

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 29 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

23 June 2021

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

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Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

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

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

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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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, 15 June 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.

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

6. Presentation of Petitions Ngā Pākikitanga

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

Waipuna Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 15 June 2021
Time: 5pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Catherine Chu
	Andrei Moore
	Debbie Mora
	Mark Peters

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/2021/00054

That the apologies received from Jimmy Chen, Anne Galloway and Gamal Fouda be accepted.

Mark Peters/Mike 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/2021/00055

That the open and public excluded minutes of the Waipuna Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 1 June 2021 be confirmed.

Helen Broughton/Mark Peters

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Wycola Plunket building and Wycola Park

James Harris, representative from Community Development Trust, addressed the Board regarding the former Wycola Plunket building and Wycola Park and thanked the Board for its support of the Hornby Youth Hangout Building Development project at the former Plunket building.

Mr Harris presented a video of youth speaking to the Council on the Trust's submission on the Draft Long Term Plan 2021-2031. The video highlighted the community's desire to improve the skate park and playground equipment at Wycola Park and the speakers requested the funding in the Draft Long Term Plan for the upgrade of Wycola Skate Park be brought forward.

After questions from members, the Chairperson thanked James Harris for his presentation.

4.2 Wigram roading safety improvements

Robin Odams and Eric Etwell, spoke on behalf of Summerset at Wigram Retirement Village management and residents. They addressed the Board regarding road safety concerns in the vicinity of the Village. Mr Odams and Mr Etwell expressed safety concerns due to road spacing, vehicle speeds, median and a pedestrian refuge on Awatea Road that create issues for vehicles turning into the Village.

Mr Odams and Mr Etwell explained that the layout of Awatea Road does not conform with the design plan approved by the Board. In particular the centre median does not extend the full distance shown on the plan. They would like the Board to support the reinstatement of the painted median fronting the Summerset at Wigram Retirement Village to Wigram Road to improve protection for vehicles turning right into the Village and a short section of road widening to alleviate an issue of tailgating of vehicles turning left to the village. Board members were invited to visit the site to see the matters of concern.

Mr Odams and Mr Etwell spoke also in support of the speed reduction to 50 kilometres per hour on Awatea Road.

After questions from members, the Chairperson thanked Robin Odams and Eric Etwell for their presentation.

The Board agreed to request staff advice regarding possible roading safety improvements in the vicinity of Summerset at Wigram Retirement Village.

Attachments

- A Robin Odams and Eric Etwell Public Forum Handout
- B Robin Odams and Eric Etwell Public Forum Presentation

4.3 Native Reserve

Rae Treloar, local resident addressed the Board regarding a proposal for a native planting area that he plans to present to the Halswell/Wigram Lions, for consideration as a project to celebrate and recognise the club's upcoming 50th Anniversary.

Mr Treloar considers that such a project could provide a restful area for people to visit as well as contribute to a corridor of native plantings to encourage native birds back to Christchurch.

After questions from members, the Chairperson thanked Rae Treloar for his presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Creyke Road, Ilam - Proposed P120 Restrictions

Community Board Resolved HHRB/2021/00056 (Original Officer Recommendation accepted without change)

Part C

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves that a parking place on the south side of Creyke Road commencing at a point 109 metres south east of its intersection with Montana Avenue and extending in a south easterly direction for a distance of 13 metres be restricted to a maximum period of 120 minutes between the hours of 8am and 6pm Monday to Sunday except during public holidays.
2. Approves that a parking place on the south side of Creyke Road commencing at a point 136 metres south east of its intersection with Montana Avenue and extending in a south easterly direction for a distance of 39 metres be restricted to a maximum period of 120 minutes between the hours of 8am and 6pm Monday to Sunday except during public holidays.
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 road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Mike Mora/Mark Peters

Carried

8. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - June 2021

Community Board Resolved HHRB/2021/00057 (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 June 2021.

Catherine Chu/Mark Peters

Carried

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

Part B

- There is concern about bunding on a proposed quarry area on Roberts and Pound Roads.
- There is local concern about slumping of the road on Muir Avenue.
- A quiz night was successfully held as a local fundraiser for the Halswell Rugby League and Netball Clubs.
- The Halswell Community Project Annual General Meeting was held on 14 June 2021 with local Board members among the speakers at the meeting.
- The "Sock and Jocks" campaign is running this week. Halswell Community Hub and Craythornes Hotel will be collecting donated items.
- There was discussion on the proposed Representation Review Final Proposal to be considered by the Council.
- A community meeting has been held to discuss the proposal for a cemetery and sports park at Templeton. Concerns were raised regarding noise levels and the appropriateness of a cemetery in the vicinity of a quarry.
- Concern was expressed regarding Jones Road being used as a heavy traffic route.
- There is concern about the effectiveness of the pedestrian refuge on O'Halloran Drive.
- Board members visited local residents regarding ongoing issues with excessive noise from a Riccarton property. They are planning to work with local police in an effort to resolve the issue.

9.1 Bottle O Halswell Limited Alcohol Licence Application Hearing

The Board discussed the upcoming hearing of objections to the application for an alcohol licence renewal and extension of hours for the Bottle O Halswell on Ensign Street and noted that it had spoken in support of objectors to the original application for licence for this premise.

The Board agreed to seek leave of the District Licensing Committee to appear at the hearing for an application by BOTTLE O HALSWELL LIMITED for renewal and variation of off-licence in respect of premises situated at 5/29 Ensign Street, Christchurch, known as 'Bottle O Halswell'. In the event that leave is granted Mike Mora or Debbie Mora will appear and speak on behalf of the Board.

Meeting concluded at 6.03pm.

CONFIRMED THIS 29TH DAY OF JUNE 2021

MIKE MORA
CHAIRPERSON

Unconfirmed

Item 3 - Minutes of Previous Meeting 15/06/2021

7. Proposed Road Names - 301R Wigram Road

Reference / Te Tohutoro: 21/757138

Report of / Te Pou Paul Lowe, Principal Advisor Resource Consents,
Matua: Paul.Lowe@ccc.govt.nz

General Manager / Jane Davis, General Manager Infrastructure Planning & Regulatory
Pouwhakarae: Services, jane.davis@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to approve the proposed road names at 301R Wigram, Oaklands.
- 1.2 The report is staff generated resulting from a naming request received from the subdivision developer.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the following new road names for 301R Wigram Road (RMA/2020/85).
 - a. Road 1 - Nandura Place
 - b. Lane 1 - Punjab Lane

3. Detail / Te Whakamahuki

Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by Baseline Group Ltd, on behalf of the developer, for the subdivision of 301R Wigram Road (RMA/2020/85). A preferred name and alternative names, have been put forward by the developer for each road.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

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

Proposed Names

- 3.11 The proposed roads are shown in **Attachment A**.
- 3.12 The proposed options are themed for Indian names to reflect one of the ethnic groups in the area. 2018 census data shows that statistically the cultural diversity of Awatea South is well represented by ethnic groups from the Asian region, at 41.8% of the local population. The number of ethnic groups has increased markedly since 2006. This increase in diversity represents an opportunity to establish cultural identifiers through the use of street names familiar to the community.
- 3.13 Road 1 - Preferred name: Nandura Place
- 3.14 Nandura Road is a main road in the India city of Malkapur, which is municipality in the Buldhana district of Maharashtra. Malkapur is one of the largest cotton producers in the area. Malkapur has a vast paper industry and the primary paper suppliers to Mumbai are in Malkapur. It is also one of the major producers of red chillies. Nandura is also the name of a nearby town in the Buldhana district. Nandura is famous for 'Khawa' (condensed milk) and is a major supplier of milk products to the nearby area.
- 3.15 Lane 1 - Preferred name: Punjab Lane
- 3.16 Punjab is a state in northwestern India. Forming part of the larger Punjab region of the Indian subcontinent. The word Punjab is a compound of the Persian words panj (five) and āb (waters). This roughly translates to 'the land of five rivers', referring to the rivers Jhelum, Chenab, Ravi, Sutlej, and Beas. All are tributaries of the Indus River.

Alternative Names

- 3.17 Ladowali Place/Lane - Ladowali Road is a main road in the Indian city of Jalandhar in the north Indian state of Punjab. It is home to Devi Talab Mandir, a centuries-old Hindu temple dedicated to the goddess Durga. Jalandhar exports goods like furniture, glass to neighbouring cities and is a global hub for the manufacture of sporting equipment.
- 3.18 Singh Place/Lane - Singh is a title, middle name, or surname that means "lion" in various South Asian languages and is traditionally used by the Hindu Kshatriya and Sikh communities. It has also been adopted by several Indian castes and communities. As a surname or a middle name, it is now found throughout the world across communities and religious groups, becoming more of a title than a surname.

Note: If any alternative name is chosen the appropriate road type will be used.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↗	RMA/2020/85 - Road Naming - Proposed Plan	14

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

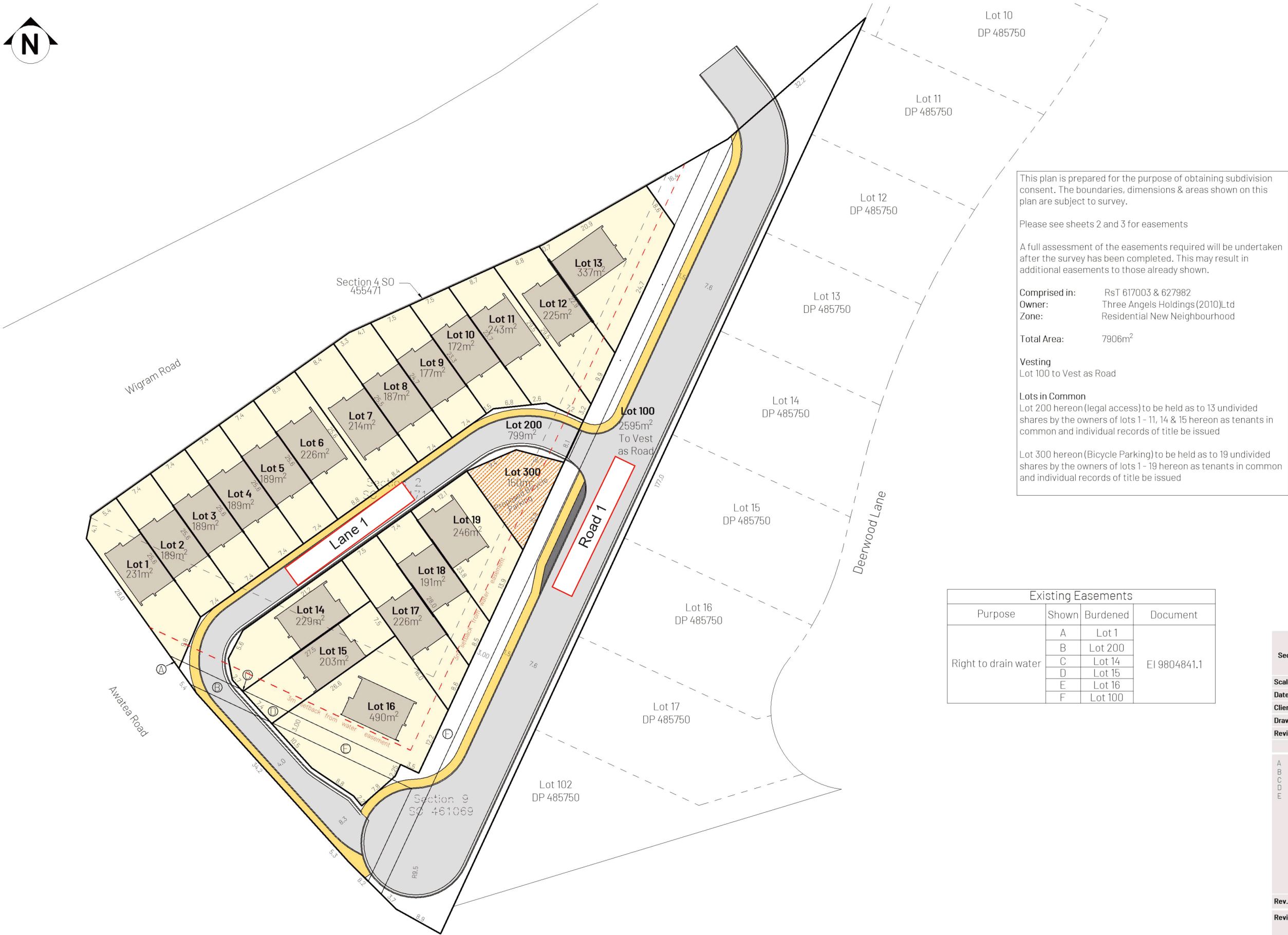
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Leashelle Miller - Planning Technician Paul Lowe - Team Leader Planning
Approved By	John Higgins - Head of Resource Consents Carolyn Gallagher - Programme Director Strategic Support Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



BASELINE
 GROUP

Proposed Subdivision of Sec 2 SO 455471 & Sec 9 SO 41069				
Scale	1:600 at A3			
Date	14 August 2019			
Client	H Singh			
Drawn	JFI			
Review	GTA			
A	04/09	client issue for consent FP width changed Kb threshold added add water easement		
B	21/10			
C	10/11			
D	24/11			
E	3/3/21			
Rev.	Date	Amendment		
Revision				E
Sheet			1 of 3	

8. Chalmers Street, Hornby - Proposed Speed Limit Review

Reference / Te Tohutoro: 21/619299

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 on Chalmers Street near Hornby Hub as shown in **Attachment A**. A location plan is shown in **Attachment B**.
- 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 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 Chalmers Street be revoked and set generally as identified in Attachment A to the staff report on the agenda for the Waipuna Halswell-Hornby-Riccarton Community Board meeting 29 June 2021 and detailed below (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).
2. Revokes the existing permanent speed limit of 50 kilometres per hour on Chalmers Street (whole length).
3. Approves that the permanent speed limit on Chalmers Street (whole length) be set at 30 kilometres per hour.
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 Whakataua

- 3.1 The preferred option is to change the speed limits as outlined in the staff recommendations in this report for the following reasons:
 - 3.1.1 Reduces the 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 Chalmers Street 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 this 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 Chalmers Street 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. Within the last 10 years, 15 crashes were recorded on Chalmers Street consisting of 2 serious crashes, 4 minor injury and 9 without any injuries. Four of the injury crashes involved pedestrians.
- 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 Chalmers Street was generated by staff and funding will be available under the Traffic Operations signs and markings budget in the 2021/22 financial year.
- 5.12 Chalmers Street is located between two sections of State Highway One: Carmen Road and Main South Road. It provides an important function by providing vehicular access for staff and customers to a large retail area and the Hornby Club.
- 5.13 The street connects to busy surface car parks and the rooftop car park above Hornby Mall. It also connects to the service bay for Pak 'n Save and includes a series of bus stop and termini for several bus services. Furthermore, it provides an access route to Denton Park
- 5.14 Chalmers Street is marked as a single lane in both directions and is subject to a 50 km/h speed limit. Carmen Road and Main South Road are subject to a 50 km/h speed limit.
- 5.15 The street is used intensively by pedestrians who are a combination of shoppers, retail staff and bus passengers. School students walk through this area to access the bus stops and retail activities. A focal point on Chalmers Street is the busy zebra crossing which connects to the main entrance of Hornby Hub.
- 5.16 Approval is required by the Council. If approved, the recommendations will be implemented within the 2021/22 financial year.

