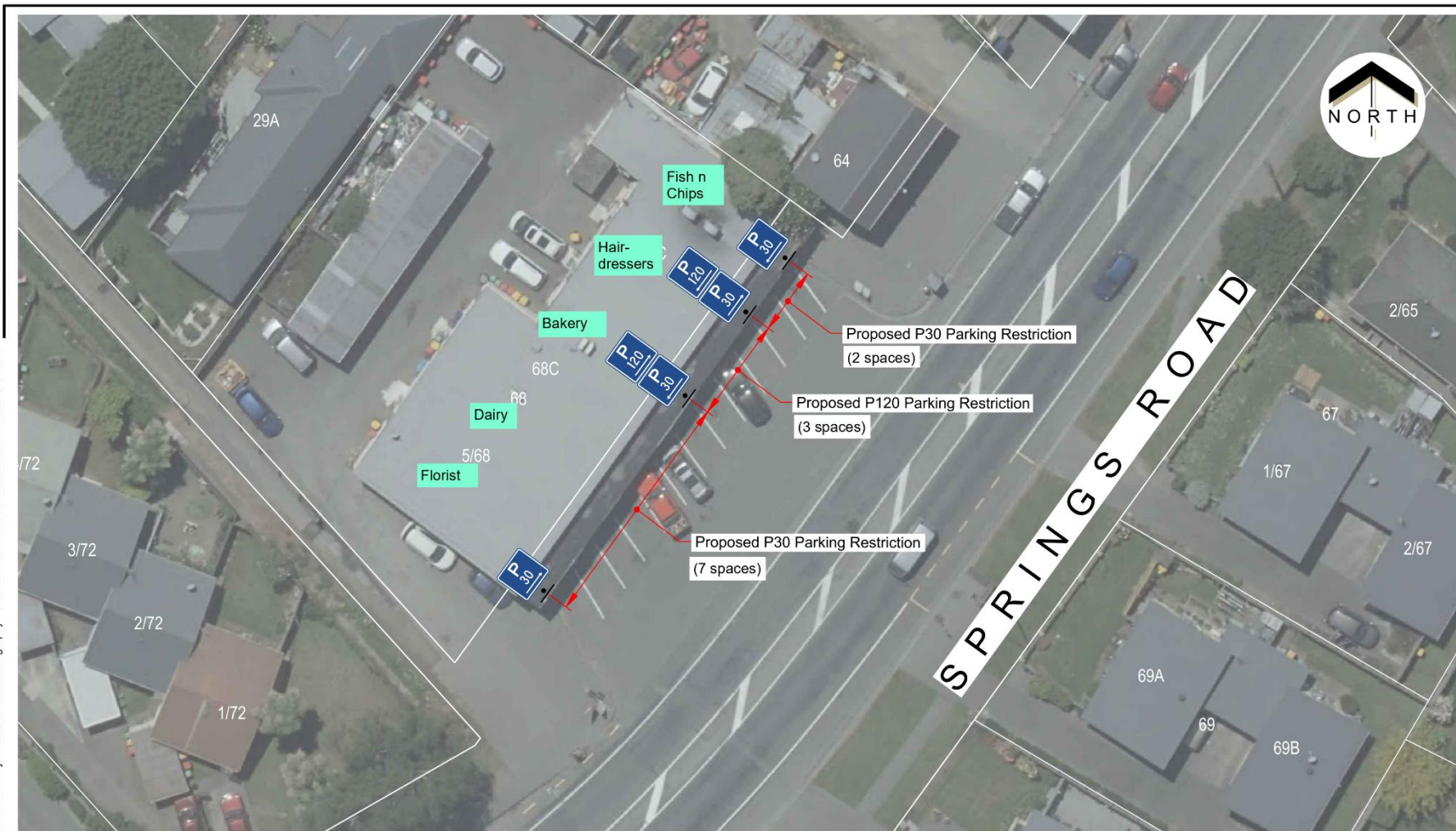
(a) This report contains:

- (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

Author	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



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68 Springs Road, Hornby
Proposed P30 & P120 parking restriction
For Community Board Approval

Attachment A
Designed by: BH Approved by: SW

Original Plan Size: A4
ISSUE.1 14/01/2021
TG139136 MJR



10. Sale of part - 66 Quaifes Rd

Reference / Te Tohutoro: 21/556312

Report of / Te Pou
Matua: Justin Sims, Property Consultant, justin.sims@ccc.govt.nz

General Manager /
Pouwhakarae: Miles McConway, General Manager Resources,
miles.mcconway@ccc.govt.nz

1. Secretarial Note

- 1.1 The Board previously considered the proposed sale of 66 Quaifes Rd at its meeting on 30th June 2020 and 18th August 2020. At the meeting of 18th August 2020 the Board requested a workshop to inform the Board on current and future needs of greenspace, community facility and sports and recreation provision in Halswell and decided to let the report lie on the table until after the workshop had taken place. The workshop was held on 6th October 2020.
- 1.2 A subsequent report was drafted to be considered at the Board meeting of 3rd November 2020 but was withdrawn following identification of the presence of a former matai ngahere stand of trees to enable consultation with the local iwi.
- 1.3 The report was subsequently presented at the Board meeting of 16th March 2021 that recommended to the Council as an alternative to the staff resolution that 1/3 of the land be retained and the remaining 2/3 be sold with weighting given to interested parties who were intending to include some affordable housing.
- 1.4 Following the Board's recommendation, staff have made contact with several social and affordable housing providers to gauge interest in the land and Kāinga Ora expressed an interest in acquiring the whole site.
- 1.5 A briefing was held with the Board on 4th May 2021 to detail the interest from Kāinga Ora wherein it was agreed that the recommendation to Council be withdrawn and another staff report be considered by the Board.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to recommend to the Council that it declare surplus part of 66 Quaifes Road and sell it at open market value to Kāinga Ora.
- 2.2 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 considering the number of parties affected by the decision. As the land is not needed for a Council use selling it would have no impact on delivery of Council services or the wider community.
- 2.3 Following the staff briefing to the Board on 4th May 2021, this report sets out the interest staff have received from Kāinga Ora and the recommendation to deal unilaterally with them in support of the Housing Policy and Community Housing Strategy.
- 2.4 Since the commencement of the process to declare this land surplus and dispose of it, the Council has delegated to staff the ability to dispose of land such as this, bought out of necessity to deliver on a Council project in the knowledge the additional land is not required. Staff do not however intend to utilise this delegation given the original disposal process has been commenced.

