

Waikura
Linwood-Central-Heathcote Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waikura Linwood-Central-Heathcote Community Board will be held on:

Date: **Wednesday 13 April 2022**

Time: **4.30pm**

Venue: **Audio/Visual Link**

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) meeting attendance is only possible via an audio/visual link or by viewing a live stream (<https://www.youtube.com/channel/UCNPb5ivHr6AzTjLcpX0-RNQ>) of the meeting.

Please request access details from the Community Board Advisor (liz.beaven@ccc.govt.nz) for the audio/visual link.

Membership

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

8 April 2022

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
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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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Karakia Whakamutunga

Karakia Tīmatanga

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 Waikura Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 30 March 2022](#) be confirmed (refer page 5).

4. Public Forum Te Huinga Whānui

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

4.1 Englefield Heritage Area

Irinka Britnell will speak on behalf of Englefield Residents Association regarding the importance for preservation of the Englefield Heritage Area.

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.

Waikura Linwood-Central-Heathcote Community Board OPEN MINUTES

Date:	Wednesday 30 March 2022
Time:	4.34pm
Venue:	Audio/Visual Link

Present

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jackie Simons
	Sara Templeton

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Secretarial Note: It is noted that this meeting was held via audio/visual link on the Zoom platform owing to the country being under COVID-19 Protection Framework (the Traffic Alert System Red) on the date the meeting was scheduled. These minutes provide a written summary of the meeting proceedings.

The Chairperson welcomed everyone to the meeting and advised that the meeting would be adjourned to enable technical issues to be addressed.

The meeting adjourned at 4.37pm and reconvened at 4.39pm.

The Chairperson advised members and presenters that the meeting was being publicly livestreamed on YouTube and that the recording would be kept online for future viewing.

Karakia Tīmatanga:

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

The Chairperson called for apologies. An apology for absence was received from Jake McLellan. The Chairperson called for a mover and seconder to accept the apology.

Michelle Lomax moved that the apology be accepted. The motion was seconded by Jackie Simons. The motion was put to the vote and was declared carried.

Community Board Resolved LCHB/2022/00026

That an apology for absence from Jake McLellan be accepted.

Michelle Lomax/Jackie Simons

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

The Chairperson called for any declarations of interest. No declarations were recorded.

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

Part C

The Chairperson asked members to confirm that the minutes of the previous Board meeting held on 16 March 2022 were a true and correct record of the meeting. The motion was moved by Sara Templeton and seconded by Darrell Latham, put to the vote and declared carried.

Community Board Resolved LCHB/2022/00027

That the minutes of the Waikura Linwood-Central-Heathcote Community Board meeting held on Wednesday, 16 March 2022 be confirmed.

Sara Templeton/Darrell Latham

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Citizens Advice Bureau – Christchurch Area

Dr Ronnie Davey, Chairperson, spoke on behalf of the Citizens Advice Bureau – Christchurch Area regarding the work of the Bureau.

Dr Davey outlined the work of the Citizens Advice Bureau. The Bureau has over 100 volunteers with two employed staff.

The Bureau is accessed by the community in person, online or over the phone. The Bureau has a drop in session operating out of the Loft at Eastgate Mall once a week.

The Bureau assists the community by giving information on a range of choices for people, offering a variety of free clinics to assist with topics such as letter writing, form filling, immigration matters.

Currently the Bureau is needing to find a new office base.

After Board members clarified further points the Chairperson thanked Dr Davey for her presentation.

4.2 Mt Pleasant Road – Water Reticulation and Stormwater

Mr Wayne Rollinson, Mt Pleasant Road resident, presented to the Board on issues he is experiencing at his property in Mt Pleasant Road with water supply and stormwater flooding.

Mr Rollinson explained to the Board that he has been experiencing stormwater flooding since late November 2021. Mr Rollinson told the Board that stormwater is coming onto his property from Mt Pleasant Road. Six of his neighbours are also experiencing stormwater overflow from Mt Pleasant road.

In February 2022 the city experienced a major rain event and Mr Rollinson's property sustained approximately \$50,000 worth of stormwater damage. Mr Rollinson outlined the mitigation measures that he has undertaken on his property to alleviate further damage.

Council have fixed the water supply leaks and installed a bung on the road. Council staff are continuing to work through options to find a suitable solution for Mr Rollinson and his neighbours.

After Board members clarified further points the Chairperson thanked Mr Rollinson for his presentation.

Attachments

- A Clause 4.2 Public Forum Presentation Mt Pleasant Road – Water Reticulation and Stormwater by Wayne Rollinson 30 March 2022

5. Deputations by Appointment Ngā Huinga Whakaritenga

5.1 Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School

The Board Chairperson welcomed Janeane Reid, Principal, to speak on behalf of Te Waka Unua School regarding Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School report. (Item 8 of the agenda refers).

Tim Lindley left the meeting at 5:06 pm.

Ms Reid advised that the school's vision is to act as the guardians of the facility for the local community, with the school to take on the cleaning and maintenance of the facility, operating the hire by outside groups through the school office. The school would be seen as a facilitator in allowing the school and wider community to have access.

Tim Lindley returned to the meeting at 5:07 pm.

A Board member sought clarification on the availability for the community to use the building. Ms Reid advised the school is not intending it to be a classroom space. The school feel they can create greater opportunities for the facility to be used more often than it currently is.

After Board members clarified further points the Chairperson thanked Ms Reid for her deputation.

Attachments

- A Clause 5.1 Deputation Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School by Janeane Reid - 30 March 2022

5.2 Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School

The scheduled deputation was unable to attend.

8. Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School

Board Comment

The Council's Team Leader Leasing Consultancy and Community Facilities Specialist joined the meeting by audio/visual link.

Staff tabled a letter from the Roimata Reading Group outlining its opposition to the proposed Gift of Building and Granting of Ground Lease to Te Waka Unua School.

The staff spoke to the report highlighting the current costs to the Council of maintaining the building.

The Board also took into consideration the deputation from Te Waka Unua School (Item 5.1 of these minutes refers).

The Chairperson thanked staff and called for a mover and seconder. Jackie Simons moved the officer's recommendations. The motion was seconded by Sunita Gautam. Following invitation from the Chairperson there was no debate on the item, and the motion was put to the vote and was declared carried.

Community Board Resolved LCHB/2022/00028 (Original Officer Recommendations accepted without change).

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Supports that the future use of the former Woolston Community Centre located at 502 Ferry Road is better utilised by Te Waka Unua school as a meeting place to support the varied needs and priorities across the local school community by providing a separate space to engage with parents, children, support services, agencies and the wider community and making it available for members of the public to utilise when not in use for school purposes.
2. Conditional on the Council's approval of recommendation 2b a lease is granted over those parcels of land at 502 Ferry Road described as part of the land held in Certificate of Title CB204/99 shown in the lease plan (Attachment A) marked Area "B" attached to this report for a period of 33 years, including rights of renewal; at a rental to be determined in accordance with the Council's policy for setting rents to sports and community organisations occupying parks or reserves.
3. Authorises the Manager Property Consultancy to negotiate, conclude and administer all the agreements necessary to facilitate recommendations 2 and 3 above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

Jackie Simons/Sunita Gautam

Carried

Community Board Decided LCHB/2022/00029

Part A

That the Waikura Linwood-Central-Heathcote Community Board recommends that the Council:

1. Supports that the future use of the former Woolston Community Centre located at 502 Ferry Road is better utilised by Te Waka Unua school as a meeting place to support the varied needs and priorities across the local school community by providing a separate space to engage with parents, children, support services, agencies and the wider community and making it available for members of the public to utilise when not in use for school purposes.
2. Agrees to depart from policy and deal unilaterally with Te Waka Unua school;
3. Agrees to gift the former Woolston Community Centre at 502 Ferry Road to Te Waka Unua school for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from Te Waka Unua school at the sum of \$1) and;
3. Authorises the Manager Property Consultancy to negotiate, conclude and administer all the agreements necessary to facilitate recommendations 2 and 3 above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

Jackie Simons/Sunita Gautam

Carried

Attachments

- A Clause 8 Woolston Community Centre (former) - Gift of Building and Granting of Ground Lease to Te Waka Unua School Letter from Roimata Reading Group - 30 March 2022

4. Public Forum Te Huinga Whānui continued

4.3 The Harm Minimisation Bill

Wayne Hawker, local resident, spoke to the Board regarding the private member's bill presented by Chloe Swarbrick MP entitled: The Harm Minimisation Bill.

After Board members clarified further points the Chairperson thanked Mr Hawker for his presentation and for his work within the community on reducing alcohol harm.

The Board agreed to support the principles of the proposed private members bill entitled: The Harm Minimisation Bill and to highlight the Board's support to the Council's 7 April 2022 meeting.

Attachments

- A Clause 4.3 Public Forum The Harm Minimisation Bill by Wayne Hawker – 30 March 2022

5. Deputations by Appointment Ngā Huinga Whakaritenga continued

5.3 Hagley Park North Tennis Court Floodlights

Chris Kissling and Anne Dingwall spoke on behalf of The Christchurch Civic Trust regarding Hagley Tennis Court Floodlights Application. (Item 11 of these minutes refers).

Professor Kissling outlined the Christchurch Civic Trust's concerns in relation to the tennis club lease, the use of the Local Government Act instead of the Reserves Act and the delegation used for the floodlights application.

The Board clarified that the Christchurch Civic Trust's concern is around the legality of the application and not the erection of floodlights. The Trust confirmed it supports the new floodlights.

After Board members clarified further points the Chairperson thanked Mr Kissling and Ms Dingwall for their presentation.

Attachments

- A Clause 5.3 Deputation Hagley Park North Tennis Court Floodlights by Christchurch Civic Trust – 30 March 2022

11. Hagley Park North - Tennis Court New Floodlights

Board Comment

The Council's Senior Network Planner Parks, Parks & Recreation Planning joined the meeting by audio/visual link and spoke to the report.

The Board took into consideration the deputation from Mr Kissling and Ms Dingwall representing the Christchurch Civic Trust. (Item 5.3 of these minutes refers).

The Senior Network Planner Parks highlighted to the Board:

- That the Hagley Park North Tennis Court new floodlights application is for a resource that is needed for the tennis club activity to remain optimum and successful by allowing court use during low light conditions.
- The approval being sought now is for the placement of the lights on the park, through the appropriate process indicated by the specified delegations. These delegations reflect the accepted Parks Unit process for approval of such lights, which normally are not funded or owned by the Council. This approval is not necessarily, nor normally, obtained through a

ground lease review process. In most cases this is because the floodlights are on grass sports fields and not in a ground lease area.

Sara Templeton left the meeting at 5.33pm.

- The values of Hagley Park as indicated through the Reserves Act classification, Empowering Act vesting and the Management Plan direction will all be protected through the light structures needing to meet all the requirements of resource and building consent, including but not limited to scale, design, colour and minimisation of light spill. If these consents are not obtained the installation of the towers will not be able to proceed.
- The Hagley Park Tennis Club does have a valid right of occupation on Hagley Park with the continuation of the rights and conditions of the 1983 lease until 2024 under the lease's right of renewal, the Board were referred to Attachment C of the report. The reasons for this continuation are complex and outside the scope of the report but it is acknowledged that an update of the Deed of Lease will be required in accordance with leasing procedure.
- Advice has been obtained from the Council's Legal Services team following the receipt of comments during the public notification and this is referred to in paragraph 8.3 of the report. The reference to no legal advice being sought in paragraph 8.8 is obsolete. This paragraph should have been removed from the report and should be disregarded.

The Board discussed the matter of the lights being turned off manually at 8pm and agreed that an automatic timer should be added to the lighting system to ensure that the lights were turned off by 8pm each night.

The Board sought further clarification points on the current club lease.

Sara Templeton returned to the meeting at 5.38pm.

The Chairperson thanked staff and called for a mover and seconder. Michelle Lomax moved the staff recommendation with an additional clause 4c that the lighting system at the Hagley North Tennis court is fitted with an automatic timer to ensure the lights are turned off at 8pm each night. The motion was seconded by Tim Lindley.

Following invitation from the Chairperson there was no debate on the item, and the motion with the additional clause 4c was put to the vote and was declared carried.

Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board recommends to the Council that it:

1. Resolves that the proposed installation of new floodlights in the tennis court area in Hagley Park North is a metropolitan matter for Council to consider and make a decision on.
2. Receives the views of the Waikura Linwood-Central-Heathcote Community Board on the proposed installation of new floodlights.
3. Approves the application by the Hagley Park Tennis Club to install six new 12.2m high floodlight towers in the club's tennis court area in Hagley Park North at sites indicated in paragraph 5.5 of the report and shown in **Attachment A** of this report. Subject to:
 - a. The applicant obtaining any necessary resource consents, and building consents, at its cost, before commencing installation of the new lighting system in the park.

- b. The applicant being required to deposit scaled as-built plans, as per the Council's Infrastructure Design Standards, within two months of the work being completed.
 - c. The applicant being responsible for all costs associated with the installation, insurance, operation, maintenance, and any future removal, of the lighting system.
 - d. The applicant being responsible for ensuring that the lighting system is always maintained and operated in a safe condition.
4. Requires that the approval and use of the lighting is subject to the following conditions:
 - a. The tennis court floodlights are to be used on weekdays, Monday to Thursday only, between 5.30pm and 8.00pm. Usage to begin no more than one month prior to the date daylight saving finishes. Usage to end within one month after the date daylight saving begins.
 - b. If the tennis courts are not in use, the lights will be turned off.
5. Acknowledges that this approval will lapse if the development is not completed within two years of the approval date.

Community Board Decided LCHB/2022/00030

Part A

That the Waikura Linwood-Central-Heathcote Community Board recommends that the Council recommends to the Council that it:

1. Resolves that the proposed installation of new floodlights in the tennis court area in Hagley Park North is a metropolitan matter for Council to consider and make a decision on.
2. Receives the views of the Waikura Linwood-Central-Heathcote Community Board on the proposed installation of new floodlights.
3. Approves the application by the Hagley Park Tennis Club to install six new 12.2m high floodlight towers in the club's tennis court area in Hagley Park North at sites indicated in paragraph 5.5 of the report and shown in **Attachment A** of this report. Subject to:
 - a. The applicant obtaining any necessary resource consents, and building consents, at its cost, before commencing installation of the new lighting system in the park.
 - b. The applicant being required to deposit scaled as-built plans, as per the Council's Infrastructure Design Standards, within two months of the work being completed.
 - c. The applicant being responsible for all costs associated with the installation, insurance, operation, maintenance, and any future removal, of the lighting system.
 - d. The applicant being responsible for ensuring that the lighting system is always maintained and operated in a safe condition.
4. Requires that the approval and use of the lighting is subject to the following conditions:
 - a. The tennis court floodlights are to be used on weekdays, Monday to Thursday only, between 5.30pm and 8.00pm. Usage to begin no more than one month prior to the date daylight saving finishes. Usage to end within one month after the date daylight saving begins.
 - b. If the tennis courts are not in use, the lights will be turned off.
 - c. An automatic timer to be added to the lighting system to ensure that the floodlights are turned off by 8pm each night.

5. Acknowledges that this approval will lapse if the development is not completed within two years of the approval date.

Alexandra Davids/Tim Lindley

Carried

Note: Sara Templeton requested that her abstention be recorded.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

The Council's Community Board Adviser joined the meeting by audio/visual link.

The Board were advised that Tūranga staff are in contact with the St Albans Residents' Association to discuss their concerns.

The Chairperson thanked staff and called for a mover and seconder. Darrell Latham moved the officer's recommendation. The motion was seconded by Jackie Simons.

Following invitation from the Chairperson there was no debate on the item, and the motion was put to the vote and was declared carried.

Community Board Resolved LCHB/2022/00031 (Original Officer Recommendation accepted without change).

Part B

That the Linwood-Central-Heathcote Community Board:

1. Receives the correspondence from St Albans Residents' Association in relation to Tūranga – Where is the space for local communities?

Darrell Latham/Jackie Simons

Carried

9. Mobility Parking- Times of Operation and Maximum Parking Limit

Board Comment

The Council's Transport Engineer joined the meeting by audio/visual link.

The Chairperson called for a mover and seconder. Sara Templeton moved the officer's recommendations. The motion was seconded by Darrell Latham.

Following invitation from the Chairperson there was no debate on the item, and the motion was put to the vote and was declared carried.

Community Board Resolved LCHB/2022/00032 (Original Officer Recommendations accepted with change).

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Mobility parking within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue,

Moorhouse Avenue and Fitzgerald Avenue, excluding the Plan A area as defined in the current City Council Delegations Register, be revoked.

2. Approves that any times of operation (if a time of operation exists) for any on-street Mobility parking within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the Plan A area as defined in the current City Council Delegations Register, be revoked.
3. Approves that for all existing on-street Mobility Parks, within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the Plan A area as defined in the current City Council Delegations Register, that the parking of vehicles be restricted to a maximum period of 120 minutes, and that these Mobility park restrictions apply at any time.

Sara Templeton/Darrell Latham

Carried

10. Motorcycle Parking- Times of Operation

Board Comment

The Council's Transport Engineer joined the meeting by audio/visual link.

The Board were advised that the officer's recommendation 2 is to be amended to read:

"Approves that for all existing on-street Motorcycle Parks, within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the plan A area as defined in the current City Council Delegations Register, that those parking areas, **that are restricted for motorcycle parking only**, that these Motorcycle park restrictions apply at any time."

The Board clarified that the Council was approached by motorcyclists to investigate the timing of motorcycle parking within the Central Business District. The parking appears to be used by commuters rather than retail shoppers. The Board clarified that there is no charge for motorcyclists to park in designated motorcycle parks.

The Chairperson thanked staff and called for a mover and seconder. Michelle Lomax moved the staff recommendation including the officer's amendment to the recommendation made at the meeting with two additional clauses to request that staff review the impact of the parking restriction changes within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the Plan A area the Plan A area as defined in the current City Council Delegations Register at 12 months from 30 March 2022 and provide advice back to the appropriate Community Board and recommend that the Parking Sub Committee request a review the impact of the parking restriction changes within the Plan A area as defined in the current City Council Delegations Register at 12 months from 30 March 2022 within Plan A of the delegations register and provide advice back to the appropriate community board. The motion was seconded by Sunita Gautam.

Following invitation from the Chairperson there was no debate on the item, and the motion was put to the vote and was declared carried.

Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Motorcycle parking within the boundaries of Bealey Avenue, Harper Avenue, Deans

Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the plan A area as defined in the current City Council Delegations Register, be revoked.

2. Approves that for all existing on-street Motorcycle Parks, within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the plan A area as defined in the current City Council Delegations Register, that these Motorcycle park restrictions apply at any time.

Community Board Resolved LCHB/2022/00033

Part C

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Motorcycle parking within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the Plan A area as defined in the current City Council Delegations Register, be revoked.
2. Approves that for all existing on-street Motorcycle Parks, within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the plan A area as defined in the current City Council Delegations Register, that those parking areas that are restricted for motorcycle parking only that these Motorcycle park restrictions apply at any time.
3. Requests that staff review the impact on the parking restriction changes within the boundaries of Bealey Avenue, Harper Avenue, Deans Avenue, Moorhouse Avenue and Fitzgerald Avenue, but excluding the Plan A area as defined in the current City Council Delegations Register at 12 months from 30 March 2022 and provide advice back to the appropriate Community Board
4. Requests staff to include in the staff report to the Central City Parking Subcommittee on Motorcycle Parking- Times of Operation the Board's recommendation that the Central City Parking Sub Committee request for a review on the impact of the parking restriction within the Plan A area as defined in the current City Council Delegations Register changes at 12 months from 30 March 2022 and provide advice back to the appropriate community board.

Michelle Lomax/Sunita Gautam

Carried

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

Part B

The Board exchanged information on the following:

- The Board enquired on the progress of the Greening the East Development Plan Progress Report.
- The Board were advised that an application was declined by the Council to erect a granite headstone in Linwood Cemetery by the Remembrance Army.
- The Board acknowledged the recent Band concert at the Edmunds Band rotunda. The Junior and Senior Woolston Brass Band were the first bands to use the rotunda. The Board were

advised that the Council has given the Woolston Band a grant towards the rebuilding of the Band Hall.

12.1 Welcome Rest Reserve

The Board were advised that a resident is willing to look after the Welcome Rest Park. The Board were advised that the Parks Unit will provide assistance to the resident.

The Board agreed to request staff to liaise with Smith Street Gardens and the resident looking after the Welcome Rest Reserve.

12.2 Allan McLean Gravestone

The Board received a request to have Allan McLean's, (first owner of McLean's Mansion at 387 Manchester Street), headstone in Addington Cemetery repaired in time for his birthday bicentennial (24 May 1822).

The Board agreed to request staff advice on how to have the Allan McLean's, first owner of McLean's Mansion at 387 Manchester Street, headstone in Addington Cemetery repaired in time for his birthday bicentennial (24 May 2022).

Karakia Whakamutunga:

Meeting concluded at 6.36 pm.

CONFIRMED THIS 13TH DAY OF APRIL 2022

**ALEXANDRA DAVIDS
CHAIRPERSON**

7. Correspondence

Reference / Te Tohutoro: 22/440315

Report of / Te Pou
Matua:

Liz Beaven, Community Board Adviser

General Manager /
Pouwhakarae:

Mary Richardson, Citizen and Community

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:


Name	Subject
Redcliffs Residents' Association	Beachville Esplanade – Condition of the Grass Area

2. Officer Recommendations Ngā Tūtohu

That the Linwood-Central-Heathcote Community Board:

1. Receive the correspondence from Redcliffs Residents' Association in relation to Beachville Esplanade grass condition.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Correspondence Redcliffs Residents' Association regarding Beachville Esplanade Condition of the Grassed Area - 13 April 2022	18

Beaven, Liz

Subject: Grass on Beachville Esplanade

From: Redcliffs RRA <redcliffs.ra@gmail.com>
Sent: Tuesday, 5 April 2022 10:18 am
To: Beaven, Liz <Liz.Beaven@ccc.govt.nz>
Cc: Templeton, Sara <Sara.Templeton@ccc.govt.nz>
Subject: Grass on Beachville Esplanade

Kia ora Liz

You will recall that the request for regrassing Beachville Esplanade was discussed at the Community Board meeting on 14th July 2021 and as you referred to in your later email to the RRA, an attempt has been made at reseeding the area.

Unfortunately this has made no difference whatsoever to the situation, as the grass seed was unable to establish due to the heavy presence of perennial weeds and large areas of compacted soil. We have attached some recent photos showing the state of a representative part.

As Council has acknowledged that their failings during the reinstatement of the grassed area are responsible for the current state of the grass, and several attempts at remediation have been made already without success, the RRA is now asking for a commitment to undertake complete re-grassing of the area in the next season.

We have had numerous complaints from residents which have been passed on to Council on a number of occasions since the problem first became apparent in 2016. The local people are upset and frustrated by the appearance of the area and unable to use it recreationally in the way they used to for games and picnics. In addition, with the pending completion of the Coastal Pathway, and the placement of seats and picnic tables, this section is an embarrassment and is not contributing to fulfilling the potential of the Pathway for recreation and enjoyment.

In order to protect the growing grass and to prevent the nuisance of fishermen occasionally parking on the planted area of the Esplanade, as part of this work the RRA would also like to see consideration of the placement of low wooden bollards alongside the road to prevent cars from encroaching and causing damage or parking on the Coastal Pathway.

Please could you table this letter for the consideration of the Board.

Kind regards

Pat

Sec, for RRA

Redcliffs Residents Association

Website: www.redcliffs.org.nz

Committee members - see website. Phone: Secretary Dr Pat McIntosh, on (03) 376 6133

Email: secretary@redcliffs.org.nz



8. Gould Crescent - Proposed Mobility Parking Space (outside of Ngutuawa School)

Reference Te Tohutoro: 21/1804144

Report of Te Pou Matua: Peter Rodgers, Traffic Engineer

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval from the Waikura / Linwood-Central-Heathcote Community Board for installation of a mobility parking space outside Ngutuawa School, on Gould Crescent. This report has been written following a request from a staff member at the ministry of education working with the mobility impaired student.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment
- 1.4 The recommended option is to install a mobility parking space in accordance with **Attachment A**. This is the most convenient location to provide direct access to the main school gate and is located near existing bridge blocks allowing a wheelchair to get over the deep dish gutters.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approve that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the northwest side of the northwestern section of Gould Crescent, commencing at a point 121 metres southeast of its western intersection with Ferry Road, and extending in a southeasterly direction for a distance of 7 metres be reserved as a parking place for vehicles displaying an approved disabled person's parking permit, installed in accordance with Section 12.4(7) of the Land Transport Rule: Traffic Control Devices 2004. This parking restriction is to apply at any time.
2. Approve that the stopping of vehicles be prohibited at all times on the northwest side of the northwestern section of Gould Crescent, commencing at a point 128 metres southeast of its western intersection with Ferry Road, and extending in a southeasterly direction for a distance of 2 metres.
3. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1 and 2 above.
4. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Council has received a request for a mobility parking space on Gould Crescent outside Ngutuawa School, in order to provide for the needs of a mobility impaired student at this school.
- 3.2 This is supported by the school and by staff working directly with the student at the Ministry of Education.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city.
- 3.4 Options within this report have been assessed against relevant industry-standard design guidance.
- 3.5 The advantages of this option include:
 - 3.5.1 Provides a wheelchair accessible mobility parking space in the most convenient location for access to the school.
 - 3.5.2 A short length of no stopping at the rear of the car park prevents the accessible path from the vehicle into the school being blocked by otherwise legally parked vehicles.
- 3.6 The disadvantages of this option include:
 - 3.6.1 Re-allocates one on-street parking space away from use by the general public.
 - 3.6.2 Another mobility card holder may use the space.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintaining the status quo with regard to on-street parking has been explored as an option. Council staff have explored the possibility of using the existing school off-street parking. This has been discounted as it is considered inconsistent with Council's accessibility policy.
- 4.2 If this option were to be approved, it would require Ngutuawa School to alter their operations allowing access to the off-street mobility park, as the gates are locked during school hours, or would require the parents of the mobility impaired student to use whatever parking spaces are available during the school pickup and dropoff periods, which may require travelling with the wheelchair for some distance within the carriageway in order to find a suitable location to get onto the footpath.
- 4.3 The advantages of this option include:
 - 4.3.1 No change to existing on-street parking
 - 4.3.2 No cost
- 4.4 The disadvantages of this option include
 - 4.4.1 The off-street parking is located further from the main building and classrooms
 - 4.4.2 The school gates are currently locked during the school day
 - 4.4.3 The users of this mobility park are expected to need to be able to come and go throughout the day.
- 4.5 No other viable locations on-street have been identified as a more suitable location for a mobility parking space, nor have any specific reasons to not have a mobility parking space at the location described in Option One, and therefore alternative locations for the mobility parking space have not been explored further. Alternative locations would require additional

physical work to implement bridge blocks over the deep dish gutters from the road and would result in higher costs to Council than the preferred option.