Statutory Consultation

- 5.17 In December 2020, staff emailed NZ Police, Waka Kotahi, Environment Canterbury, the Automobile Association and the Road Transport Association.
- 5.18 Waka Kotahi, NZ Police and the Automobile Association replied in support. Environment Canterbury responded and supported the proposal in the interests of safety for shoppers, retail staff and bus passengers. No response was received from the Road Transport Association at that time.

Community Views and Preferences

- 5.19 Public consultation was open from 24 March 2021 to 26 April 2021. During this time a total of 38 submissions were received from individuals and groups. The main themes arising are presented in the table below along with the number of times each was mentioned.

Consultation Summary	Repetition
Like this idea	21
Add pedestrian lights as a crossing point	11
Car park layout is the problem	8
Achieves little as only drive 30km/h now	7
Reduce further 20-10 km/h	3
Leave speed at 50km/h	3

- 5.20 Staff hand delivered to 100 properties and businesses, spoke with businesses at The Hub. Staff emailed 63 stakeholders, including businesses, the Greater Hornby Residents association and The Hornby Club.
- 5.21 A key consultation tool was the City Council 'Have your say' web page, which generated 169 page views, with an average time of 2.35 minutes spent on the page.
- 5.22 The majority of responses were in favour of the proposals, with 55% (21 out of 38) stating that they like the idea. This included Waka Kotahi (NZTA) who have responded that they support the speed being reduced to 30km/h. Positive responses were also received from Hornby High School, Environment Canterbury and Greater Hornby Residents Association.
- 5.23 Some respondents claimed that vehicle speeds are already 30 km/h and that the speed limit is unnecessary. Existing speed data on Chalmers Street (undertaken in March 2021) shows that the average speed is 32 km/h and the 85th percentile is 39 km/h, which confirms that there is a proportion of vehicles that travel nearer to 40 km/h.
- 5.24 It is recognised that speeds are relatively slow during daytime shopping hours due to traffic congestion for most of the day. Vehicle speeds are anticipated to increase in the evenings, when traffic is lighter, though can still be a busy time for some businesses that remain open later which generate pedestrian activity. Bus stops can also remain highly active during evening periods. A 30km/h speed limit will enable safer speeds to be encouraged throughout the day.
- 5.25 A lower speed limit would also enable NZ Police to issue infringements to drivers travelling between 30 and 50 km/h which are considered to be inappropriate and endanger many pedestrians crossing the street.
- 5.26 Several respondents expressed concern about enforcement of the new limits. NZ Police support the proposal and responsibility for enforcement sits with them. Staff intend to monitor speeds in these areas. Data and local feedback will be shared with NZ Police to ensure they can allocate enforcement resources efficiently.
- 5.27 Some respondents requested that the zebra crossing should be replaced by a signalled crossing, due to the frequency of pedestrians claimed to delay traffic unreasonably. In response, it is recognised that these delays occur. However, staff have observed the delays and queues do not extend to an extent that blocks other accesses or affects the operation of the local road network. Therefore, given the additional cost of a signalised crossing, staff do not recommend installation at this time.

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 \$5,000 for the new traffic signs and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$1,000/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 Chalmers Street 30km/h zone	21
B ↓	Location Plan - Chalmers Street	22

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

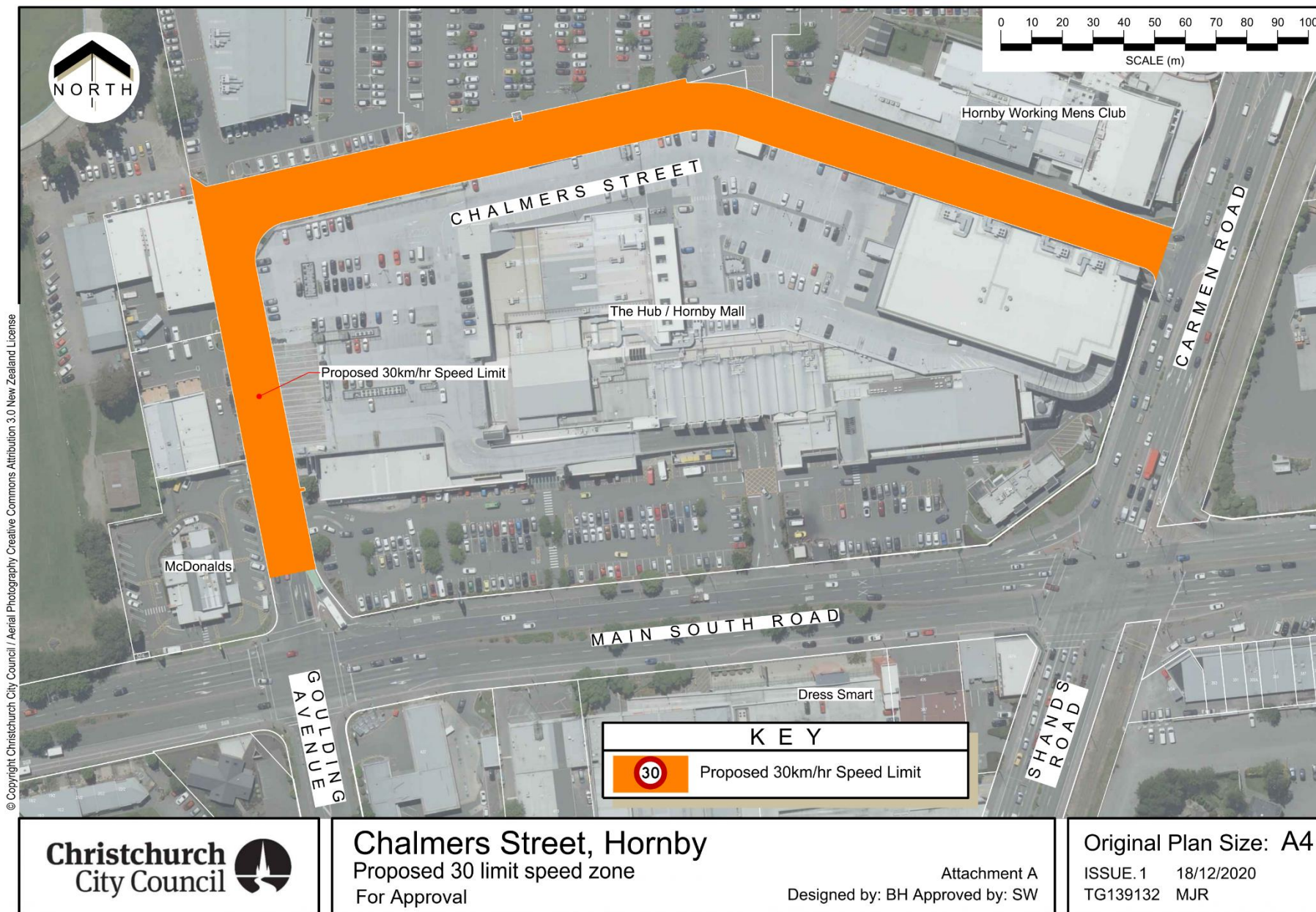
(a) This report contains:

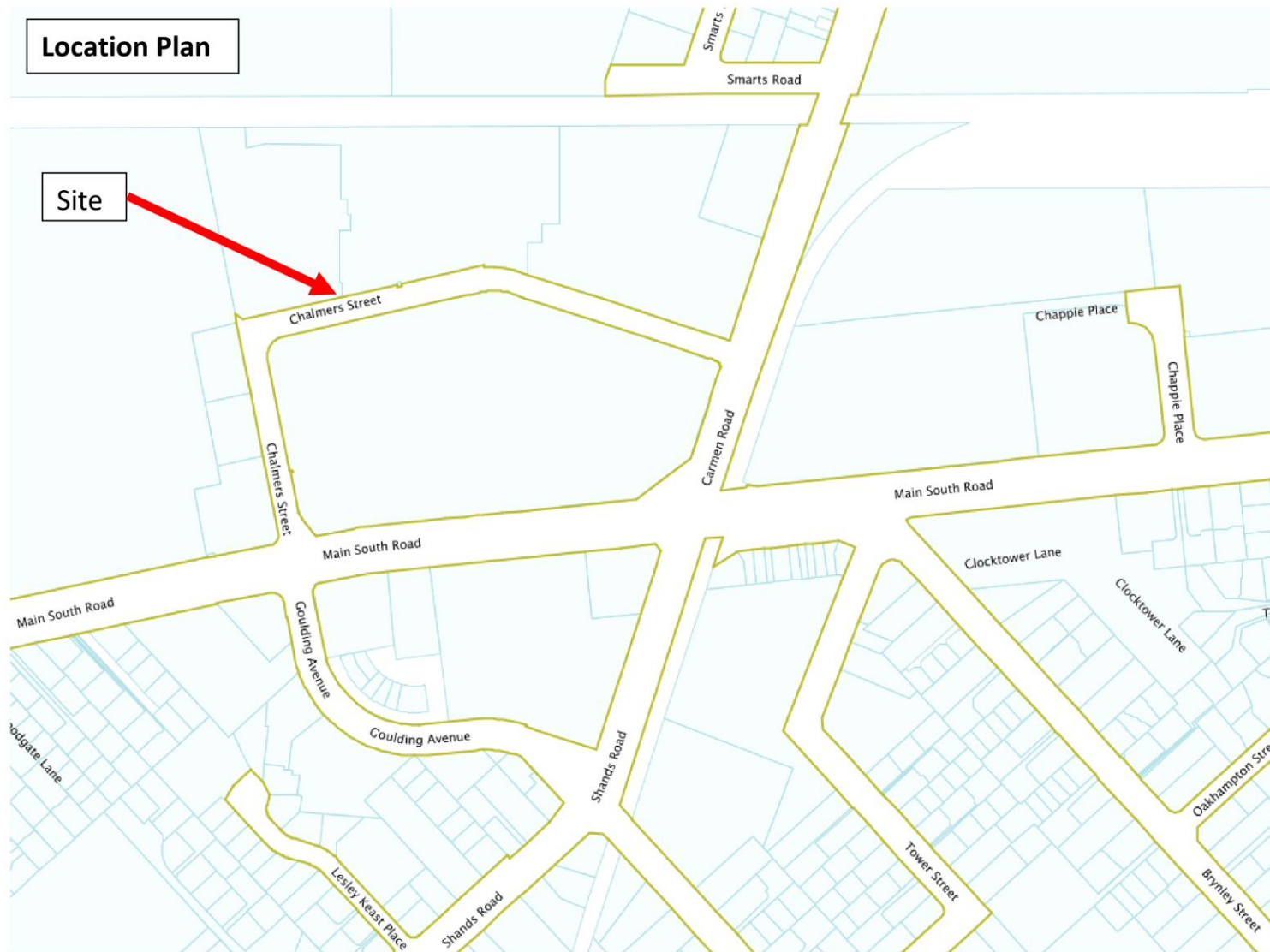
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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	Barry Hayes - Traffic Engineer Kim Swarbrick - Engagement Advisor
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Acting Head of Transport





9. The Runway and Skyhawk Road, Wigram - Proposed parking restrictions

Reference / Te Tohutoro: 21/568440

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

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

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to consider options for installing time restrictions along the central section of The Runway in Wigram.
- 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 60 minute restrictions (P60) in 5 spaces, 10 minute (P10) restrictions in 3 spaces and a 10 minute Loading Zone on The Runway as well as no stopping restrictions on Skyhawk Road and The Runway and in accordance with **Attachments A and B**. A location plan is shown in **Attachment C**.
- 1.5 These measures have been requested to:
 - Increase opportunities for short stay parking for customers and couriers.
 - Provide opportunities for loading activity close to the commercial businesses.
 - Increase turnover of parking spaces throughout the day.
 - Provide time restrictions that are relevant for the local businesses.
 - Maintain clear driver and pedestrian intervisibility at crossing points.
 - Ensure parking does not occur at narrow locations on The Runway.
 - Ensure that parking activity does not block the passage of cyclists on Skyhawk Road.
 - Provide clear sight lines for drivers turning out of the supermarket car park.
 - Maintain clear turning space at the roundabout.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board approves pursuant to clause 7 of the 2017 Christchurch City Council Traffic and Parking Bylaw:

The Runway

1. That a parking place on the north west side of The Runway commencing at a point 21 metres south west of its intersection with Skyhawk Road and extending in a south westerly direction for a distance of 20 metres be restricted to a maximum period of 60 minutes between the hours of 8am and 6pm on any day of the week except public holidays.