3. Officer Recommendations / Ngā Tūtohu

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

1. Declares surplus that part of 66 Quaifes Road shown shaded yellow on the plan at 6.2 in the agenda report, comprising approximately 3.67 Hectares (subject to survey).
2. Departs from the policy to 'publicly tender properties for sale unless there is a clear reason for doing otherwise' to authorise the sale of that part of 66 Quaifes Road shown shaded yellow on the plan at 6.2 in the agenda report, noting in accordance with section 80 of the Local Government Act 2002:
 - a. This decision is inconsistent with the policy to 'publicly tender properties for sale unless there is a clear reason for doing otherwise';
 - b. The reason for the inconsistency is that interest to acquire the property has been received from Kāinga Ora and dealing unilaterally with them would support the Housing Policy and Community Housing Strategy;
 - c. There is no intention to amend the policy to accommodate this decision as this decision involves unique 'one-off' circumstances that are unlikely to be repeated.
3. Delegates to the Manager Property Consultancy authority to negotiate with Kāinga Ora on the sale of the land at open market value as assessed by an independent registered valuer.
4. Delegates to the Manager Property Consultancy if it is not possible to conclude negotiations with Kāinga Ora, to publicly tender the property for sale in accordance with the Councils normal property disposal process.
5. Delegates to the Manager Property Consultancy to enter into such documentation and to take such steps considered expedient or necessary to effect a sale on behalf of Council.
6. Notes that the Manager Property Consultancy will ensure the agreement for sale and purchase provides the ability for the salvage of the buried Matai trees if this is at no cost to Council.

4. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 4.1 To seek approval to dispose of redundant land that forms part of the property originally acquired for the Coxs/Quaifes stormwater facility as Council was forced to buy more land than was required for the project as the previous owner did not want to only sell a part.

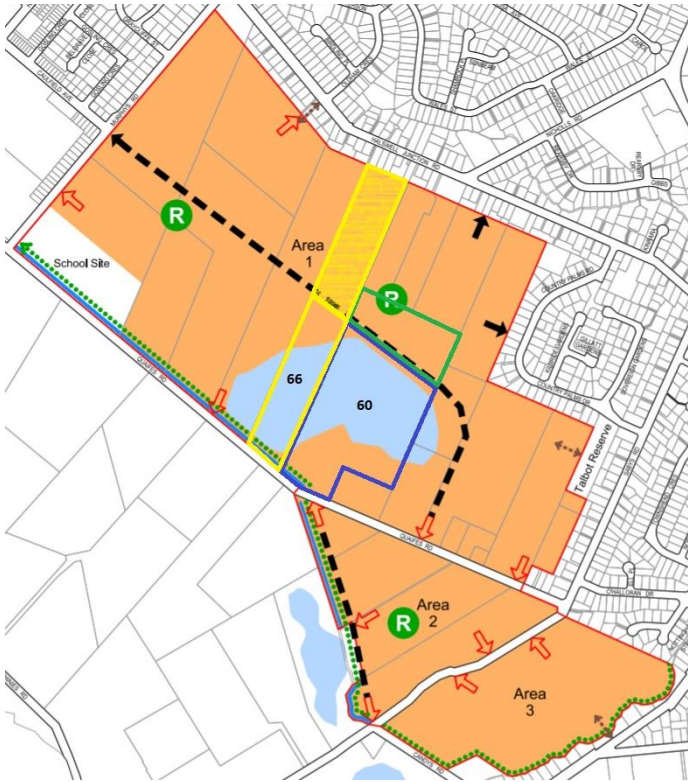
5. Alternative Options Considered / Ētahi atu Kōwhiringa

- 5.1 The property could be retained by Council but there is no identified use for it. This could also delay development of the surrounding land as the primary road indicated on the ODP runs through it and developers of adjoining land have already approached Council to acquire it.
- 5.2 Council could decide to develop itself particularly for social housing. This option is not considered viable given to funding restrictions.

6. Detail / Te Whakamahuki

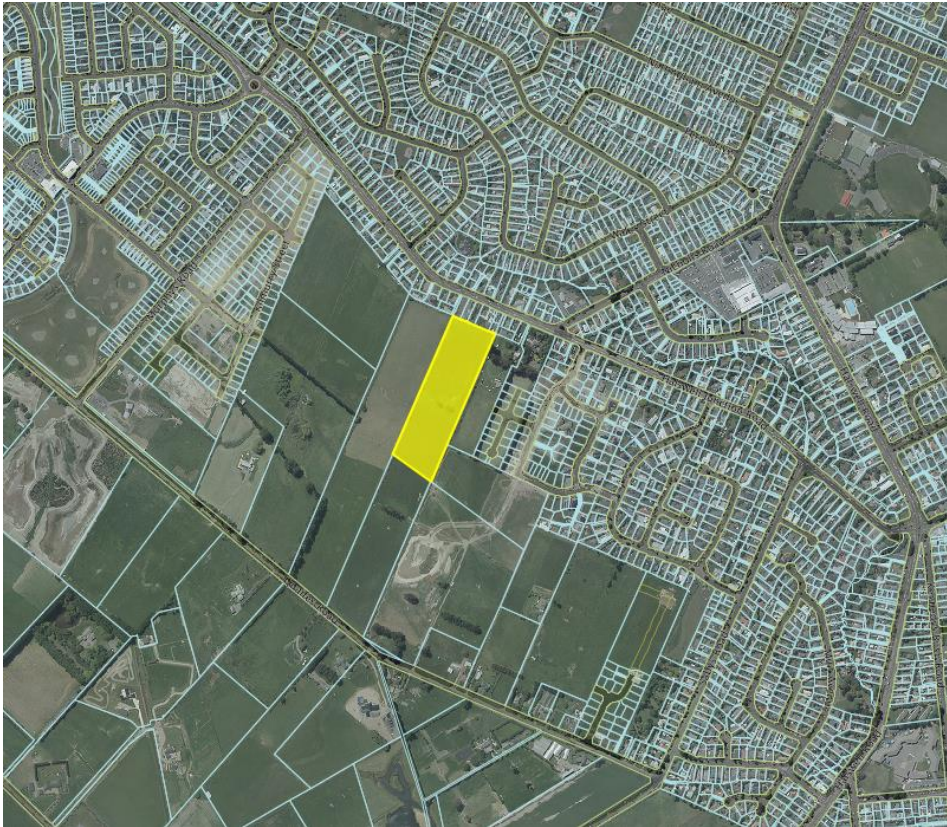
- 6.1 The South West area is seeing large residential growth and as a result, new stormwater facilities are required to service this urban expansion.
- 6.2 The City Plan includes the South West Halswell Outline Development Plan (ODP) that identifies infrastructure requirements in the area. This shows a large stormwater detention

basin on land fronting Quaifes Road (see plan below, shaded blue). This identified a number of properties that were affected with requirements for land purchase.