5. Detail Te Whakamahuki

- 5.1 Ngutuawa School (previously known as Bamford School) is a decile 3 school with a roll of 126 students. In late 2021 a mobility impaired student started at this school, and requires a wheelchair accessible parking space in order to be picked up / dropped off at the school.
- 5.2 Council staff are advised that the parking space will be required throughout the day as the student will often be coming and going throughout the day.
- 5.3 The proposed location is directly outside the main school entrance and most convenient for access to the school. The wheelchair is loaded into the rear of the van so the proposed location minimises any exposure to through traffic.
- 5.4 It is possible that in the future this mobility parking space may no longer be required when the student finishes at Ngutuawa School. However, it is also possible that another mobility impaired student will begin at the school in the interim. As a result a permanent mobility parking space is proposed and if circumstances change in the future this may need to be reviewed.
- 5.5 Ngutuawa School has expressed interest in the past in developing a school travel plan. However, this is still under development and there are expected to be difficulties reaching and engaging with parents in order to develop the plan. The outcome of a school travel plan may lead to further alterations to general parking around the school however this proposal for a mobility parking space is proposed to be implemented immediately as there is no certainty on when the travel plan may be completed.
- 5.6 Approval is required by the Waikura / Linwood-Central-Heathcote Community Board
- 5.7 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Community Views and Preferences

- 5.8 As the mobility parking space is directly outside the school, the school is the primary affected party and no other parties have been specifically consulted. This proposal is supported by the school principal, board of trustees, and by support workers at the Ministry of Education.
- 5.9 The Team Leader Parking Compliance supports the preferred option.
- 5.10 The Do Nothing option is inconsistent with community requests for improvements.

6. Policy Framework Implications Ngā Hiraunga 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 This report does not support the [Council's Long Term Plan \(2021 - 2031\)](#).

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 This proposal improves accessibility for mobility impaired persons now and in the future by providing an accessible mobility parking space by the school entrance.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$300 for the initial installation of signs and markings
- 7.2 Maintenance/Ongoing costs – Less than \$100 per annum.
- 7.3 Funding Source – Traffic Operations Signs & Markings for the initial installation, and existing Maintenance Budgets for the maintenance and ongoing costs.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 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 There are no known risks associated with this proposal.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Gould Crescent Proposed Mobility Park for approval	26

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

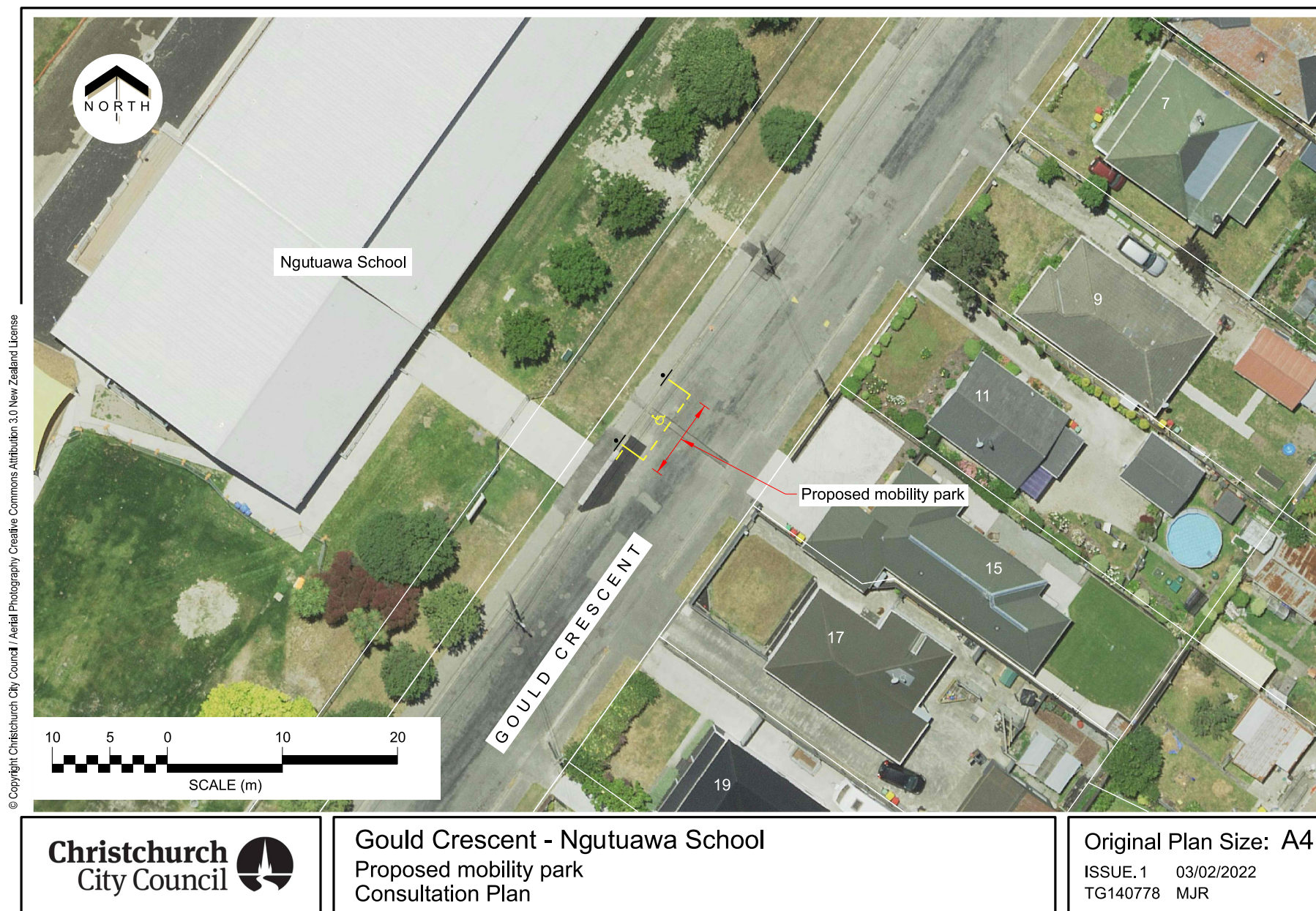
(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Author	Peter Rodgers - Transport & Waste - Asset Planning
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



9. Dorset Street - Proposed Parking Restrictions

Reference Te Tohutoro: 22/275905

Report of Te Pou Matua: Michael Thomson, Transport Engineer

General Manager

Pouwhakarae: Jane Davis, General Manager, Infrastructure Regulatory & Planning

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for parking and stopping restrictions on the southeast side of Dorset Street, between Victoria Street and Dublin Street. This report has been written in response to a request to provide short term parking associated with a new hotel.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves that all previously resolved parking and stopping restrictions on the southeast side of Dorset Street, commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 46 metres be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Dublin Street, commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 18 metres, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a loading zone for all class of motor vehicles be created and be restricted to a maximum period of five minutes on the southeast side of Dorset Street, commencing at a point 18 metres southwest of its intersection with Victoria Street and extending in a south westerly direction for a distance of 28 metres, as detailed on Attachment A. This restriction is to apply at any time.
4. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 To manage parking in accordance with new developments within Christchurch.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Apart from the status quo, no other options have been considered.

5. Detail Te Whakamahuki

- 5.1 As part of the redeveloping Central City, a new hotel is being constructed and will be completed in the next few months on the corner of Dorset Street and Victoria Street.

- 5.2 The hotel management have requested a short term drop off / pick up facility outside the hotel, similar to the parking management at other central city hotels.
- 5.3 A five minute loading zone- for all classes of vehicles will provide flexibility for hotel activities involving a motor vehicle. Examples are:
 - i) Goods vehicles delivering or picking up required hotel goods /services.
 - ii) Passenger Service vehicles e.g. taxis, dropping off /picking up hotel guests.
 - iii) Guests arriving by, say, rental car who check in and then are allocated a hotel parking space nearby.
- 5.4 In addition, the short term parking can be used by customers etc. of other nearby businesses.
- 5.5 Council staff have consulted with the only adjacent business- a camera shop, with no objections received for this proposal.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.1.1 Activity: Transport
 - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.4 This proposed change has no effect on Climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 The proposed changes to parking support the redevelopment of the post-earthquake Central city.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$1,500 including the preparation and processing of this report.
- 7.2 Maintenance/Ongoing costs - \$100 per annum
- 7.3 Funding Source - Existing Approved budgets for new Parking Signs & Markings budgets.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.

- 8.2 The Urban Development and Transport Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. This Committee has delegated authority to the Central City Parking Restrictions Subcommittee to approve parking and stopping restrictions within the area described as Plan A.
- 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 no legal context, issue or implication relevant to this decision.
- 8.5 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Any risk relates to a “do nothing” option. The “do nothing” option results in no benefits as described in Section 5 above.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Dorset Street Attachment A to Linwood Central Heathcote Community Board meeting on 13 April 2022	30

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

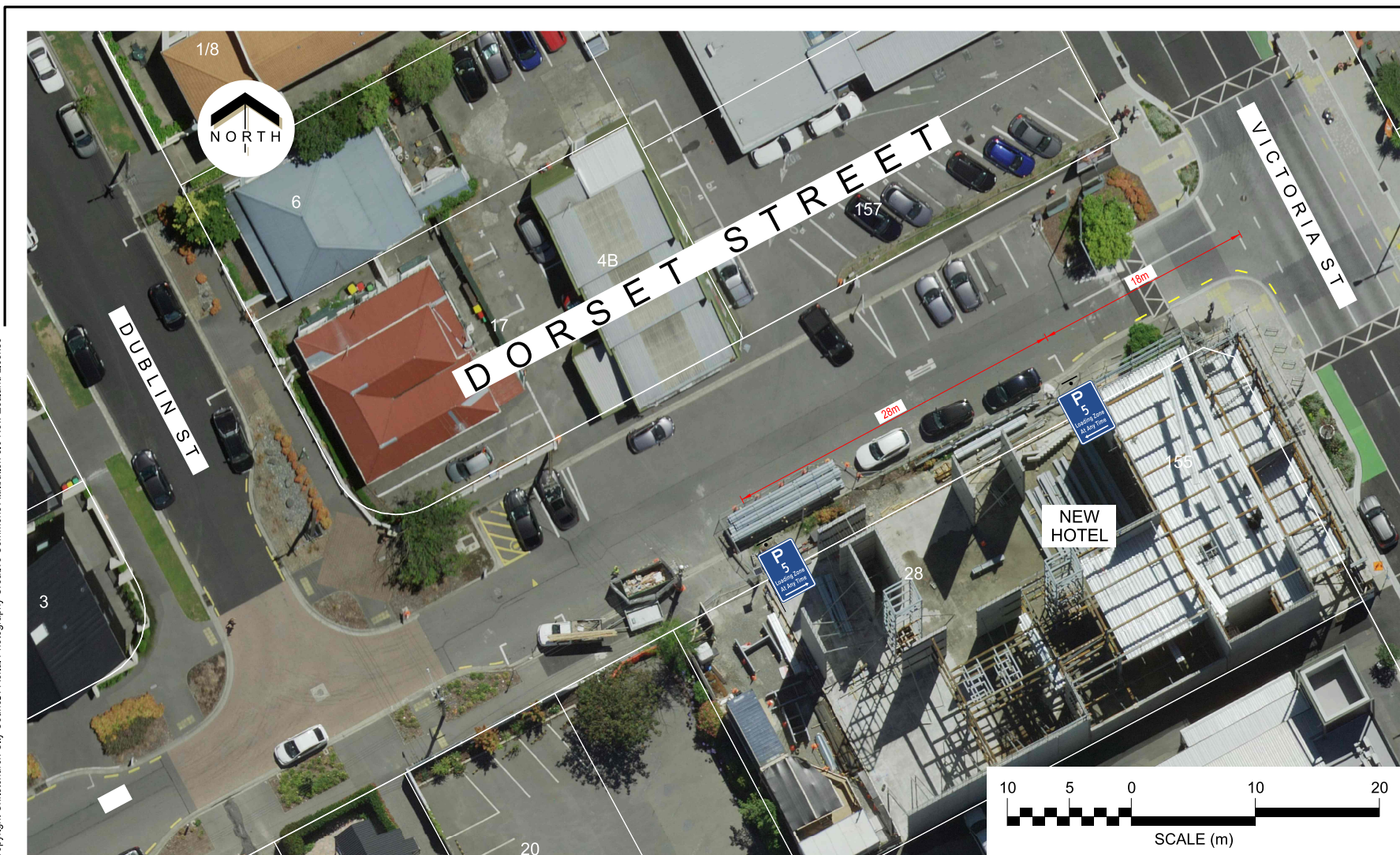
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

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

Signatories Ngā Kaiwaitohu

Author	Michael Thomson - Transport Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

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Christchurch
City Council

Dorset Street
Proposed P5 Loading Zone and Stopping Restrictions
For Board Approval
Attachment A
Designed by: MT Approved by: GD

Original Plan Size: A4
ISSUE.1 09/03/2022
TG140796 MJR

10. Christchurch Regeneration Acceleration Facility Projects - Linwood & Woolston Projects Confirmation

Reference Te Tohutoro: 22/209652

Report of Te Pou Matua: Kelly Griffiths, Senior Project Manager, Kelly.griffiths@ccc.govt.nz

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

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura Linwood-Central-Heathcote Community Board to reach a decision on the Christchurch Regeneration Acceleration Facility (CRAF) programme of work for the Linwood-Woolston area. This report has been written by staff to inform the Waikura Linwood- Central-Heathcote Community Board of the recommended programme for their approval.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of affected parties, and the extent and impact of the work proposed.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Approves the following Christchurch Regeneration Acceleration Facility (CRAF) projects for the Linwood-Woolston CRAF programme, for investigation and delivery by staff:
 - a. A redesign of the Linwood Avenue School slip lane.
 - b. A new pedestrian and cycle path along Aldwins Road providing access to Te Aratai College.
 - c. An area-wide speed restriction covering Linwood, Woolston and Bromley.
 - d. Traffic calming along the length of Smith Street, including cycle delineation and a pedestrian island leading to Te Pou Toetoe: Linwood Pool.
 - e. A new footpath and turning head on Rhona Street at Te Pā o Rākaihautū School.
 - f. Footpath resurfacing on Tilford Street from Ferry Road to Gala Lane.
 - g. The rebuild of Wyon Street from Buckleys Road to Worcester Street, and the rebuild of the whole length of Hulbert Street.
 - h. The rebuild of Chelsea Street from Russell Street to Pamela Street, and repair of Chelsea Street from Linwood Avenue to Russell Street.
 - i. The restoration of Butterfield Avenue from Buckleys Road to Hay Street.
 - j. The restoration of Worcester Street from Linwood Avenue to McLean Street.

Note: Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the Board for approval, before detailed design and construction.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Officer Recommendations have been made because the projects included in the recommendation will contribute to achieving the intended benefits of CRAF, which are; improve the liveability, connectivity, safety and road condition in Linwood and Woolston.
- 3.2 The Waikura Linwood- Central-Heathcote Community Board have been presented with information on the options available, and staff have prepared this recommendation on the Linwood-Woolston CRAF programme for their consideration.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 There were 451 recommendations for work in Linwood and Woolston, which included the rebuild, restoration or repair of 33 streets, and 418 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 4.2 The Board has been provided with information around each of the 451 recommendations for work as potential alternative options to make up the Linwood-Woolston CRAF programme.
- 4.3 The information provided on the recommendations included prioritisation, delivery timeframes, high-level cost estimates, advantages and disadvantages of each category of work, and impact on the Linwood and Woolston communities.
- 4.4 The Boards request for projects and individual project scoring has taken this information into consideration.

5. Detail Te Whakamahuki

- 5.1 In the 2017 central government election campaign, the Christchurch Regeneration Acceleration Facility (CRAF) was announced, as part of the 'Plan for Canterbury' to accelerate Christchurch's recovery after the earthquakes.
- 5.2 After the election, CRAF was allocated \$300 million, \$40 million of this was allocated to transport projects.
- 5.3 To secure the \$40 million, Council worked with Treasury to develop an Investment Proposal, and then a more detailed Investment Case, which was approved by Council before being submitted.
- 5.4 Of the \$40 million, \$30 million has been allocated to roading and transport improvements in five areas in Christchurch that experienced significant damage and disruption, or increased travel use following the earthquakes – Linwood and Woolston, Richmond, New Brighton, Riccarton, and Spreydon, Somerfield, Waltham, and Beckenham. The intended benefits of the \$30 million is to improve the liveability, connectivity, safety and road condition in the five areas.
- 5.5 Of the \$30 million, \$6.5 million has been allocated to roading and transport improvements to safety and access, and condition in Linwood and Woolston, in the area between Woodham Road, Worcester Street, Linwood Avenue, Aldwins Road, Ensors Road, Brougham Street, Clarendon Terrace, St Johns Street, Ormandy Place and Butterfield Avenue (Attachment A).
- 5.6 Assessments of all the streets within the Linwood-Woolston CRAF area were undertaken, to identify all the safety and access faults (how safe and easy it is to access a location, street or property) and condition faults (what is the condition of the street).

Community Views and Preferences

- 5.7 To build on the list of faults identified in the assessments, community consultation was undertaken to gain local knowledge of the issues and faults in the Linwood-Woolston area.
- 5.8 The consultation was called 'Better Safer Roads' and was open from 18 February to 15 March 2021.
- 5.9 We delivered leaflets to all the properties and businesses within the Linwood-Woolston CRAF area (Attachment A).
- 5.10 We also emailed key stakeholders, and had a 'Have Your Say' page which included an interactive map where people could leave their comments.
- 5.11 We held a drop-in session for people to talk to staff and provide feedback on the Linwood-Woolston CRAF programme at the Woolston Library during the consultation period.
- 5.12 We received 58 submissions for the Linwood-Woolston area; these came from the 'Have Your Say' page, the interactive map, and emails. The submissions can be viewed in Attachment B.
- 5.13 Road condition, flooding issues and traffic speeds were the most common submitters themes.
- 5.14 The faults identified in the street assessments and the community consultation resulted in 451 recommendations for work in Linwood and Woolston, which included the rebuild, restoration or repair of 33 streets, and 418 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 5.15 The Board were also given the following definitions for repair, rebuild, and restoration:
- Repair – Isolated damage requiring minimal construction to return the complete asset to a suitable condition. This would generally require no community engagement, no approvals, and minimal design. Work can generally be completed within 6 months.
 - Restoration – Multiple patches of damage greater than 20 metres. For the road carriageway, restoration is generally a reshaping of the top surface. This would generally require some community engagement, some approvals, and more detailed design. Work can generally be completed within 6 to 18 months.
 - Rebuild – Significant damage to a street requiring a full replacement of the damaged assets. This work will require community engagement, Community Board or Council approval, and full detailed design. This work can be completed within 18 to 36 months.
- 5.16 Each of the 451 recommendations were prioritised by staff on a scale of one to five – five being the highest priority, one being the lowest priority. The prioritisation of the safety and access issues takes into account proximity to key destinations, such as schools and commercial centres, and the impact of the work. The prioritisation of the condition work is based on the level of deterioration of the street.
- 5.17 The Board were given the prioritisation, delivery timeframes, and high-level cost estimates for each of the 451 recommendations. They were informed the Linwood-Woolston CRAF budget is not sufficient to complete all work identified, and that the Board would need to work together to determine how to allocate the budget.
- 5.18 At briefings to discuss the budget allocation, the Board instructed staff to include the following five projects in the programme; the Linwood Avenue School slip lane, the pedestrian and cycle path along Aldwins Road, the area-wide speed restriction covering Linwood, Woolston and Bromley, and the rebuild of Wyon Street and Hulbert Street.
- 5.19 The Board also advised their preference for projects that address safety and access concerns, improve footpath condition, and the condition of Worcester Street.

- 5.20 To help the Board decide what to include in the rest of the programme, staff provided the Board members with a spreadsheet containing the projects that fit the above criteria, and asked each member to score each project on their priority. The projects with the overall highest priority would be added to the programme, until the \$6.5 m budget was reached.
- 5.21 The following programme of work is the staff recommendation for the Linwood-Woolston CRAF programme which has been compiled from the Board's requests and priority scoring, for the Board to consider:
1. A redesign of the Linwood Avenue School slip lane
 2. A new pedestrian and cycle path along Aldwins Road providing access to Te Aratai College
 3. An area-wide speed restriction covering Linwood, Woolston and Bromley (Attachment C)
 4. Traffic calming along the length of Smith Street, including cycle delineation and a pedestrian island leading to Te Pou Toetoe: Linwood Pool
 5. A new footpath and turning head on Rhona Street at Te Pā o Rākaihautū School
 6. Footpath resurfacing on Tilford Street from Ferry Road to Gala Lane
 7. The rebuild of Wyon Street from Buckleys Road to Worcester Street, and the rebuild of the whole length of Hulbert Street
 8. The rebuild of Chelsea Street from Russell Street to Pamela Street, and repair of Chelsea Street from Linwood Avenue to Russell Street
 9. The restoration of Butterfield Avenue from Buckleys Road to Hay Street
 10. The restoration of Worcester Street from Linwood Avenue to McLean Street
- 5.22 The anticipated delivery timeframes for the programme can be viewed in Attachment D. The timeframes have allowed for the 2022 Council elections.
- 5.23 The decision affects the Linwood ward. The Waikura Linwood - Central-Heathcote Community Board have the delegated authority to make this decision on the Linwood-Woolston CRAF programme.
- 5.24 Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the Board for approval, before detailed design and construction.
- 5.25 Community consultation on the individual projects will take place once draft designs are completed, and this feedback will be presented to the Board.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

- 6.1 The projects listed above will deliver on a range of benefits that align with Council's policies and strategies associated with providing a level of service for safety, accessibility and condition:
- The Safer Christchurch Strategy (2016)
 - 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.
 - The Equity and Access for People with Disabilities Policy (2001)

- The 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.
- The Transport Management Plan and the Transport Activity Plan, which provide the foundations for Council's Long Term Plan.

6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2.1 Activity: Transport

- Level of Service: 16.0.1 Maintain roadway condition to an appropriate national standard, - ≥5% of the sealed local road network is resurfaced per year
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - ≥65% resident satisfaction
- Level of Service: 10.5.3 More people are choosing to travel by cycling - ≥12,000 average daily cyclist detections
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤1.10 million tonnes of CO2 equivalents

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.5 The majority of the work in the recommended programme will includes measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes of transport, which will result in reduced carbon emissions and have a positive effect of Climate Change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.6 The majority of the work in the recommended programme 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

- 7.1 Cost to Implement - \$6.5 million for the Linwood-Woolston programme, this includes all staff costs.
- 7.2 Maintenance/Ongoing costs - these will be calculated for each project, and detailed in the decision reports.

- 7.3 Funding Source - The \$40 million Christchurch Regeneration Acceleration Facility, provided by Treasury.

Other He mea anō

- 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 The Waikura Linwood- Central-Heathcote Community Board have the delegated authority to make this decision on the Linwood-Woolston CRAF programme.









Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If the Waikura Linwood- Central-Heathcote Community Board do not approve a CRAF programme for Linwood and Woolston, there is a reputational risk with Treasury that Council is unable to deliver on the CRAF programme it committed to delivering in the Investment Case.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Linwood-Woolston CRAF - Map of Area	38
B  	Linwood-Woolston CRAF - Consultation Submissions	39
C  	Linwood-Woolston CRAF - Speed Restriction Plan	49
D  	Linwood-Woolston CRAF - Programme with Delivery Timeframes	50

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

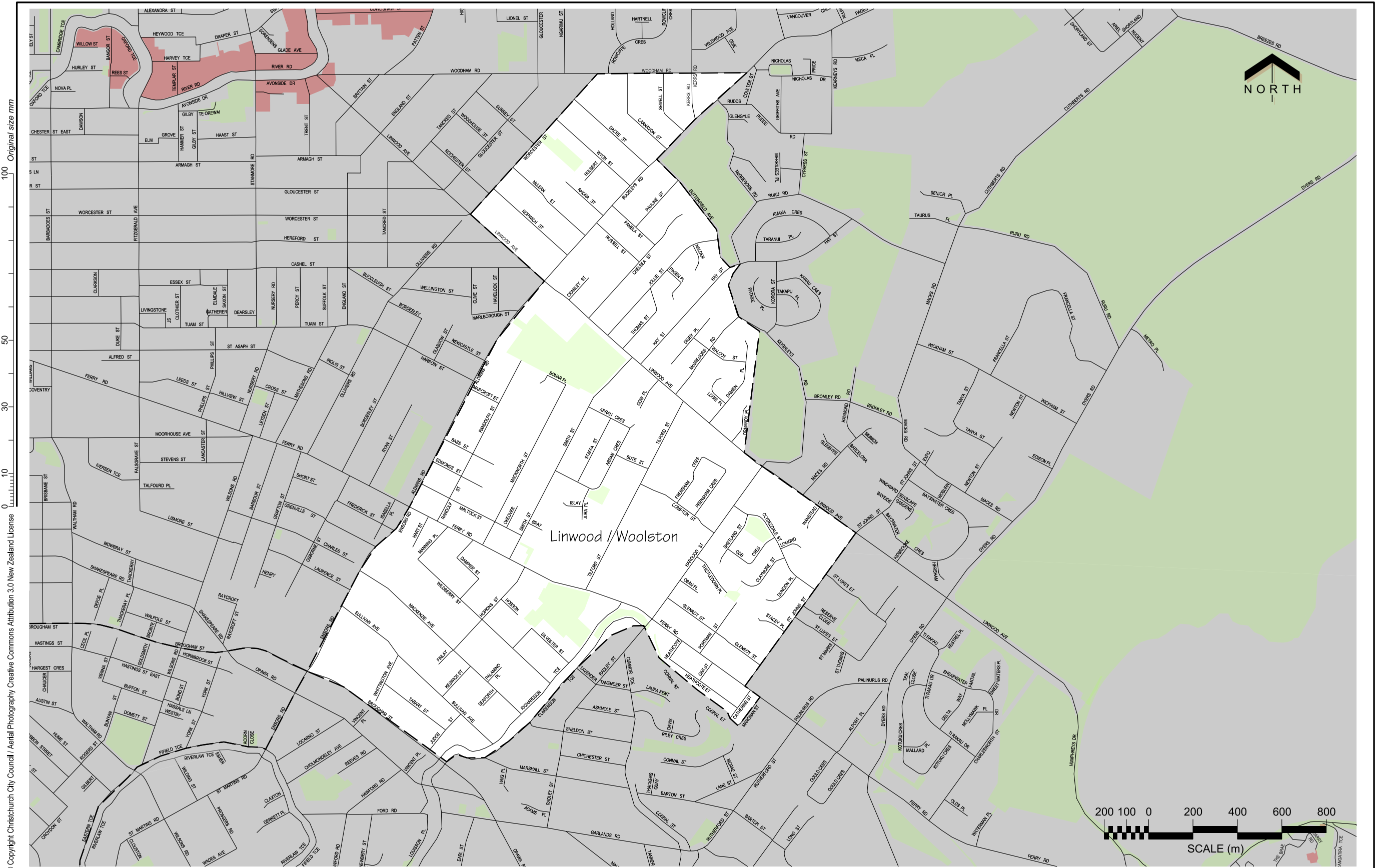
(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Authors	Kelly Griffiths - Senior Project Manager Samantha Sharland - Engagement Advisor
Approved By	Sharon O'Neill - Manager Planning & Delivery Team Lynette Ellis - Head of Transport & Waste Management