2. That a parking place on the north west side of The Runway commencing at a point 46 metres south west of its intersection with Skyhawk Road and extending in a south westerly direction for a distance of 14 metres be restricted to a maximum period of 60 minutes between the hours of 8am and 6pm on any day of the week except public holidays.
3. That a parking place on the south east side of The Runway commencing at a point 21 metres south west of its intersection with Skyhawk Road and extending in a south westerly direction for a distance of 20 metres be restricted to a maximum period of 10 minutes between the hours of 8am and 6pm on any day of the week except public holidays.
4. That a loading zone for the use of goods vehicles only be created on the south-east side of The Runway commencing at a point 46 metres south west of its intersection with Skyhawk Road and extending in a south westerly direction for a distance of 8 metres and be restricted to a maximum period of 10 minutes between the hours of 8am and 6pm on any day of the week except public holidays.
5. That the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Skyhawk Road and extending to the south west for a distance of 13 metres;
6. That the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at a point 41 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 5 metres;
7. That the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at a point 60 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 8 metres;
8. That the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at a point 74 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 8 metres;
9. That the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Skyhawk Road and extending to the south west for a distance of 13 metres;
10. That the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at a point 41 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 5 metres;
11. That the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at a point 60 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 8 metres;
12. That the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at a point 74 metres south west of its intersection with Skyhawk Road and extending to the south west for a distance of 8 metres;
13. That the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Skyhawk Road and extending to the north east for a distance of 23 metres;
14. That the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Skyhawk Road and extending to the north east for a distance of 23 metres;

Skyhawk Road

15. That the stopping of vehicles be prohibited at any time on the south west side of Skyhawk Road commencing at its intersection with The Runway and extending to the north west for a distance of 16 metres;
16. That the stopping of vehicles be prohibited at any time on the south west side of Skyhawk Road commencing at its intersection with The Runway and extending to the south east for a distance of 56 metres;
17. That the stopping of vehicles be prohibited at any time on the south west side of Skyhawk Road commencing at a point 84 metres south east of its intersection with The Runway and extending to the south east for a distance of 98 metres;
18. That the stopping of vehicles be prohibited at any time on the north east side of Skyhawk Road commencing at its intersection with The Runway and extending to the south east for a distance of 13 metres;
19. That the stopping of vehicles be prohibited at any time on the north east side of Skyhawk Road commencing at a point 46 metres south east of its intersection with The Runway and extending to the south east for a distance of 23 metres;
20. That the stopping of vehicles be prohibited at any time on the north east side of Skyhawk Road commencing at its intersection with Limbrick Crescent and extending to the south east for a distance of 120 metres;
21. 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 to 20 above.
22. 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. The proposal will also improve accessibility by ensuring cyclists have a clear passage whilst they use Skyhawk Road.
- 3.2 It is recommended to install parking restrictions in accordance with **Attachments A and B**.

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 about a lack of space for loading activities.
 - 4.2.3 Does not address the concern raised about parking on Skyhawk Road which would block cyclists and result in dangerous overtaking by cyclists.

5. Detail / Te Whakamahuki

- 5.1 Business owners raised concerns relating to drivers parking their vehicles for long periods along The Runway adjacent to the main shops. Currently these spaces are all unrestricted. It was suspected that the vehicles were mainly staff that arrived relatively early and parked closest to their place of work.
- 5.2 Local businesses indicated that customers were especially inconvenienced and needed to walk a substantial distance. They indicated that loading and deliveries have particular difficulties and need to carry goods across a relatively long distance.
- 5.3 Staff were subsequently requested to investigate the possibility of introducing time restricted parking to increase parking turnover and deter all day parking.
- 5.4 The central section of The Runway includes cafes, restaurants, takeaway shops, a bar clothing stores and a hairdressers. Staff visited the site and spoke with most of the business owners directly. All agreed with the problem of all-day parking and considered that introducing time restrictions would be beneficial.
- 5.5 Consequently, staff drafted a proposal that included P60 restrictions on both sides (equivalent of 10 spaces) which was used for consultation purposes.
- 5.6 In addition, a proposal for no stopping restrictions on Skyhawk Road was prepared which restricts parking between The Runway and Corsair Drive. This section of Skyhawk Road has no direct frontages or driveways connecting to residential properties.
- 5.7 This section of Skyhawk Road includes:
 - Two parking bays which accommodate 8 vehicles in total.
 - Three pedestrian crossing points with tactile paving and median crossing paths.
 - A busy vehicles access and to and from the New World supermarket.
 - A marked cycle route adjacent to the single traffic lane in both directions.
- 5.8 It is anticipated that some parking (equivalent to 10 spaces) from The Runway would be displaced elsewhere and there is expected to be a risk of some on-street parking to occur on this section of Skyhawk Road.
- 5.9 Consequently, staff consider that it would be imperative to include no stopping restrictions at this location at the same time as the new restrictions on The Runway. If it was to occur, it could potentially:
 - Impair the sight lines for drivers turning out of the New World car park.
 - Block cyclists using the marked lane and cause dangerous overtaking.
 - Severely reduce the sight lines at the three pedestrian crossing points.
- 5.10 Therefore staff recommend this proposal to be necessary in the interests of safety of drivers, cyclists and pedestrians in this area.
- 5.11 Approval is required by the Waipuna Halswell-Hornby-Riccarton Community Board.
- 5.12 If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.13 Public consultation was open from 20 October 2020 to 18 November 2020. A total of 196 submissions were received. A consultation summary is provided in **Attachment D**. This document primarily relates to the Wigram Speed review, though matters relating to parking restrictions are also included.

- 5.14 The original proposal that was consulted on was to introduce P60 parking on both sides of The Runway between the 2 central pedestrian crossing points. This related to 10 parking spaces within 4 parking bays.
- 5.15 The consultation process combined the speed limit review with the proposed parking restriction and 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.
- 5.16 The City Council 'Have your say' web page for this project generated 612 page views, with an average time of 7 minutes spent on the page.
- 5.17 The consultation was included on the Council's Facebook page, Wigram Skies Community Facebook page and a story was published on Newsline.
- 5.18 The majority of responses were in favour of new measures on The Runway; 43 supported both the speed reduction and the P60 restrictions and another six supported the parking restrictions exclusively. There were 19 people who opposed the parking restrictions.
- 5.19 A loading zone was requested by five people and some requested alternative restriction periods between 10 and 120 minutes.
- 5.20 The submission form included a separate section which enabled consultees to comment further. Whilst related to a variety of road safety issues, of significance to this proposal, there was considerable interest in restricting parking in cycle lanes.
- 5.21 Staff evaluated the feedback received and modified the original proposal. In principal, it was considered that short stay restrictions were supported, as originally proposed.
- 5.22 A loading bay has been added on the south side (equivalent to 2 standard car spaces), which corresponds with the requests of the local businesses who are expected to benefit the most. This type of restriction would be designated 'for Goods Vehicles only'. For the remainder of the south side, (equivalent to 3 parking spaces) the proposal has been changed to P10. This is considered to be especially beneficial for the takeaway businesses, whose customers would only need to park briefly.
- 5.23 The north side of The Runway has been retained as P60 to meet the needs of most of the businesses including those who may visit multiple shops. Staff considered the request for longer restrictions. There is already a substantial car park within The Landing that accommodates P120 parking. This is considered to meet the needs of customers or visitors who need to stay for longer periods.
- 5.24 Staff also considered the request to protect the cycle lanes in the nearby area. Skyhawk Road north of The Runway already has no stopping restrictions on both sides, which enable cyclists to use the marked lanes. This proposal also includes proposing the same treatment on Skyhawk Road south east of The Runway (**Attachment B**). It is anticipated that there could be some displacement of all day parking from The Runway onto Skyhawk Road. This proposal is also intended to address this becoming a problem for cyclists using this part of Skyhawk Road.
- 5.25 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 \$800 for the new signs and road 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 The Runway Central parking restrictions tg136587	30
B ↓	Site Plan Skyhawk Road No stopping restrictions	31
C ↓	Location Plan for The Runway and Skyhawk Road	32
D ↓	Consultation Analysis Wigram	33