- 6.3 This project will provide for stormwater treatment capacity to service current and future subdivisions in the area and must be delivered in tandem with these developments in order for the Council to meet its obligations under Environment Canterbury Consent CRC120223.
- 6.4 The Council may also use the land to meet its obligations with developers in the future where combined stormwater facilities are constructed with them. Such arrangements are common and provide an economic cost share approach to the development of stormwater treatment facilities.
- 6.5 The land identified on the plan above delineated in green, blue and yellow was therefore acquired to enable the construction of stormwater treatment facilities in accordance with the South West Area Stormwater Management Plan (SMP) which have now been completed.
- 6.6 Both owners of 60 and 66 Quaifes Rd did not wish to sell Council only the part it required for the project so the whole property was purchased with the intention to dispose of the surplus.
- 6.7 Council approved the sale of the surplus land at 60 Quaifes Rd delineated in green on the plan above that settled earlier this year.

- 6.8 The redundant land the subject of this report at 66 Quaifes Rd comprising approximately 3.67 Ha is shaded yellow on the plan above and below.



7. Discussion

- 7.1 To help make decisions about the future of land, the Council adopted the following criteria in 2020:
- 7.1.1 Is the full property still required for the purpose for which it was originally acquired?
 - 7.1.2 Does the property have special cultural, heritage or environmental values that can only be protected through public ownership?
 - 7.1.3 Is there an immediate identified alternative public use / work / activity in a policy, plan or strategy?
 - 7.1.4 Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership?
 - 7.1.5 Are there any identified unmet needs, which Council might normally address, that the property could be used to solve? and, Is there a reasonable pathway to funding the unmet need?
- 7.2 Application of these criteria to 66 Quaifies Road indicates:
- 7.2.1 The land is the balance of a property acquired for stormwater purposes. As the land the subject of this report was acquired as a larger block to fulfil the requirements of a storm water project, it never had a specific budget, identified use or need and the intention was therefore always to sell it to recoup unbudgeted costs.
 - 7.2.2 There are no special values that can only be protected through public ownership. While there is buried matai, Ngai Tahu have confirmed they do not consider this land of

cultural significance. Staff are willing to accommodate the removal of the matai if this is at no cost to Council.

- 7.2.3 There are no immediate alternative uses identified in any policy or plan. While there is no requirement in any plan. The Community Board has indicated that it believes that part of the site should be retained for sport fields or unstructured open space uses (eg “kick a ball”). This is discussed in more depth below.
- 7.2.4 Staff are unaware of any strategic, non-service delivery needs that can only be met through public ownership.
- 7.2.5 The only identified unmet needs which the Council might normally address that the property can be used to solve relate to the provision of community housing. The Council does not have a reasonable pathway to undertake community housing development itself due to policy restrictions and the current balance of the housing development fund, however, it is able to use the disposal of the land to facilitate this purpose.

Open Space Needs

- 7.3 The provision of reserve land in this area is governed by the Outline Development Plan (ODP) in the Christchurch District Plan. This indicates where and the type of reserve land that is required by Council.
- 7.4 The location and exact size of any reserve required would be dictated by the future development of the land through the subdivision process. The reserve identified in the ODP is for a neighbourhood park and in accordance with the Councils Development Contribution Policy, the developer would need to provide a park of 3,000 m² to fulfil this provision. Retention of a third of the site (12,200 m²) exceeds these requirements, and is not prudent use of Council’s resources.
- 7.5 Additionally, while the general location of the open space is shown in the ODP, the specific location is not known at this time as the subdivision plans have not been completed.
- 7.6 Another factor to consider is that a potential purchaser would be required to make development contributions to provide essential infrastructure such as open space.
- 7.7 Previous advice to the Board has been that no additional open space including sports field is required in the area.
- 7.8 With regard to a community facility, the Community Support Unit have confirmed the draft Community Facilities Network Plan identified there is already a comprehensive commitment by Council and other providers and existing capacity within the current network. There are also no significant geographic gaps in the network if all providers are taken into account.
- 7.9 The Community Support Unit also confirmed that the Board had already recommended supporting the retention of the Old Halswell Library conditional on the identification of an alternative strategic or public use. This facility having previously been identified for sale following the construction of the new Te Hapua Halswell Centre.
- 7.10 There is consequently no reason for the Council to retain any part of the subject site for potential use as a community facility as there are a variety of facilities available for community use in the immediate vicinity.
- 7.11 It should also be noted that retaining part of the site for a future use would potentially hinder the ability to develop the balance of the land given the layout of any development is not known at this stage. This in turn would have a negative effect on the sale value as the layout may be adversely affected by the location of any retained site.

- 7.12 There is also currently no infrastructure to service a potential site as the land and that surrounding it, is undeveloped with no existing road frontage.

Kainga Ora Interest

- 7.13 If land is identified as operationally redundant and declared surplus, it would normally be sold by public tender on the open market.
- 7.14 At its meeting of 12 March 2021 the Halswell-Hornby- Riccarton Community Board recommended a preference for the land sold to be used for those looking to purchase their first home. Following the Board’s recommendation staff made contact with several social and affordable housing providers, including Kāinga Ora, to gauge their interest in the land.
- 7.15 Kāinga Ora expressed interest in the whole site and on face value, their interest seems compatible with Councils strategic direction and is broadly consistent with the Board’s direction.
- 7.16 Kāinga Ora was formed in 2019 through the merger of Housing New Zealand Corporation, HLC and Kiwibuild. The organisation is focused on providing public housing, providing home related financial assistance, initiating or undertaking urban development on its own or on behalf of others, and delivering aspects of the Government’s Build Programme. Kāinga Ora is also focused on delivering quality urban developments that accelerate the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers and market housing of different types, sizes and tenures.
- 7.17 While it is too early to talk about specific details, Kāinga Ora approach is to have a mix of public, market and affordable homes. They aim to build
“effective and collaborative partnerships so [they] can understand how best to serve a community’s needs for urban development and renewal, as well as housing. Putting the community at the centre of development is essential to creating a sense of ownership and pride of place for residents, both old and new.”
- 7.18 Kāinga Ora is liable for paying development contributions.
- 7.19 Dealing with Kāinga Ora would require the Council to identify a clear reason for not publically tendering the sale of the property.
- 7.20 The clear reason to do so in this instance is compliance with Council’s other policies including the Housing Policy and Community Housing Strategy.
- 7.21 The vision of the Housing Policy is that all people in Christchurch have access to housing that is secure, safe, affordable, warm and dry. It specifically requires the Council to “Keep identifying and taking opportunities from the redevelopment or reutilisation of public land to deliver a range of housing.”
- 7.22 Councils newly adopted Community Housing Strategy also supports the argument for dealing unilaterally with Kāinga Ora as the Strategy defines the Council as not only a provider of community housing stock but also as a supporter and enabler for it.
- 7.23 Discussions held with Kāinga Ora have been predicated on the basis that they will pay the open market value for the property as this is valuable residential development land.
- 7.24 Dealing unilaterally with Kāinga Ora, in accordance with section 80 of the Local Government Act 2002, requires a Council decision to deviate from the disposal of Council property policy by clearly identifying:
- a) the inconsistency; and
 - b) the reason for the inconsistency; and