Feedback from Have Your Say

Do you live in this area?	I'm providing feedback on	Feedback
Yes	Traffic speeds	Regarding the burnouts (They just did another 5mins ago which reeked). I keep meaning to phone ECAN (Environment Canterbury) to report Thomas Street. As ECAN look after the Land, Air & Water which Thomas St & their visitors are effecting. To see whether ECAN can do anything. Besides the burnouts there's the issue of rusty potentially leaky cars they have on their front lawn too.
Yes	Streetscape	Please see attached
No		<p>Please find a copy of a report we have just completed based on fieldwork in Inner City East which sees streetscaping as a form of 'public work', and should be considered an integral part of suite of measures aimed at making places better, safer and healthier. Residential intensification through infilling and medium density housing means the reduction of private space. Consequently the quantity and quality of urban public space becomes critical. 'Quality' must reflect both technical aspects of safety and the needs and aspirations of those who use streets and greenspaces.</p> <p>Drawing on Social Practice Theory, Tactical Urbanism and Transition Management, we report on an urban space 'co-operative management' methodology that is able to accommodate both the techno-rationalities of experts with the expertise of locals across planning, implementation, maintenance and monitoring. Whilst acknowledging such an approach will have its costs, we suggest the costs of sprawl and inefficient use of infrastructure may be much higher. We hope you will find the report useful, potentially informing the evolution of this Way Better Roads initiative. We are happy to discuss any matters in the report further.</p>
Yes	Streetscape	<p>I live and work from home at 25 Pauline St, Linwood. I have real concerns about the cars winding up to at least 100kmph down this street. Just sitting here now in the last 10 minutes I have had 3 x cars go past between 80-100kmph. I contacted the police and informed them of this issue but they informed me they could do nothing and it was a council issue. Next door has a few young ones always out on the foot path biking and playing I would hate for something to happen.</p> <p>It's like Pauline St is a back link between Eastgate and parts of Bromley.</p> <p>It would be great if the street could be monitored for a few days so you could see what I mean.</p>
Yes	Streetscape	My concern is the intersection of Butterfield Ave & Hay St. It is very uneven with the gutter & hump close together & if a driver has to hurry coming from McGregors Rd to Butterfield the unevenness of the area is accentuated. Also turning left from Hay to Butterfield it is difficult to stay on the correct side of the road. More awkward if there is a vehicle coming up to the intersection on Butterfield.
Yes	Streetscape	<p>Pot holes keep appearing in the road. They are patched up but as soon as it rains again the holes open up again. Some are getting quite deep now.</p> <p>Portions of the footpath are in disrepair.</p> <p>The guttering is in disrepair and dangerous for the elderly, disabled and young children to access vehicles from the footpath across the guttering.</p> <p>Wyon Street is the only through street between Worcester Street to Buckleys Road in the area bordered by Worcester/Buckleys/Linwood Ave/Woodham Road. With the other 6 streets in this block (Sewell, Carnarvon, Dacre, Rhona, McLean and Norwich) that exit onto Buckleys Road only allowing exit to the left and not a thoroughfare to the right which takes people to Eastgate, and so drivers from outside the neighbourhood use Wyon Street as the route to Eastgate. I believe this situation will worsen once the cul de sac is created for Norwich Street. Often vehicles travel at excessive speeds along Wyon Street. We would like the street to have street calming to reduce the number of vehicles going at excessive speed and allowing the road to be mainly used by local people and therefore directing others to use the main roads of Linwood Ave, Buckleys Road and Woodham Road. Please refer to our street petition which was presented to the local Community Board in 2019 where we expressed our concerns of the excessive speed of many of the drivers using Wyon Street and requesting some form of street calming. Since the time when we presented the petition a speeding driver has crashed into the fence of the property on the corner of Wyon and Worcester Streets</p> <p>At the moment there are roadworks on Buckleys Road that include the entrance to Wyon and this means that the entrance/exit into Wyon Street is closed to traffic. Well what a difference this has made to our street...there is no through traffic excessive speed and noise as only the residents or visitors are using the road. We recently held a local</p>

Do you live in this area?	I'm providing feedback on	Feedback
		<p>Neighbourhood Gathering and without fail everyone that I spoke to said that they had really noticed the difference in the street with the reduced access and improved driver attitudes since the 'temporary' closure of the Buckleys/Wyon Street entrance/exit.</p> <p>Please refer to our previous petition that was submitted (2019) regarding our street and action the requests that we have been asking for over a long period of time.</p>
Yes	Traffic speeds	<p>I am writing to ask that a portion of the funding available for community roading be used to make safe the residential street on which I live. Thomas Street in Linwood is a great street with lots of young families and that old fashioned kiwi feel- kids still cross the street to visit their friends and walk their animals.</p> <p>This however is jeopardised by many road users who drive dangerously and use extremely excessive speed up and down our small street. You only need to walk to the top of the street to view the heap of tyre skid marks from burnouts and donuts to evidence this. The constant excessive speed of lots of drivers who regularly use the street going to and from addresses on Thomas Street and neighbouring Jollie Street is almost impossible to capture on film for reporting to police as they go by too fast to take photos or get registration numbers. There are children, pets and elderly people who deserve to be able to live on the street safely and without fear of being struck by speeding vehicles, deafened by screaming tyres and choking on tyre smoke every day. Put frankly, I wait for the day that I am sitting at home, hear a 'bang' and exit the house to find someone's child dead on the road. That's how bad it is and the fact that it hasn't happened yet is a miracle.</p> <p>The good thing is that these issue can be eliminated by reconfiguring the road, placing speed bumps, painting lines on the road or using kerbing or plantings to visually narrow the road. If some of the available funding could be used to extend the berms inward towards the road, offset the road and/or install speed bumps to force drivers to slow down this would make a huge improvement to the safety of the street. It would make speeding and donuts not an option for drivers on this wide road. A number of nearby streets have already had similar installations, including Keighleys Road, Butterfield Ave, Smith Street, Russell Street, McGregors Road and Tilford Street. If seems only reasonable that Thomas Street receive the same safety improvements. This could also be an opportunity to add some gardens to improve the aesthetics of the street. A version of what has been done to improve Geraldine Street (but on a much smaller scale) would be something to aspire to, given the bend at the top of Thomas Street is a prime spot for burnouts all hours of the day and night.</p> <p>Please consider helping us create a street where families want to live and stay by using a small portion of the funding to improve road safety on Thomas Street, Linwood.</p>
No	Traffic speeds	<p>Ferry Rd is a main link to the City from Woolston, Ferrymead, Sumner and Redcliffs. Traffic can be heavy on this road and suffers hold-ups, especially on hot weekend days and peak hours. Please consider:</p> <ol style="list-style-type: none"> 1 - Return Woolston Village to 50km/h from the current 30km/h 2 - Ensure all lights are phased the same to promote traffic flows. 3 - Minimise the number of traffic lights. 4 - No-right-turn arrows at exits from carparks (McDonalds, New World, Countdown, Mitre 10, etc.) Right turns from car-parks during peak traffic times have been the source of the majority of near misses I have observed as a frequent user of this road.

Do you live in this area?	I'm providing feedback on	Feedback
No	Other	<p>We write in support of the submission from Dr Suzanne Vallance, Dr Wendy Hoddinott and Dr Sally Carlton on "Way Better Roads" based on their recently published research entitled "Practising Urbanism: Co-managing 'Public' Space" March 2021, centred on a case study of the Linwood Village.</p> <p>As an agency that has worked closely with the authors around technical issues relating to the marginalised neighbourhoods of the Inner City East/Linwood area, we can strongly vouch for the benefits associated with adopting a "co-operative management approach" when seeking input from communities, especially those in low socio-economic areas around such issues as roads, green space and streetscape.</p> <p>Such an approach ensures residents are not simply "consulted with". Instead, they become active players in helping shape the way residents can actively participate in the different stages of the engagement process including the listening period to the design phase and on through to the implementation and monitoring of the work undertaken. While there are costs in following such an approach, notwithstanding the need to give up some control over the process, the potential long-term costs for the Council from not drawing on the wisdom and input of a wide range of voices could prove much more costly further down the track from the negative effect of a narrow technical focus.</p> <p>We strongly support the need for utilising a "social infrastructure" perspective as advanced by Drs' Vallance, Hoddinott, and Carlton when addressing such public works matters such as roads, streetscape, parks, reserves and greenspace. As the authors argue, this will become increasingly more important as urban consolidation increases and private space shrinks. Greater emphasis on the quality and quantity of public spaces will become even more essential.</p> <p>We urge the Council to adopt a co-management approach to such matters. We have seen firsthand the benefits to the Inner City East when this approach has been used.</p>
Yes	Traffic speeds	Reduce the speed on roads off Ferry Road such as Manning Place and Wildberry Street. There are a lot of young children playing and riding bikes around here. Introduce more speed bumps and chicanes to calm the traffic down.
Yes	Traffic speeds	I am cyclist and live in Thomas Street. Car s speed down my street and brake suddenly leaving rubber on the road . the smell is annoying and my washing drying outside is affected. It occurs mainly in the weekends when children are playing outside sometimes run across the road without looking both ways and could be hit by a speeding car
Yes	Traffic speeds	<p>Thank you for giving me the opportunity to speak up regarding the funding available to enhance and make better the area I live in. I am on the corner of Worcester Street and Woodham Road (218 Woodham Road). Unfortunately I was unable to partake in the drop in session today so I am emailing you with my thoughts.</p> <p>Woodham Road being a main route through to the East is a busy road. I accept that, however a number of vehicles that pass through regularly are excessively loud and can pass through at considerable speeds. Regarding the noise levels, it amazes me that some vehicles are able to pass WOF due to the exhaust decibels.</p> <p>I would like to see more policing of this area, speed bumps and cameras maybe to help eliminate the main culprits. Anything to make people aware that the area needs to be safer and more user friendly. Often it can be the same vehicles that are the nuisance.</p> <p>I did discuss it with a couple of policewoman who were doing a mailbox drop recently and they both said to speak up as there are ways to help alleviate this unnecessary nuisance. The speed problem makes the road dangerous and as there is a primary school in the area there are small children to consider. If any of this available funding could be put towards solving this issue, I am sure it would make many in this area happy to see it put to this use.</p> <p>I would appreciate any feedback you may have as to whether this request will be considered, and if it doesn't fit into the requirements of funding available, perhaps you could help me as to how I should proceed to help eliminate the issues I have presented.</p>
Yes	Traffic speeds	Wyon St. is used as a "rat run" by cars trying to avoid the lights at Linwood Ave. The problem of speeding traffic mainly occurs in the evening rush hour. It is only a matter of time until a child is killed or seriously injured if a toddler manages to run out of a garden. Traffic calming measures would help. If speed bumps are inappropriate then sections of road narrowing should be considered.
Yes	Pedestrains	The roads and pavement in Wyon St. are unsightly and unsafe. There are many trip hazards with uneven pavements. The street lighting is very poor and only on one side of the road - this makes it very unsafe for pedestrians walking on the pavements when it's dark. Visitors have on several occasions tripped in to the gutters wen getting in to the passenger side of cars at night. We need; new pavements, the gutters removed, and better lighting on both sides of the street.

Do you live in this area?	I'm providing feedback on	Feedback
	Traffic speeds	<p>MacKenzie Ave, Woolston was narrowed down previously with large berms and now it has been made into a cycle route with more speed bumps and speed reduction as mitigation.</p> <p>Unfortunately this is not adequate and it's an accident waiting to happen. Cars can barely get past each other and vehicles still blast down the road at high speeds periodically. If as a cycleway it gets more popular it's only a matter of time until someone gets badly hurt.</p> <p>In a perfect world it would have been designed for the task pre-narrowing.</p> <p>Apart from redesigning the whole street what would make a big difference would be to turn it into a cul de sac at the river end. It doesn't need to be an access point and would take away those cars coming around the corner and 'putting their foot down' and making it a race track circuit.</p>
Yes	Streetscape	It would be lovely if the sycamore trees in Tilford St, could be trimmed drastically, or even removed. I'm sure I'm. It the only one who gets tired of cleaning up the leaves and removing the seedlings from my garden. My other suggestion is that footpaths could be made safer for pedestrians in the area. We battle scooters, and cycles for space, and at times they can be a dangerous place to walk. Woolston village is going to look lovely when it's finished. I so hope people appreciate the work being done and try to keep things a bit tidier.
Yes	Streetscape	Footpath is broken and potholed in 2 to 3 places on west side of Randolph street between Edmond and Matlock streets
Yes	Traffic speeds	<p>We live in Wildberry Street in Woolston and have definitely benefited from the re-surfacing of the road recently as it seems to make vehicle noise less. This helps us at night as we don't get woken by traffic noise as much.</p> <p>Wildberry St. is often used as a cut through from one side of Ferry Rd to the other and we have many boy racers who use this road as a race track!</p> <p>We had one man recently who was high, driving on the wrong side of the road at 200 km an hour!</p> <p>This was very dangerous for residents and the police were called.</p> <p>It would be good if sleeping policemen or speed bumps were put along the road to slow down those who wish to speed along our road. These are present in Mackenzie Avenue and in many roads around this area but, unfortunately not in Wildberry Street.</p> <p>We have a kindergarten on Wildberry Street and there are many families with young children and pets such as cats who wouldn't wish to become road kill.</p> <p>Please seriously consider putting in speed bumps as it would help our residents in Wildberry Street to lead safer, less noisy lives.</p>
Yes	Streetscape	<p>Hi, i recieved a leafet from you guys regarding the new woolston look, i have lived here for 40 years and have always had a problem with the council trees on maronan that over hang my property in catherine st, they are out of control in height etc , and the maintenance to control the leaves and seedling dropped from these trees that block all of our guttering and drains, its such a on going problem , it needs to be solved once and for all , thats what i pay my rates for :)</p>
Yes	Streetscape	I would like to see less narrowing of streets for example Sullivan and Mackenzie Avenue are a nightmare with so many cars parked on streets you have to give way to oncoming traffic as there's no room to pass also bringing curbs out eg Hopkins Street Ferry Road corner if you want to turn left and car in front is turning right you can be held up for a long time as there's no room to get beside right turning car It's not calming just very annoying It doesn't stop the idiots on the roads they will still drive like maniacs

Do you live in this area?	I'm providing feedback on	Feedback
Yes	Streetscape	<p>I would like to suggest seating along Linwood Avenue on each side of the path. As it is a long walk from the top to the bottom. Maybe at a 45° angle from the footpath?</p> <p>Another suggestion is to plant small bushes between the road & treeline (in the central bit) rather than having daffodils. Such as the many Hebes & Mingi Mingi, Turutu, Pohuehue, Chatham Island Forget-me-nots, Renga renga & all the different varieties of native grasses.</p> <p>I believe planting such plants would cut down on maintenance costs with Lawn Mowing. As these plants stated above would take place of the grass & wouldn't just be present in spring time.</p> <p>Also I would like to suggest planting Kowhai and/or some kind of Olearia along the pavement on Linwood Avenue on the berms.</p>
Yes	Traffic speeds	<p>I managed to get a photo of the road outside 20 Thomas Street.</p> <p>It's not just this one house where all the problems come from - there are many more unrelated drivers who speed and drive dangerously down Thomas - but I thought it would give you some idea of the extent of the problme</p>
Yes	Streetscape	
No	Cycling	<p>This comment relates to cycling, pedestrians and crashed/near misses.</p> <p>There is no safe way to cross the Heathcote river on bike or foot at Tunnel road bridge (its fine if you are in a car though) - People from Woolston can't easily access Ferrymead park and the trail on the South of the river (unless they drive across the bridge and park on the grass verge beside tunnel road). People from Heathcote can't safely ride through the park to the Woolston shops.... There is a path that links to the bridge then nothing, it just ends.</p>
Yes	Traffic speeds	<p>I live on Thomas Street in Linwood and I am concerned about speeding on my street. It happens every day and often at night too. I've noticed at midnight around 70-80km/hour. I would like to see speed cameras and a police presence, and speed humps or cut Thomas St off so they can only go one way. I worried about the extra traffic from the new swimming pool. It's currently not safe for kids on our street.</p>
Yes	Pedestrains	<p>The state of the footpaths on Dacre Street are not very safe and there is often pooling water from leaking drains going over the footpath. It's also quite nerve-wracking crossing the street as more and more cars are speeding down the street.</p>

Do you live in this area?	I'm providing feedback on	Feedback
Yes	Traffic speeds	<p>This feedback is about Thomas Street in Linwood and relates to excess traffic speeds and dangerous driving, and also to streetscape and stormwater drainage.</p> <p>My husband, my 8 year old daughter and I live on Thomas Street and have witnessed countless examples of excess speeds and burn outs along Thomas - at least once a week, sometimes 10+ times in one day. Most of these events originate from 20 Thomas St - from the resident who lives there but sometimes from drivers who visit. In addition, there are drivers who use Thomas as a rat-run between Jollie St and Linwood Ave and travel well in excess of the speed limit. I would invite you to take a walk along Thomas St, and assess whether you've seen quite as many burn out marks in one concentrated location before. The speeding and the burnouts pose a safety risk to people using the street, and to residents using their front gardens, as the possibility of losing control of one's car and running off the road is increased when doing a burn out. The stationary burn outs are also problematic as they fill the air with a foul smelling smoke. There have been several occasions when the smoke is so thick I cannot see the opposite side of the road from my front window, a distance of around 10 metres.</p> <p>In addition to the dangerous driving there is a separate matter of blocked, damaged or under capacity stormwater drains on Thomas. When it rains, part of the street floods, at its deepest outside 15 Thomas St.</p> <p>My specific request therefore is two-fold. Please urgently curb the ability to burn out and speed along Thomas St as soon as possible. Perhaps a series of temporary barriers that narrow the road in places and something that specifically prevents the resident at 20 Thomas Street burning out on the road right outside their property. As a side note, I am aware that other residents on Thomas Street are suggesting speed bumps. These pose a particular problem for my husband as he uses a wheelchair and has no head control, so his head is thrown around uncomfortably when we go over bumps. If there is another solution, that would be preferable to us. However, we could weather the speed bumps if it curbed the burnouts and speeding.</p> <p>Secondly, I would like to see a longer term streetscape solution for Thomas St - that not only mitigates the dangerous driving, the burn outs, the rat run, the stormwater flooding; but also enhances wellbeing and connection for its residents. Perhaps a strip of rain gardens like the ones at the end of Linwood Ave by Dyers Road, which would narrow the road and deal with the stormwater issues. I would be happy to see thresholds, parking bays, bump outs, native planting, perhaps in conjunction with the landscaping for the new Linwood Pool (being built at the Linwood Ave end of Thomas). Perhaps also there is partnership potential with the Greening the East initiative, enhancing resident wellbeing is a primary goal in the Waikura community board 3-year plan.</p> <p>I am aware that the issue of speeding and burnouts is an enforcement issue. However I also know that at least one resident has repeatedly called the police. The police have attended and the behaviour has not changed. We have lived in this house for 6 years and this has been a problem the whole time we've been here. I think if the problem could be solved by enforcement that would have happened already.</p>
Yes	Streetscape	<p>I walk to work in the mornings usually between 5.15 - 5.30am and my walk starts by going through the alley way between Jollie and Chelsea streets. The trees that hang over into the alley way are overgrown and need to be trimmed up and although there is a street lamp in the middle of the alley way, it is either not working or it has been turned off.</p> <p>There is a street lamp directly opposite from the exit of the alley way, on the corner of Chelsea and Pamela streets but again that doesn't seem to be working often either. The other thing with the alley way is that residents from 'presumably' another street, is using it to dump their rubbish. They sometimes put them into the shopping trolleys that accumulate there. Also can the crap around the big green 'power box?' outside 44 Jollie, needs to be tidied up. The grass/weeds is overgrown, it smells (I think someone has been using it as a 'pee' stop) and its also being used to dump lawn clippings and or rubbish. I'm not sure what can be done to stop some of it but trimming the trees and turning on the lighting in the alley way, would be great for me. Thank you.</p>
Yes	Streetscape	<p>Jollie St is extremely patchy and bumpy and gives me neck pain driving home from work every day. Please upgrade this road for us proud homeowners (myself and 4 of my neighbours).</p>

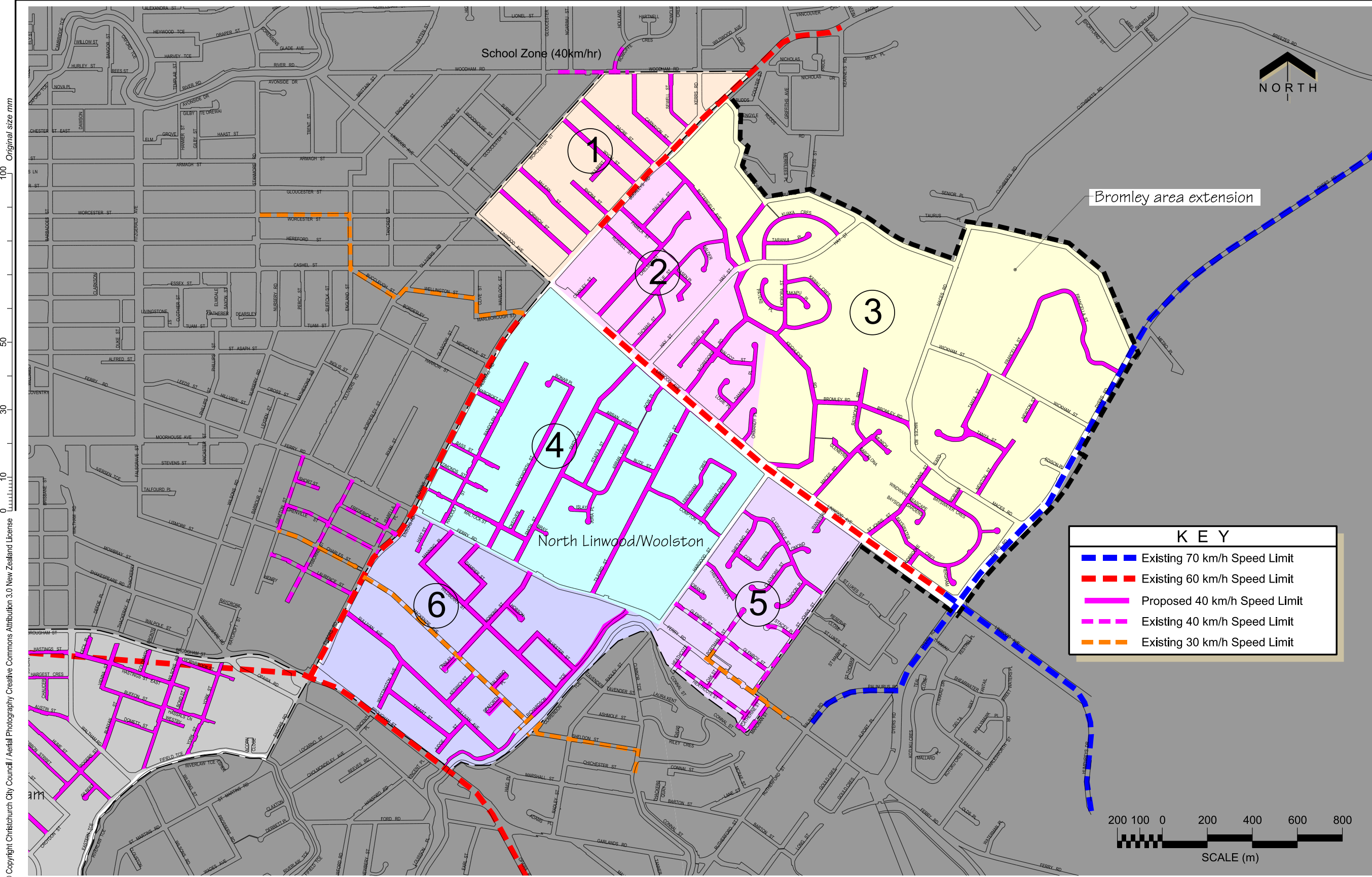
Do you live in this area?	I'm providing feedback on	Feedback
Yes	Other	<p>Woolston Park - I am a 50 year old women & walk my dog daily through Woolston Park & around river loop.</p> <p>- Prune park & around river so no jump-out surprises - had a few individuals scare me by Radley St bridge & in the middle section of the undergrowth in Woolston park on Richardson Tce side</p> <p>- Pave to basketball court in Woolston Park - can we get this paved, grass has not grown back since mats were put down when pavement was closed well over a year ago. It would be nice to have all weather access to the basketball & tennis court.</p> <p>- New basketball ring/board in Woolston Park – double sized court would be nice - Basketball court area is used all year round, tennis court does not get used during the autumn/winter/spring months much at all - can we make the basketball court bigger so more can enjoy. Kids have to wait for others to leave with only one board/ring.</p> <p>- Branches off old oak trees keep shearing off in high winds in Woolston Park – do these need looking at as I now do not feel safe walking underneath them?</p> <p>- permanent lights in the park all around would make me feel safer - I have to wait for daylight to appear later & later before I can use park as I do not feel safe walking through it when it is dark.</p>
Yes	Traffic speeds, streetscape and Other	<p>Kia Ora, This feedback is about Thomas Street in Linwood and relates to excess traffic speeds and dangerous driving, and also to streetscape and stormwater drainage.</p> <p>My family and I live on Thomas Street and have witnessed countless examples of excess speeds and burn outs along Thomas - at least once a week, sometimes 10+ times in one day. Many of these events originate from 20 Thomas St - from the resident who lives there but also from drivers who 'visit'. There could be a retaliation situation going on or they could be just mates amusing themselves. In addition, there are drivers who use Thomas as a rat-run between Jollie St and Linwood Ave and travel well in excess of the speed limit. I would invite you to take a walk along Thomas St, and assess whether you've seen quite as many burn out marks in one concentrated location before. There are many small children who live here and play outdoors. It is incredibly traumatic to be constantly fearing for the safety of our child and our neighbour's children if someone were to lose control of their car or not stop in time; to see, hear and smell such disturbed behaviour over and over again.</p> <p>In addition to the dangerous driving there is a separate matter of blocked, damaged or under capacity stormwater drains on Thomas. When it rains, part of the street floods, at its deepest outside 15 Thomas St. My specific request therefore is two-fold. Please urgently curb the ability to burn out and speed along Thomas St as soon as possible. Perhaps a series of bolt down hard plastic speed humps, and temporary barriers that narrow the road in places and specifically outside 20 Thomas Street.</p> <p>Secondly, I would like to see a longer term streetscape solution for Thomas St - that not only mitigates the dangerous driving, the burn outs, the rat run, the stormwater flooding; but also enhances wellbeing and connection for its residents. Perhaps a strip of rain gardens like the ones at the end of Linwood Ave by Dyers Road, which would narrow the road and deal with the stormwater issues. I would be happy to see thresholds, parking bays, bump outs, native planting, perhaps in conjunction with the landscaping for the new Linwood Pool (being built at the Linwood Ave end of Thomas). Perhaps also there is partnership potential with the Greening the East initiative, enhancing resident wellbeing is a primary goal in the Waikura community board 3-year plan.</p> <p>Many people I have talked to about this situation suggest I call the police when the dangerous driving episodes occur, to take photos or videos and report the license plate numbers etc. I have done this a few times in the early days. I have stopped what I'm doing and have run around, frantically trying to find my phone and turn on the video while running out of the house and ensuring my 7 year old and the puppy stay inside. If I get outside in time to catch the episode, I'm completely exposed to the perpetrators. It does not feel safe to be out there. It's not fair that the onus to stop this behaviour is on me, especially when it's so obvious to those who live here what the problem is. I don't think people really understand what it's like to live with these episodes so frequently – the feeling of dread whenever you hear engines revving. You get to the point where you do the minimum to make it bearable (which in our family's case is run around closing the windows so the smell isn't too bad). You even start to normalise the problem like it's not such a big deal. Thank you for the opportunity to provide feedback, I really appreciate it and I hope it makes sense.</p> <p>Please Note: I have submitted the same feedback 3 times - under traffic speeds, streetscape and other - stormwater)</p>