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

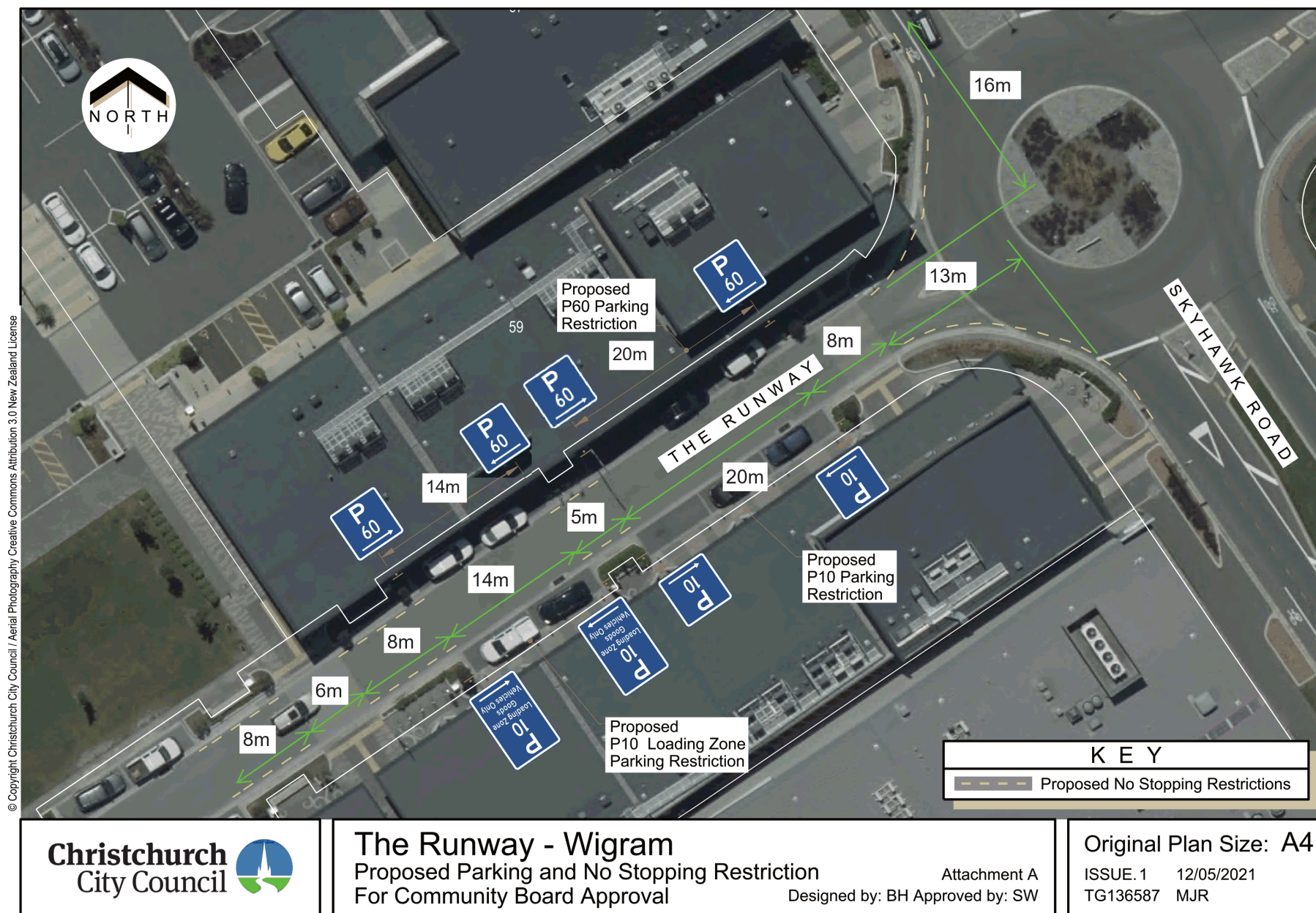
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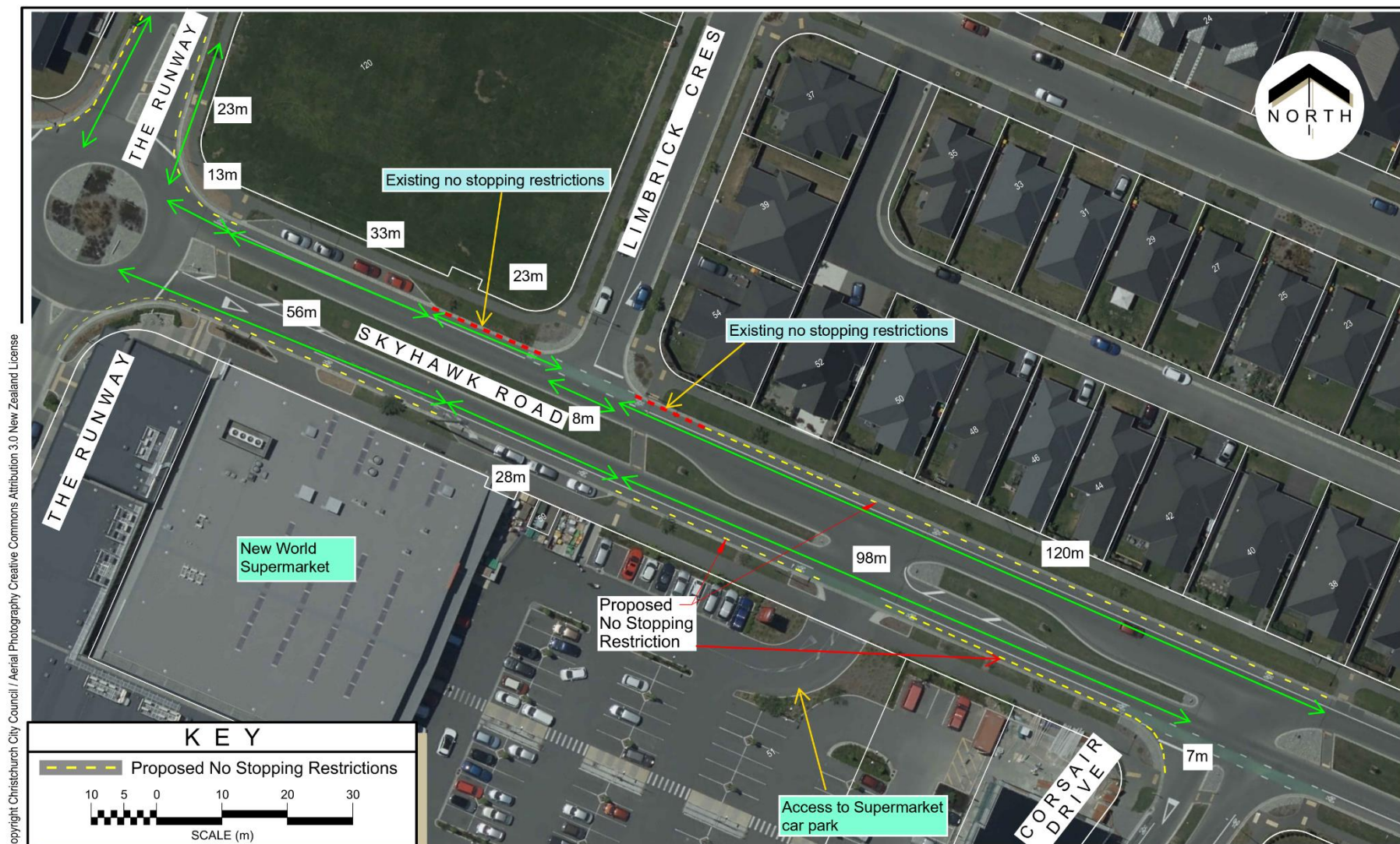
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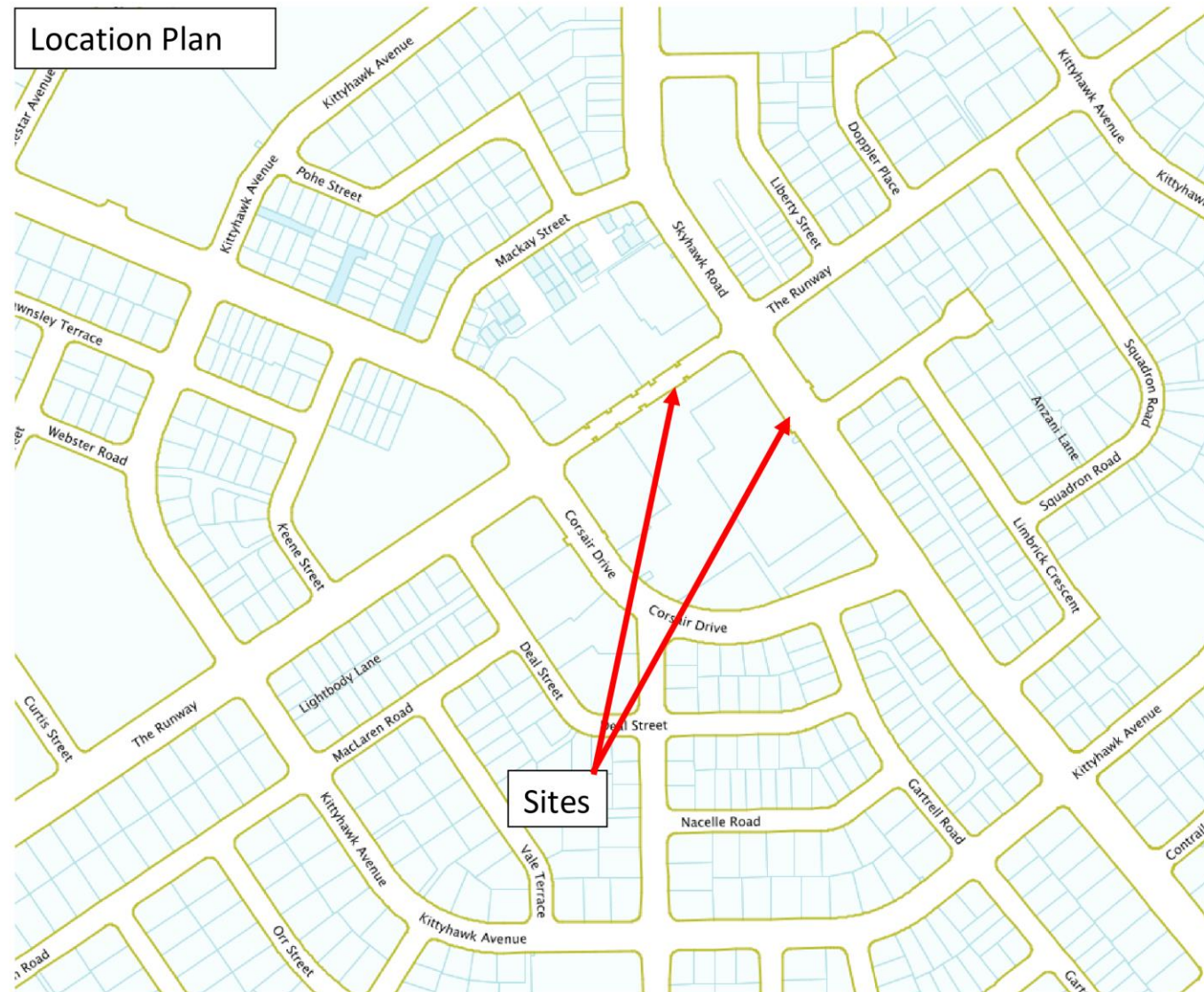
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

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







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

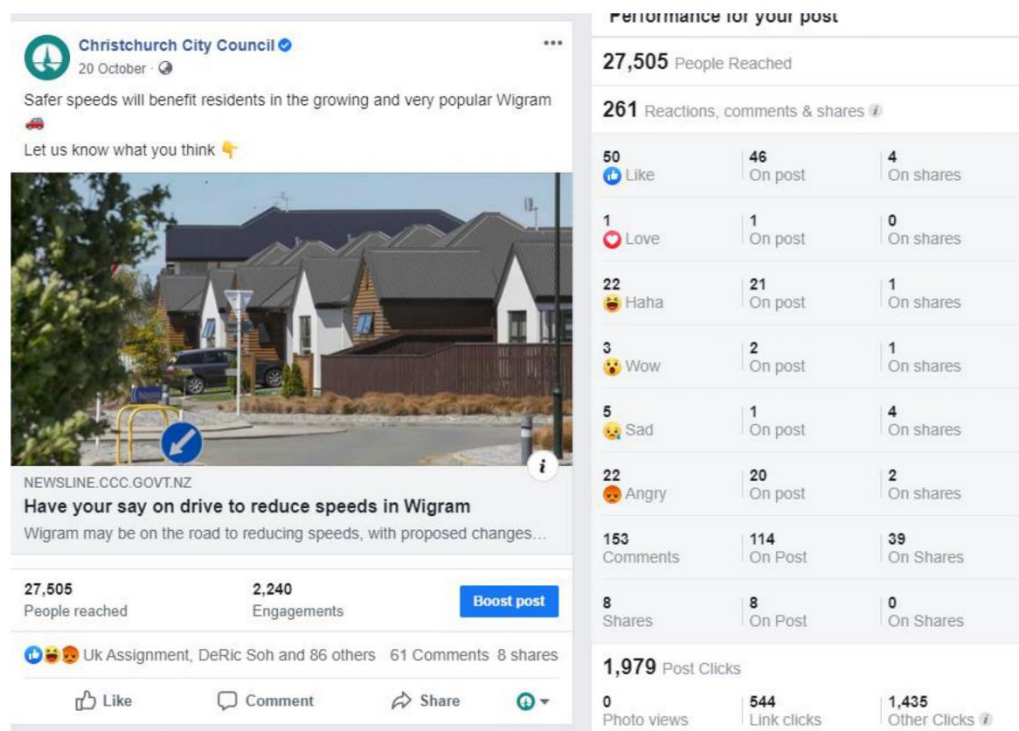
- 612 page views
- Average time spent on the page: 7 minutes

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.

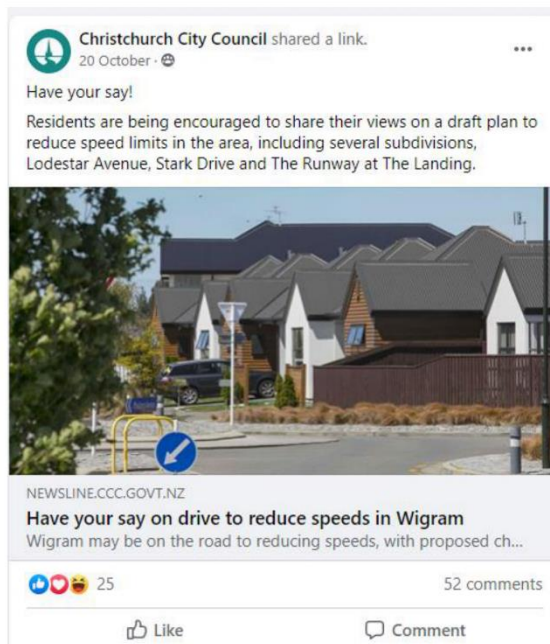
We had the consultation on the Council's Facebook page, Wigram Skies Community page and we ran a story on Newsline.

Summary of Facebook posts

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



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

10. Noodlum Way, Halswell - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 21/651659

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 the approval of No Stopping Restrictions on Noodlum Way, Ishwar Ganda Boulevard, Caulfield Avenue and Packard Crescent in Halswell.
- 1.2 This report has been written in response to a request from a local resident to investigate the effect of parked vehicles upon safety along Noodlum Way at a bend location.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install the No Stopping restrictions on Noodlum Way and at its intersections with Packard Crescent and Caulfield Avenue in accordance with **Attachment A**. A location plan is shown in **Attachment B**.
- 1.6 These measures have been requested to:
 - Improve the safety of drivers approaching the bend on Noodlum Way by reducing the need to drive over the centre line.
 - Improve the safety of cyclists approaching the bend by ensuring they can remain on their side of the road.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to ensure they can proceed safely as they turn at the intersections at Packard Crescent and Caulfield Avenue, as well as the bend on Noodlum Way.
 - Maintain clear intervisibility between drivers and pedestrians at the informal crossing points at the intersections with Packard Crescent and Caulfield Avenue.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

Noodlum Way/Packard Crescent intersection

1. Approves that the stopping of vehicles be prohibited at any time on the north west side of Noodlum Way commencing at its intersection with Ishwar Ganda Boulevard and extending to the south west for a distance of 18 metres.
2. Approves that the stopping of vehicles be prohibited at any time on the south west side of Noodlum Way commencing at its intersection with Ishwar Ganda Boulevard and extending to the south west for a distance of 18 metres.

3. Approves that the stopping of vehicles be prohibited at any time on the north east side of Ishwar Ganda Boulevard commencing at its intersection with Noodlum Way and extending to the north west for a distance of 16 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the south west side of Ishwar Ganda Boulevard commencing at its intersection with Noodlum Way and extending to the north west for a distance of 16 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the north west side of Noodlum Way commencing at its intersection with Ishwar Ganda Boulevard and extending to the north east for a distance of 17 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the south west side of Noodlum Way commencing at its intersection with Ishwar Ganda Boulevard and extending to the north east for a distance of 17 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the north east side of Packard Crescent commencing at its intersection with Noodlum Way and extending to the south east for a distance of 13 metres.
8. Approves that the stopping of vehicles be prohibited at any time on the south west side of Packard Crescent commencing at its intersection with Noodlum Way and extending to the south east for a distance of 13 metres.

Noodlum Way/Caulfield Avenue intersection

9. Approves that the stopping of vehicles be prohibited at any time on the south side of Noodlum Way commencing at its intersection with Caulfield Avenue and extending to the west for a distance of 42 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the north side of Noodlum Way commencing at its intersection with Caulfield Avenue and extending to the west for a distance of 17 metres.
11. Approves that the stopping of vehicles be prohibited at any time on the west side of Caulfield Avenue commencing at its intersection with Noodlum Way and extending to the north for a distance of 19 metres.
12. Approves that the stopping of vehicles be prohibited at any time on the east side of Caulfield Way commencing at a point 19 metres north of its intersection with Noodlum Way and extending to the south for a distance of 34 metres.
13. Approves that the stopping of vehicles be prohibited at any time on the west side of Caulfield Avenue commencing at its intersection with Noodlum Way and extending to the south for a distance of 7 metres.
14. 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 1-13 above.
15. Approves that these resolutions take effect when the 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 Safety concerns have been raised by a local resident concerning parking activity along the bend on Noodlum Way.
- 3.2 The recommendations are likely to reduce the risk of a collision between drivers travelling along the bend on this road by improving the forward sight line and reducing their need to

drive or ride along the middle of the road; it will also reduce similar risks whilst turning at the two intersections on Noodlum Way.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains on-street parking spaces on Noodlum Way, Caulfield Avenue, Packard Crescent and Ishwar Ganda Boulevard.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address community concerns about safety at this location.