- c) any intention of the Council to amend the policy to accommodate the decision.
- 7.25 The decision is therefore inconsistent with the policy to publicly tender properties for sale.
- 7.26 The reason for the inconsistency is that interest to acquire the property has been received from Kāinga Ora and dealing unilaterally with them would support the Housing Policy and Community Housing Strategy;
- 7.27 There is no intention to amend the policy to accommodate this decision as this decision involves unique 'one-off' circumstances that are unlikely to be repeated.

Potential Cultural Values

- 7.28 Following the discovery of buried matai tree stumps during construction of the adjacent storm water facility, the Halswell Residents Association (HRA) undertook a ground penetrating survey to establish if there were further tree stumps or logs.
- 7.29 This survey confirmed additional stumps and logs were buried and whilst Ngai Tahu have confirmed they do not consider this land of cultural significance, staff are willing to accommodate the removal of the matai if this is at no cost to Council.
- 7.30 The HRA would therefore need to obtain funding to remove the remnants or the agreement of the new owner to salvage them for the HRA.

Other matters

- 7.31 The decision affects the following wards/Community Board areas: Waipuna/Halswell-Hornby-Riccarton.
- 7.32 Staff have been approached by landowners in the area who are progressing residential developments and a sale now would facilitate a more integrated urban design outcome and also potentially accelerate residential subdivision.

8. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 8.1 A sale of the property supports the delivery of other Council Services by generating revenue.
- 8.2 A sale to Kāinga Ora supports the Community Housing Strategy.
- 8.3 This report does not support the [Council's Long Term Plan \(2018 - 2028\)](#) as the disposal of this land is not specifically listed in that document.

Policy Consistency / Te Whai Kaupapa here

- 8.4 The decision is consistent with the Housing Policy as it is in line with the Policy's vision.
- 8.5 The decision is inconsistent with the Disposal of Council Property Policy.
 - 8.5.1 Inconsistency – dealing unilaterally with one party whereas the policy requires land to be publicly tendered for sale on the open market.
 - 8.5.2 Reason for inconsistency – a sale to Kāinga Ora would support the Housing Policy and Community Housing Strategy.
- 8.6 Amendment necessary – none, this is a one off exception.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 8.1 Staff consulted with Ngai Tahu who confirmed, *“that Runanga reps have raised no issues with respect to the cultural significance of the site in relation to its intended sale”*.

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 8.3 N/A

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 8.4 N/A

9. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 9.1 Cost to Implement – the sale may involve real estate agent fees and internal legal costs.
9.2 Maintenance/Ongoing costs – a sale would reduce ongoing holding costs.
9.3 Funding Source – from existing budgets.

Other / He mea anō

- 9.4 N/A

10. Legal Implications / Ngā Hīraunga ā-Ture

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

- 10.1 Local Government Act 2002
10.2 Public Works Act 1981

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 10.1 The legal implication is that the recommendation to deal unilaterally with Kāinga Ora is against the disposal of Council property policy. A decision to deviate from the policy must therefore be made in accordance with s80 of the Local Government Act 2002.
10.2 This report has not been reviewed and approved by the Legal Services Unit

11. Risk Management Implications / Ngā Hīraunga Tūraru

- 11.1 There is currently strong demand in the market and delaying a decision could impact on the ability to sell and price achieved.

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Justin Sims - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Bruce Rendall - Head of Facilities, Property & Planning Miles McConway - General Manager Resources

11. Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Report - Hornby Good Companions Club, Hornby Community Patrols Inc, Hornby Community Care Trust, Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust, Riccarton Community Church Trust, Deans Avenue Precinct Society Inc, Canterbury Westland Kindergarten Assn (Kidsfirst) – McKenzie

Reference / Te Tohutoro: 21/569567

Emma Pavey, Community Development Advisor
emma.pavey@ccc.govt.nz

Report of / Te Pou
Matua:

Sam Holland, Community Recreation Advisor

Samantha.holland@ccc.govt.nz

Marie Byrne, Community Development Advisor
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General Manager /
Pouwhakarae:

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to consider applications for funding from its 2020-21 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
#62649	Hornby Good Companions Club	Bus Trips	\$1,400	\$1,000
#62555	Hornby Community Patrols Inc	Volunteer Recognition and Communications	\$2,030	\$1,800
#63130	Hornby Community Care Trust	Hornby Community Connections	\$5,810	\$4,000
#63132	Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust	Denton Park Karate Dojo Roof Repair	\$14,000	\$10,000
#62759	Riccarton Community Church Trust	Riccarton Community Street Party	\$4,000	\$2,000
#62854	Deans Avenue Precinct Society Inc.	Our Neighbourly Neighbourhood 2021/22	\$1,100	\$1,100

#63139	Canterbury Westland Kindergarten Assn (Kidsfirst) – McKenzie	Kidsfirst McKenzie Kindergarten Upgrade Project	\$8,685	\$6,000
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1.2 There is currently a balance of \$58,162 remaining in the fund at time of writing.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves a grant of \$1,000 from its 2020-21 Discretionary Response Fund to Hornby Good Companions Club towards the Bus Trips project.
2. Approves a grant of \$1,800 from its 2020-21 Discretionary Response Fund to Hornby Community Patrols Inc towards the Volunteer Recognition and Communications project.
3. Approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to Hornby Community Care Trust towards the Hornby Community Connections project.
4. Approves a grant of \$10,000 from its 2020-21 Discretionary Response Fund to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust towards the Denton Park Karate Dojo Roof Repair project.
5. Approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Riccarton Community Church Trust towards the Riccarton Community Street Party project.
6. Approves a grant of \$1,100 from its 2020-21 Discretionary Response Fund to Deans Avenue Precinct Society Inc. towards the Our Neighbourly Neighbourhood 2021/22 project.
7. Approves a grant of \$6,000 from its 2020-21 Discretionary Response Fund to Canterbury Westland Kindergarten Assn (Kidsfirst) – McKenzie towards the Kidsfirst McKenzie Kindergarten Upgrade Project.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 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.

Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community

3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.2.2 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

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

Discussion / Kōrerorero

- 3.6 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	Balance If Staff Recommendation adopted
\$245,871	\$187,709	\$58,162	\$32,262

- 3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.8 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 ↓	Waipuna/Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund - Hornby Good Companions Club Decision Matrix	65
B ↓	Waipuna/Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund - Hornby Community Patrols Inc	66
C ↓	Waipuna/Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund - Hornby Community Care Trust	67
D ↓	Waipuna/Halswell-Hornby-Riccarton - Discretionary Response Fund Application - Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust	68
E ↓	Waipuna/Halswell-Hornby-Riccarton - Discretionary Response Fund Application - Riccarton Community Church - Decision Matrix	69
F ↓	Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Matrix Deans Avenue Precinct Society	70
G ↓	Waipuna/Halswell-Hornby-Riccarton Discretionary Response Fund Application - Kidsfirst McKenzie Matrix	72

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Emma Pavey - Community Development Advisor Samantha Holland - Community Recreation Advisor Marie Byrne - Community Development Advisor
Approved By	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton

2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly 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.

00062649	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Hornby Good Companions Club	<p>Bus trips</p> <p>The Hornby Good Companions Club is seeking a contribution towards the cost of bus trips for older adults who attend the Club.</p>	<p>\$ 1,400</p> <p>\$ Requested</p> <p>\$ 1,200</p> <p>(86% requested)</p>	Hire Charges - \$1,400	<p>\$ 1,000</p> <p>That the Waipuna/Halswell-Hornby-Riccarton Community Board approves a grant of \$1,000 from its 2020-21 Discretionary Response Fund to the Hornby Good Companions Club towards the Bus Trips project.</p>	2

<p>Organisation Details</p> <p>Service Base: Hornby Workingmans Club Legal Status: Other Established: 4/04/1960 Target groups: Older adults Annual Volunteer hours: 200</p> <p>Number of project participants: 89</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy Older Adults Strategy <p>CCC Funding History</p> <p>2019/20 - \$750 (Bus Trip Allowance) DRF 2019/20 - \$700 (Bus Trip Allowance) SCF 2018/19 - \$600 (Bus Trip Allowance) HHR Operational</p>	<p>Other Sources of Funding (this project only)</p> <p>Koha and Tabletop sales</p> <p>Staff Assessment</p> <p>The Hornby Good Companions Club is an informal social club for older adults who meet at the Hornby Workingmen's Club. The Club has a membership base of 89 members, with ages ranging from 60 to 98 years. The group has an informal structure with a committee that meets regularly to plan activities. The purpose of the Club is for people to come along and meet people, and to reduce social isolation. The Club has reported the importance of the social connection for their members after the COVID lockdown.</p> <p>The members meet weekly to take part in a range of activities including cards, board games, housie and bowls and then plan a different activity each month. After all meetings, the members have afternoon tea together. Members contribute towards the cost of afternoon tea due to the increase in costs, and also look to raise money through tabletop sales to raise funds towards their Club and ensure costs are kept to a minimum.</p> <p>The Club is seeking assistance towards the transport expenses for the four to six bus trips organised throughout the year. The bus trips are an anticipated event with high uptake. It supports older adults, many of whom cannot drive and live alone, access to an outing, to various venues and recreational opportunities at an affordable cost. Previous trips in the past year have been to Geraldine and Ashburton.</p>
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly 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.

00062555	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Hornby Community Patrols Inc	<p>Volunteer Recognition and Communications</p> <p>Hornby Community Patrol is seeking a contribution towards volunteer recognition and communication expenses.</p>	<p>\$ 2,048</p> <p>\$ Requested</p> <p>\$ 2,030</p> <p>(99% requested)</p>	<p>Telephone and internet - \$930</p> <p>Volunteer Recognition - \$1,100</p>	<p>\$ 1,800</p> <p>That the Waipuna/Halswell-Hornby-Riccarton Community Board approves a grant of \$1,800 from its 2020-21 Discretionary Response Fund to Hornby Community Patrol towards the Volunteer Recognition and Communications project.</p>	2

<p>Organisation Details</p> <p>Service Base: Hornby Police Station Legal Status: Incorporated Society Established: 21/06/1996 Target groups: Safety Annual Volunteer hours: 2500</p> <p>Number of project participants: 50</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy <p>CCC Funding History</p> <p>2019/20 - \$1,800 (Volunteer Support & Communication) DRF 2019/20 - \$1,500 (Communications and Training) SCF 2018/19 - \$2,500 (25 year Celebration) DRF</p>	<p>Other Sources of Funding (this project only)</p> <p>Funds on Hand - \$5,857 (\$5,000 tagged)</p> <p>Staff Assessment</p> <p>The Hornby Community Patrols is a volunteer organisation that works alongside the Police, to deliver the Prevention First Strategy. The patrol is part of a national body that has a memorandum of understanding with the Police and they are affiliated to Community Patrols New Zealand. Group members patrol the community and act as eyes and ears for the Police, passing on information of activity that could be of Police interest. Hornby Community Patrol has a wide area of coverage spanning Hornby and Templeton through to Halswell. The Patrols collaborate at both a regional and national level. When on patrol they have radio contact with other patrols. Members are vetted by Police and abide by a Police approved code of conduct.</p> <p>The Hornby Community Patrol conducts approximately 2,500 patrol hours per annum with volunteers ranging in age and ethnicity. The Hornby Community Patrol acknowledges their volunteers by regularly by organising low cost gatherings and also provides First Aid training to all patrollers.</p> <p>The patrol participates in community events such as Hello Hornby, New Zealand A and P Show and neighbourhood gatherings. Members commit to doing at least one four hour patrol every month. The Hornby Community Patrol actively promotes safety as the vehicle is highly visible in the nationally approved livery. Patrollers also meet with businesses and residents to discuss / highlight issues that have been noticed while patrolling as well as encourage feedback from the community on issues that need attention.</p> <p>The Patrol is also seeking funding assistance towards the cost their communications which is essential for the safety of their volunteers, along with volunteer recognition.</p>
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly 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.