Do you live in this area?	I'm providing feedback on	Feedback
Yes	Crashes and near misses	A green arrow to turn right into Aldwins Rd from Ferry and Ferry into Ensors Rd, this would make a huge difference to safety and intersection clearance especially at peak times. Dampier st needs upgrading, it has holes in the gutters from the earthquake, it shouldn't be narrowed though as this street is used by the Woolston Skellerup Brass band members for parking and there wouldn't be adequate access for other vehicles to get through. There have been some dangerous changes to slow people down but causing difficult access into streets e.g McKenzie Ave into Hopkins, if there is a car waiting at the intersection it's nearly impossible to enter Hopkins street Thanks ????
Yes	Other	Received a recent flyer in the letter box on upgrades to the area of Linwood. Part of Woodham Rd was resealed recently which has really improved this stretch of road. I see on the area map on the flyer supplied that Woodham Rd is listed as "Woodham Ave". I assume this is a typo error, although Woodham Ave sounds better than Woodham Rd.
Yes	Crashes and near misses	With the funding for better roads in the Linwood area I'd really like the intersection of Hay Street, Butterfield Avenue and Keighleys Road looked at. There are some really bad blind spots when leaving the Keighleys Road intersection crossing Hay Street to go onto Butterfield Avenue and I've had a few near misses. It feels like only a matter of time before there is a serious accident there. On another note, I would love to see street lighting improved. I live on Jollie Street and find that to be particularly dark at night, especially around the alleyway between Jollie and Chelsea Streets.
Yes	Traffic speeds	Speedbumps are desperately needed on Wilberry Street. We have an ECE at 70 Wildberry Street, and have had accidents, witnessed MANY near misses and speedsters doing at least 70km/h where the road narrows between 97 Wildberry and 104 Wildberry (perfect bump locations!). As Mackenzie Ave has speedbumps and Ferry road is blocked with traffic, motorists are hooning down Wildberry Street instead, putting kids and offloading parents at risk. There are many young children cycling and walking pets kids in the area as well as the school children from Te Waka Una. I implore you to please make this a high priority and address these safety concerns.
	Crashes and near misses	We have seen so many near miss on Hay street by Linwood ave cars are flying down Hay street an it is very dangerous for children please put a speed hump on Hay street as it would be great half way down Hay street 35 Hay street to 47 Hay street thank you great council for ChCh garden city
Yes	Traffic speeds	Hi I live at 47 Hay street an a home owner , it is very notice that people including public bus speed past our home at great speed an it frighten us that children have no place to cross the road safe an a child was hit a few months ago on the corner of Hay street on his scooter by a speeding car is it possible to have a speed hump put in our road on Hay street street it would slow down boy racers from speeding at horrific speeds an would make it a safer place for children to cross the road thank you 47 Hay Street Tiara McGregor an Family
Yes	Other	1) install street lighting that causes less light pollution - cover all fittings 2) close Richardson Terrace permanently at the rail bridge to a) create a destination for safe walking, cycling and running b) remove the dangerous boy racer hooning run and b) stop idiots killing their cars when it floods 3) raise the street height and river embankment between the Richardson Tce rail bridge and Sullivan Avenue so that we can get out of our houses when it floods.
Yes	Crashes and near misses,Cycling	We're in the edge of the Linwood area on Nursery Road. Nursery road is currently closed at the Tuam st end of our section between Cashel and Tuam due to the work on the new sewer line. We love it being closed! Despite our section of the road being narrowed at some stage in the past in efforts to slow traffic many drivers drive far too fast down our small section of the street. Our road feels safer closed especially as there are quite a few families with young children in our small chunk of Nursery Road. Could this bit of road be closed permanently?
Yes	Streetscape	I would feel better about my neighbourhood if the council kept up a weekly pick up of the mattresses/dresses that are left on the side of the footbaths. There is a lot more townhouses/apartments now and people don't have cars or the backyards to put their oversized rubbish. Once one gets put out it escalates to many more making the neighbourhood look terrible and encourages people just to drop off rubbish. It is like graffiti if you get rid of it fast the problem stops. Also if you could let Eastgate Warehouse and Countdown that it is unacceptable to not pick up their trollies a few days a week. They just build up and most corners will have 20 trollies. It's terrible and takes up room on the footpaths.

Do you live in this area?	I'm providing feedback on	Feedback
Yes		<p>Traffic speed and damaged to roads and footpaths on Wyon Street Linwood.</p> <p>1) Traffic speeding. Excessive speed has been noted on Wyon Street as it links Worcester to south bound traffic on Buckley's Rd. This is off great concern as the Te Pāo Rākahautū School is very close by and kids are walking in this area all the time. This has already been brought to the councils attention as a health and safety concern.</p> <p>2) Road and footpaths. The damage caused by the earthquakes has greatly effected the road and footpaths on Wyon Street. To better help the elderly, mother's with prams and the school kids the footpaths need urgent attention to fix the large cracks that have appeared.</p> <p>The road surface damage that has been caused by the earthquakes has made the road very uneven with regular potholes appearing. Movement caused by trucks on the uneven roads is now making people's houses shake and is of quite a concern as this could be causing further damage to these houses. The same applies for Worcester Street.</p> <p>As a suggestions once the sewer lines have been fixed on Wyon Street the road could be resurfaced with the addition of speed humps and planted road islands just like what's on Worcester Street between Fitzgerald Ave and England Street.</p>
No	Cycling	Cycling- the junction where 76 highway merges onto Garlands Rd is extremely dangerous for cyclists travelling east on Garlands road towards Sumner. When crossing HW 76 cyclist have to stop at an island that has very high grasses and very poor visibility of and for traffic turning off 76 onto Garlands Rd. This could be improved by removing the tall plants and grasses and putting in a traffic light for a pedestrian and cyclist who are crossing.
Yes	Cycling,Traffic speeds,Other	Water pooling in gutter outside 57-61 Rhona Street constantly
Yes	Traffic speeds,Other	Its good to hear there is some work potentially being done around the area. The only thing that I would like to comment on is the state of some of the roads off Buckleys Rd and Linwood Ave. Resurfacing of the following roads/streets would be good. Worcester, Sewell, Carnarvon, Dacre & Wyon Sts etc would be good. I know some have had recent works done on them but a lot of them still bear the scars of Feb 2011. Would be good to see those scars removed.
Yes	Cycling,Traffic speeds	I am providing feedback from the "Way Better Roads" pamphlet I received. Dacre Street has just been resealed and we are so thankful. As a neighbourhood though, we are still concerned with the state of the drains in our street. Driveways and streets flood when its raining. Our street is also a throughway between Worcester and Buckleys. We have major issues with speeding vehicles cutting through and we are concerned for our children and pets safety. I hope that maybe our street can be revised and something could happen to help with speeding vehicles. I'm not sure speed bumps are the answer though.
Yes	Other	<p>Walpole Street.</p> <p>The road is covered with potholes that have only temporarily been filled.</p> <p>We need a proper fix</p>
	Crashes and near misses,Cycling,Parking	I am providing feed back on the appaling roads, traffic speed, lack of footpaths, lack of public transport, and risks caused by cyclists/motorcyclists/boy racers and heavy vehicles (i.e. over-sized, logging-trucks) in the Rapaki bay and surrounding bays area. Unfortunately, there was no option for the peninsula as the council has, seemingly, forgotten that we exist, despite the doubling in rates since we amalgamated with you - perhaps a relationship that should be severed? For several years this area has been inundated with boy racers; several discussions and complaints have been made with the council and the police and despite speed testing, which netted a far worse problem than the council realised, nothing has changed. Pensioners and residents gave been abused, physically threatened, and property has been damaged with inceases in vehicle thefts. In Rapaki bay we have no footpaths (or road lighting) connecting us to neighboung bays, and on many occassions have nearly been hit by speeding vehicles when walking on the roadside. All of the roads in the peninsula are substandard and dangerous. We have seen an unacceptable increas in cyclists since the Sumner road was reopened, who are ignorant when riding on our narrow roads, often riding two-abreast, and causing other road users to make decisions that are potentially fatal. Last year, both the Cashmere highschool bus (which we are zoned for) was stopped and our public buses were reduced to 4 a day. Two of the trips in the late afternoon only accept patrons travelling from the city to Rapaki, not from Rapaki to the city, which is completely inexplicable and impractical. Considering that the Council wants to hold the SailGP races in the peninsula, seems ludicrous given the current state of our infrastructure and the redulting issues. I have advised the police and the council that residents will take matters into our own hands if nothing is done about the boy racer issue; if necessary, we will close the road ro non-residents through Rapaki bay - a Maori reservation. The fact that residents have to beg to be noticed through this pathetic excuse for 'consultation' speaks volumes about your ignorance and ego.

From the interactive map

Comments	Category	Location Name
Lack of safe pedestrian crossing here is a challenge for school students	Pedestrians	2/98 Mathesons Road, Phillipstown, Christchurch, 8011
Footpaths on dacre street are cracked and broken and often have pooled drainage water spilling across them.	Pedestrians	42 Dacre Street, North Linwood, Christchurch, 8062
The grass around the tree on Dacre St is often muddy and churned up from people parking their cars on them. They generally make the street look unattractive.	Streetscape	63 Dacre Street, North Linwood, Christchurch, 8062
It is pretty difficult to navigate a bicycle through this very busy roundabout and there is no dedicated bike lane on the first stretch of Kerrs Road.	Cycling	Kerrs, Buckleys to Woodham
There is often rubbish and broken glass along this busy stretch of road.	Streetscape	Buckleys Road \ Pamela Street, North Linwood
Large cracks in uneven surfaces to footpaths on Wyon Street	Pedestrians	Wyon, Worcester to Hulbert
Obscured vision while trying to turn right off Wyon Street on to Buckleys Rd due to the planting on the center island on Buckley's Rd north bound	Other Comments	Buckleys Road \ Wyon Street, North Linwood
Really difficult to make righthand turns from North Avon into Hills Rd from the cycle lane. Traffic from the city doesn't let up! More pedestrian and cycle shelters in the middle of Hills Rd would be great.	Cycling	North Avon Road \ Hills Road, St Albans
The Worcester Street rav	Traffic Speeds	Worcester, Surrey to Wyon
Floods all the time	Other Comments	Lyttelton Line between Clarendon and Richardson
My children and I often cross the road around this area and at the crossing. It is horrifying how fast people drive down our street and we have almost been hit, despite the speed humps. Please do something about this so all of our children can be safe!	Crashes And Near Misses	Smith Street \ Arran Crescent, Linwood



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Linwood & Woolston												
CRAF Category	Projects chosen by Community Board	Tasks required to complete project										
		Survey & base plot	Options assessment	Lighting assessment	Safety audit	Cost estimate	Drainage assessment	Community consultation	Board or Council approval	Environmental Management Plan	Detailed design	Expected Construction
Safety & access	Linwood Ave School slip lane redesign	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	start 2024
Safety & access	Te Aratai College pedestrian and cycle access on Aldwins Road	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	start 2024
Safety & access	Linwood, Woolston and Bromley area speed restriction	✗	✗	✓	✓	✓	✗	✓	✓	✓	✓ limited	mid 2023
Safety & access	Smith Street traffic calming along whole length, cycle deliniation & pedestrian island at pool	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023
Safety & access	Rhona Street new footpath and turning head at Te Pā o Rākaihautū School	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023
Safety & access	Tilford Street footpath resurfacing from Ferry Road to Gala Lane	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	end 2022
Condition	Wyon Street rebuild from Buckleys Road to Worcester Street, and Hulbert Street rebuild for whole length	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2024
Condition	Chelsea Street rebuild from Russell Street to Pamela Street, and repair from Linwood Avenue to Russell Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2024
Condition	Butterfield Ave restoration from Buckleys Road to Hay Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2024
Condition	Worcester Street restoration from Linwood Ave to McLean Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2024

11. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Woolston Development Project Inc

Reference / Te Tohutoro: 22/401204

Report of / Te Pou Cathy Sweet, Community Development Advisor,
Matua: cathy.sweet@ccc.govt.nz

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

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00063946	Woolston Development Project Inc.	Smith Street Community Gardens Manager Wages/Salaries	\$10,000	\$10,000

- 1.2 There is currently a balance of \$20,113.62 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$10,000 from its 2021/22 Discretionary Response Fund to the Woolston Development Project Inc. towards Co-ordinator wages for the Smith Street Community Gardens.

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 Strengthening Communities. It will provide opportunities to encourage community participation and enhance community connectedness and wellbeing.

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 2021/22 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$133,958.62	\$113,845.00	\$20,116.62	\$10,116.62

- 3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.8 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Decision Matrix: Woolston Development Project Inc - Smith Street Community Gardens Manager Wages/Salaries - 13 April 2022	53

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	Bipul Adhikari - Support Officer Jae Youn Lee - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE 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.

00063946	Organisation Name Woolston Development Project Inc	Name and Description Smith Street Community Garden Manager salary	Funding History 2018: \$22,000 SCF, Wages, Volunteer expenses, programme costs 2017: \$22,000 SCF, Wages, Volunteer expenses, programme costs 2016: \$19,100 SCF Wages, Volunteer expenses, programme costs 2016: \$5,000 DRF Wages Other Sources of Funding None as yet	Request Budget Total Cost \$10,000 Requested Amount \$10,000 100% percentage requested Contribution Sought Towards: Manager wages	Staff Recommendation \$10,000 That the Waikura Linwood-Central-Heathcote approves a grant of 10,000 to the Woolston Development Project towards Co-ordinator wages for Smith Street Community Gardens.	Priority 1
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Organisation Details: Service Base: Legal Status: Incorporated Society Established: 1/02/1988 Staff – Paid: 8 Volunteers: 11 Annual Volunteer Hours: 1000 Participants: 500 Target Groups: Environment Networks: OSCAR Network Christchurch	Alignment with Council Strategies and Policies <ul style="list-style-type: none">• Strengthening Communities Strategy• Food Resilience Strategy• Ageing Together Policy• Recreation and Sport Strategy• Social Wellbeing Policy• Healthy Environment Alignment with Council Funding Outcomes <ul style="list-style-type: none">• Support, develop and promote capacity• Community participation and awareness• Increase community engagement• Enhance community and neighbourhood safety• Provide community based programmes• Reduce or overcome barriers• Foster collaborative responses Outcomes that will be achieved through this project <p>We will continue to pay our manager to manage the day to day operations of the gardens</p> <p>We will continue to provide supervision of the community gardens volunteers</p> <p>We will continue supporting food resilience initiatives to key stakeholders & groups who are plot holders at our gardens</p> <p>We will establish a new incorporated society which will take over as fund holder for this project.</p> How Will Participants Be Better Off? <ul style="list-style-type: none">- Increased social cohesion and connectedness between groups and individuals using the gardens.- Greater knowledge and understanding of growing food.- By being able to learn basic work & social skills including working in a team, reliability, punctuality, and gardening skills for people who have committed low level offences which include a sentence of community service via the Department of Corrections.	Staff Assessment <p>This project is recommended as a Priority One due to its alignment to the Council outcomes and priorities as well as its 10 year record and active involvement with other Christchurch welfare and sustainability organisations.</p> <p>The Community Garden has been run by Te Whare Roimata but is now in the process of forming its own Trust. This application is from Woolston Development Trust which is acting as an umbrella group during this short transition period.</p> <p>The current Garden's Manager has an organic gardening background and brings an energetic, organised and friendly approach to the Gardens. The majority of Gardens users are local people although some organisations bring clients from disability support, mental health or youth groups, or people who have Corrections community work hours.</p> <p>There is an increasing understanding of the role of Community Gardens in improving mental and physical health. Smith Street Garden's has this strong wellness focus and offers opportunities for shared learning, connection with other people, making new community networks, learning to grow and eat more vegetables and fruit, getting outdoors and getting exercise, activities for ages/family friendly, alternatives to chemical sprays and fertilizers, and skills for greater self-sufficiency at home.</p> <p>Neighbourhood safety can also be enhanced through stronger neighbourhood connections.</p> <p>Being open 4 days per week is a reasonable achievement given the meeting and planning hours also required of the Manager role.</p>
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12. Waikura Linwood-Central-Heathcote 2021/22 Discretionary Response Fund Application - Heathcote Valley Mountain Biking

Reference / Te Tohutoro: 22/382664

Report of / Te Pou
Matua: Watene Hema, Community Recreation Advisor,
Watene.hema@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 Waikura Linwood-Central-Heathcote Community Board to consider an application for funding from its 2021/22 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
63823	Heathcote Valley Mountain Biking	Heathcote Valley Mountain Biking Enhancements	\$1,500	\$1,250

- 1.2 There is currently a balance of \$20,113.62 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

- Approves a grant of \$1,250 from its 2021/22 Discretionary Response Fund to Heathcote Valley Mountain Biking towards the Heathcote Valley Mountain Biking enhancement.

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 2021/22 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$133,958.62	\$113,845	\$20,113.62	\$18,863.62

- 3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 3.8 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	63823 Linwood-Central-Heathcote DRF Decision Matrix 2021/22 - Heathcote Valley Mountain Biking	57

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	Watene Hema - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2021/22 DRF LINWOOD-CENTRAL-HEATHCOTE 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.

00063823	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Heathcote Valley Mountain Biking	Heathcote Valley Mountain Biking Enhancement The Heathcote Valley Mountain Biking Park started during the first lockdown in March 2020. The park is located on Truscott Road, and its development has been led by the community to create a space for Mountain biking the focuses on community, conservation and progression. There has been significant volunteer hours already contributed to the park, and they are seeking funds to enhance and maintain the area.	\$ 5,000 Requested \$ 1,500 (30% requested)	Heathcote Valley Mountain Biking is seeking a contribution towards: - Building more all-weather features. - Further develop surfacing trails and features. - Add a further 500 native plants. - Enhance the current picnic area to encourage whanau use. - Maintain existing features.	\$ 1,250 That the Waikura Linwood-Central-Heathcote Community Board approves a grant of \$1,250 from its Discretionary Response Fund 2021-22 to Heathcote Valley Mountain Biking for the development and enhancement of the Mountain Bike park.	2

Organisation Details Service Base: Legal Status: Informal Group Established: 18/02/2020 Target Groups: Community Development Annual Volunteer Hours: 2000 Participants: 1,500 Alignment with Council Strategies <ul style="list-style-type: none"> Physical Recreation and Sport Strategy Strengthening Communities Strategy Children and Youth Strategies CCC Funding History Nil	Other Sources of Funding Sumner Ferryroad Foundation - \$1000.00 (Pending) Staff Assessment The Heathcote Valley Mountain Biking Park started during the first lockdown in March 2020. This was initiated by a volunteer community member who noticed the area, and with the extra time that lockdown afforded, started to develop the space to be able to be used by the local community as a Mountain Bike Park. Now the park has regular community use and an active Facebook page with over 380 members, with many members volunteering time to the development of the park, The group is seeking funding to drive their three principles of community, conservation and progression. Community involvement is at the centre of the park, with significant volunteer hours and funds being used to bring the park to where it is today. Alongside this, there is a focus on conservation with native trees already being planted, with more planned over the coming year. And finally the park is being developed with all abilities in mind, from those learning to ride to those that are more proficient. These funds will contribute towards the planting of native trees, enhancement of the picnic area, development of tracks in inclusion of all-weather tracks and to help maintain the existing work that has already been completed. Through this work the group aim to make the park a great place to ride for whanau. The group has a relationship with Christchurch City Council Staff around the development of the park through an informal agreement. Staff are aware of the group's ambitions and looking to create a formal agreement on future use and development of the area. The rationale for recommending \$1,250 from the 2021/22 Discretionary Response Fund to the Heathcote Valley Mountain Bike Park is: - The initiative is led by the local Heathcote community. - Providing funding is aligned with the Physical Recreation and Sport Strategy and the Strengthening Communities Strategy, - Supports Physical Activity for Tamariki and Rangatahi - A focus on conservation through the planting of native trees.
--	---

13. Waikura Linwood-Central-Heathcote Community Board Area Report - April 2022

Reference Te Tohutoro: 21/1756277
Report of Te Pou Matua: Arohanui Grace, Community Governance Manager
Arohanui.grace@ccc.govt.nz
General Manager: Mary Richardson, Citizen and Community
Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waikura Linwood-Central-Heathcote Community Board:

1. Receive the Waikura Linwood-Central-Heathcote Community Board Area Report for April 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Funding Summary

3.1.1 Community Board Discretionary Response Fund 2020-21 – as at 22 March 2022:

- Discretionary Response Fund unallocated balance for 2021/22 is \$20,113.62
- Youth Achievement and Development Fund unallocated balance for 2021/22 is \$1,600.00
- Light Bulb Moments Fund unallocated balance for 2021/22 is \$9,626.00
- The 2021/22 Discretionary Response Funding Spreadsheet is attached for record purposes. **(Attachment A).**

3.1.2 Strengthening Communities Fund 2022/23 – Memorandum providing information on the 2022/23 and 2023/24 Strengthening Communities Fund. **(Attachment B)**

3.1.3 Council Engagement and Consultation.

- **Have your Say** – at the time of writing the report the following consultations were open within the Community Board Area and city-wide consultation:

Topic	Closing Date	Link
New Port to Port bus stop improvements	12 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/481
The future of our river	19 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/493
Opting out of kerbside collection & targeted rate	18 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/490
Draft Annual Plan 2022/23	18 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/494

Topic	Closing Date	Link
Proposal to increase rates on vacant central city land	18 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/495
Proposal for a new Policy on Māori Freehold Land	18 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/496
Ihutai-Estuary and Coastal Draft Stormwater Management Plan	26 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/489
Christchurch Gondola Top Terminal Building – New Lease	27 April 2022	https://ccc.govt.nz/the-council/haveyoursay/show/485

- **Council's Annual Plan 2022-23** – The Council approved the Council's Draft Annual Plan 2022-23 to go out for consultation from 11 March 2022 to 18 April 2022. The Board convene the Board's Submission Committee on 4 April 2022 to formulate the Board's submission the Council's Draft Annual Plan 2022-23.
- **Start Work Notices** – Various Start Work Notices have been sent to the Board throughout the month. All Board area and city-wide start work notices can be found at: <https://ccc.govt.nz/transport/works..>

3.2 Governance Advice

3.2.1 **Walking Festival 2022** - The Walking Festival in its normal format will take a break for 2022, however we will be promoting a range of self-guided walking opportunities from the 1st April to the 15th May with a social media campaign titled Walk Waitaha. The campaign will include walks and walking activities such as:

- Agents of Discovery, an educational mobile gaming platform that uses augmented reality to encourage young people to be active. It uses an App that is free to download and doesn't require data on site. The 2022 locations for Agents of Discovery are Travis Wetland and Cass Bay.
- Hidden World central city trail from the 15 April to 15 May 2022 where adventurers can pick up an activity map from Tūranga, Christchurch Museum, The Art Gallery or the Botanic Gardens. These central city trails have proved extremely popular in previous Festival's with 6,000 maps picked up by participants in 2021.

For further information about this campaign please talk to the Council's Community Recreation Advisors or follow the Facebook page at www.facebook.com/chchwalkingfestival.

3.2.2 **2022 Community Profiles** – are now online. The profiles can be found on the Community Boards webpage under the heading of *What's happening in your area*. (<https://ccc.govt.nz/the-council/how-the-council-works/elected-members/community-boards/linwood-central-heathcote/>)

3.2.3 **Public Forum** – The Board received the following public forum presentations at its 16 February and 16 March 2022 meetings:

- Hereford Street (Fitzgerald Avenue to Stanmore Road) Road Surface.
- Pedestrian links from Addington to Central City.

3.2.4 **Board Requests** – The Board made the following requests at its 16 February and 16 March 2022 meetings:

- Requests staff advice on the timeline for resurfacing Dawson Street. Note: The Board wishes to have the information well ahead of the planned resurfacing.
- Requests staff advice to look at an appropriate procurement options for smaller works by seeking quotes from contractors specialising in surfacing smaller areas.
- Requests staff advice on amending the Council's Infrastructure Design Standards to accommodate the special characteristics of a woonerf street (pedestrian focussed street) in the street/pavement renewal programme.
- Requests that the matters regarding Dawson Street be raised at the Board's monthly report and presentation to the Council, after the Board has received the advice from staff requested in the Board requests regarding Dawson Street.
- Requests a report on changing the name of Dawson Street to Dawson Lane.
- Requests staff advice on the installation of no stopping restrictions and use of street furniture in lieu of no stopping restrictions at the entrance of Dawson Street (Kilmore Street end).
- The Board agreed to request staff advice on the reasons for the decrease of security at Whakawhitinga Pahi Bus Interchange.
- The Board agreed to write a letter to the Chairperson of Environment Canterbury advising Environment Canterbury on the matters raised in Ms McConchie's public forum presentation to the Board's 16 February 2022 meeting regarding behaviour on the city's public transport buses.
- Requests that the matter of Strengthening Community Funding Allocation 2022-23 be raised at the Board's monthly report and presentation to the Council asking the Council to provide community groups certainty on how funding will be allocated for the remainder of the current Community Boards' term and at the start of the new Community Boards' term.
- The Board agreed to request staff advice on undertaking a small review on the Dog Control Bylaw (like the Freedom Camping Bylaw recently) to update the Sumner Beach dog control areas and for staff to include Sumner Beach areas when the Dog Control Bylaw is reviewed.
- The Board agreed to request staff advice on the timeline of the Greening the East Development Plan progress report.
- The Board agreed to request staff advice on the progress of the Doris Lusk Play Sculpture.
- The Board agreed to request staff advice on progressing the installation of a tree and plaque in remembrance of Sally Buck, former City Councillor and Community Board member before the disestablishment of the Waikura Linwood-Central-Heathcote Community Board.
- The Board requested staff to investigate the heritage values of the former caretaker's house on Woodham Park and report back to the Board.
- The Board requested staff to engagement on the viability of community use of the former Woodham Park Caretakers residence and report back to the Board.

- The Board requested staff to provide information to the Board and the Council on the status of Flowers Track, Sumner and on whether 40 kilometres per hour is a safe and appropriate speed for Whitewash Head Road.
- That staff investigate setting up a Board working party to explore options for expenditure of the moneys received from the Taylors Mistake, Boulder Bay and Hobsons Bay bach licence fees to progress enhancement for the area, including the provision of toilet facilities at Boulder Bay.
- The Board requested staff to convene a Submissions Committee meeting to formulate the Board's submission on the Council's Draft Annual Plan 2022-23.
- The Board agreed to request staff advice on measures available for the repair and replacement of the dilapidated seating on the Sumner Esplanade.
- The Board agreed to request staff advice on any planned future land use of the former Kennaway farm site, including whether there is a proposal to install shipping containers at the site.