5. Detail / Te Whakamahuki

- 5.1 A local resident referred to the effects of parked vehicles upon the safety on Noodlum Way. It was reported that for most of the week, drivers were required to drive along the centre line and face oncoming traffic despite a lack of forward visibility.
- 5.2 Noodlum Way is 7.5 metres wide throughout, without any local widening at the bend location. The street services two properties with a shared driveway. The street is located within the Longhurst subdivision and close to the Longhurst Health Medical Hub area.
- 5.3 In terms of parking, there are no parking bays nor any parking restrictions on Noodlum Way. The Medical Hub has its own large surface car park, though it appears to generate substantial on-street parking nearby along Noodlum Way and nearby streets.
- 5.4 Staff visited the site on three occasions and observed the parking activity referred to. Traffic was observed to travel along the centre line and staff agree that the forward visibility is often restricted in both directions.
- 5.5 Staff also inspected the nearby intersections at Packard Crescent and Caulfield Avenue. All approaches and exits are marked as single lane. The intersections all have formal crossings with tactile paving and dropped kerbs. These areas lack any stopping restrictions and consider it important to introduce such restrictions to protect the vehicle turning space and the possible blockage of sight lines at the crossing points. Consequently, this was added to the proposal in the interests of road safety. **Attachment C** shows site photographs with some of the proposed parking restrictions indicated for reference purposes.
- 5.6 Staff checked the NZTA Crash Analysis Database, which did not show any recorded crashes occurring on the main section of Noodlum Way, though two crashes were recorded at the Packard Crescent intersection. One resulted in a minor injury and both were attributable to drivers failing to give way on Noodlum Way and colliding with vehicles approaching on Packard Crescent.
- 5.7 Staff visited the site during the week and consider that the risks identified do occur and the parking activity significantly contributes to the problem. Parking on Noodlum Way is more intensive between Monday and Friday during the daytime.
- 5.8 Staff recommend no stopping restrictions at the bend location to remove the risk of drivers needing to cross the notional centre line and colliding with vehicles turning approaching in the opposite direction. Staff consider this to be especially hazardous for approaching cyclists who would be masked by parked vehicles. Additional restrictions have been added around the two intersections at Packard Crescent and Caulfield Avenue to assist turning vehicles and maintain clear sight lines at the pedestrian crossings.

- 5.9 Staff subsequently developed a proposal for new stopping restrictions and formally consulted, in writing, to the residents affected. Details are provided in the following section.
- 5.10 The proposed no stopping restrictions will result in approximately 12 spaces being removed and displaced elsewhere on Ishwar Ganda Boulevard and Caulfield Avenue, which will require a relatively short additional walking distance.
- 5.11 The recommendations in this report will help achieve the desired community outcome of a safer environment on Noodlum Way as well as increasing safety at the two intersections at Packard Crescent and Caulfield Avenue.
- 5.12 Approval is required by the Waipuna Halswell-Hornby-Riccarton Community Board.
- 5.13 If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.14 Affected property owners and residents on Ishwar Ganda Boulevard (1-15), Packard Crescent (1-6), Noodlum Way (1-6), 2 David Buist Crescent, 1-7 Lazarus Lane, 53 Caulfield Avenue and the Halswell Residents' Association were advised of the proposal by letter and invited to comment.
- 5.15 Five submissions were received from local residents who were all in support. Two submitters who use Noodlum Way frequently requested an extension to the original proposal to complete the gap between proposed restrictions on Noodlum Way south east side. Staff evaluated this request. Whilst it is recognised that this would improve safety in terms of sight lines even further, it is considered that this could increase speeds on the street that would increase a crash risk and that there would be a more substantial amount of displaced parking (equivalent to six spaces).
- 5.16 However, staff do recognise some benefits and have recommended an extension of the restrictions equivalent to two parking spaces. This part of the proposal completes the restrictions located along the inside of the bend section of Noodlum Way, yet retains some parking along the straight section. Consequently, the forward visibility along here is considered reasonable to operate on a 'give and take' basis if parking occurs on both sides.
- 5.17 In summary the proposal was slightly modified from the original proposal consulted on, as shown in **Attachment A**.
- 5.18 The Team Leader Parking Compliance supports the preferred option.
- 5.19 The do nothing option is inconsistent with the original request to improve road safety.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

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

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$300 for the new line markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$300/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 Noodlum Way	47
B ↓	Location Plan Noodlum Way	48
C ↓	Site photos Noodlum Way	49

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

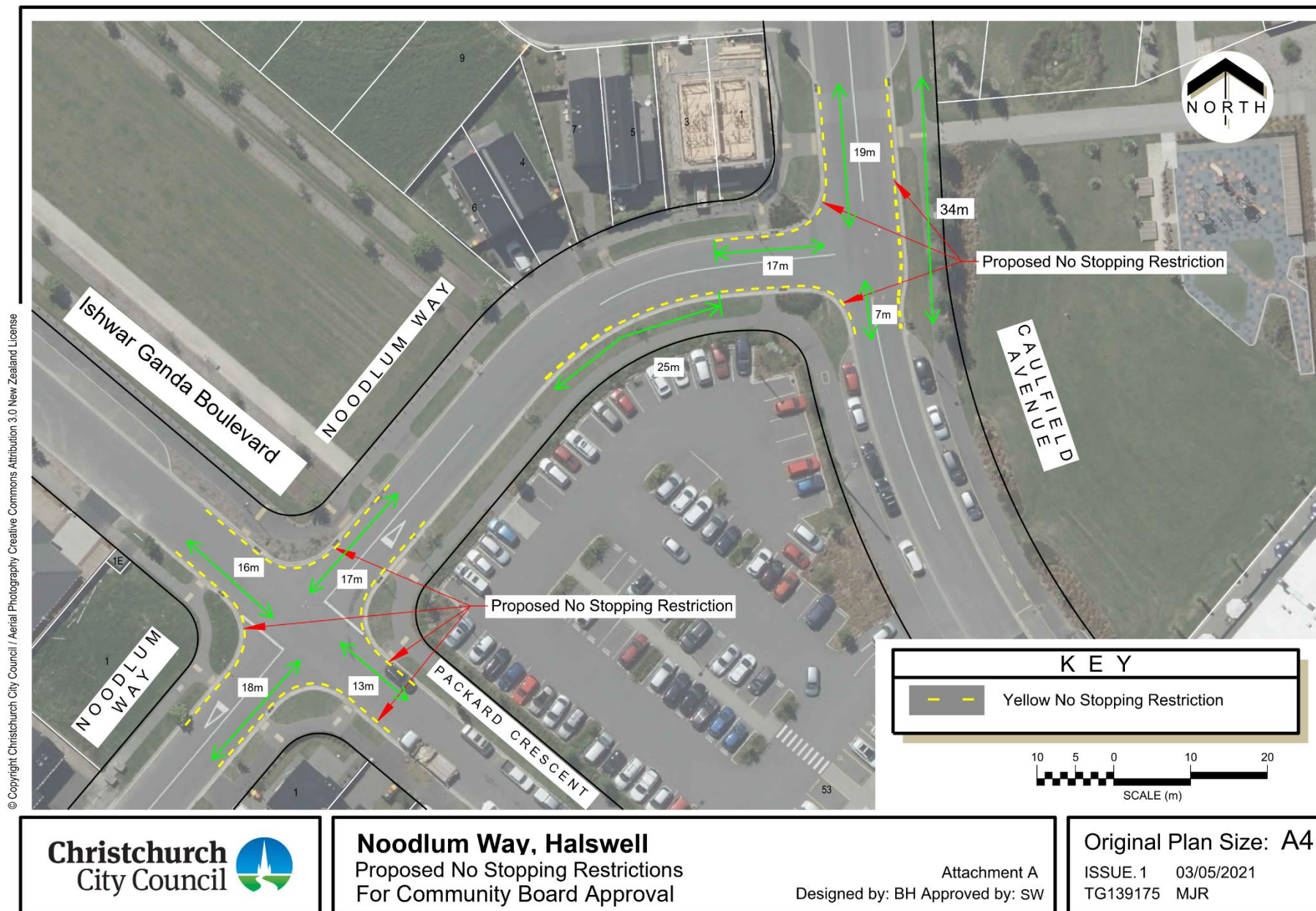
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

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



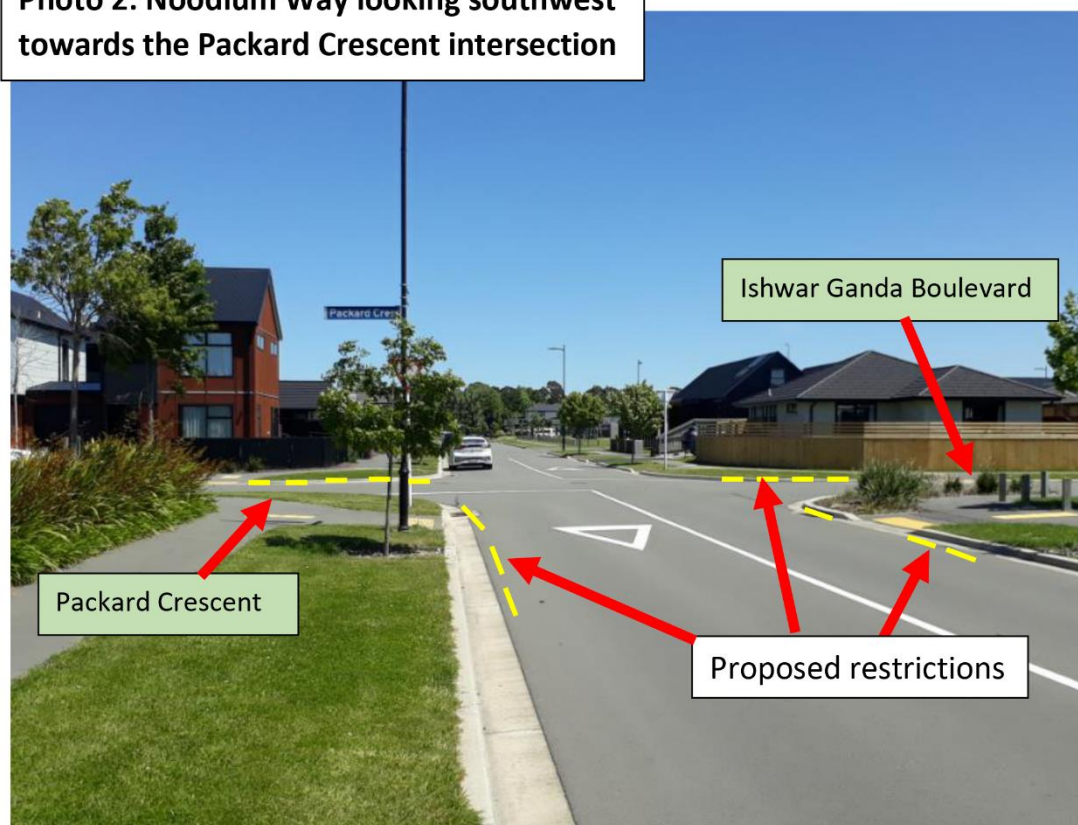


Attachment C: Site photographs – with proposed restrictions superimposed

Photo 1: Noodlum Way looking southwest from Caulfield Avenue



Photo 2: Noodlum Way looking southwest towards the Packard Crescent intersection



11. Murphys Road, Halswell - Proposed No Stopping Restrictions and Bus Stop Markings

Reference / Te Tohutoro: 21/660090

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 the approval of No Stopping Restrictions on Murphys Road and Kilmurry Street as well as formalising the adjacent Bus Stop restrictions in Halswell.
- 1.2 This report has been written in response to a request from a local resident to investigate the effect of parked vehicles upon safety along Murphys Road at the Bus Stop location.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install the No Stopping restrictions on Murphys Road and its intersection with Kilmurry Street in accordance with **Attachment A**. A location plan is shown in **Attachment B**.
- 1.6 These measures have been requested to:
 - Ensure that buses can access the bus stop smoothly and position the vehicle doors at the kerbside.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to ensure they can proceed safely as they turn at the intersection with Kilmurry Street.
 - Maintain clear intervisibility between drivers and pedestrians at the formal crossing points at the intersection with Kilmurry Street.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves that the stopping of vehicles be prohibited at any time on the south east side of Murphys Road commencing at its intersection with Kilmurry Street and extending to the north east for a distance of 10 metres.
2. Approves that the stopping of vehicles be prohibited at any time on the south east side of Murphys Road commencing at its intersection with Kilmurry Street and extending to the south west for a distance of 15 metres.
3. Approves that a bus stop be installed on the south east side of Murphys Road commencing at a point 15 metres south west of its intersection with Kilmurry Street and extending in a south westerly direction for 15 metres.

4. Approves that the stopping of vehicles be prohibited at any time on the south east side of Murphys Road commencing at a point 30 metres south west of its intersection with Kilmurry Street and extending to the south west for a distance of 5 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the south west side of Kilmurry Street commencing at its intersection with Murphys Road and extending to the south east for a distance of 15 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the north east side of Kilmurry Street commencing at its intersection with Murphys Road and extending to the south east for a distance of 15 metres.
7. 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 1-6 above.
8. Approves that these resolutions take effect when the 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 A local resident raised concern relating to parking activity that affects the operation of buses using the existing bus stop on Murphys Road. Upon investigation, staff identified other potential safety issues that would be addressed by extending restrictions towards the Kilmurry Street intersection.
- 3.2 The recommendations will reduce the risk of a vehicle parking within the bus stop area on Murphys Road, maintain clear sight lines for pedestrians using the crossing points and maintain clear turning paths at the Kilmurry Street intersection.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains on-street parking spaces on Murphys Road and Kilmurry Street.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address community concerns about parking affecting the operation of bus operations at this location and the additional safety issues identified by staff.