00063130	<p>Organisation Name</p> <p>Hornby Community Care Trust</p>	<p>Project Name and Description</p> <p>Hornby Community Connections</p> <p>Establishing and supporting New Services/Activities to promote community well-being and participation.</p>	<p>Total Cost</p> <p>\$ 5,810</p> <p>\$ Requested</p> <p>\$ 5,810</p> <p>(100% requested)</p>	<p>Contribution sought towards</p> <p>Community Connections - \$5,810</p>	<p>Staff Recommendation</p> <p>\$ 4,000</p> <p>That the Waipuna/Halswell-Hornby-Riccarton Community Board approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to Hornby Community Care Trust towards the Hornby Community Connections project.</p>	<p>Priority</p> <p>2</p>
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<p>Organisation Details</p> <p>Service Base: Hornby Community Centre Legal Status: Charitable Trust Established: 1/06/1979 Target groups: Community Development Annual Volunteer hours: 3,000</p> <p>Number of project participants: 5,000</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> Strengthening Communities Strategy <p>CCC Funding History</p> <p>2019/20 - \$2,660 (Hornby Network Meetings and Hello Hornby 2019) SCF 2018/19 - \$57,020 (Hornby Community Activator) Community Resilience Partnership Fund 2018/19 - \$2,550 (Hornby Network Meetings and Hello Hornby) SCF</p>	<p>Other Sources of Funding (this project only)</p> <p>Nil</p> <p>Staff Assessment</p> <p>Hornby Community Care Trust was established in 2008 to provide care, relief, and welfare to people living in the suburb of Hornby. The Trust is well established and is based at 8 Goulding Avenue where it owns half of the building, with the Christchurch City Council library on the other side. The Trust has a second-hand shop on site, which supports their operational costs, along with space that they rent to the community and Hornby Citizens Advice Service.</p> <p>After the Covid-19 lockdown, the Community Centre hosted a series of meetings where other community organisations, groups, agencies, and businesses were welcome to come along to discuss the wellbeing of the community after the lockdown and what services/activities were needed by the community going forward. The biggest concerns and lack of services/activities seemed to be around older adult isolation including digital exclusion, migrant services, men's services, and community health and wellbeing, especially around mental health. The Hornby Community Care is working to establish the centre as a central hub for services/activities for the community to access and participate in.</p> <p>The Hornby Community Connections project is looking to; provide a room free of charge (including office amenities) to agencies rather like a "hot desk" situation. The agencies need to offer a free service to the community to be eligible for this free facility space; to provide the large room free of charge to hold workshops and other sessions that are of benefit to the community especially around the areas described above. Other new initiatives include establishing a social and education course for migrants living in the Greater Hornby area, a Digital Inclusion programme to provide free sessions for older adults to learn about internet banking, mobile phones, and computer classes, and a health and wellbeing drop-in which will provide free advice and support for any health or wellbeing concerns. The Trust already provides a space for an older adults exercise group to meet weekly and share afternoon tea after the class.</p>
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly 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.

00063132	Organisation Name	Name and Description	Funding History	Request Budget	Staff Recommendation	Priority
	Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust	Denton Park Karate dojo Roof repair The Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust are seeking a funding contribution towards urgent repairs for the Dojo roof.	2020/21 - \$4,000 (Equipment) SCF 2019/20 - \$5,000 (Training Hall Toilet Repairs) DRF 2017/18 - \$4,500 (Equipment) SCF Other Sources of Funding \$3,000 Thankyou Charitable Trust - Pending May 21st \$3000-5,000. Rotary - Pending	Total Cost \$21,475 Requested Amount \$14,000 65% percentage requested Contribution Sought Towards: Roof Repairs - \$14,000	\$10,000 That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$10,000 from its 2020/21 Discretionary Response Fund to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust for repairs to the Dojo Roof.	2

Organisation Details:

Service Base:	Denton Park, Hornby
Legal Status:	Charitable Trust
Established:	3/06/2015
Staff – Paid:	0
Volunteers:	4
Annual Volunteer Hours:	350
Participants:	50
Target Groups:	Sports/Recreation
Networks:	Mas Oyama Karate New Zealand

Organisation Description/Objectives:

To provide a traditional martial arts culture which promotes self-discipline and good character towards personal growth and respect for others and seek self-perfection.

Alignment with Council Strategies and Policies

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

Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Enhance community and neighbourhood safety
- Provide community based programmes
- Reduce or overcome barriers

Outcomes that will be achieved through this project

Damage to the building will be reduced significantly to prevent water from pouring into the building and damaging this asset further.

The appearance of the building will look significantly better to the surrounds of the park.

Health and safety concerns regarding mould and dampness inside the building will be significantly reduced with this repair.

How Will Participants Be Better Off?

A new roof will ensure a safe environment for members when training in the Dojo. Currently the club use mops, buckets and towels to wipe up the water when it rains.

Staff Assessment

Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust (The Dojo Club) is situated on Denton Park in Hornby. The Dojo Club has recently purchased the building. One of the main reasons for the purchase of the building is for the Dojo Club to generate income through funding, to repair and upgrade the facility. The Dojo Club up until now have not been able to do any major repairs due to this.

The Dojo Club are seeking funding to cover expenses for urgent repairs to the Dojo roof. Coming into winter it is extremely vital that the club get these repairs done to ensure the safety of its members while training in the Dojo and protect life of the building for the long term. Long term the Dojo Club want to hire the facility out to the community members to generate additional income. Once the building is at a higher standard the Dojo Club will begin to do this.

The building is currently used for community members to participate in the art of Koykushin Karate. The Dojo Club provides opportunity for young people from the Hornby and surrounding areas to learn and train in the martial art of Kyokushin which teaches focus and self-discipline as well as many other physical and mental skills in karate.

The Dojo Club has around 30-40 members across a range of ages, with a large focus on young people. Many of the young people that train at the Dojo are from low income families. The Trust aim to ensure that they keep the training costs to a minimum and do not charge an equipment fee for the essential items they need in order to train safely. The club aims to work with young people to keep them engaged in sport to develop great life skills.

Sessions are delivered three nights a week with additional training offered for members preparing for regional training weekends and for national tournaments. The club runs training courses in the lead up to these events 2-3 hours extra per week (6 hours per week in total).e club runs training courses in the lead up to these events 2-3 hours extra per week (6 hours per week in total).

2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly 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.