3.2.5 **Briefings** - The Board received briefings during February and March 2022 about the following:










- Scheme Designs for four Central Business Districts Cycle Safety Projects.
- Service Request Reporting.
- Ihutai-Estuary and Coastal Stormwater Management Plan.
- Slow Speed Neighbourhood – Opawa.
- Slow Neighbourhoods Programme (Future)
- Ōpāwaho River Route Planned Cycleway.
- Opawa Road School Safety Improvements.
- Coastal Hazards proposed Plan Change.
- Environment Canterbury Draft Annual Plan 2022/23.

4. Advice Provided to the Community Board

- 4.1 **Doris Lusk Park – Interactive Sculpture Project Update** - Memorandum in reply to the Board's 16 February 2022 request: *The Board agreed to request staff advice on the progress of the Doris Lusk Play Sculpture for staff advice on the progress of this project. (Attachment C).*
- 4.2 **Christchurch Wastewater Treatment Plant post November 2021 Fire Update** – Memorandum in reply to the Board's 2 December 2022 request: *The Board requested a staff update on the Council's plans post 1 November 2021 fire for the Bromley Wastewater Treatment Plant. (Attachment D).*
- 4.3 **Audiotactile Pavement Line Markings of Road Bends** – Memorandum in reply to the Board's 15 September 2022 request: *The Board agreed to request staff advice on the potential installation of raised profile markings on the centre and side lines of some roads with sharp road bends with poor visibility areas/safety areas, particularly in the hill suburbs. The Board noted that Nelson City Council install raised profile markings on sharp road bends. (Attachment E).*
- 4.4 **Opawaho Lower Heathcote Guidance Plan Update** – Memorandum updating the Board on the progress in the work of the Opawaho Lower Heathcote Working Party and the Opawaho Lower Heathcote Draft Guidance Plan. **(Attachment F).**

- 4.5 **Slow Speed Neighbourhood Scarborough** – Memorandum in reply to the Board’s 16 March request: *That the Waikura Linwood-Central-Heathcote Community Board requests that staff provide information to the Board and the Council on the status of Flowers Track and on whether 40 kilometres per hour is a safe and appropriate speed for Whitewash Head Road. (Attachment G).*
- 4.6 **Dog signage and dog bylaw changes for the Sumner coastline, including patrolled swimming beaches** – Memorandum in reply to the Board’s 16 February 2022 requests: The Board agreed to request:
- *that staff erect more simple signage around the Estuary to advise that dogs are not permitted;*
 - *staff advice on additional signage for Sumner that acknowledges the issue of the swimming beaches and encourages dog owners to be mindful that the beaches are now swimming beaches and not to let their dogs run free; and*
 - *staff advice on undertaking a small review on the Dog Control Bylaw (like the Freedom Camping Bylaw recently) to update the Sumner Beach dog control areas and for staff to include Sumner Beach areas when the Dog Control Bylaw is reviewed. (Attachment H).*
- 4.7 **Beachville Esplanade – Turf Renewal** – Memorandum in reply to the Board’s 14 July 2021 request: *Requests staff advice on the cost of the option for full turf renewal of the grassed area of Beachville Esplanade. (Attachment I)*
- 4.8 **Graffiti Report** – the Graffiti Snapshot report for February 2022 and March 2022 are attached. The Board is advised that there is no volunteer activity insights, this is owing to the programme being on hold while New Zealand is in COVID red status. A quick look on who is reporting graffiti and making note of the number of individuals reporting has been added and the highest amount of reports by a single person. **(Attachments J and K).**

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Discretionary Response Fund Allocations March 2022	65
B 	Memorandum: Strengthening Communities Fund 2022/23 and 2023/4.	66
C 	Memorandum: Doris Lusk Park Interactive Sculpture - Project Update - 4 March 2022	69
D 	Memorandum: Christchurch Wastewater Treatment Plant Post November 2021 Fire - Update - 4 March 2022	72
E 	Memorandum: Audiotactile Pavement Line Markings on Road Bends - 4 March 2022	76
F 	Memorandum: Opawaho Lower Heathcote Working Party Update and Draft Guidance Plan - 18 March 2022	79
G 	Memorandum: Slow Speed Neighbourhood Scarborough - Status of Flowers Track - 22 March 2022	104
H 	Memorandum: Dog Signage and Dog Bylaw Changes for the Sumner Coastline, including Patrolled Swimming - 28 March 2022	109
I 	Memorandum: Beachville Esplanade - Turf Renewal - 6 April 2022	115
J 	Graffiti Snapshot Report - February 2022	117
K 	Graffiti Snapshot Report - March 2022	119

Signatories Ngā Kaiwaitohu

Authors	Bipul Adhikari - Support Officer Liz Beaven - Community Board Advisor Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Jae Youn Lee - Community Recreation Advisor Jane Walders - Support Officer
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Item 13

	Allocation 2021/22	
Linwood-Central-Heathcote Discretionary Response Fund		Board Approval
2020/21 Discretionary Response Fund Carry Forward	\$3,681.62	
2021/22 Discretionary Response Fund Allocation	\$130,277.00	
Total 2021/22 Discretionary Response Fund	\$133,958.62	
Linwood-Central-Heathcote Board - Community Awards	\$6,000.00	04/08/21
Linwood-Central-Heathcote Board - Summer with your neighbours	\$3,000.00	04/08/21
Linwood-Central-Heathcote Board - 2020/21 Light Bulb Moments Fund	\$14,000.00	04/08/21
Linwood-Central-Heathcote Board - 2020/21 Youth Development Fund	\$2,500.00	04/08/21
Linwood-Central-Heathcote Board - Community Recreation Events	\$30,000.00	04/08/21
Linwood-Central-Heathcote Board - Communicating with the Community	\$2,000.00	04/08/21
Linwood-Central-Heathcote Board - Board Priority: Improving Bromley's Roads, Parks & Infrastructure	\$20,000.00	04/08/21
Denver Stirling - Waitaha Secondary Schools Kimihia Kapa Haka	\$300.00	04/08/21
St Martins Bowling Club - interior redecoration	\$1,000.00	06/10/21
Woolston Developmet Project - Employment of Manager	\$7,000.00	06/10/21
Southern District Cricket Club - Community Physical and Fundamental Skills and Training.	\$2,500.00	20/10/21
Mt Pleasant Pottery Group - Heat Pump Installation	\$3,500.00	20/10/21
Sumner Contract Bridge Club Incorporated - the Bridge Club Heating	\$3,500.00	03/11/21
Mount Pleasant Tennis Club - Support for Junior Tennis	\$1,250.00	03/11/21
Proactive Drive Youth Driver Education Trust - Driver Education Programme for Youth	\$2,500.00	17/11/21
St Martins Scout Group - Rangatahi Programmes	\$750.00	17/11/21
Heathcote Valley Community Association - the Heathcote Valley Food Forest Tools and Equipment.	\$900.00	02/12/21
Sydenham Junior Cricket Club-Participation for Minorities	\$1,500.00	16/02/22
Graeme Dingle Foundation-He Ara Akonga Programme	\$10,000.00	16/02/22
St Johns Church and Community Center-the Office Computer Replacement	\$1,645.00	16/02/22
Discretionary Response Fund Balance	\$20,113.62	
Youth Development Fund - (Allocated from 2021/22 Discretionary Response Fund)	\$2,500.00	
Amelia Sykes - Vantage Cambridge 3 Day Track Cycling Carnival	\$300.00	03/11/21
Isla Cook - National Final of the Hilary Outdoor Get2Go Challenge	\$300.00	03/11/21
Alice Vetcher - National Get2Go Series	\$300.00	17/11/21
Youth Development Fund Balance - Available for allocation	\$1,600.00	
Light Bulb Moments Fund - (Allocated from 2021/22 Discretionary Response Fund)	\$14,000.00	
Void Sounds - Spinsational: DJ Workshop and Open Decks	\$494.00	14/9//21
Biketober - Biketober Bike Thru	\$500.00	12/10/21
Sydenham Cricket Club - Girls Cricket Afternoon Tea	\$500.00	15/09/21
Sumner Community Residents Association - The Great Sumner Clean Up	\$230.00	15/09/21
Kairos trust - Community Christmas	\$350.00	26/10/21
Te Whare Roimata Trust - Chipper Day	\$500.00	04/11/21
Exchange Christchurch (XCHCH) - Crystal Garden Art Showcase	\$500.00	29/11/21
Linwood Resource Centre - LinWard Collective Volunteer Vests	\$300.00	01/02/22
Kate Spencer - Te Ao Hurihuri	\$500.00	11/02/22
Phillipstown Community Centre Charitable Trust - Matariki in Phillipstown	\$500.00	15/03/22
Light Bulb Moments Fund Balance - Available for allocation	\$9,626.00	
Shape Your Place Toolkit Fund - 2021/22	\$4,300.00	
Shape Your Place Toolkit Fund Balance - Available for allocation	\$4,300.00	

Memos

Christchurch
City Council 

Memo

Date: 18 March 2022
From: John Filsell Head of Community Support & Partnerships
To: The Mayor, Councillors and Community Board Members
Mary Richardson, GM Citizen and Community
Cc: Community Governance Managers
Community Funding Team
Reference: 22/330782

Strengthening Communities Fund

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide elected members with information on the 2022/23 and 2023/24 Strengthening Communities Fund (SCF). This memo is staff generated.

2. Update

2022/23 SCF Timeframe

- 2.1 The 2022/23 Strengthening Communities Fund (SCF) will follow a similar timeframe to previous years. Applications are open from 21 March 2022 until 26 April 2022. The SCF will be promoted centrally through the Funding, Communications and Marketing Teams but also locally through community boards and collaboration with partner organisations. Together we aim to effectively communicate the opportunities the SCF presents to Christchurch's diverse communities.
- 2.2 Staff from across the organisation assess applications in line with the Council's funding outcomes and priorities and work with partner organisations as required to craft informed recommendations. Recommendations are moderated prior to circulation to the Funding Sub-Committee, for the metropolitan SCF; and community boards for locally-based decision making.
- 2.3 Councillor Johanson will chair the Funding Sub-Committee scheduled to meet on 29 July 2022. The Sub-Committee will make final recommendations to the Sustainability & Community Resilience Committee for their consideration on 31 August 2022.
- 2.4 Community boards meet in August to allocate their SCF.
- 2.5 It is envisaged that the 2023/24 SCF will follow a similar timeframe but this will be confirmed in early 2023.

Value of the 2022/23 and 2023/24 SCF

- 2.6 Approximately 54% of the total SCF is allocated by Council on a metropolitan basis. The remainder is divided between community boards using a formula that takes into consideration population (60% weighting) and deprivation (40% weighting). Due to its geographic size and small population Te Pātaka Rākauhautū Banks Peninsula has an allowance of \$150,000. The overall value of the SCF over 2022/23 and 2023/24 is summarised in the table below.

Memos

Christchurch
City Council

	2022-23		2023-24	
Total SCF Budget	\$ 6,959,663		\$ 7,098,856	
Metro Allocation	\$ 3,778,256	54%	\$ 3,853,821	54%
Community Board Allocation	\$ 3,181,407		\$ 3,245,036	

- 2.7 The value of the SCF allocated by each community board in 2022/23 is detailed in the table below.

Allocation of SCF to Community Boards in 2022-23						
Community Board	Population		Deprivation		Totals 2022-23	
	Population	\$ of Population Funding	Population in deciles 6 - 10	\$ of Deprivation Funding	Banks Peninsula Subsidy	Total Funding
Banks Peninsula	8,859	\$ 43,648	702	\$ 4,925	\$ 150,000	\$ 198,572
Coastal-Burwood	49,578	\$ 244,267	29,199	\$ 204,778		\$ 449,044
Fendalton-Waimairi-Harewood	66,927	\$ 329,744	15,993	\$ 112,162		\$ 441,905
Halswell-Hornby-Riccarton	77,628	\$ 382,467	38,619	\$ 270,842		\$ 653,308
Linwood-Central-Heathcote	73,488	\$ 362,069	50,442	\$ 353,757		\$ 715,827
Papanui-Innes	46,779	\$ 230,476	23,214	\$ 162,804		\$ 393,280
Spreydon-Cashmere	45,906	\$ 226,175	14,729	\$ 103,296		\$ 329,471
Total	369,165	\$ 1,818,844	172,898	\$ 1,212,563	\$ 150,000	\$ 3,181,407

Impact of the Local Government Commission Determination (Rep Review)

- 2.8 In December 2021 the Local Government Commission made a determination that changed a number of community boards. It also altered ward boundaries city wide. Applying the same formula to the revised community board areas results in some changes to value of the SCF to be allocated by each remaining board. These changes primarily come into effect for the 2023/24 SCF and are detailed in the table below.

Allocation of SCF to Community Boards in 2023-24 - After the Rep Review							
Community Board	Population		Deprivation		Totals 2023-24		
	Population	\$ of Population Funding	Population in deciles 6 - 10	% of city in deciles 6 - 10	\$ of Deprivation Funding	Banks Peninsula Subsidy	Total Funding
Banks Peninsula	9,400	\$ 44,259	745	0.4%	\$ 4,974	\$ 150,000	\$ 199,233
Coastal-Burwood-Linwood	76,050	\$ 358,070	52,626	28.4%	\$ 351,301		\$ 709,371
Fendalton-Waimairi-Harewood	75,760	\$ 356,705	20,216	10.9%	\$ 134,953		\$ 491,658
Halswell-Hornby-Riccarton	78,120	\$ 367,817	40,377	21.8%	\$ 269,539		\$ 637,356
Papanui-Innes-Central	75,480	\$ 355,386	45,290	24.4%	\$ 302,331		\$ 657,718
Spreydon-Cashmere-Heathcote	79,600	\$ 374,785	26,203	14.1%	\$ 174,916		\$ 549,701
Total	394,410	\$ 1,857,021	185,457	100%	\$ 1,238,014	\$ 150,000	\$ 3,245,036

Memos



2.9 A brief comparison between 2022/23 and 2023/24 is summarised in the table below:

Comparison of SCF Allocations each side of the Rep Review					
	Percentage of Christchurch Population		Allocation		
Community Board	2022-23	2023-24	2022-23	2023-24	Change
Banks Peninsula	2.4%	2.4%	\$ 198,572	\$ 199,233	\$ 660
Coastal-Burwood-Linwood	13.4%	19.3%	\$ 449,044	\$ 709,371	\$ 260,327
Fendalton-Waimairi-Harewood	18.1%	19.2%	\$ 441,905	\$ 491,658	\$ 49,753
Halswell-Hornby-Riccarton	21.0%	19.8%	\$ 653,308	\$ 637,356	\$ -15,953
Linwood-Central-Heathcote	19.9%	-	\$ 715,827	\$ -	
Papanui-Innes-Central	12.7%	19.1%	\$ 393,280	\$ 657,718	\$ 264,438
Spreydon-Cashmere-Heathcote	12.4%	20.2%	\$ 329,471	\$ 549,701	\$ 220,230
Total	100%	100%	\$ 3,181,407	\$ 3,245,036	\$ 63,628

Community Board Transitional Arrangements and Discretionary Response Fund (DRF)

- 2.10 Council and community boards set aside a portion of the SCF to establish a DRF. The DRF allows Council/boards to respond to community funding requests at short notice through the financial year. It is recommended that Council and each Board continue to set aside a DRF similar to previous years as there will be a number of applications throughout the year.
- 2.11 It will be recommended that the DRF set aside by the Waikura – LCH Board will be divided between its three constituent wards using the agreed formula (60:40, as per the table below). In October 2022 the remaining DRF funding allocated to each ward will be taken by that ward into the new community board arrangement. This will ensure there is DRF available to community groups in the Central, Heathcote and Linwood wards throughout 2022/23.

Ward	% Population	% Deprivation	DRF Split
Linwood	20%	18%	38%
Central	19%	16%	35%
Heathcote	21%	6%	27%
Total	60%	40%	100%

- 2.12 Any questions on the Metropolitan SCF should be directed to the Office of the CE. Questions on board-allocated SCF should be referred to the local governance team.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Sam Callander - Team Leader Community Funding
Approved By	John Filsell - Head of Community Support and Partnerships

Memos

Christchurch
City Council 

Memo

Date: 28 February 2022
From: Martin Kozinsky, Planner (Urban Regeneration)
To: Waikura Linwood-Central-Heathcote Community Board
Cc:
Reference: 22/60341

Doris Lusk Park Interactive Sculpture - Project Update

1. Purpose of this Memo

- 1.1 The purpose of this memo is to inform the Community Board of minor design changes to the interactive sculpture project at Doris Lusk Park in Linwood Village. These changes enable the artists' design intentions for an interactive sculpture to be met, while addressing issues related to engineering and play standards. This memo also responds to the Board's 16 February 2022 request:

The Board agreed to request staff advice on the progress of the Doris Lusk Play Sculpture for staff advice on the progress of this project.

2. Key points

Issue:

- 2.1 In consultation with playground specialists and engineers, and with reference to New Zealand Play Standards (NZS 5828:2015), the project team has identified that the current concept design would not satisfy playground standards and meet engineering requirements without significant design change. This would compromise the artists' desired impression.

Solution:

- 2.2 However, minor design changes can be made to reduce a focus on the traditional 'play' element (such as climbing and swinging) so that play standards do not need to be met. The installation would still be interactive and meet the artists' design intentions. Refer Attachment 1. The artists are comfortable with this approach.

- 2.3 To enable the progression of the project, the following design changes will be made:

- Increase of the pipe diameter to a diameter which is more difficult to grasp.
- Removal of some horizontal rungs and/or change to their position.
- Removal of scaffold type connections in favour of weld connections.
- Potential further minor design changes to satisfy engineering requirements (to be confirmed at the detailed design stage and will be discussed with the artists).

Anticipated outcome:

- 2.4 This artwork, requested by the community as part of the Linwood Village Master Plan, celebrates the location, neighbourhood and people who live/d here, especially Doris Lusk. With these design changes, the community will still be able to playfully insert themselves into a contemporary interpretation of an important historical artwork inspired by the location, The Pumping Station.

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Timing:

- 2.5 Installation of the artwork is anticipated in early FY23. However, delays may arise due to Covid-19 (manufacturing uncertainty, material supply, and contractor availability).

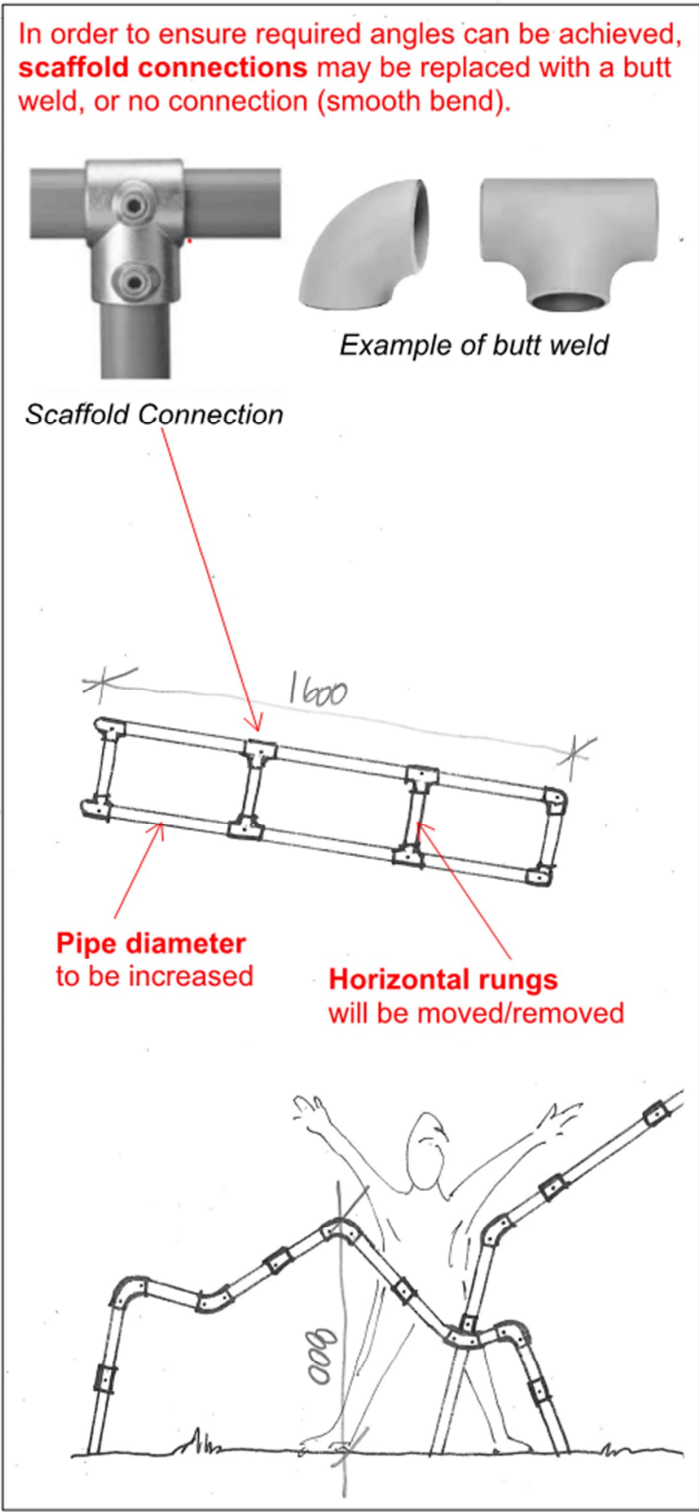
Attachments Ngā Tāpirihanga

No.	Title	Page
A	Summary of Design Changes	

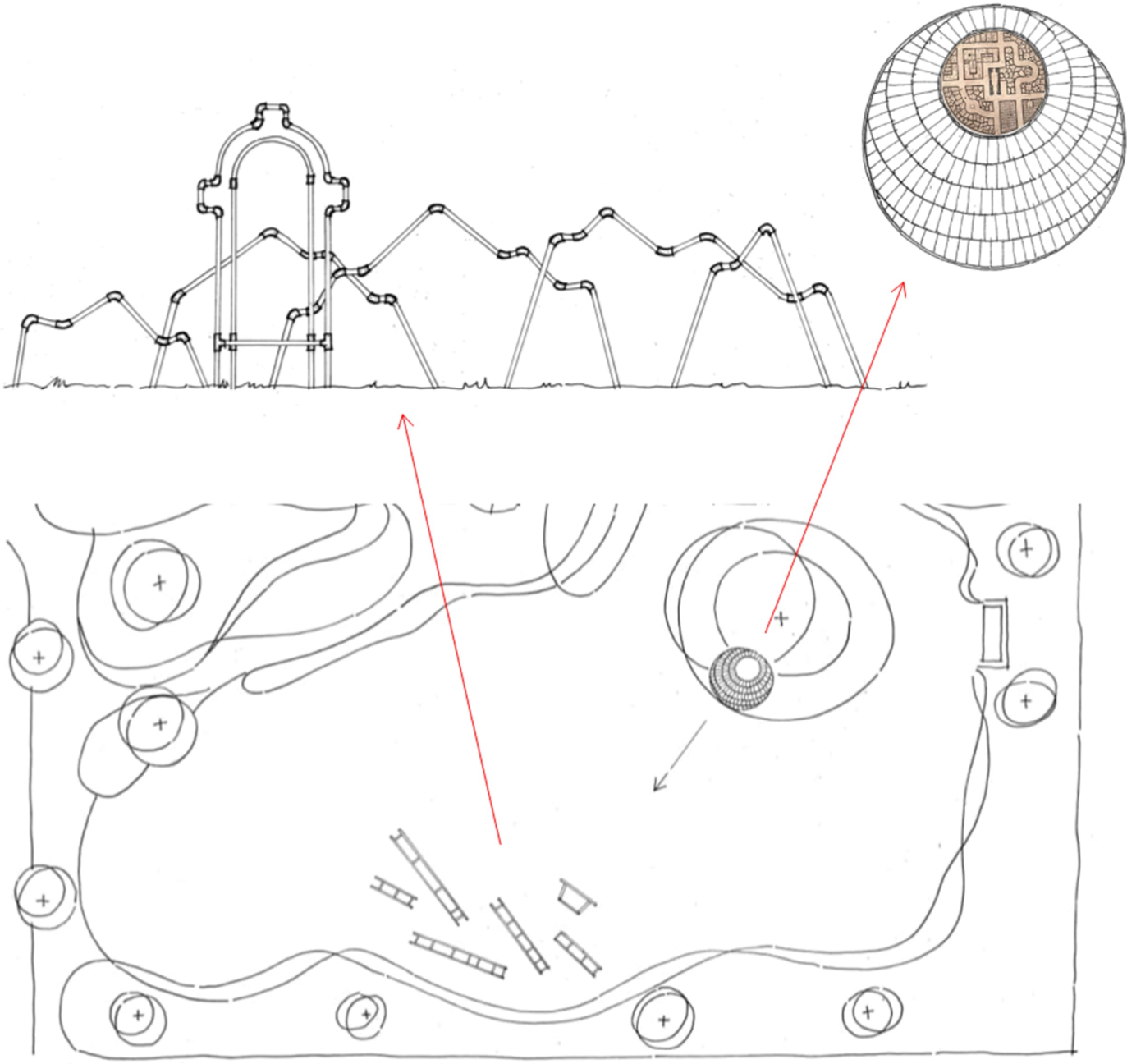
Signatories Ngā Kaiwaitohu

Authors	Martin Kozinsky - Assistant Planner Sharni McKay - Junior Project Manager
Approved By	Carolyn Bonis - Team Leader Urban Regeneration Jane Davis - General Manager Infrastructure, Planning & Regulatory Services


Memos



The work will use graphic tubular metal lines that rise up out of the ground to make a selection of hill and pumping station shapes which, when viewed from the focal point, resembles Doris Lusk's famous artwork.



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Memo

Date: 2 March 2022
From: Michael Croucher, Senior Programme Manager
To: Waikura Linwood-Central-Heathcote Board
Cc:
Reference: 22/269218

Christchurch Wastewater Treatment Plant post Nov 2021 Fire - Update

1. Purpose of this Memo

The purpose of the memorandum is to reply to the Board's 2 December 2021 request:

The Board requested a staff update on the Council's plans post 1 November 2021 fire for the Bromley Wastewater Treatment Plant.

2. Update

Background

The fire that broke out at the wastewater treatment plant on 1 November 2021 caused significant damage to the plants two trickling filters, rendering them inoperable and ultimately resulting in them being taken offline.

While the plant continues to operate with no impact on capacity the loss of functionality in the trickling filters has impacted the quality of the wastewater treatment process. We have introduced interim operational changes to compensate for the loss of the trickling filters.

The treatment process


To understand the impact the fire had on the treatment capability of the plant it is important to have a basic understanding of the treatment process.

The plant utilises a combination of physical and biological treatment processes to remove organic matter and break down the nutrient load within the wastewater.