5. Detail / Te Whakamahuki

- 5.1 A local resident referred to the effects of parked vehicles upon the operation of the existing bus stop on Murphys Road. It was reported that for most of the week, a large maintenance vehicle parks close to the bus stop position. This stop is unmarked and therefore identified by means of a bus stop flag sign only.
- 5.2 The resident noticed that buses were often blocked by the parked vehicle as it drives away from the stop.
- 5.3 Staff agreed with the concern and investigated the site layout and traffic issues.
- 5.4 Murphys Road is situated adjacent to the Longhurst subdivision and connects Halswell Junction Road with Quaifes Road. The Route 7 service operates here in both directions throughout the day.

- 5.5 Parking within six metres either side of a bus stop sign at an unmarked bus stops is not permitted in accordance with the Land Transport (Road User) Rule 2004, unless the vehicle is a bus.
- 5.6 The bus stop is serviced by the 7 (Orange) bus line that operates to a 15 minute scheduled frequency during weekdays and to a 30 minute scheduled frequency during weekends.
- 5.7 Whilst the stop is relatively new it lacks the bus stop markings which were not previously resolved. There is a stop on the opposite side of Murphys Road that has the correct bus box markings
- 5.8 Staff observed conditions through the day and some parking was seen to occur near the stop. However, the sealed areas near the two bus door locations are based on the bus being stopped *before* the bus stop flag post. Consequently staff consider that new restrictions are necessary to assist the bus approaching and leaving the stop location and to correctly align the bus doors with the sealed footpath areas.
- 5.9 **Attachment C** shows site photographs with some of the proposed parking restrictions indicated for reference purposes. Photo 1 shows the commercial vehicle described earlier in this which causes particular difficulties.
- 5.10 Staff checked the NZTA Crash Analysis Database, which did not show any recorded crashes occurring on this section of Murphys Road. Staff visited the site during the week and consider that the risks identified do occur and the parking activity significantly contributes to the problem.
- 5.11 Staff recommend that the bus stop is correctly resolved with the necessary restrictions to maintain the necessary manoeuvring and stopping space to assist boarding passengers. Additional restrictions have been added around the intersection at Kilmurry Street to assist turning vehicles and maintain clear sight lines at the pedestrian crossings.
- 5.12 Staff subsequently developed a proposal for restricting parking at the existing bus stop and new stopping restrictions at the Kilmurry Street intersection and formally consulted, in writing, to the residents affected. Details are provided in the following section.
- 5.13 The proposed no stopping restrictions will result in approximately 6 spaces being removed and displaced elsewhere on Murphys Road and Kilmurry Street, which will require a relatively short additional walking distance.
- 5.14 The recommendations in this report will help achieve the desired community outcome of a clear bus stop area as well as increasing safety at the intersection at Kilmurry Street.
- 5.15 Approval is required by the Waipuna Halswell-Hornby-Riccarton Community Board.
- 5.16 If approved, the recommendations will be implemented within the next financial year.

Community Views and Preferences

- 5.17 Affected property owners and residents on this section of Murphys Road (1-8), Kilmurry Street (1-9) and the Halswell Residents' Association were advised of the proposal by letter and invited to comment.
- 5.18 One submission was received from a local resident who was in support.
- 5.19 The Team Leader Parking Compliance supports the preferred option.
- 5.20 The do nothing option is inconsistent with the original request to improve road safety.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

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

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$200 for the new line markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$200/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 Murphys Road bus stop	56
B ↓	Location Plan Murphys Road	57
C ↓	Site photos Murphys Road	58

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

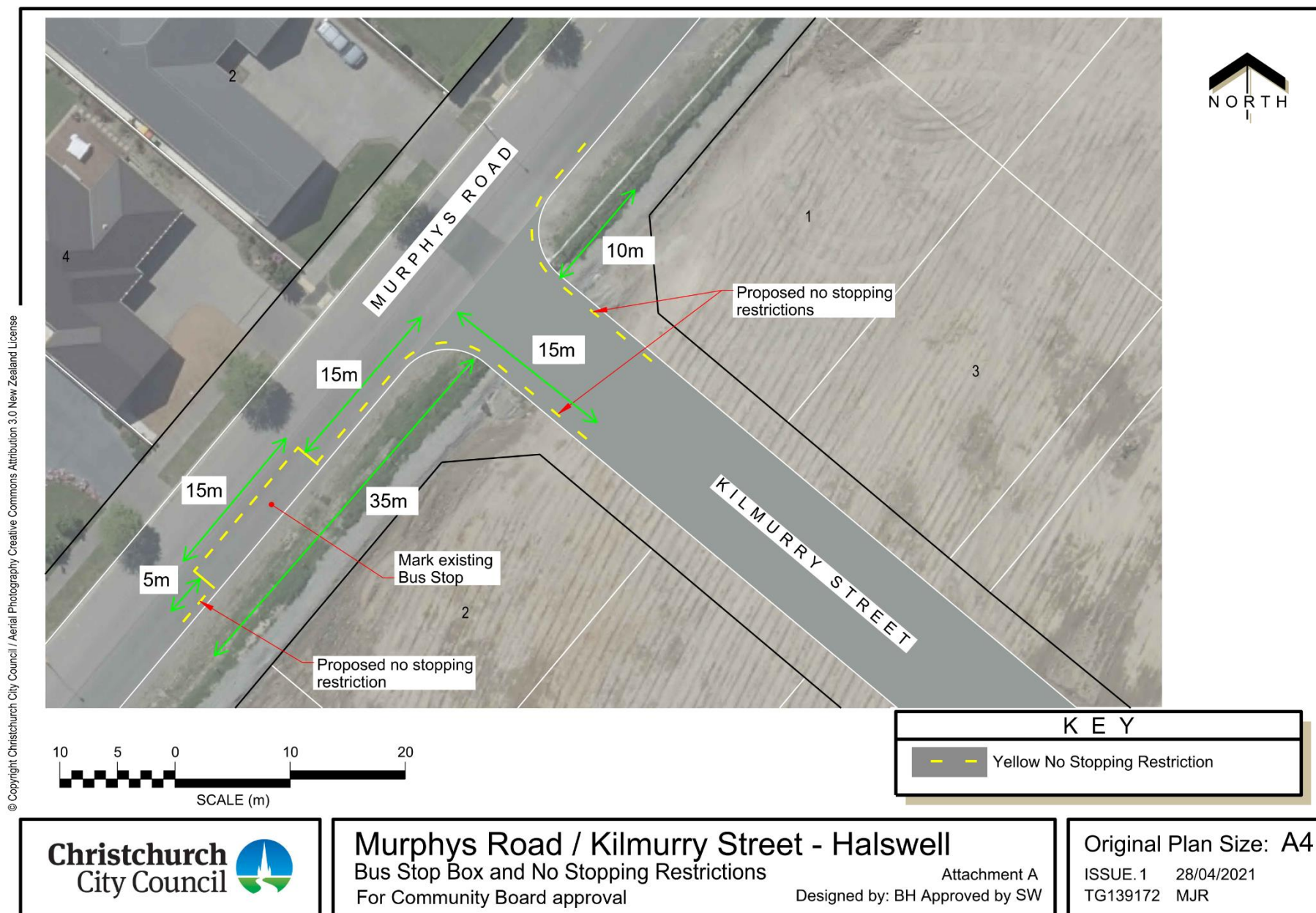
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

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



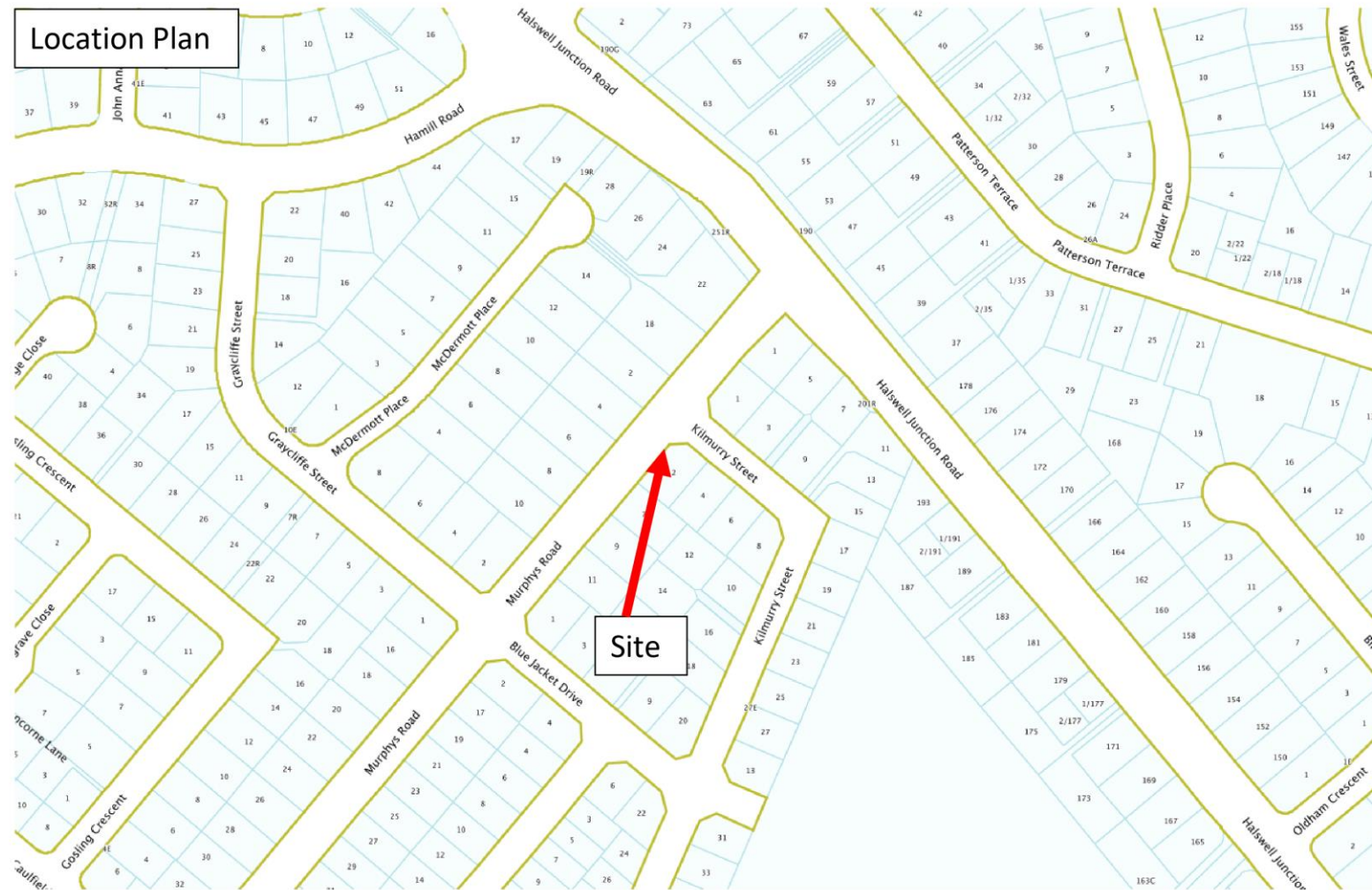


Photo 1: Murphys Road southwest from Kilmurry Street



Photo 2: Murphys Road crossing point at the south west corner of Kilmurry Street



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

Reference / Te Tohutoro: 21/609752

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
marie.byrne@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board to transfer remaining funds from unspent Board Projects back into the 2020-21 Discretionary Response Fund and 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
#62950	Halswell Playcentre	Rent project	\$5,000	\$3,000
#62610	Hornby Toy Library	Librarian Wage project	\$3,000	\$2,400
#62845	Halswell Toy Library	Halswell Toy Library project	\$3,200	\$2,400
#62707	Halswell Hall Incorporated	Annual Insurance and Detailed Engineer Evaluation project	\$12,986	\$6,485
#62920	Canterbury Tamil Society Inc	Tamil Language and Culture Programmes	\$14,550	\$5,000
#62509	Christchurch Zhonghua Chinese Society	Vivid Youth Christchurch	\$22,500	\$4,000
#63140	Church Corner Toy Library Incorporated	Wages for Librarian 2021-2	\$2,000	\$2,000
#62617	Revathi Cultural Association Incorporated	Annual Dance 2021	\$1,600	\$1,600
#62809	St Marks Retired Peoples Fellowship	Older Persons Outings	\$1,000	\$1,000
#62931	SHARP Trust	Holiday Programme – Halswell	\$3,300	\$1,500
#62902	Lions Club of Halswell District Inc	Carols in the Quarry	\$3,350	\$2,700

- 1.2 There is currently a balance of \$18,587 remaining in the fund. Should the first two (1-2) officer recommendation be approved, there will be \$32,108 remaining in the fund.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Approves the transfer of \$10,675 from the 2020-21 Halswell-Hornby Riccarton Youth Development Fund to the 2020-21 Halswell-Hornby-Riccarton Discretionary Response Fund.
2. Approves the transfer of \$2,846 from the Engaging with the Community Board Project to the 2020-21 Halswell-Hornby-Riccarton Discretionary Response Fund.
3. Approves a grant of \$3,000 from its 2020-21 Discretionary Response Fund to Halswell Playcentre towards the Rent project.
4. Approves a grant of \$2,400 from its 2020-21 Discretionary Response Fund to Hornby Toy Library towards the Librarian Wage project.
5. Approves a grant of \$2,400 from its 2020-21 Discretionary Response Fund to Halswell Toy Library Incorporated towards the Halswell Toy Library project.
6. Approves a grant of \$6,485 from its 2020-21 Discretionary Response Fund to Halswell Hall Incorporated towards the Annual Insurance and Detailed Engineer Evaluation project.
7. Approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to Canterbury Tamil Society Inc towards the operation costs of the Academy of Tamil Language and Arts.
8. Approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to Christchurch Zhonghua Chinese Society for the post-camp component of their Vivid Youth Project.
9. Approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Church Corner Toy Library Inc towards the librarian/co-ordinator wages.
10. Approves a grant of \$1,600 from its 2020-21 Discretionary Response Fund to the Revathi Cultural Association Incorporated towards delivering their annual show.
11. Approves a grant of \$1,000 from its 2020-21 Discretionary Response Fund to St Marks Retired People's Fellowship towards the monthly outings project.
12. Approves a grant of \$1,500 from its 2020-21 Discretionary Response Fund to SHARP Trust towards volunteer expenses for the Halswell After-School Holiday Programme.
13. Approves a grant of \$2,700 from its 2020-21 Discretionary Response Fund to Lions Club of Halswell District Inc towards the associated costs of Carols in the Quarry event 2021.