00062759	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Riccarton Community Church Trust	<p>Riccarton Community Street Party</p> <p>The Riccarton Community Church are seeking funding assistance to deliver the annual Riccarton Community Street party.</p>	<p>\$ 9,140</p> <p>Requested</p> <p>\$ 4,000</p> <p>(44% requested)</p>	<p>Bouncy Castles - \$1,500</p> <p>Petting Zoo - \$500</p> <p>Road closure - \$1,500</p> <p>Promotions and consumables - \$300</p> <p>Magician and clowns - \$200</p>	<p>\$ 2,000</p> <p>That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$2,000 from its 2020/21 Discretionary Response Fund to Riccarton Community Church towards the delivery of the annual Riccarton Street Party.</p>	2

<p>Organisation Details</p> <p>Service Base: 44 Elizabeth Street, Riccarton</p> <p>Legal Status: Charitable Trust</p> <p>Established: 1/05/1948</p> <p>Target Groups: Community Development</p> <p>Annual Volunteer Hours: 24910</p> <p>Participants: 900</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> • Strengthening Communities Strategy • Physical Recreation and Sport Strategy • Events Policy <p>CCC Funding History</p> <p>2019/20 - \$2,000 (Street Party) DRF</p> <p>2019/20 - \$2,500 (Street Party) SCF</p> <p>2018/19 - \$2,400 (Street Party) SCF</p>	<p>Other Sources of Funding</p> <p>Church Contribution - \$2,000</p> <p>Food Stalls - \$1,500</p> <p>Staff Assessment</p> <p>The Riccarton Community Church (RCC) hosts an annual street party in November each year which aims to draw neighbours together in a relaxed, casual environment, to provide free and low-cost food, recreation and even clothing for people in the local neighbourhood. This then creates opportunities for building community cohesion and memorable experiences for families and individuals, and supports a sense of welcome and belonging in what tends to be a fragmented and isolating environment. By building links between people and providing information about community groups and services, the street party plays a valuable role in encouraging community support and local connections. The Church considers that all of this will be especially important after getting through the distancing and isolation of the covid-19 response.</p> <p>Using the church property and closing a section of Elizabeth Street enables the hosting of up to 1,000 people. Funding is sought towards road closure expenses as well as costs for providing some of the entertainment. Entertainment planned includes a bouncy castle, magician and a petting zoo.</p> <p>The provision of ethnic food, along with the traditional sausage sizzle and Devonshire Teas, reflects the multicultural characteristics of this local community. Since 2016, free fruit has also made available utilising the organisation's vegetable co-operative networks.</p> <p>Riccarton Community Church is a contemporary community church with a family focus. It aims to serve the community around it and help to build community connectivity. The church is actively involved in its community through running a vegetable co-operative, a playgroup, a women's craft and social group, mainly music and after school kids' clubs, and intermediate and high school aged youth groups. It also hosts a number of other groups including Chinese and Korean language playgroups. Community Development Network Trust (youth) is also affiliated with the church and is active in both the local and wider community. There is strong collaboration between the church and other organisations in the wider community.</p> <p>The event organisers plan to include contingencies for social distancing and contact tracing in their health and safety planning should this be required.</p>
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

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00062854	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Deans Avenue Precinct Society Inc.	<p>Our Neighbourly Neighbourhood 2021-22</p> <p>The Deans Avenue Precinct Society Inc (DAPS) is seeking funding assistance towards their project "Our Neighbourly Neighbourhood 2021-22". This project centres on building community connections and cohesiveness in their catchment area.</p>	<p>\$ 1,500</p> <p>Requested</p> <p>\$ 1,100</p> <p>(73% requested)</p>	<p>BBQs/Neighbourhood conversation - \$800</p> <p>Administration - \$150</p> <p>Walkway/mural maintenance - \$150</p>	<p>\$ 1,100</p> <p>That the Waipuna/Halswell-Hornby-Riccarton Community Board approve a grant of \$1,000 to the Deans Avenue Precinct Society Inc. from its 2020-21 Discretionary Response Fund towards delivering the "Our Neighbourly Neighbourhood 2021-22" project.</p>	1

<p>Organisation Details</p> <p>Service Base: Various venues Legal Status: Incorporated Society Established: 18/02/1988 Target Groups: Community Development Annual Volunteer Hours: 500 Participants: 2,000</p> <p>Alignment with Council Strategies</p> <ul style="list-style-type: none"> • Strengthening Communities Strategy • Social Wellbeing Policy • Youth Strategy • Events Strategy • Waipuna/Halswell-Hornby-Riccarton Community Board Plan - Riccarton priorities <p>CCC Funding History</p> <p>2020/21 - \$1,000 (Our Neighbourly Neighbourhood) SCF 2019/20 - \$500 (Community Connections Neighbourhood Barbecue) LRF 2019/20 - \$1,000 (Our Neighbourly Neighbourhood) SCF 2018/19 - \$1,000 (Community Response Meeting) LRF 2018/19 - \$1,000 (Our Neighbourly Neighbourhood) DRF</p>	<p>Other Sources of Funding</p> <p>Funds on hand - \$400</p> <p>Staff Assessment</p> <p>This is recommended as Priority One due to the focus of the project on building recovery social cohesion in an area critically affected by life-changing events.</p> <p>Deans Avenue Precinct Society Inc (DAPS) is a Neighbourhood Association based on the outskirts of Hagley Park. Issues that have previously concerned them have been those that affect the quality of life in their community, such as neighbourhood support, city planning, crime prevention, walkways, streets and parks. They provide a regular newsletter with information on committee activities, current issues, local developments and other items of local interest and organise events to bring the people of the area together. The newsletter is delivered in hard copy to 600 households and sent by email to more than 30 others, including absentee property owners and groups with shared interests.</p> <p>DAPS is seeking funds for their Neighbourly Neighbourhood project which centres on building community connections and cohesiveness in their catchment area. This community has been considerably impacted by the events of 15 March 2019 with the Al-Noor Mosque being located in the heart of the area. DAPS has already provided leadership in the local community supporting residents. They are working with agencies, the Muslim community and the mosque over ongoing initiatives that will support the recovery of this community. All of the initiatives planned will aid with rebuilding a sense of hope and optimism among residents in the area.</p> <p>There are three main parts to their community engagement approach.</p> <p>1) Assisting with expenses in maintaining the Brockworth Walkway. This includes paint, anti-graffiti cleaning materials and plants. The group have been proactive in seeking to beautify the local area. They have initiated the artwork along the Brockworth Walkway adjacent to the railway line and with funding from the Riccarton/Wigram Community Board installed two signs along the Brockworth Walkway. They work actively with Council's Parks Ranger for the area.</p> <p>2) Costs for community barbecues in Hagley Park. One would be during Neighbourhood Week in October/November and one in February/March to welcome students and other new residents. As DAPS has developed its relationship with</p>
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Request 00062854 Continued