When wastewater enters the plant it is screened to catch inorganic matter and grit before passing to the primary sedimentation tanks. The primary sedimentation tanks allow dense organic matter to settle to bottom with the surface liquid (supernatant water) being pumped through to the trickling filters. Settled organic matter from the bottom of the tanks is removed and sent to the digesters for cooking and drying, rendering the material inert (pathogens killed). This dried material is sent offsite and used for land remediation works and composting.

The trickling filters are the first and primary step in the biological treatment process. Rotating arms spray the supernatant water from the sedimentation tanks over a combined total of 24,000m³ of

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microbe covered plastic media. Air is pumped up from the base of the filters to provide an aerobic environment ideal for microbe growth. The microbe rich sludge that grows on the plastic media feeds on the nutrients within the wastewater. As the sludge feeds and grows portions of the sludge sledge off, making way for new microbe growth, falling down into the collective drainage structure at the base of the media housing tanks.

The collective drainage structure drains into the secondary contact tanks where air is continuously bubbled through the wastewater, keeping the sledged sludge suspended in the water body and ensuring an aerobic environment is maintained. The aerobic conditions allow the sludge to grow and continue its consumption of the nutrients within the wastewater.

After passing through the secondary contact tanks the wastewater enters the clarifier tanks. The clarifiers allow the sludge to settle to the bottom where it is removed by scrapers. Some of the removed sludge is seeded back into the treatment process to help keep the biological process strong, with the remaining sludge sent to the digesters.

Surface water from the clarifiers is piped to the oxidation ponds where sunlight and natural processes reduce bacteria and virus concentrations, without the need for chemical treatment, before being pumped out through the 1.8 metre diameter ocean outfall pipe, discharging 3 kilometres off New Brighton Beach.

The treatment process takes about 26 days from when wastewater enters the plant to when it is discharged via the ocean outfall pipe.

Loss of the trickling filters

As previously mentioned the fire caused significant damage to the trickling filters, rendering them inoperable and ultimately resulting in them being by-passed in the treatment process.

The trickling filters were the first step and a key component of the biological treatment process. They were responsible for removing 60 per cent of the nutrient load. The efficient removal of nutrients early in the treatment process is critical for the management of odour.

During the fire, runoff from the burnt filter media and roof material flowed downstream, passing through the secondary contact tanks, the clarifiers and finally out into the ponds. This oxygen depleted runoff water killed the microbe rich sludge in the contact tanks and clarifiers, terminating the biological processing ability of the plant and created anaerobic conditions in the oxidation ponds. These anaerobic conditions resulted in significant odour emissions.

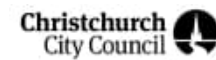
Interim operation of the treatment plant

Following the fire, work was undertaken to optimise the efficiency of the functioning treatment processes to help compensate for the loss of the trickling filters. An adaptive management approach is being used to ensure the best outcome with respect to the quality of the effluent discharge and odour management within the practical constraints of the plant.

The first step in this optimisation was the installation of a dosing plant, to add a flocculating agent (poly aluminium chloride, an odourless white powder that dissolves in water) to the primary sedimentation tanks. This agent improves the settlement of organic matter, reducing the load on the remainder of the treatment plant process.

Dead sludge (resulting from fire) was removed from the secondary contact tanks and live sludge from the Lyttelton plant was trucked in and seeded into the treatment process. Aeration has been

Memos



increased by 200 per cent and the capacity and contact time in these tanks has been increased to maximise the effectiveness of the treatment process.

Hydrogen peroxide, which breaks down into water and oxygen, is being added to the wastewater before it's discharged into the oxidation ponds to ensure full oxygen saturation is achieved. While these initial measures improved treatment effectiveness and had some impact on reducing odour emission, they have not reduced emissions to an acceptable level.

We are converting two of the plants four clarifiers into aeration basins to further increase the capacity and contact time the sludge has with the wastewater. This will improve the treatment process and result in a further reduction in objectionable odour emission. This work is expected to be completed and the basins operating by the end of April 2022.

It is important to note that the reduction in odour emissions will be a gradual process over several months as the biology of the treatment process and ponds fully adjust to the changes. Following the conversion of the clarifiers there will be an improvement in treatment effectiveness, however, the new configuration of the plant will be less resilient than it was before the fire. As such the plant is less able to adjust to changes fluctuations in the effluent quality and quantity, as experienced during significant rainfall events. Similarly the plant is less able to cope with equipment breakdowns. As a result some odour emissions will be ongoing until the plant is fully repaired.

Once the treatment process and ponds have adjusted to the new aeration basins the need of continuing to add hydrogen peroxide to the ponds will be reassessed. The installation of surface aerators on the ponds will also be investigated at this stage.

Renewal and replacement options

Until a full damage assessment is complete it is not possible to say with certainty how long it will take or how much it will cost to repair, rebuild or replace the trickling filters. While it is obvious that the roof structure and wastewater distribution systems for the trickling filters have been destroyed we do not yet know if the concrete housing has been structurally compromised. An initial external inspection has confirmed that the structures are not in any immediate danger of collapse. An internal inspection is currently underway.

We will undertake a comprehensive options assessment before deciding on a long term solution for the plant. This will include considering alternative wastewater treatment processes and the potential to reduce greenhouse gas emissions. Work has started on this.

Compliance with our discharge consents


We formally notified Environment Canterbury that during the recovery from this incident there would be an increased risk of non-compliance with two of our consents:

CRC051724 for discharge of wastewater to Pegasus Bay, where we may exceed the limits for discharge quality; specifically in relation to bacteria, biological oxygen demand, total suspended solids, and ammoniacal nitrogen. However, to date we have managed to operate within the conditions of this consent.

CRC1644262 for discharge of contaminants to air and the condition to not cause any odour that is offensive and objectionable beyond the boundary of the property.

Odour is a significant issue that we are working hard to minimise. We expect the conversion works on the clarifiers will result in a noticeable reduction in odour emission over time. We have assured

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Environment Canterbury that we will make every effort to comply with the conditions of these consents and will regularly liaise with their compliance monitoring officers during the recovery effort.

3. Conclusion

The fire at the wastewater treatment plant was a major incident and has had a significant impact on the operation of the plant.

A recovery operation is in progress to optimise the processing quality of the wastewater treatment plant in the interim and minimise any adverse effects on the environment due to discharges from the plant.

We are aware of the smell emanating from the plant and the impact this is having on the quality of life experienced by residents in the local neighbourhood. We apologise for this and assure you we are doing everything we can to control and reduce the level of odour emission. Thank you for your patience and understanding in these matters.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Michael Croucher - Senior Programme Manager
Approved By	Helen Beaumont - Head of Three Waters Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

Memos

Christchurch
City Council 

Memo

Date: 11 February 2022
From: Peter Rodgers, Traffic Engineer
To: Waikura / Linwood Central Heathcote Community Board
Cc:
Reference: 21/1310321

Audiotactile Pavement Line markings on bends

1. Purpose of this Memo

- 1.1 The purpose of this memorandum is to reply to the Board's 15 September 2021 request:
- The Board agreed to request staff advice on the potential installation of raised profile markings on the centre and side lines of some roads with sharp road bends with poor visibility areas/safety areas, particularly in the hill suburbs. The Board noted that Nelson City Council install raised profile markings on sharp road bends.*

2. Background

- 2.1 This type of raised profile markings is in New Zealand formally named Audio Tactile Profiled (ATP) line marking, and sometimes referred to as Rumble Strips. It is a long life marking which has raised ribs or mounds oriented perpendicular to the direction of travel and spaced at regular intervals along it. If a driver strays from the traffic lane and runs over an ATP marking it will provide an audible and tactile warning.
- 2.2 They can be used to
- Warn drivers suffering from the effects of fatigue or inattention
 - Reduce run-off-the-road crashes
 - Reduce head-on crashes, and
 - Improve lane discipline
- 2.3 Normally ATP lines marks are appropriate for use only on rural arterial roads and on motorways and expressways. As a result these are more commonly seen within the national state highway network but seldom in urban areas. General international consensus is that ATP line markings should not be used closer than 200 metres from residences or other noise sensitive properties, or 100 metres where lines are unlikely to be frequently trafficked. The reason for this is that when a vehicle tracks over these markings this can create a lot of noise which is undesirable in a residential area. In places where they have been used near residential areas internationally, they have usually been removed due to complaints.
- 2.4 The primary safety benefits of ATP line marking is in reducing the likelihood of head on or run off road crashes. On roads where traffic speeds can be over 70km/h (generally rural areas or motorways), both of these crash types are likely to result in death or serious injury as the kinetic energies involved in the crash are unable to be dissipated by the safety features built into the vehicle. Because of this, on these types of roads there are significant road safety

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benefits for ATP line marking, despite being more expensive than conventional line marking and requiring more maintenance.

- 2.5 In urban areas with speeds in the order of 50km/h or less, head on crashes are unlikely to result in death or serious injury, as the kinetic energy involved is not sufficient to overwhelm the vehicles safety features. The exception to this is if vulnerable road users (such as cyclists or motorcyclists) are involved.
- 2.6 However, ATP line markings may pose a greater hazard as cyclists or motorcyclists driving over them may cause them to lose traction, or may startle a driver who crosses the centreline and cause them to over-correct and leave the road (which may often be over an embankment), thus causing a more serious crash than those that they may prevent. The types of crashes resulting in death or serious injury on Christchurch hill roads in the past 5 years have either involved loss of control (e.g. due to weather conditions), vulnerable road users and/or antisocial behaviour, which ATP line markings are not likely to prevent. As a result ATP line markings are seldom likely to be an effective crash reduction measure in these environments.
- 2.7 As ATP line markings are also not currently used in the Christchurch road network, installation and maintenance of them is likely to be costly and the necessary equipment and skills to install and maintain them may need to be imported from elsewhere in the country.

3. What does Nelson City Council do?

- 3.1 Council staff enquired with Nelson City Council's traffic engineers to ascertain details of the situations where they have given bends this type of treatment.
- 3.2 Nelson City Council have relatively recently used thermoplastic rumble strips on some bends and some cycle lanes. They have also been trailing plastic domes. So far, they report that the feedback for these has been positive.
- 3.3 One example of a hill road centreline where Nelson City Council have used a rumble strip is Princes Drive. This has been classified by NCC as a sub collector road, and the rumble strip was installed in August 2021. This is close to, but not immediately adjacent to, residential properties, which Nelson City Council engaged with prior to the installation in order to monitor whether this created any noise issues. This road is a 5.8m carriageway around the bend. The geography of this location also includes a small hill and reserve with mature trees which may further act as a noise barrier between the ATP markings and nearby residential properties.

4. Conclusion

- 4.1 Council is not currently considering use of ATP markings as a safety treatment within urban hill roads as these are not consistent with national guidance provided by Waka Kotahi (NZTA), are likely to result in significant noise complaints and amenity issues to surrounding residential properties, are likely to pose other hazards to and deliver little to no reduction in death or serious injury crashes.
- 4.2 However, some form of audiotactile treatments may be used in future if they are identified as an appropriate treatment for crash risk locations and if there is evidence that their negative effects can be effectively mitigated. In this way, the outcome of trials which are being undertaken by Nelson may provide valuable information.

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Memos

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Signatories Ngā Kaiwaitohu

Author	Peter Rodgers - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)

Item 13

Attachment E

Memos

Christchurch
City Council 

Memo

Date: 17 March 2022
From: Yani Johanson , Chairperson Opawaho Lower Heathcote Working Party
To: Linwood Central Heathcote Community Board
Cc:
Reference: 22/342641

Ōpāwaho Lower Heathcote Guidance Plan Update to Linwood-Central-Heathcote Community Board

1. Purpose of this Memo

- 1.1 The purpose of this memo is to update the Linwood-Central-Heathcote Community Board on progress in the work of the Ōpāwaho Lower Heathcote Working Party since September 2021.

2. Update

- 2.1 The Ōpāwaho Lower Heathcote Working Party continued to meet monthly from September to December 2021, making comment and additions to the draft plan as it was developed.
- 2.2 The initial draft of the Ōpāwaho Lower Heathcote Guidance Plan was completed in December 2021 and was submitted for editing and design work. The finished draft was then shared for further feedback from the Working Party and is now ready for wider community consultation.
- 2.3 The Plan will be put out for consultation on Tuesday 22 March for four weeks through Council's *have your say* with hard copies available at the local community libraries.
- 2.4 The immediate local community will receive notification of the consultation via a mail drop, and a Newsline article will promote to the wider community.
- 2.5 Drop-in sessions will be held on Monday 11 April 2022 at Woolston Community Library at 1-2.30pm and 5-7pm.
- 2.6 Feedback will be collated and changes made in the two weeks following the close of consultation, with the final document prepared and sent to Working Party.
- 2.7 The Working Party will then meet in May 2022 with the intention of signing off the final document, which will then be presented to the Waikura Linwood-Central-Heathcote Community Board for sign off in July.
- 2.8 The Working Party will request that the Linwood-Central-Heathcote Community Board submit the report to Council for its endorsement before the end of the term.

3. Conclusion

- 3.1 The Working Party process for development of a guidance plan for the Opawaho Lower Heathcote is nearing its conclusion. The Working Party is looking forward to bringing its plan to the Board when it reports next.

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Attachments Ngā Tāpirihanga


No.	Title	Page
A	Opawaho Lower Heathcote draft Guidance Plan - March 2022	

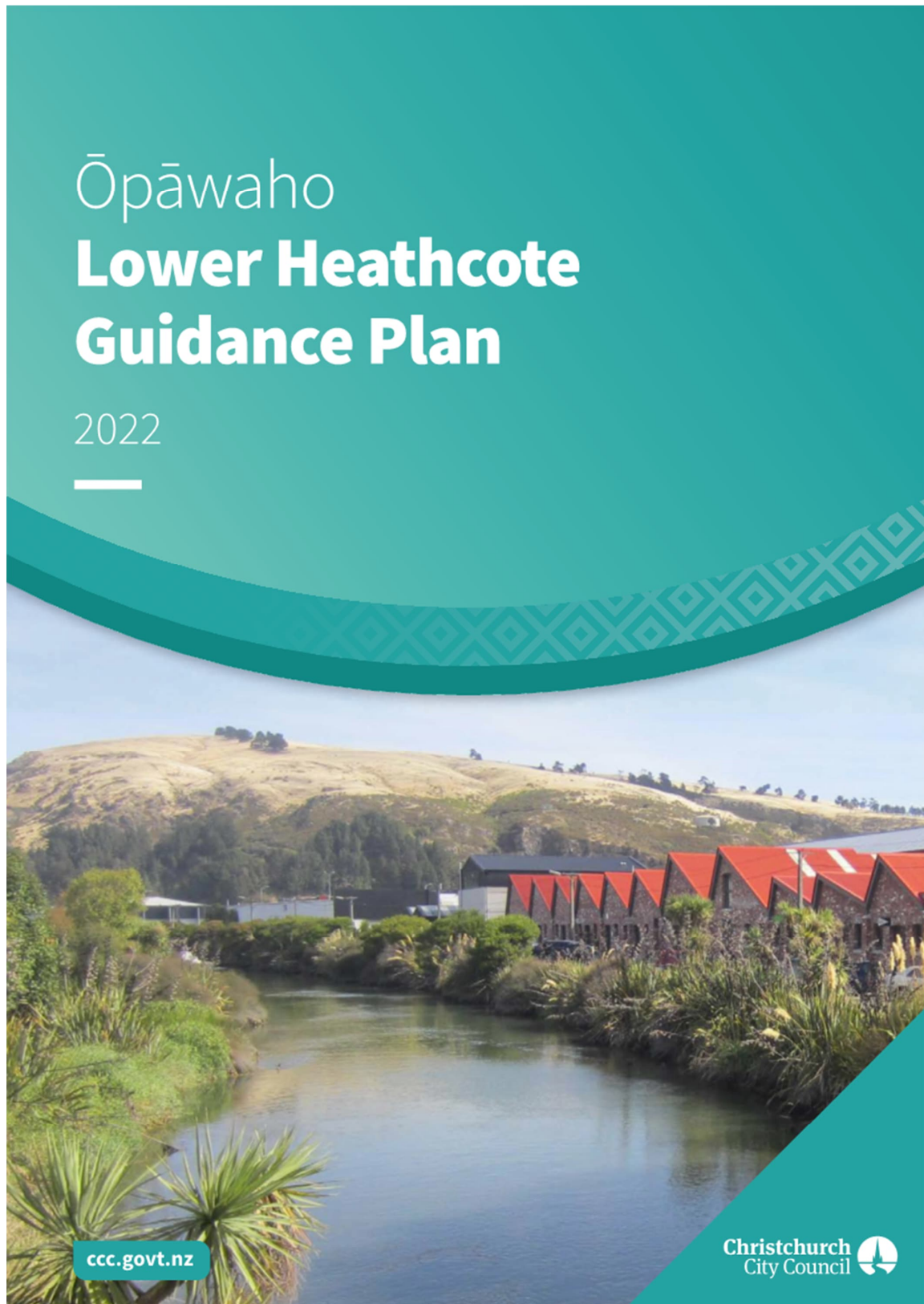
Signatories / Ngā Kaiwaitohu

Author	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Preview

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Item 13

Attachment F

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2 Ōpāwaho Lower Heathcote Guidance Plan 2022

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4 Ōpāwaho Lower Heathcote Guidance Plan 2022

The lower Ōpāwaho Heathcote River embodies a living partnership between people and the awa, where activities restore and enhance te mana o te wai.

This will be achieved through:

- Recognition that the lower Ōpāwaho Heathcote River corridor is a taonga.
- Collaborative and cohesive activity between the community, Christchurch City Council and other organisations.
- The protection and restoration of ecology and biodiversity.
- A return to the principles of mahinga kai, where the environment mutually enhances people and the river.
- Understanding 'ki uta, ki tai', the broader effects on the river from activities and conditions in the Port Hills and areas alongside the river and estuary environments.

Ōpāwaho Lower Heathcote Guidance Plan 2022 5

Foreword

This guidance plan is the result of extensive collaborative partnership and consultation between the Linwood Central Heathcote Community Board, Christchurch City Council staff, the community and organisations with an interest in the lower Ōpāwaho Heathcote River. The plan is a living and enduring framework to support and enhance the long-term sustainability of ecology and biodiversity in the area, reversing the damage or restoring the ecosystem after decades of degradation from a wide range of sources.

The framework established here builds on significant work and activity already under way. Identifying projects that facilitate the enduring nature of this plan would not be possible without the enormous contribution from community volunteers over many years. Similarly, the Christchurch City Council proposals for the lower Ōpāwaho Heathcote River, acknowledging existing ecosystem issues and flood management, and the Mahinga Kai framework developed by the Matapopore Charitable Trust, were critical in providing a policy framework for this plan.

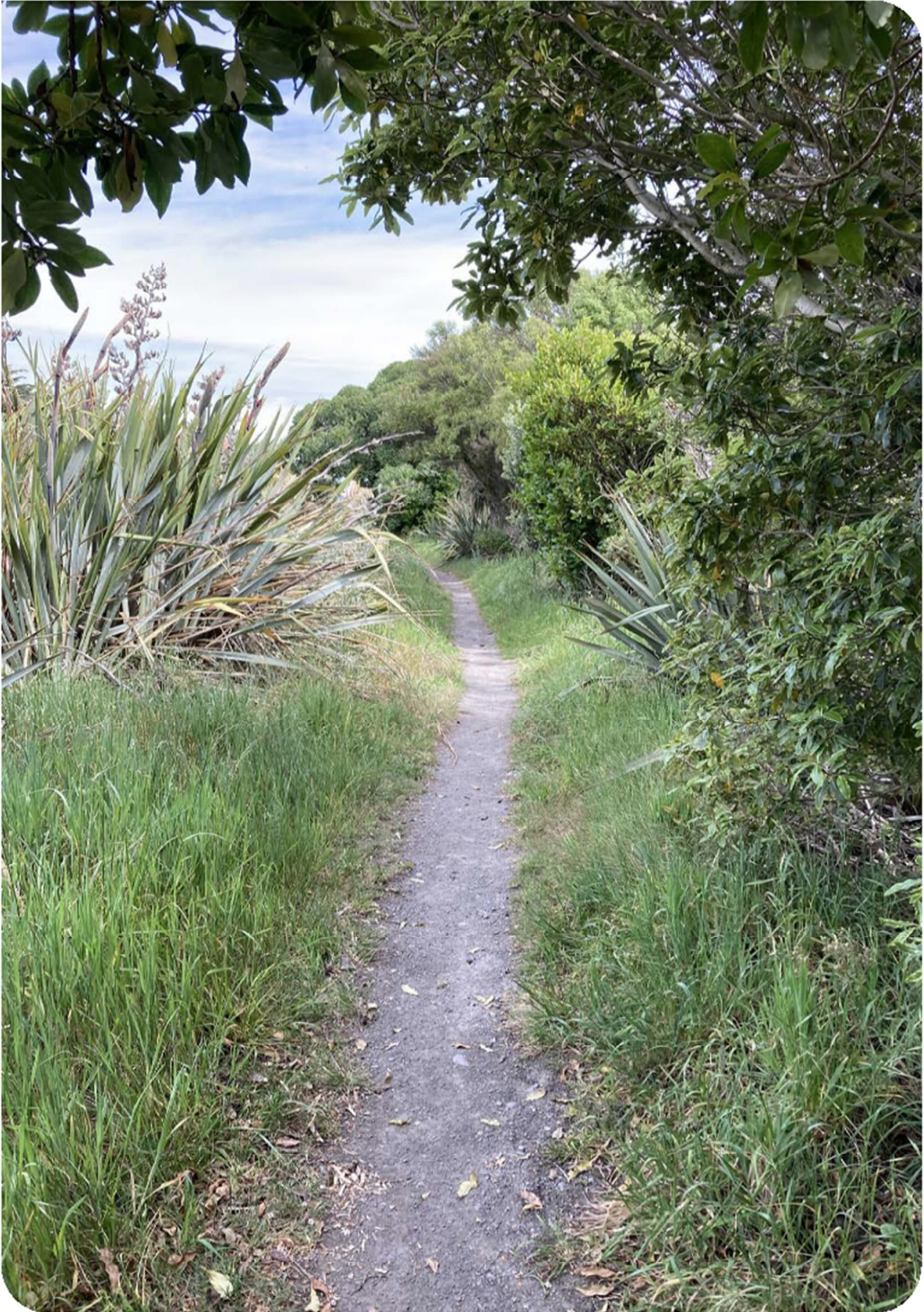
The intent of this plan is to provide a collaborative approach to wisely manage the lower Ōpāwaho Heathcote River so that it is available for future generations to use and enjoy. The lower Ōpāwaho Heathcote River is a taonga for the people of Ōtautahi-Christchurch, but the historical degradation and effects of human use do not reflect that.

This project has included a wide range of individuals from across the Council, community, iwi and other organisations. Thanks go out to the many members of the community and Council who have been involved at all stages of the process. Special thanks to the Elected Members of the Linwood-Central-Heathcote Community Board; Councillor Yani Johanson, who chaired the Working Party, and Tim Lindley, and community members of the working party:

- Mick Ingram
- Dugald Wilson
- John Marsh
- Malcom Long
- Rachel Barker
- Annabelle Hasselmann
- Bruce Stanton
- Tanya Jenkins
- Alisdair Hutchison
- Marie Gray



Alexandra Davids
Linwood-Central-Heathcote Community Board Chairperson



Context

The lower Ōpāwaho Heathcote River is one section of the greater Ōpāwaho-Heathcote River that flows from the south-west of Christchurch to the Ihutai-Avon-Heathcote Estuary. This guidance plan covers the area from the Opawa Road Bridge to the Ferrymead Bridge at the entrance to the estuary¹.

This section of the river is culturally, historically, ecologically significant. This part of the catchment is a source of mahinga kai and a focus of historical and cultural activity².

From the mid 1800's to 1925, the lower Ōpāwaho Heathcote River has suffered the effects of human land use, including settlement, industrial pollution, and urban development³. It was not until 1970 that the remaining industries had their effluent directed to the sewage treatment plant.

This improved water quality in the lower river, but ongoing development and settlement in the catchment

over the past 200 years, combined with the effects of the 2010/11 earthquakes mean the catchment values remain degraded⁴.

Significant work has been done – and continues – by the community and Council to address some of the river's problems. The scale of the issues, and the time and resources needed demand a partnership approach to ensure solutions are sustainable, achievable, and will best serve those who live in and use the area.

In future this part of the river will be affected by climate change, sea-level rise and other environmental changes. The exact effects are unknown, and this highlights the importance of future planning⁵.

This guidance plan aims to be cohesive, bringing together the various efforts of the community and organisations with an interest in the health and use of the lower Ōpāwaho Heathcote River.

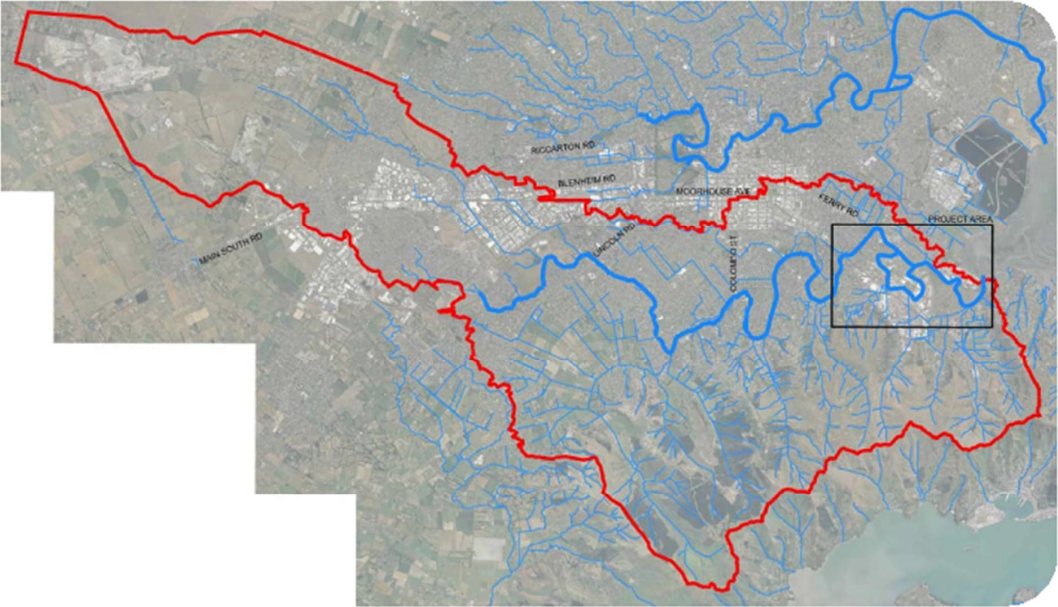


Image: Catchment Area, including area of Focus for the Project

1 Other sections are covered by existing plans, such as the Christchurch City Council's Mid-Heathcote Linear Park Masterplan and Heathcote Stormwater Management Plan, or community group plans including the Avon-Heathcote Estuary Ihutai Trust Estuary Management Plan.
 2 Ōpāwaho / Heathcote River Catchment – Tauāki Wai Pātāua Vision and Values 2016, <https://ccc.govt.nz/assets/Documents/Environment/Water/Heathcote-River-Catchment-Vision-and-Values.pdf>
 3 Ōpāwaho Heathcote River Network, <https://ohrn.nz/about-the-river/#1608425521307-1d0bb0af-7472>
 4 Ibid
 5 NIWA – Impacts of Climate Change on Urban Infrastructure & the Built Environment, https://niwa.co.nz/sites/niwa.co.nz/files/tool_2.1.4_inundation_modelling.pdf



Background

In 2015 the community and community board identified a gap in future planning, including the lack of an integrated approach to river management. A partnership was developed between community groups and individuals and official agencies, including Environment Canterbury and community boards. In their 2016-19 and 2020-22 plan, the Waikura Linwood-Central-Heathcote Community Board identified a lack of cohesion and a desperate need to restore the condition of the river. The board set up a working party in 2020 with representatives and stakeholders to develop a plan for the river. This approach acknowledges the previous efforts that have been undertaken, such as the 1998 Heathcote River Floodplain Management Strategy. These earlier projects produced a significant body of work to support future efforts, but have not evolved over time as circumstances have changed. This guidance plan aims to build on those earlier efforts.