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 \$18,587.
- 3.7 There is currently \$13,521 of unspent funds from money allocated to two Board Projects. These are:
- Youth Development Fund \$10,675
 - Engaging with the Community \$2,846
- 3.8 Approval is sought to transfer \$13,521 back into the 2020-21 Discretionary Response Fund to allow for the consideration of additional applications.

Total Budget 2020/21	Granted To Date	Funds for Transfer	Available for allocation	Balance If Staff Recommendations adopted
\$245,871	\$227,284	\$13,521	\$32,108	\$23

- 3.9 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.10 The attached Decision Matrices provides detailed information for the applications. These 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 Decision Matrix Halswell Playcentre	63
B ↓	Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Decision Matrix Hornby Toy Library	64
C ↓	Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Decision Matrix Halswell Toy Library Incorporated	65
D ↓	Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Decision Matrix Halswell Hall Incorporated	66
E ↓	Halswell Hornby Riccarton Decision Matrix - 5 applications 29 June 2021	67
F ↓	Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund SHARP Trust Decision Matrix	72
G ↓	Waipuna Halswell-Hornby-Riccarton 2020-21 Discretionary Response Fund Lions Club of Halswell District Inc Decision Matrix	73

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

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.

00062950	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Halswell Playcentre	Rent The Halswell Playcentre is seeking a contribution towards rent.	\$23,337 \$ Requested \$ 5,000 (21% requested)	Rent / Venue Hire - \$5,000	\$ 3,000 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$3,000 from its 2020-21 Discretionary Response Fund to Halswell Playcentre towards the Rent project.	2

Organisation Details

Service Base: St Lukes, Halswell Road
 Legal Status: Charitable Trust
 Established: 27/11/1966
 Target groups: Education
 Annual Volunteer hours: 30

Number of project participants: 30

Alignment with Council Strategies

- Strengthening Communities Strategy

CCC Funding History

2019/20 - \$3,000 (Rent) DRF
 2019/20 - \$3,000 (Rent) SCF

Other Sources of Funding (this project only)

Members Donations - \$5,107
 Ministry of Education Funding - \$45,811
 Grant funding - \$6,150

Staff Assessment

The Halswell Playcentre is based at St Luke's Church, on Halswell Road, and has been on that site for over 40 years with a five-year lease in place. The Centre is looking to extend this to a 25-year lease.

Playcentre is an alternative Early Childhood Education provider, and the model means that the Centre is run by parents and volunteers. There are two employed coordinators which is a requirement by the Ministry of Education.

Currently, the number of enrolled children is 20 with parents paying a donation of \$50 to \$80 per term. This donation is regardless of the number of children attending. The Centre is open four mornings a week.

The Centre's main expense is rent for the year, which also includes the cost of power, this is split into quarterly amounts and invoiced by St Lukes.

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.

00062610	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Hornby Toy Library	Librarian Wage The Hornby Toy Library is seeking funding assistance towards the Librarian wage.	\$13,602 \$ Requested \$ 3,000 (22% requested)	Wage/Salary - \$3,000	\$ 2,400 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$2,400 from its 2020-21 Discretionary Response Fund to Hornby Toy Library towards the Librarian Wage project.	2

Organisation Details

Service Base: 34 Springs Road, Sockburn
 Legal Status: Incorporated Society
 Established: 11/12/1991
 Target groups: Children/Youth
 Annual Volunteer hours: 200

Number of project participants: 75

Alignment with Council Strategies

- Strengthening Communities Strategy
- Children's Policy
- Early Childhood Education Strategy

CCC Funding History

2019/20 - \$2,200 (Wages) DRF
 2018/19 - \$3,000 (Wages) DRF

Other Sources of Funding (this project only)

COGS - Pending

Staff Assessment

The Hornby Toy Library has been registered since 1991 and is currently situated on the former Sockburn School site. The Toy Librarian position is the only paid position in the organisation, governed by a committee of volunteers. The Library is open for four hours a week; Thursday 5.30pm to 7pm and Saturday 9.30am to 12noon.

The Library has an active committee who has recently completed a strategic plan for the next five years to focus on goals they would like to achieve. They also have a fundraising team, who regularly hold sausage sizzles and other ventures to raise funds towards expenditure.

The Librarian's role is to ensure the library runs efficiently, dealing with new and existing memberships, helps families on toy choices and actively promotes the Library at community events. The Toy Library currently has an effective and reliable Librarian employed for eight hours a week, and who also invests more hours in the Library as a volunteer.

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.

00062845	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Halswell Toy Library Incorporated	Halswell Toy Library Halswell Toy Library is seeking funding towards the wage for the Librarian.	\$10,550 \$ Requested \$ 3,200 (30% requested)	Salaries and Wages - \$3,200	\$ 2,400 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$2,400 from its 2020-21 Discretionary Response Fund to Halswell Toy Library Incorporated towards the Halswell Toy Library project.	2

Organisation Details

Service Base: 37 Cunningham Place, Halswell
Legal Status: Incorporated Society
Established: 1/04/1996
Target groups: Children/Youth
Annual Volunteer hours: 170

Number of project participants: 160

Alignment with Council Strategies

- Strengthening Communities Strategy
- Children's Policy
- Early Childhood Education Strategy

CCC Funding History

2019/20 - \$2,000 (Wages) DRF
2019/20 - \$2,200 (Wages) SCF
2018/19 - \$3,000 (Wages) DRF

Other Sources of Funding (this project only)

\$2,050 - Sales
\$3,800 - Membership fees
\$1,500 - Grants

Staff Assessment

The Halswell Toy Library has been registered since 2008 and has a good membership base of families and grandparents in the area. The Library currently employs a Librarian on a Wednesday evening 7pm to 8pm and a Saturday morning 9.30am to 11.30am. The Librarian assist with the smooth running of the library, the issuing of toys and membership renewals.

The Toy Library committee is seeking funding assistance towards the costs associated with employing the Librarian, a role which provides a professional and familiar face for the members. The Librarian assists to maintain memberships and increase the viability of the Toy Library. Currently there are 81 families benefiting from the Library. Annual memberships for families with no duty is \$120 a year and membership with duty is \$60. The duty membership means the member is required to volunteer a minimum of five hours a year to the Library.

The Library remains a sustainable community service for young families, with quality educational toys being made available to everyone living in the community at an affordable price. The interaction that children have with the various genres of toys can expand their learning, create memories with their family and also brings families together to help support each other.

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.

00062707	Organisation Name Halswell Hall Incorporated	Name and Description Annual Insurance and Detailed Engineer Evaluation Halswell Hall is seeking funding assistance towards the annual insurance policy on the facility and a contribution towards the Detailed Engineer Evaluation that is required on the Hall.	Funding History 2020/21 - \$2,875 (Stage Extension) DRF 2019/20 - \$2,000 (Annual Insurance) DRF 2018/19 - \$5,000 (Replacing Drainage Pipes) DRF 2018/19 - \$2,000 (Internal Repaint) DRF Other Sources of Funding Income from Hall hire	Request Budget Total Cost \$12,986 Requested Amount \$12,986 100% percentage requested Contribution Sought Towards: Insurance - \$7,236 Detailed Engineer Evaluation - \$5,750	Staff Recommendation \$ 6,485 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$6,485 from its 2020-21 Discretionary Response Fund to Halswell Hall Incorporated towards the Annual Insurance and Detailed Engineer Evaluation project.	Priority 2
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Organisation Details: Service Base: Halswell Road, Halswell Legal Status: Incorporated Society Established: 27/05/1933 Staff – Paid: 0 Volunteers: 9 Annual Volunteer Hours: 1,650 Participants: 20,000 Target Groups: Community Development Networks: Halswell Connections Organisation Description/Objectives: 'To promote a cost-effective meeting place for the Community.' The Hall aims to provide an affordable and purposeful venue for the provision of community, educational, social and recreational activities to a wide range of ages, ethnicities and abilities.	Alignment with Council Strategies and Policies <ul style="list-style-type: none"> Strengthening Communities Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none"> Support, develop and promote capacity Community participation and awareness Provide community based programmes Reduce or overcome barriers Foster collaborative responses Outcomes that will be achieved through this project The Hall is maintained at all times to a high standard and is an attractive facility for the Community to use and enjoy. The Hall will continue to attract, support and retain regular hire groups who cater to the diverse community in Halswell with culture-specific Church services and Youth Group, along with well-being classes, catering for all age groups and cultures. Fitness and social interaction is integral in all the classes and ensures the hall remains a vital part of the "connectivity" factor in Halswell. Family celebrations (weddings, birthdays, funerals) continue to be a valuable source of income to the Hall. The Hall will be able to continue to offer hire to small groups at a financially-viable level and continue to support groups as they start up and build to a sustainable class size. How Will Participants Be Better Off? As well as ensuring that the Hall is fully insured if there is an event, which may initiate an insurance claim, the hirers have the reassurance that the most they will be faced with is the excess of \$500. The Community Hall takes their responsibilities to the hirers seriously and does the best they can to protect them and ensure the Hall is compliant at all times. The Community (who owns the Hall) can be reassured that the Committee is doing the best they can to protect and manage this facility for them.	Staff Assessment The Halswell Hall is community-owned and governed by a small committee that runs the Hall on behalf of the community. The Hall has been open to the community since 1913 and has always been community-owned and managed. The facility is used by a wide variety of groups such as tutors, fitness instructors, community groups, and several private groups for larger functions such as weddings and parties. The income from the larger events allows the Hall to be offered to the smaller users at a subsidised hire rate. The committee endeavours to maximise the hiring capacity by continual promotion and liaising with the regular groups to retain them as hirers. The Hall is a popular venue and is well utilized, with charges varying between \$12 per hour for a not for profit organisation through to \$60 per hour for a large private or commercial function. Major repairs were carried out on the Hall after the September 2010 earthquake, however no Detailed Engineer Evaluation (DEE) was carried out to ascertain the %NBS of the building. This has impacted the Hall on the insurance rate paid. The Hall was also revalued in February 2021 and now has a replacement cover of \$2,000,000. This, along with no DEE has increased the annual insurance policy cost which the Hall is reluctant to pass on to the hirers as it may impact the smaller groups being unable to afford to hire the space. Assistance with DEE and the annual insurance payment would allow the Hall committee to ensure the Hall remains an affordable, attractive, and fully utilised facility that meets the needs of the local community.
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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.

00062920	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Canterbury Tamil Society Inc	Tamil Language and Culture Programmes Canterbury Tamil Society(CTS) has been conducting the Tamil Language Classes for the local community kidsThe Canterbury Tamil Society is seeking funding assistance towards the running of its Tamil Academy of Language and Arts	\$21,300 Requested \$14,550 (68% requested)	Venue hire \$1,700 Administration \$1,000 Academy stationary and running costs \$5,400 Travel \$1,500 Volunteer recognition \$1,000 Hui, conference, meetings \$300 Equipment/materials \$1,400 Function expenses \$2,250	\$ 5,000 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to Canterbury Tamil Society Inc towards the operation costs of the Academy of Tamil Language and Arts.	2

Organisation Details

Service Base: 80 Rattray Street
Legal Status: Incorporated Society
Established: 22/12/1995
Target Groups: Community Development
Annual Volunteer Hours: 780
Participants: 200

Alignment with Council Strategies

- Strengthening Communities Strategy
- Multicultural Strategy
- Children's Policy
- Youth Policy
- Physical Recreation and Sport Strategy

CCC Funding History

2020/21 - \$5,000 (Academy of Tamil Language and Arts) SCF
2019/20 - \$4,000 (Academy of Tamil Language and Arts) SCF
2018/19 - \$300 (Language, Cultural & Sports Development) SCF
P/I
2018/19 - \$3,000 (Language, Cultural & Sports Development) SCF
2017/18 - \$300 (Language and Cultural Development) SCF P/I
2017/18 - \$3,000 (Language and Cultural Development) SCF

Other Sources of Funding

Fundraising

Staff Assessment

The Canterbury Tamil Society (CTS) was established in 1996 to teach the Tamil language and to improve the childrens' knowledge in reading, writing, speaking and listening. It represents Tamils living in the Canterbury region and is actively involved in promoting Tamil language, heritage and its cultural values to their younger generation.

The objectives of the academy are:

- Empowering children to communicate in Tamil and supporting them to learn, read and write in Tamil.
- Encouraging the society to pass on the language and culture to successive generations.
- Integrating Tamil culture and language.

In addition, the children learn extracurricular activities such as poems, rhymes, dances and speeches which are connected to the Tamil culture and tradition. The children are given an opportunity to perform what they have learnt in cultural events hosted by CTS.

The school currently meets weekly at Riccarton Baptist Church. CTS has used Templeton and Bishopdale Community Centres to host their events. It caters for Tamil children between the ages of three and sixteen.

CTS has created their own syllabus for teaching the Tamil language based on their own standards which is aligned with international standards set through the New South Wales Federation of Tamil Schools in Australia. This includes the introduction of e-learning and a Tamil Language Examination. The organisation's future plans include the establishment of a mobile library of Tamil resources.