	<p>the surrounding Muslim community they are embracing the needs of this community and offering culturally appropriate food options. This approach has been much appreciated by the Muslim community.</p> <p>3) Supporting indoor neighbourhood events. This includes a neighbourhood conversation and the monthly Mosque neighbourhood coffee meetings.</p> <p>DAPS are also seeking assistance with administration costs which is consistent with the annual administration grant that was historically granted to residents groups in the Community Board area.</p> <p>This Resident's Association can be seen as a role model in their positive and proactive approach to their local area. Rather than initially expecting to be provided with assistance and other services, they look at an issue with the view "what can we do to make a difference?" Their successful organisation of a barbecue to welcome students can be seen as an example of this, along with their beautification work. They willingly collaborate with other organisations and businesses in the wider Riccarton area.</p>
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

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00063139	Organisation Name	Name and Description	Funding History	Request Budget	Staff Recommendation	Priority
	Canterbury Westland Kindergarten Assn (Kidsfirst) - McKenzie (34)	Kidsfirst McKenzie Kindergarten Upgrade Project An application for funding assistance is being made by Canterbury Westland Kindergarten Assn (Kidsfirst) McKenzie towards upgrade projects for the Kidsfirst McKenzie Kindergarten located in Rattray Street, Riccarton.	Nil since 2012 Other Sources of Funding Rata Foundation (towards deck upgrade) Fundraising Riccarton Rotary (pending) Funds on hand (MOE grant)	Total Cost \$17,985 Requested Amount \$ 8,685 48% percentage requested Contribution Sought Towards: Equipment - \$8,685	\$ 6,000 That the Waipuna/Halswell-Hornby-Riccarton Community Board approves a grant of \$6,000 to Canterbury Westland Kindergarten Assn (Kidsfirst) McKenzie towards the Kidsfirst McKenzie Kindergarten Upgrade Project.	2

<p>Organisation Details:</p> <p>Service Base: 107 Rattray Street, Riccarton</p> <p>Legal Status: Incorporated Society</p> <p>Established: 1/01/1954</p> <p>Staff - Paid: 4</p> <p>Volunteers: 0</p> <p>Annual Volunteer Hours: 50</p> <p>Participants: 150</p> <p>Target Groups: Education</p> <p>Networks: Canterbury/Westland Free Kindergarten Association Kidsfirst Kindergartens</p> <p>Organisation Description/Objectives:</p> <p>The main objective is that "early childhood education needs will always come first".</p> <p>Our other objective/aim is for pre-school children to grow up as competent and confident learners and communicators, healthy in mind, body and spirit, secure in their sense of belonging and in the knowledge that they make a valued contribution to society.</p>	<p>Alignment with Council Strategies and Board Objectives</p> <ul style="list-style-type: none"> Strengthening Community Strategy <p>Alignment with Council Funding Outcomes</p> <ul style="list-style-type: none"> Support, develop and promote capacity Community participation and awareness Increase community engagement Enhance community and neighbourhood safety Provide community based programmes Reduce or overcome barriers <p>How Much Will The Project Do? (Measures)</p> <ul style="list-style-type: none"> Tamariki will have the ability to learn essential motor, and social skills Encouraging connections and engagements between different cultures. Whānau interacting with each other. Tamariki interacting with each other. Safe play environments <p>How Will Participants Be Better Off?</p> <ul style="list-style-type: none"> Tamariki will have a safe place with safe equipment to play and learn in. Workshops support whānau with essential skills that will enhance their parenting ability and their integration into the local community 	<p>Staff Assessment</p> <p>The Kidsfirst McKenzie Kindergarten (KMK), located in Rattray Street, Riccarton has been operating in the Riccarton area since 1954. It provides sessional education services to up to 60 families in the community. The Kindergarten is undertaking a project to upgrade some of its play and learning spaces. This includes outdoor decking and shading, outdoor play equipment, a p room divider and furniture for the whānau corner. They are seeking funding towards the shading, the replacement of a wooden jumping box, room divider and furniture.</p> <p>This is located in a lower socio area where many of the families are on limited incomes. There are a lot of new immigrants who are not able to find work in their usual occupations, and their English is limited. The teachers have also found that many of the families from other cultures don't understand the concept of fund raising which can be a real barrier to accessing funds in this way.</p> <p>Under the Ministry of Education system bulk funding, teachers' salaries amounting to 87 percent of the total bulk funding payment are met. The remaining 13 percent goes towards meeting the costs such as professional development, insurances travel, Association administration costs, property maintenance and more. KMK works hard to raise funds each year to help meet the operational costs of running the kindergarten but often finds this very difficult due to lack of resources in the community. Staff consider that given the demographics of their catchment community, funding assistance from the Community Board through the Discretionary Response Fund would be appropriate in contributing resources that they would otherwise struggle to provide.</p> <p>KMK are seeking a large cantilevered type umbrella for the rear decking area to protect children from the sun. They have found that shade sails only provide a limited amount of sun protection and an umbrella would provide a more portable option that can be moved to follow the sun.</p> <p>The current wooden jumping box that the kindergarten currently has is fast approaching the point to where it will not meet current playground safety standards. It is a very popular piece of equipment that allows children to experience more adventurous play in a safe way.</p> <p>Now that kindergartens are open for younger children (from two years of age), there is a need to provide separate spaces at times for the younger children. The kindergarten seeks to provide this through purpose built room divider that can provide that space when required. It will also be able to provide a separate space from the main play area when whānau come together for information sessions and gatherings.</p> <p>The kindergarten would also like to develop their whānau corner by purchasing purpose built furniture to promote socio-dramatic play, particularly for the younger children.</p> <p>In addition to providing education for the children, KMK provides information sessions and workshops to the whānau. Not only do these provide parenting information but also assist with developing knowledge on the local and wider community. The outcome of this is better integration into the local community to which they belong. KMK is also active with the local community and participates with local initiatives and projects. They have been informed by their national body that they have the most ethnically diverse enrolment of any kindergarten in New Zealand. Many of the children do not understand English when they arrive which is also reflected in their parents. Often they become teachers of English to their parents.</p> <p>KMK has been fortunate to secure funding from Rata Foundation towards the upgrade of the deck area and will be applying to Riccarton Rotary as well.</p>
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12. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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

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.	WAIPUNA HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD - COMMUNITY SERVICE AND YOUTH SERVICE AWARDS 2021 - NOMINATIONS	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PERSONAL DETAILS OF NOMINEES AND NOMINATORS ARE INCLUDED IN THE REPORT.	NAMES OF SUCCESSFUL NOMINEES WILL BE RELEASED FOLLOWING THE COMMUNITY SERVICE AWARDS FUNCTION 2021