Expected Benefits

Through the lens of an integrated cultural framework, this plan will coordinate activities already under way, being planned, or envisaged along the lower Ōpāwaho Heathcote River corridor. This approach will ensure activities are aligned in a more efficient way and allow community groups and Council to share resources. It will significantly highlight a commitment to the principles of Te Mana O Te Wai⁶.

The guidance plan will establish a cohesive plan for the area's future, so that everyone working in the area understands the goal and works together to achieve it. This will enable more organisations and groups to get involved and to have a positive effect as part of a stronger community.

While the focus of this guidance plan is the coordination and integration of efforts, the key outcomes will see improvements in the lower Ōpāwaho Heathcote River. There will be direct and measurable environmental gains in key areas such as water quality, biodiversity and human use of the river.

How the plan will be used

This guidance plan will provide a coherent vision for all the groups who act in the area, establishing priorities and agreed actions for the future. This process will allow individual groups to understand their role in the broader plan, and for Council and other agencies to support those groups in their efforts. A cohesive overview will enable these efforts to be complementary and supportive of other activities, to be more efficient, to make better use of available resources, and to build a stronger community of interest.

The co-development of this plan, by the community board and the community, gives continuity across political geographical boundaries and electoral terms.

Who is involved?

An inclusive approach that welcomes everyone with an interest in the river will result in a better future for the lower Ōpāwaho Heathcote River. While there are some established community groups such as the Ōpāwaho Heathcote River Network, this plan of action is deliberately broad in scope to include and welcome interest from across the community.

Some of these groups of interest are:

- Christchurch City Council
- Council and Community Board Elected Members
- Ōpāwaho Heathcote River Network (OHRN)
- Avon-Heathcote Ihutai Estuary Trust
- Forest and Bird
- The Laura Kent Working Group
- Kennaway Working Group
- Summit Road Society
- Ferrymead Heathcote Saltmarsh Group
- Ngāi Tūāhuriri/Matapopore
- Local residents
- Local businesses
- Recreational river and land users
- Members of the Community Waterways Partnership

The river and the history of degradation

Water quality in the lower Ōpāwaho Heathcote River is generally poor in comparison to other Ōtautahi-Christchurch catchments⁷. This affects the waterway's ecology, with contaminants having negative effects on the physiology and behaviour of instream biota. The worst areas for water quality are in the Curletts Stream, Ōpāwaho Heathcote River at Tunnel Road, Haytons Stream, and Ōpāwaho Heathcote River at Ferrymead Bridge⁸. The best water quality is found closest to springs, emphasising the importance of clean natural water sources.

Human land use in the late 19th and early 20th centuries resulted in significant amounts of industrial and commercial pollutants entering the river and its catchment⁹. Residential building on the Port Hills and settlement along the river's edge have increased sedimentation and reduced biodiversity, enabling invasive species to thrive.

Some wetland restoration has occurred since the 1980's and the environmental decline is being reversed. The restoration has been uneven, with efforts mainly associated with other programmes of work, such as stormwater works, rather than as part of a wider plan.

Sediment and erosion issues worsened with the Christchurch earthquakes, further affecting the river's ecology. While significant works were done, such as dredging to remove sediment, the opportunity to integrate mitigation efforts with land use and enhancement projects have not been fully exploited.

Some projects with positive intent have had unintended or unplanned side effects for the river. For example, anecdotal evidence from the community suggests that dredging and cutting or removing natural vegetation has led to some vegetation not re-establishing successfully. Similarly, there is a risk that relocating animals or river life does not guarantee their ability to establish in the new location, with the opposite effect to what was intended.

⁶ National Policy Statement for Freshwater Management

¹⁰ Ōpāwaho Lower Heathcote Guidance Plan 2022

⁷ <https://ccc.govt.nz/environment/water/waterways/waterway-monitoring>

⁸ <https://ccc.govt.nz/assets/Documents/Environment/Water/Monitoring-Reports/2019-reports/City-wide-surface-water-quality-report-2019.pdf>, page viii

⁹ Ōpāwaho Heathcote River – Draft Stormwater Management Plan 2021, <https://ccc.govt.nz/assets/Documents/Consultation/2021/07-July/Heathcote-Stormwater-Management-Plan-SMP-draft-WEB-2.pdf>

Ōpāwaho Lower Heathcote Guidance Plan 2022 11

Cultural Framework

This framework, developed from the Matapopore Charitable Trust Mahinga Kai framework, aims to guide and inform the design of an environment to restore the mauri (life essence) of water and land. It instils a greater sense of connection, reciprocity and responsibility between the community and the natural environment. This framework approach emphasises the interconnectedness of people and place, and recognises the reciprocal relationship between people and the places they visit, use and enjoy.

This holistic approach enables all those with an interest in the lower Ōpāwaho Heathcote River to play a role in enhancing and restoring the natural characteristics of the river and land. It allows consideration of multiple cultural aspects, including:

- Whanaungatanga – Social and whanau connections, community togetherness
- Mātauranga – Knowledge development, education, cultural practices and the transference of knowledge
- Kaitiakitanga – Custodianship, reciprocity, respect and environmental enhancement
- Manaakitanga – Safe, inclusive and welcoming environments, and productive landscapes
- Hauora – Physical, spiritual and mental health and well-being
- Whakapapa – identity, history and acknowledgement of tipuna
- Wairuatanga – Connection to place and to the natural environment

“A healthy river and its rich and diverse ecosystem will bring an abundance of diversity in birds, vegetation, insects, fish and other in-stream forms of life. A healthy river could again be the central location for whanau activities, play, swimming and resource gathering.”

– Matapopore Charitable Trust, Mahinga Kai framework

Whanaungatanga

The relationships and social connections that foster community togetherness, and social wellbeing. It is the principle which binds people together, with a sense of unity, belonging and cohesion.

Key themes that the plan addresses:

- Public meeting spaces
 - Identify and enhance places where small groups can meet or relax
- Community group spaces
 - Identify and develop places where community groups can congregate for gatherings and activities



Mātauranga

Indigenous systems of knowledge arising from a worldview based on kinship relationships between people and the natural world. Humans are not seen as superior to the natural order but as existing within it.

In this plan it describes activities along the river that provide for knowledge development, education, cultural practices, and the transfer of knowledge.

Key themes that the plan addresses:

- Education for tomorrow
 - Partner with places of learning such as schools and universities to create opportunities for education now to benefit the future
 - Use and support the Community Waterways Partnership
 - Disseminate information to increase public knowledge of activities and events affecting the lower Ōpāwaho Heathcote River Support for science
 - Facilitate scientific work that supports the guidance plan vision
 - Observation spaces
 - Establish places from which to observe the lower Ōpāwaho Heathcote River Ecological sites
 - Establish ecological sites now, for the future



Kaitiakitanga

Guardianship or stewardship, taking a holistic view of caring for the environment. The focus is not on ownership and it is concerned with environmental sustainability and beneficial use.

In this plan, Kaitiakitanga describes activity that restores and enhances the natural environment.

Key themes that the plan addresses:

- Biodiversity
 - Support the sustainable existence of life, including through the restoration of habitats and vegetation
 - Monitor and control invasive species, animals and predators
- Water quality
 - Work to improve or sustain water quality alongside the Community Waterways Partnership
- Integrated approach to pollution
 - Cohesive and integrated solutions to reduce pollution, waste and rubbish



Manaakitanga

The way people demonstrate respect, care and consideration of each other. It is about uplifting the personal mana of others by practising care, courtesy and consideration. Acts of Manaaki contribute to open and positive environments to work and learn in.

In this plan Manaakitanga refers to safe, inclusive and welcoming environments, and productive landscapes.

Key themes that the plan addresses:

- Increase interaction
 - Develop positive messaging for visitors, including signs and murals, aligned with the Community Waterways Partnership
- Improve land use
 - Identify opportunities to improve the use of private and public land in and adjacent to the lower Ōpāwaho Heathcote River
- Improve public access
 - Where appropriate, improve visitor access
 - Identify, protect and constrain access to sites of ecological significance



Hauora

A holistic way of viewing health and wellbeing that is unique to New Zealand.

In this plan Hauora refers to physical, spiritual and mental health and wellbeing, including environments which encourage physical activity, and promoting natural health such as natural medicine practices

Key themes that the plan addresses:

- Improve play areas
 - Create or maintain places to play and explore
- Mahinga kai
 - Appropriately manage resources and the associated knowledge, including identifying reserve spaces or activity zones
- Recreation spaces
 - Develop places for recreation, including launch locations, bike and walking trails



Whakapapa

A framework that links all animate and inanimate, known and unknown phenomena in the physical and spiritual worlds. It maps the relationships that bind all things.

In this plan whakapapa refers to identity, history and acknowledgement of tipuna (ancestors)

Key themes that the plan addresses:

- Storytelling
 - Share information with the community about heritage, historical land use and mythology
- Historical sites
 - Identify and develop historical sites of importance
- Design framework
 - Cohesive design elements across activities, events and displays



Wairuatanga

The distinctive identity or spirituality of people and places. It contributes to a sense of belonging and connects Māori heritage with its contemporary context.

In this plan wairuatanga refers to connection to place and the natural environment, and the acknowledgement and protection of mauri (life essence).

Key themes that the plan addresses:

- Connections
 - Create logical and cohesive connections between spaces
- Character spaces
 - Support the development of unique or character spaces
- Relaxation spaces
 - Create quiet spaces for relaxation and reflection by removing or reducing external interference including the impact of traffic and/or technology
- Emphasise the natural environment
 - Use best practice designs for lighting, structures and other improvements to support local birds and wildlife



Lower Ōpāwaho River – Landscape types

The vision for this guidance plan is to restore the partnership between people and the river, where activities restore and enhance the river's health and status. All proposals in the plan work towards this aim.

In order to achieve the vision, there needs to be a clear understanding of the existing river environment. Areas that have similar characteristics have been identified and summarised as a set of landscape types, with different landscape treatments determined for each landscape type, to guide the restoration activities for each section of the river.

Locations for human activity have been identified at key points along the river. By setting aside spaces for people in specific areas, the remainder of the river corridor can be planted and left undisturbed for wildlife.

The key aspirations of the plan are summarised below, with further details of how these can be achieved on the following pages.

1. Prioritise the natural environment;
2. Increase space available for the river margin;
3. Intensify native planting and reduce the volume of lawn;
4. Reduce exotic trees and intensify native tree canopy;
5. Increase shading of the river;
6. Provide habitat for native fauna;
7. Create a place of education;
8. Improve connectivity to the river and between activities;
9. Enhance social connections.

As reflected in the aspirations above increasing the opportunities for undisturbed native, riparian planting is a key goal of the guidance plan. The benefits of this type of planting are extensive and include:

1. Provision of habitat for birds and fish;
2. Identification and support for inanga spawning habitats;
3. Greater numbers of birds and fish in the river as a result of the extra habitat;
4. Reduction in sediment entering the river;
5. Reduction in contaminants entering the river;
6. Increases bank stability and reduces erosion;
7. Reduction in weed species because it's harder for them to get established;
8. Increases people's access to nature which is good for our health and well-being.

These benefits are taken into account throughout the proposed typology treatments and projects which follow.

Landscape type 1

The river bank is next to a residential road with a narrow 2 to 3 metre river edge with steep banks. No footpath is provided for pedestrians and the area is dominated by exotic grass and trees.

Issues:

- Grass needs mowing which disturbs wildlife, removes habitat and encourages weed growth;
- It doesn't contribute to the biodiversity of the river;
- It has limited sediment and stormwater filtering capacity;
- Narrow, steep banks limit space for riparian planting;
- Shading of the water is limited to that provided by exotic trees.

Proposed treatment

Maximise space for riparian planting by:

- a. Planting as close as possible to the road verge;
- b. Reshaping the banks where possible, with additional stabilising support where required;
- c. Reducing areas of exotic grass;
- d. Not providing pedestrian access on the river bank.

Increase shading of the river through:

- a. overhanging plants along the river edge;
- b. Increasing native tree canopy cover as part of a succession plan to phase out exotic tree species, noting the correlation between mature trees and bank stability;
- c. Ensuring riparian planting follows best practice guidelines.

Reduce traffic alongside the river by:

- a. Making roads more pedestrian friendly and looking for opportunities to narrow the roads and reduce speeds as they come up for renewal;
- b. Increasing planting up to the road edge to reduce parking on the river bank;
- c. Installing low bollards where necessary to reduce parking on the river bank.

Retain viewing points to and over the river by having a mixture of low and tall planting along the river bank.



Landscape type 2

The river is next to a residential road, with a wide river bank, primarily planted in exotic grass. The bank provides space for parking, pedestrians and recreation activities along the river's edge. There is a mixture of native trees and shrubs and exotic tree species. The pockets of native vegetation are successful and contribute to the biodiversity of the river.

Issues:

- Grass needs mowing which disturbs wildlife, removes habitat and encourages weed growth;
- Grass doesn't contribute to the biodiversity of the river;
- Areas of grass have limited sediment and stormwater filtering capacity
- The wide areas of grass make it easy to park vehicles on the river bank;
- The long stretches of grass allow more human activity which increases the disturbance of wildlife;
- River banks in this area are marginally unstable and are slowly subsiding;
- Shading of the water is limited to that provided by exotic trees and the pockets of native vegetation.

Proposed treatment

Maximise space for riparian planting by:

- a. Planting as close as possible to the road verge;
- b. Reshaping the banks where possible;
- c. Reducing areas of exotic grass.

Increase shading of the river through:

- a. Overhanging plants along the river edge;
- b. Increasing native tree canopy cover as part of a succession plan to phase out exotic tree species;
- c. Ensuring riparian planting follows best practice guidelines.

Reduce traffic along the river by:

- a. Making roads more pedestrian friendly and looking for opportunities to narrow the roads and reduce speeds as they come up for renewal;
- b. Planting up to the road edge to reduce parking on the river bank;
- c. Installing low bollards where necessary to reduce parking on the river bank.

Provide space for people and pedestrians by:

- a. Creating a gravel path to provide a naturalised bush walk experience through the planted areas;
- b. Ensuring natural and introduced paths are safe for users;
- c. Leaving some open areas of grass with seats or picnic tables to enable recreation activities at key points along the river;
- d. Retaining viewing points to and over the river by having a mixture of low and tall planting along the river bank.



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Landscape type 3

The river is bordered by large, open areas of exotic grass lined with exotic specimen trees. The river has a concrete channel edge with concrete steps providing access to the water, and there is a wide pedestrian path along the bank. The area is bordered primarily by residential properties and a school.

Issues:

- A hard concrete edge to the river
- Large trees are all exotic species

Proposed treatment

Maximise space for riparian planting by:

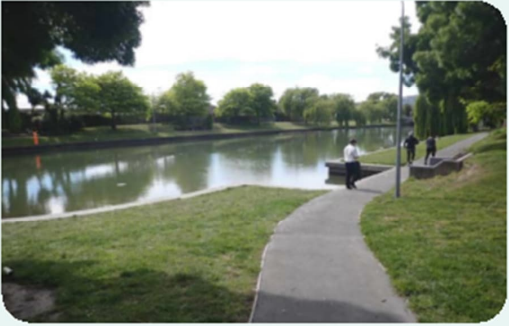
- a. Reducing the extent of lawn to prioritise larger areas of native planting.

Enhance the estuarine mudflat habitat used by native birds by:

- a. Creating a naturalised edge to the river which could be achieved by removing one or two sets of concrete steps and replacing with a planted bank;
- b. Planting indigenous marsh vegetation;
- c. Providing instream habitat features.

Provide space for people and pedestrians by:

- a. Retaining some areas of open lawn where practical, as required by the community;
- b. Retaining some steps for access to the water for users such as kayakers; those accessing the kayak slalom course and maintenance teams;
- c. Retaining a path through this area;
- d. Maintaining clear sight lines between residential properties, schools and commercial activities.



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Landscape type 4

Existing walkways along the river that need enhancement.

Issues:

- River banks are slumping in some places.
- Gaps have arisen since planting was carried out some years ago.
- Harsh lines caused by fences of neighbouring properties.
- Tracks need resurfacing and re-aligning in places.

Proposed treatment

Maximise space for riparian planting by:

- a. Reshaping the banks where possible;
- b. Reducing areas of exotic grass;
- c. Re-routing the path where possible to increase opportunities for planting.

Reduce the visual impact of neighbouring properties where appropriate by:

- a. Working with neighbours to develop mutually beneficial enhancements;
- b. Planting taller plant species along fence lines;
- c. Installing artworks or murals;

Provide space for people and pedestrians by:

- a. Improving the track surface and/or width of track as required;
- b. Retaining sight lines and highlighting exit points from the tracks.



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Landscape type 5

Areas of existing dense planting and good riparian planting.

Issues:

- Gaps have arisen since planting was carried out some years ago.

Proposed treatment

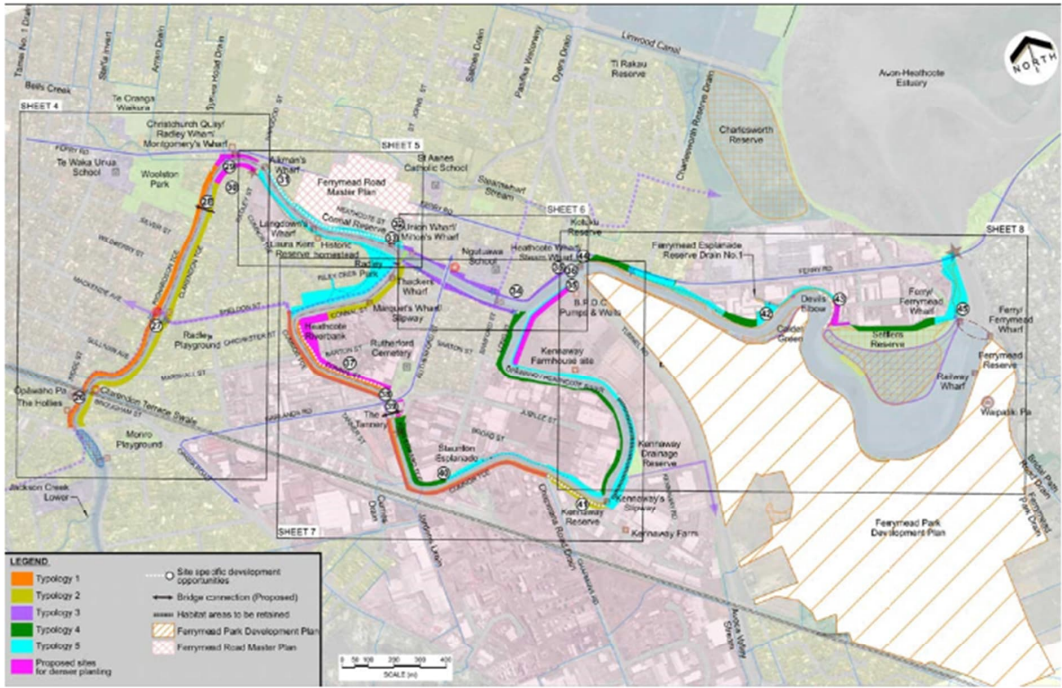
Infill planting as required to retain existing density and quality.



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Memos

Place Based Actions



Actions Across the Whole River Corridor (not site-specific)

Action	Description	How this will be achieved	Responsible
Create a coherent story for the river			
<i>Whakapapa: Storytelling links the physical and spiritual worlds.</i>			
<i>Whanaungatanga: Encouraging social connection in the community, including a sense of belonging to the area.</i>			
<i>Mātauranga: Increasing the knowledge and understanding of people who use the river and its environment.</i>			
<i>Manaakitanga: Creating safe, inclusive and welcoming environments.</i>			
1	Users of the river corridor have a coherent experience of the story of the river and can find their way easily.	<p>Develop a coherent story of the river.</p> <p>Scope and develop a signage plan to tell the story of the river.</p> <p>Update all signage to recognize the Māori name of Ōpāwaho.</p> <p>Install directional signage to indicate direction and distances to nearby destinations.</p>	<p>Ngai Tūāhuriri in partnership with Council (Parks Unit).</p>
2	Sites of historical, natural, and educational interest are to be recognised along the river with the development of a river trail.	<p>Identify and scope out a coherent landscape plan that includes spaces such as art installations, contemplation spaces, and accessible information locations.</p> <p>Create places to learn about past activities, plans, fish, birds, lizards and other things of interest.</p>	<p>Partnership between Ngai Tūāhuriri and Council (Parks Unit).</p> <p>In consultation with community groups.</p>
Water quality to be healthy and graded as 'swimmable'			
<i>Kaitiakitanga: Supporting biodiversity, improved water quality and an integrated approach to pollution.</i>			
<i>Haurua: Providing opportunities for physical, spiritual and mental wellbeing through the environment.</i>			
<i>Wairuatanga: Supporting the distinctive identity of the river, its natural environment and protection of mauri.</i>			
<i>Mātauranga: Activity in the river corridor to support the development of knowledge, understanding, education, cultural practices, and the sharing of that knowledge to the community.</i>			
3	<p>Maximise riparian planting along the length of the river.</p> <p><i>(Much of this land lies in Parks jurisdiction with the bulk of the remainder as road reserve).</i></p>	<p>Space for planting will be identified and prioritised as part of ongoing work.</p> <p>Riparian planting, including taller shading vegetation, to filter run-off into the river and shade the river to reduce temperatures and nuisance aquatic plant growth.</p>	<p>Council (Parks Unit and Transport Unit)</p> <p>In liaison with local community groups.</p>

Memos

Action	Description	How this will be achieved	Responsible
4	Address sediment and associated management issues.	Scoping and developing a strategy that outlines the river issues related to sediment build-up, and management approaches to be implemented.	Council (Three Waters Unit).
5	Manage pollutants entering the river.	Develop a stormwater strategy to manage pollutants and address issues at discharge sites, such as the discharge near end of Mackenzie Avenue. Install filters and pollution traps at stormwater discharge sites.	Council (Three Waters Unit).
6	Enable local residents and businesses to take personal and collective responsibility for reducing pollutants entering the river, including garden waste and chemicals used on private land.	Scope and develop an education strategy for public, schools, local property owners and local businesses. Support the Christchurch Stormwater Network Discharge Consent process.	Council (Three Waters Unit). Alongside Community Waterways Partnership groups.
Enhancing the Natural Life			
<i>Kaitiakitanga: Local residents and businesses are encouraged to become guardians and stewards of the local environment.</i>			
<i>Wairuatanga: Connectedness between people and the river serves to protect the mauri of the river corridor.</i>			
7	Predators will be controlled along the river corridor.	Develop an education strategy for local property owners regarding domestic predators. Drive a campaign for local residents on the harm that domestic cats, dogs and other animals have on local wildlife, and ways in which they can be controlled. Work within dog by-laws, and highlight mandatory dog leash or limited access areas.	Council (Parks Unit) , in partnership with community groups.
8	Remove pests, including unwanted birds from the river corridor.	Develop a pest management strategy for the river corridor.	Council , other agencies and community groups.
9	Reduce feeding of wildlife in the river corridor.	Install signs along the river corridor educating people not to feed wildlife, including ducks and eels. Include education on the negative aspects of feeding. Identify a location suitable for an eel viewing platform.	Council (Parks Unit) , other agencies and community groups.

Action	Description	How this will be achieved	Responsible
Fauna			
<i>Kaitiakitanga: Ensuring sustainability of the environment and biodiversity</i>			
10	Fish and whitebait in the river are managed sustainably.	Develop a plan for the sustainable management of fish and whitebait in the river. Investigate creating a River Reserve or local bylaw that prohibits fishing and whitebaiting in the section of the river in the section between Radley St to The Cut. Protect and enhance whitebait spawning sites within this area.	Environment Canterbury , Council and community groups.
Human access			
<i>Manaakitanga: Reducing unwelcome intrusions to enhance visitor interaction.</i>			
<i>Haurua: The physical environment promotes mental and physical wellbeing.</i>			
<i>Wairuatanga: The distinctive identity of the river corridor is calm, rich vegetation with quiet walking and cycle tracks.</i>			
<i>Mātauranga: Users of the river grow their understanding of the importance of caring for the ecosystem.</i>			
11	Establish and maintain safe walking tracks along whole river corridor.	Enhance and maintain existing tracks, and connect to newly established tracks along both banks of the river corridor. These tracks will weave in with the broader landscapes to blend with plantings, wildlife and habitat areas to reduce negative impacts.	Council (Parks Unit) and community groups.
12	Cycling tracks will be appropriately merged with the broader corridor planning.	Major Cycle Routes and other cycle tracks that pass along the river corridor will be explored to consider how to reduce negative effects on plantings, wildlife and habitats. This may include keeping cyclists to one side of the river corridor in some circumstances. Trails and amenities will be developed in support of indigenous species habitat requirements. Surface requirements will be considered alongside walking tracks to determine dual access opportunities and minimum requirements.	Council (Transport Unit).