CTS events provide Tamil families and friends the opportunity to get together and pass on their identity, language and culture to their younger generations. This project takes a community development approach targeting grass roots participation and is increasing the capacity of the society to deliver a quality cultural experience. It is important for culturally and linguistically diverse communities, such as those represented by CTS, to be able to maintain and promote their cultural heritage and identity among their people as well as the wider community.

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.

00062509	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Christchurch Zhonghua Chinese Society	Vivid Youth Christchurch The Christchurch Zhonghua Chinese Society is seeking funding towards its Vivid Youth project. The project involves a sustainability themed camp followed by a hands on learning programme.	\$22,500 Requested \$22,500 (100% requested)	Salaries and Wages - \$3,600 Rent / Venue Hire - \$4,000 Administration - \$1,500 Volunteer Recognition - \$2,000 Annual vehicle hire - \$9,600 Catering - \$1,800	\$ 4,000 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to Christchurch Zhonghua Chinese Society for the post-camp component of their Vivid Youth Project.	2

Organisation Details

Service Base: 80 Rattray Street - Riccarton Baptist Church
Legal Status: Incorporated Society
Established: 23/12/1998
Target Groups: Children/Youth
Annual Volunteer Hours: 4000
Participants: 1,000

Alignment with Council Strategies

- Strengthening Communities Strategy
- Multicultural Strategy
- Childrens Strategy
- Youth Strategy
- Climate Smart Strategy

CCC Funding History

2020/21 - \$57,490 (Oriental traditional Art Shop) Creative Communities Fund Application - Under assessment
2020/21 - \$5,000 (Explore Your Origin) SCF
2019/20 - \$5,000 (Programme Delivery) SCF
2017/18 - \$10,000 (Settling in Programme) - Metro SCF

Other Sources of Funding

Camp registration fees - \$5,000
Fundraising - \$1,000

Staff Assessment

The Christchurch Zhonghua Chinese Society (CZCS) is multicultural based organisation who looks after the well- being, social needs and cultural collaboration of the local Chinese community in Christchurch.

It supports the settlement and integration of Chinese people into Christchurch through classes, designed for new migrants who wish to improve their English skills or are experiencing depression from being homesick (social isolation). This is supported by other initiatives such as providing advocacy for individuals and the hosting of seminars with agencies such as Ministry of Social Development and New Zealand Police. Working alongside the Chinese Consulate, they support Chinese tourists and their families needing support who are affected by incidents, accidents and emergencies while they have been visiting Christchurch.

Based at 80 Rattray Street (Riccarton Baptist Church) CZCS provides weekly children's Chinese art, dance and language classes and adult dance classes.

The Society aims to see migrants become more confident about their local environment, social connectedness, rights and community participation and encourage the individuals to not just be a spectator but be a player, all age groups are encouraged to join and share together.

The Vivid Youth project aims to promote sustainability and climate change awareness amongst young people and their wider communities.

The first part of the project is attending in a camp where the participants will experience hands-on activities themed around sustainability and climate change awareness. The second part of the project involves taking what they have learnt and sharing their knowledge and skills with others around them about how climate change will impact their surroundings. There will be particular emphasis on an inter-generational approach with the younger people sharing through digital platforms.

Staff are recommending funding the post-camp component.

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.

00063140	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Church Corner Toy Library Incorporated	Wages for Librarian 2021-2 The Church Corner Toy Library is seeking funding assistance towards the wages for the part time librarian/co-ordinator for the coming 2021/22 year.	\$ 9,880 Requested \$ 2,000 (20% requested)	Salaries and Wages - \$2,000	\$ 2,000 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Church Corner Toy Library Inc towards the librarian/co-ordinator wages.	2

Organisation Details

Service Base: 393 Riccarton Road, Upper Riccarton
 Legal Status: Incorporated Society
 Established: 22/03/2009
 Target Groups: Children/Youth
 Annual Volunteer Hours: 208
 Participants: 380

Alignment with Council Strategies

- Strengthening Communities Strategy
- Children's Strategy

CCC Funding History

2020/20 - \$2,000 (Wages) DRF
 2019/20 - \$1,500 (Wages) SCF
 2018/19 - \$3,000 (Co-ordinator wages, general running costs) DRF
 2017/18 - \$1,000 (Operating Expenses) SCF F-W-H
 2017/18 - \$1,800 (Wages and Running Costs) SCF

Other Sources of Funding

Rata Foundation - Pending

Staff Assessment

Church Corner Toy Library hires out toys, bikes, baby equipment, furniture and books to families of children under eight years of age. The library is open throughout the year and currently has 84 families on its roll. As well as providing a range of toys, the library is also responsible for imparting knowledge to families, particularly on age-appropriate toys and levels of development.

The library keeps membership fees (\$40 per annum) and hire charges (\$0.50 to \$3.00) low in order to be accessible to people from the low socio-economic areas they cater for. This means families can provide their children with opportunities to play and learn appropriately for their developmental stage without the full expense of purchasing toys which may only be used for a short period of time. The library provides toys and play equipment that children use to develop skills that are required to participate in society.

The librarian/co-ordinator works ten hours per week and is available to assist parents and caregivers in selection of toys appropriate for each child as well as managing the volunteers. This role also undertakes all of the administrative tasks for the organisation which includes monthly reporting, managing social media and coordinating fundraising efforts.

The Toy Library is based in the former JR McKenzie Library building in Upper Riccarton. JR McKenzie left this building to the city to be used for library purposes. The library are keen to preserve the JR McKenzie legacy and as such have a special corner dedicated to him.

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.

00062617	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Revathi Cultural Association Incorporated	Annual Dance 2021 The Revathi Cultural Association is seeking funding assistance towards the presentation of their classical Indian Dance Show.	\$ 1,600 Requested \$ 1,600 (100% requested)	Rent / Venue Hire - \$1,600	\$ 1,600 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$1,600 from its 2020-21 Discretionary Response Fund to the Revathi Cultural Association Incorporated towards delivering their annual show.	2

Organisation Details

Service Base: Te Hāpua Halswell Centre
 Legal Status: Incorporated Society
 Established: 26/03/2019
 Target Groups: Multi-cultural
 Annual Volunteer Hours: 10
 Participants: 150

Alignment with Council Strategies

- Strengthening Communities Strategy
- Multicultural Strategy

CCC Funding History

2019/20 - \$1,000 (Annual show) SCF

Other Sources of Funding

Funds on hand - \$150

Staff Assessment

The Revathi Cultural Association was incorporated in January 2019 with the aim to encourage traditional performing art forms. The Association is seeking funding assistance towards the annual show. This event will showcase the dances that students have been learning throughout the year.

The dance forms learnt include Bharata Natyam, Bollywood and belly dancing. Bharata Natyam is one of the finest dance forms of India. It is popular among Indian families, which encourage children to learn from an early age. Eye and head movements, dance gestures and expressions which are considered to be the soul of dance are introduced.

The Association has been teaching this dance form through Revathi Performing Arts for nearly a decade in Christchurch. They expect that the September annual day celebrations will mirror the success of a recent open day held in April at Te Hāpua, Halswell Centre. Fun activities for children are planned to be part of the programme with designed to introduce children and adults from a wider audience to this dance form. This will include dress up stalls which will allow attendees and children to wear traditional dance costume and jewelry.

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.

00062809	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	St Mark's Retired Peoples Fellowship	Older Persons Outings The St Marks Retired Peoples Fellowship group are seeking funding assistance towards their monthly activities.	\$ 3,525 Requested \$ 1,000 (28% requested)	Travel - \$1,000	\$ 1,000 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$1,000 from its 2020-21 Discretionary Response Fund to St Marks Retired People's Fellowship towards the monthly outings project.	2

Organisation Details

Service Base: 150 Withells Road, Avonhead
Legal Status: None / Informal Group
Established: 4/10/1972
Target Groups: Older adults
Annual Volunteer Hours: 50
Participants: 150

Alignment with Council Strategies

- Strengthening Communities Strategy

CCC Funding History

2020/21 - \$1,000 (Outings) Capacity Building FWH
2019/20 - \$1,000 (Outings) DRF FWH
2018/19 - \$1,000 (Outings and Activities) DRF FWH

Other Sources of Funding

Subscriptions \$5-00
Activity fees approximately \$25 to \$30 plus depending on distance of activity

Staff Assessment

The St Marks Retired Fellowship group is based at St Mark's Church on Withells Road providing opportunities for social interaction for older adults. Originally reaching those mainly living in the Avonhead area, the group now caters to people also living in Sockburn, Ilam, Upper Riccarton and Riccarton. They are an informal group that was established in 1972 and is self organised.

They have approximately 150 members with 40 to 50 taking part in each outing. They have a yearly membership fee of \$5 as well as the activity costs for the outings. The grant covers the travel costs.

Examples of the types of outings include;

- Mid Year Dinner at the Riccarton Racecourse
- Visit to the Greek Orthodox Church
- Visit to the Silva dell Daffodils - Templeton
- Afternoon tea at the Conniston Gardens - Ashburton
- Coach tour to Lincoln University

Many live by themselves and either do not drive or limit their driving to the local area. Therefore they often don't have the ability to go further afield. The group have only operated in the Level One Covid environment, so have missed their monthly outing at other times.

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.

00062931	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	SHARP Trust	Holiday Programme - Halswell SHARP Trust is seeking funding assistance for volunteer expenses associated with the Halswell Holiday Programme.	\$35,670 Requested \$ 3,300 (9% requested)	Volunteer Expenses	\$ 1,500 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$1,500 from its 2020-21 Discretionary Response Fund to SHARP Trust towards volunteer expenses for the Halswell After-School Holiday Programme.	2

Organisation Details

Service Base: 6 Balcairn Street in Halswell
 Legal Status: Charitable Trust
 Established: 1/07/1999
 Target Groups: Children/Youth
 Annual Volunteer Hours: 900
 Participants: 240

Alignment with Council Strategies

- Strengthening Communities Strategy
- Physical Recreation and Sport Strategy
- Multicultural Strategy
- Social Well-being Policy
- Children and Youth Policy

CCC Funding History

2017/2018 - \$11,500 (Staff and Leader Training) SCF
 2017/2018 - \$4,000 (New Halswell Prog) Off the Ground Community Fund
 2018/2019 - \$7,500 (Staff and Leader Training) SCF
 2019/2020 - \$6000 (Halswell after school and holiday programme) HHR
 2019/2020 - \$5000 (SHARP Trust Project) SC
 2020/2021 - \$1500 (Volunteer Expenses) HHR
 2020/2021 - \$5000 (Rowleyz SHARP and Spreydon programmes) SC

Other Sources of Funding

Ministry of Social Development
 E B Milton

Staff Assessment

SHARP Trust is a Charitable Trust providing after school and holiday care in the south west of Christchurch. SHARP Trust was established in 1999 in response to the need for affordable out-of-school care in the area.

SHARP deliver a holiday programme at the South West Baptist Church, at 6 Balcairn Street in Halswell. The Halswell programme runs from 8.30am-5.30pm for two weeks of the holidays, four times per year. The holiday programmes includes a range of fun activities from baking, crafts, team activities through to off-site trips and physical activities. Participants pay a small fee of \$100 per week and \$50 for siblings.

The holiday programme is supported by many young volunteers from Cashmere, Hillmorton High School, Aidanfield Christian School and Middleton Grange. SHARP Trust are seeking funding to assist with volunteer expenses and volunteer recognition associated with the Halswell holiday programme.

The opportunity to volunteer provides these young people with an opportunity to learn leadership skills, gain confidence, give back to the local community, and also help them gain future employment. The participants also benefit from interacting with responsible teenage role models who live in their immediate neighborhood, building connections to build stronger communities.

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.

00062902	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Lions Club of Halswell District Inc	Carols in The Quarry The Halswell Lions are seeking funding assistance to deliver the Carols in the Quarry event 2021.	\$ 3,750 Requested \$ 3,350 (89% requested)	Equipment / Materials - \$3,350	\$ 2,700 That the Waipuna Halswell-Hornby-Riccarton Community Board approves a grant of \$2,700 from its 2020-21 Discretionary Response Fund to Lions Club of Halswell District Inc towards the associated costs of Carols in the Quarry event 2021.	2

Organisation Details

Service Base: 301 Halswell Road
Legal Status: Charitable Trust
Established: 1/05/1978
Target Groups: Community Development
Annual Volunteer Hours: 2500
Participants: 450

Alignment with Council Strategies

- Strengthening Communities Strategy
- Social Well-being Policy
- Events Strategy
- Recreation & Sport Policy

CCC Funding History

2020/21 - \$3,200 (Carols in the Quarry & Heritage Week) SCF
2019/20 - \$2,850 (Carols in the Quarry & Heritage Week) SCF
2018/19 - \$2,900 (Carols in the Quarry & Heritage Week) SCF

Other Sources of Funding

Funds on hand

Staff Assessment

The Halswell District Lions Club are seeking a funding contribution to assist with costs associated with Carols in the Quarry 2021.

Carols in the Quarry has been running for over 25 years and is a well-established free event with a good reputation. The event provides traditional Christmas festivities in a safe and local environment. It takes place on a Sunday afternoon in December and usually lasts for two hours, from 4.30pm to 6.00pm.

The event aims to bring together families who come to enjoy the ambiance of the surroundings at the Quarry while enjoying a picnic, listening to and singing along to traditional Christmas Carols accompanied by the well-known Stedfast Band, a 40 piece Brass Band. The event typically attracts around 450 locals.

The Lions Club designate special areas for people with disabilities to ensure everyone can participate. The Club is responsible for setting up sound systems and band areas, and advertising the event.

13. 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.