Memos

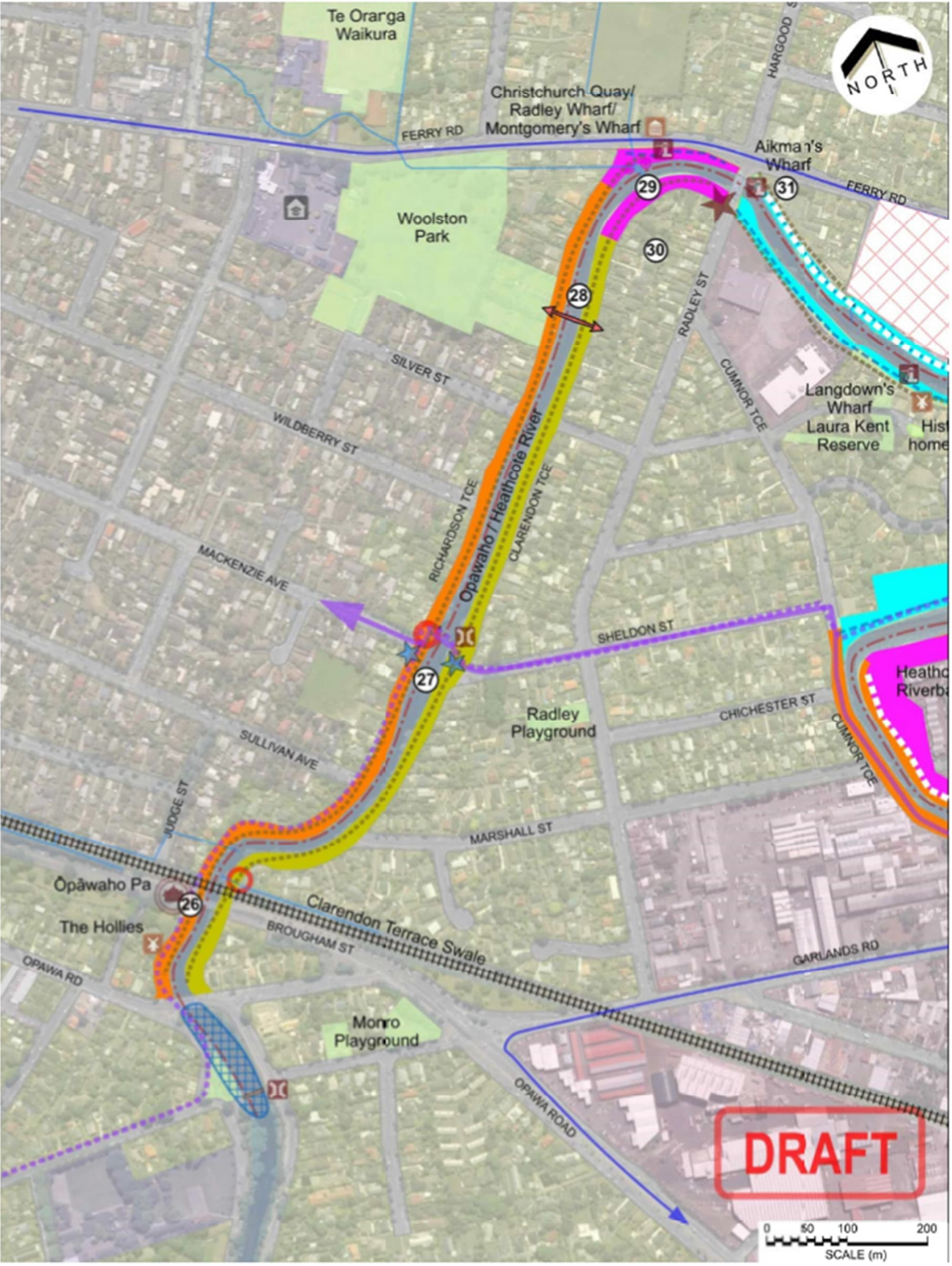
Action	Description	How this will be achieved	Responsible
13	Vehicle intrusion (noise, pollution, and other negative effects) within river corridor to be reduced.	Identify areas in and adjacent to the river corridor that are opportunities to reduce vehicle intrusion, including options such as road design, speed restrictions, and one-way changes. Identify opportunities to carry out this work in alignment with the road renewal programme. Tracks will be identified as suitable for mountain bikes and motorbike users where damage to the river corridor can be minimised.	Council (Transport Unit).
14	Reduce the negative effects of human activities that intrude upon the river corridor. (Limiting the number of human, vessel and vehicle access points reduces opportunities for incidental intrusion and negative effects to specified areas and plantings, habitats and wildlife).	Identify pockets of amenity and access under the appropriate landscape types to manage human recreation activities and access points. Increase amenities around these spaces, including seating, vessel access, and parking. Enhancement projects will be developed to support indigenous species habitat requirements. Consider future limitations on vessel type, form of propulsion and size.	Council – cross unit responsibility in partnership with the community.
15	Enhance pedestrian access along the river corridor.	Look for opportunities to narrow roads and increase pedestrian focus when roads come up for renewal. For example, making Connal Street narrower (from the barrage) will allow the creation of a larger river reserve, including an unsealed walking track along the river to connect with the current grassed area.	Council (Transport Unit).
16	Improve interface with businesses that operate alongside the river.	Work with business owners to create opportunities to improve access to the river or identify more opportunities for vegetation screening.	Council (Three Waters Unit), through the Communities Waterways Partnership.
17	Identify future opportunities for alternative land use.	Review land zoning as it arises for potential changes that can be adapted into this plan.	Council – planning, Elected Members and Community Groups to advocate.

Action	Description	How this will be achieved	Responsible
Planting			
<i>Whakapapa: The identity and history of the area is one of native plantings and biodiversity.</i>			
<i>Kaitiakitanga: Care for the environment, with a focus on future sustainability.</i>			
18	Increase native plantings along the river corridor to provide shade and bank stability, and to encourage birds lizards, and insects to flourish.	Create a cohesive landscape plan for the river corridor that identifies stretches of planting and programmes the work into future Council Long Term and Annual Plans. These plantings will work in with the appropriate landscape types.	Council – in partnership with Ngai Tūāhuriri, community groups.
19	Develop a tree succession plan.	Create a cohesive plan for the river corridor that directs the gradual replacement of exotic species with native species.	Council (Parks Unit).
20	Eliminate weeds across the river corridor.	Develop a weed plan that proactively addresses current and future weed elimination.	Council (Parks Unit).
Ongoing care and maintenance			
<i>Kaitiakitanga: Council and the community care for and protect the river as kaitiaki.</i>			
<i>Whanaungatanga: Partnering with local residents and businesses brings a community together, encouraging social wellbeing.</i>			
<i>Manaakitanga: People treat each other with respect, care and consideration of each other in a common and positive area of activity.</i>			
21	Partner with local residents and businesses as kaitiaki of the river.	Develop partnerships with local residents and businesses to encourage the community to act as caretakers of the river corridor. Identify locations where industry or private activity has encroached on river reserve or public land and work with property owners to return this land back to the river margin.	Council – alongside Community Waterways Partnership groups.
22	Develop a unified approach to rubbish management across the whole river corridor.	Develop a plan or strategy to encourage users, business and the community to clean their rubbish from the river corridor environs.	Council – alongside Community Waterways Partnership groups.
23	Ensure the activity along the corridor is coordinated and aligned to the coherent story of the river and this plan.	Create a River Guardian Scheme to coordinate all activity along the river and to ensure this plan is implemented.	Council – Elected members and community groups to advocate.
24	Monitor and mitigate bank erosion issues.	Develop a management plan to mitigate bank erosion issues for the length of river, with a focus on Radley Street to the Cut.	Council (Three Waters Unit).
25	Address and minimise the impact of localised flooding issues.	Investigate and develop a strategy for the river corridor to reduce the effects of flooding, in alignment with the District Plan. Plan for ways to reduce the traffic under the rail and highway bridges.	Council (Three Waters Unit and Transport Unit).

Memos

Opawa Road to Radley Street

This section of the river is currently bounded by roading and residential development close to the river. Flooding is an issue with high tides and some residential sections have been abandoned. Large poplar and willow trees provide some shade. Panoramic views of and along the river are valued.



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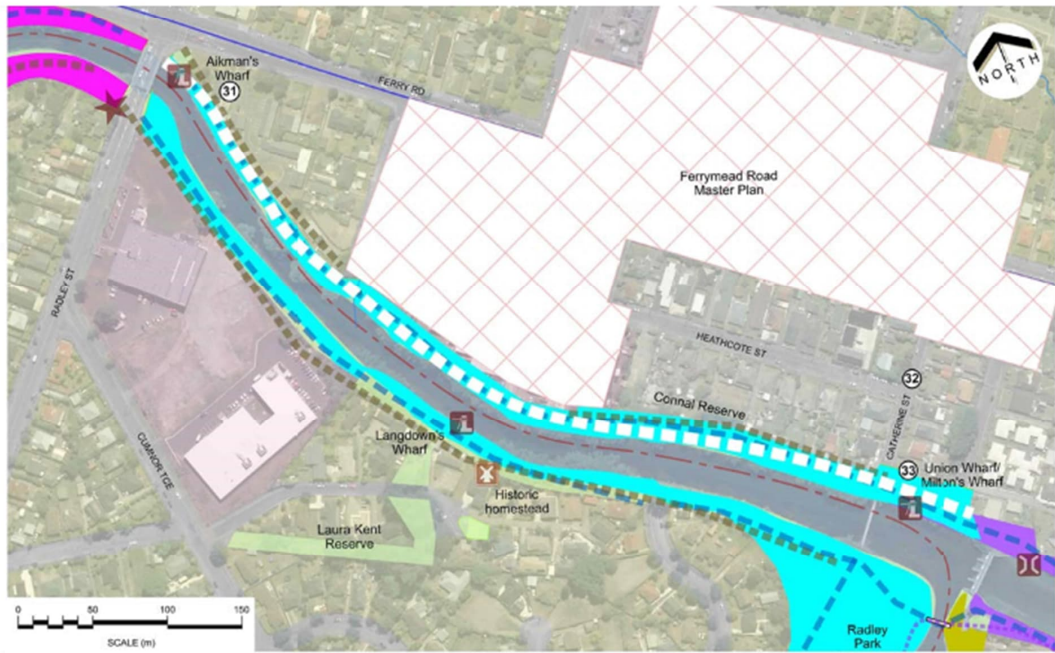
Action	Description	How this will be achieved	Responsible
Amenity sites			
<i>Whanaungatanga: Community and public meeting spaces enabling community togetherness and social connections.</i>			
<i>Manaakitanga: Improve the way we use land in the area, including access and amenities that encourage interaction.</i>			
26	Create the Ōpāwaho Pa site as a focal point and hub.	Develop a plan for the Ōpāwaho Pa site. Acknowledge the cultural history and connection that Māori have to this site and provide an opportunity to educate visitors to the site. Provide information about the site.	Council in partnership with Ngai Tūāhuriri.
27	Develop a Hub (amenity area) at the Mackenzie Ave footbridge, where the Heathcote Express major cycleway route crosses the river.	Take advantage of the existing water access already in place. This is a good site to create a hub to support these activities including: a. Enhancing the seating area b. Upgrading access to water c. Bike stands d. Open grass areas for picnics.	Council – in partnership with community.
28	Woolston Park Woolston Park is a key site along the river which would benefit from being integrated into the river environment to enhance its potential as a community gathering space.	a. Integrate Woolston Park with the river b. Investigate adding a Footbridge across river c. Create link between Woolston Park and Te Oranga o Waikura d. Native plant rongoā educational site (health uses for plants) e. Nature play.	Council – in partnership with community.
29	Ferry Road corner with jetty and historic wharf site. This site is already a key site that would benefit from further enhancement.	a. Refurbish existing jetty and info b. Denser planting while retaining views between Ferry Road and the river c. Add seating.	Council in partnership with the community.
Improve adjacent empty spaces			
<i>Manaakitanga: Identify better ways to use land in the area.</i>			
30	Develop a strategy for empty properties along the river. These existing sites are sitting empty. A usage strategy would enable them to give something back to the environment and the community.	Identify where former residential sections are deemed not fit for residential use, including those owned by Council, or private land available for purchase. These could be used for pocket parks, community gardens or fully planted with native vegetation, for example.	Council in partnership with the community.

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Memos

Radley Street to The Cut

This section of the river is bounded by two reserves – on the true left the Connal Reserve and on the true right the Laura Kent Reserve. Recent native plantings in both reserves, with a cycle/walkway created through the Laura Kent Reserve, have encouraged more use as a walking and cycling area. This section of the river includes inanga spawning areas and in early European times, settlement influences were significant with a number of wharves for bringing goods in. The Woolston Walk highlighting places of historic and natural interest has yet to become popular.



Action	Description	How this will be achieved	Responsible
Enhance the flow between river sections and public spaces			
Wairuatanga: Enhance the identity of the locations as part of the broader area.			
Hauora: Enhance high use areas to encourage use of the natural environment.			
31	Enhance the Connal Reserve track to improve access.	Upgrade the path on the true left of the river to a narrow continuous grit path. An enhanced path along this section will improve access.	Council in partnership with the community.
32	Enhance linkages between Woolston Village and the river to improve people's connection to it by creating awareness and a pleasant and safe access.	Refer to the Ferry Rd Masterplan. Improve access to the river corridor from Woolston Village.	Council.
Wildlife information site			
Whakapapa: Acknowledge the history of wildlife in the area.			
Mātauranga: Develop the knowledge and understanding of cultural practices and caring for the wildlife of the area.			
33	Tuna information and viewing site.	Investigate the creation of a tuna viewing platform with information about tuna, inanga, and other wildlife at the old Union Wharf site in the Connal Reserve.	Community Waterways Partnership.

Memos

The Cut to Tunnel Road

In the 1980's it was decided to bypass the Woolston loop of the river to increase the amount of water that could be evacuated in times of flooding. The concrete sided channel (510m in length) allows water to flow directly out to the estuary when the gates on the barrage are lifted. Willow trees are planted along The Cut with some small isolated pockets of small native vegetation. Sealed tracks are installed on either side. The Cut is undeniably a human intrusion on the environment with a brutal straight concrete sided waterway and straight sealed paths.

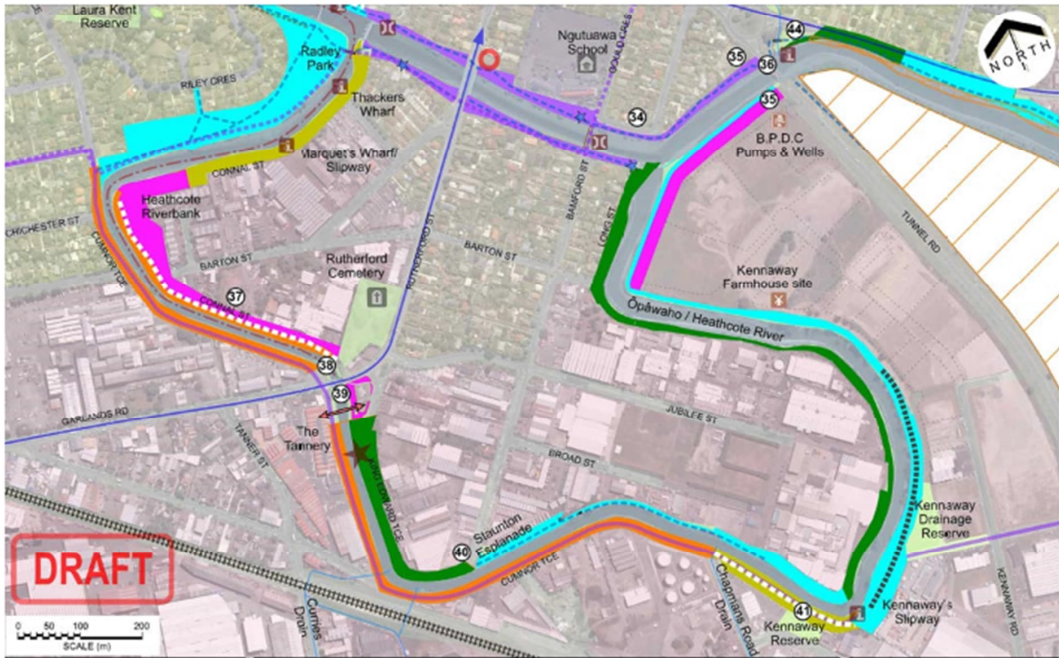


Action	Description	How this will be achieved	Responsible
Pedestrian and cycle track improvements			
Whanaungatanga: Identify areas for the public to gather and transit safely.			
Manaakitanga: Develop a safe and inclusive environment where pedestrians and cyclists can move through the area safely.			
34	Small park on Gould Crescent, near Ngutuawa School – this would benefit from better integration with the river.	Scope and develop a plan to integrate with river.	Council (Parks Unit).
35	Access underneath the Tunnel Road Bridge. This area currently feels unsafe and can only be accessed during low tide. It is a key access point to enable cycle and pedestrian access past Tunnel Road.	Improve the passageway under the Tunnel Road bridge on the true left and the true right for both pedestrians and cyclists.	Council.
36	Tunnel Road Bridge - enhanced river crossing. It is currently unsafe to cross the river at this point, leaving the river unable to be crossed by foot or cycle between Gould Crescent and the Ferrymead Bridge – a stretch of 2km.	Investigate attaching a pedestrian and cycle bridge to the existing vehicle bridge.	Council.

Memos

Woolston Loop

As the Ōpāwaho-Heathcote River flows along the Woolston Loop it passes through an industrial and commercial environment. Currently there are various tracks or roads on both sides of the river. Parts of the outside of the loop (true right) are sealed wide cycleways, and other parts a basic bike track. On the inside of the loop there is a wilderness walkway along part of the river which should be maintained to keep this area of the river accessible but not highly used. Work needs to be done to identify the ecological values (roosting shags, inanga spawning, etc) of this section of the river.

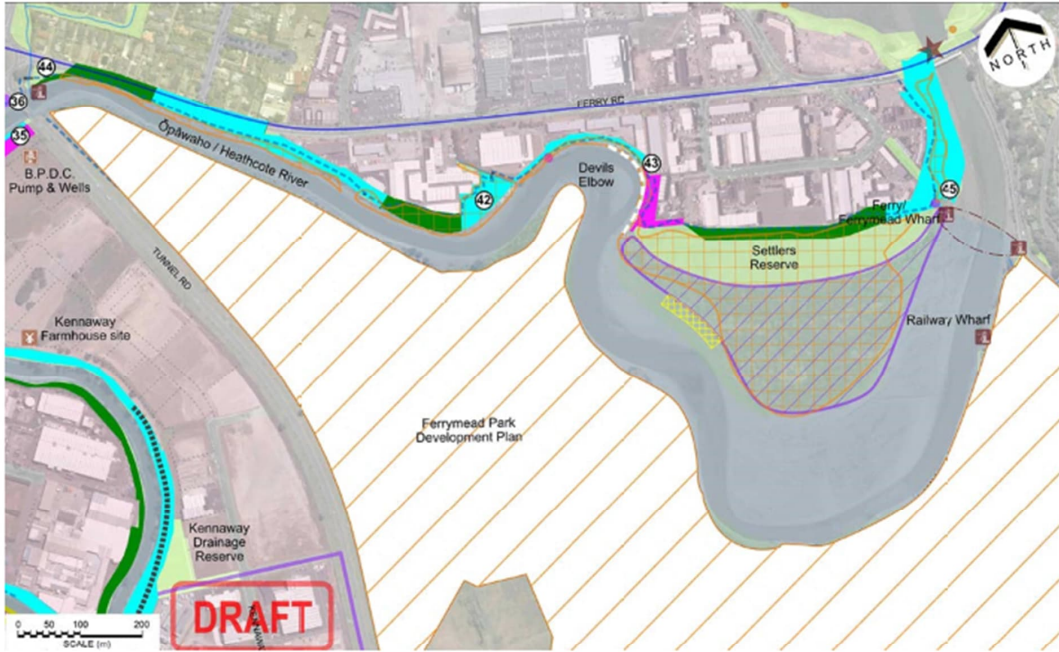


Action	Description	How this will be achieved	Responsible
Safe and accessible walking and cycle paths <i>Manaakitanga: safe and welcoming environments for all users.</i> <i>Hauora: Physical, spiritual and mental health and wellbeing for all users.</i>			
37	Increase riparian planting.	Investigate the removal of Connal Street (currently sealed) between Barton Street to Garlands Road and create a river corridor reserve with dense native planting and a small walking track. Planting to take the safety of track users into account. This section is currently subject to flooding and is effectively cut off as a road. Removing this road would allow a large area to be given back to the river.	Council (Transport Unit).
38	Garlands Road pedestrian safety improvements. There is currently no footpath on north side of the bridge which prevents pedestrians from accessing the signalised pedestrian crossing.	Investigate transferring the safe passageway for pedestrians to the north side of the Garlands Road Bridge to enable walkers from upstream to access the controlled crossing of Garlands Road.	Council (Transport Unit).
39	Open up the Tannery shopping centre to take advantage of the river aspect.	Investigate the opportunity to develop a landscaped area on the true left of the river to encourage interaction from both the Tannery shopping centre and their customers. This could involve closing the road next to the Tannery to enable businesses to develop the river-facing side. Including: a. Footbridge b. Seating c. Planting d. Deck over water e. Closing the road or reducing parking to make the area more attractive.	Community Waterways Partnership.
40	Bamford St access: improve the connection for local residents and employees to the river.	Enhance the access to the walkway along the river.	Council in partnership with community.
41	Kennaway Reserve.	Seek opportunities to carry out work in alignment with the Major Cycle Route development, including: a. Enhanced planting b. Leave open space for local users c. Additional seating for local employees to use.	Council , Elected members and community to advocate.

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Tunnel Road to Estuary

This section of the river moves into a tidal salt marsh estuarine environment. Walking tracks extend from the bridge to the estuary along the northern side, and along the majority of the southern side.



Action	Description	How this will be achieved	Responsible
Track improvements			
<i>Wairuatanga: Creating logical and cohesive connections between spaces that are appropriate for the intended use.</i>			
<i>Hauora: Identification of possible recreation spaces such as mountain bike tracks and walking tracks.</i>			
42	Realign track sections to create safer access for cyclists and pedestrians where tight bends affect sightlines.	Investigate options for realigning sections of the track to improve sightlines and increase opportunities for planting.	Council (Parks and Transport Units) in partnership with community.
43	Remove the eco-junk along the river banks (the plastic netting was used for bank stabilisation is now decaying and polluting the estuarine ecosystem).	Programme for removal of pollutants in the lower true left of the estuary is a priority.	Council (Three Waters Unit).
Historical sites			
<i>Whakapapa: Acknowledge the history of the area, including its identity and ancestral use.</i>			
44	Steamwharf Stream historic site. This is a large site that provides an opportunity for additional planting and seating next to the site of the historic wharf.	Denser planting along road edge while retaining site lines to Ferry Road. Additional seating.	Council (Parks and Heritage) in partnership with community groups.
45	Ferry crossing site, Settlers Reserve. This historic site would benefit from restoration.	Refurbish. Address bank erosion.	Council in partnership with community groups.

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Opportunities to get involved

Organisation	Contact	Website	About
Ōpāwaho Heathcote River Network	info@ohrn.nz	www.ohrn.nz	The Ōpāwaho Heathcote River Network (OHRN) is an Incorporated Society actively working toward the restoration of the river through collaboration with Ngāi Tahu, communities, local government, businesses, groups and individuals.
Laura Kent Reserve Workgroup	Dugald Wilson dugaldwil@gmail.com	www.ohrn.nz	The group undertakes work to develop and look after the Laura Kent and Connal Reserves. Meet first Saturday of the month 9-11am to plant, weed, mulch, remove rubbish, and enjoy catching up over morning tea. We are part of the OHRN.
Christchurch City Council		www.ccc.govt.nz/parks-and-gardens/volunteer-in-parks/	Volunteering is a great way to help look after the environment you enjoy. Learn more about your community, be active in the outdoors and meet new people. Find an event for you, your family and friends to join. There are many events throughout the year. Activities vary, but may involve general clean ups, planting, weeding and mulching.
Calder Green – Forest & Bird	zip.gail@xtra.co.nz	www.forestandbird.org.nz/branches/north-canterbury/calder-green-reserve-north-canterbury	Our aim is to maintain an 'open sanctuary' for the protection and enhancement of the indigenous flora and fauna of the area. We monitor and protect the saltmarsh itself. We have a restoration planting zone alongside the river which is intended to improve the habitat for wildlife, in particular birds and lizards. We do bird surveys four times per year. Volunteers are needed for all these activities as well as to help us with watering, weeding and general maintenance of the restoration zone.
Roimata Food Commons		www.facebook.com/roimatafoodcommons/	As the project has evolved over the last 2 years, we have realised that Roimata Food Commons is about our people in the community, and the space invites us to think about our connection with each other, with food and with nature. If you live in the Roimata/Woolston or Opawa areas around Radley Park and are keen to support this project, then talk to us. We look forward to growing and nourishing our community together.

Organisation	Contact	Website	About
Steam Wharf Stream	steamwharfstream@gmail.com	www.facebook.com/steamwharfstream/	Steam Wharf Stream Reserve (SWSR) is a spring-fed stream that runs parallel to Ferry Road from Alports Place and joins the Opawaho Heathcote River after Kotuku Reserve. Steam Wharf Stream Reserve underwent restoration in 1997 by the CCC and is now a mature riparian habitat. SWSR Community Group maintain the existing plants and habitat and participate in the Whitebait Watch project (to identify and record whitebait spawning sites). Community volunteers meet during the summer and autumn spawning season to perform spawning surveys.
Ferrymead Heathcote Saltmarsh		www.facebook.com/Ferrymead-Heathcote-Saltmarsh-102429881972339	This area is CCC land. The area was disturbed and partially filled during the construction of the Tunnel Road motorway. CCC is restoring the site by allowing the high tide to gently inundate this area and re-establish the original saltmarsh. We are a group of local residents and interested individuals supporting the CCC Regional Park Ranger in the restoration of this saltmarsh, returning it to a flourishing ecological niche. We are planting species that are appropriate for a saltmarsh and its margins, removing pine trees and gradually expanding the planted margins.
The Estuary Trust	info@estuary.org.nz	www.estuary.org.nz www.facebook.com/estuarytrust	The Avon-Heathcote Estuary Ihutai Trust (aka the Estuary Trust) is a charitable society incorporated in 2002. The Trust is active in the protection and enhancement of the estuary for recreation, ecological, educational and landscape values. Communities working together as a 'voice for the estuary'. Thistledown Wetland Reserve has working bees are the last Saturday of each month, 10am – 12 noon. Meet at the end of Thistledown Place, off Hargood Street.
Summit Road Society	secretary@summitroadsociety.org.nz	www.summitroadsociety.org.nz	The Summit Road Society is a grassroots conservation organisation that works to protect and restore the Port Hills and provide for public access. We own and manage four reserves on the Port Hills, including Linda Woods Reserve in Heathcote.
Predator Free Port Hills	marie@predatorfreeporthills.org.nz	www.predatorfreeporthills.org.nz	An initiative of the Summit Road Society, Predator Free Port Hills supports community and backyard trapping across the Port Hills and Lyttelton Harbour, with the Ōpāwaho as the boundary on the city side. We provide subsidised traps for sale and run regular events for trappers.

Memos

Christchurch
City Council 

Ōpāwaho
**Lower Heathcote
Guidance Plan**

2022

CUS4838 March 2022

ccc.govt.nz

Christchurch
City Council 

Item 13

Attachment F

Memos

Memo

Date: 21/03/2022
From: Gemma Dioni, Senior Transportation Engineer
To: Linwood-Central-Heathcote Community Board
Cc:
Reference: 22/356095

Slow Speed Neighbourhood Scarborough

1. Purpose of this Memo

- 1.1 The purpose of this memorandum is to reply to the Board's 16 March 2022 request:
That the Waikura Linwood-Central-Heathcote Community Board requests that staff provide information to the Board and the Council on the status of Flowers Track and on whether 40 kilometres per hour is a safe and appropriate speed for Whitewash Head Road.

2. Flowers Track

- 2.1 Flowers Track is designated as legal road (coloured yellow). It is classified as a local road in the Christchurch City Council hierarchy. It should be noted that signage will not be placed on Flowers Track.



Figure 1: Legal status of Flowers Track – extract from LandOnline

Memos

2.2 The survey plan below shows that Flowers Track was designated as legal road in 1913.

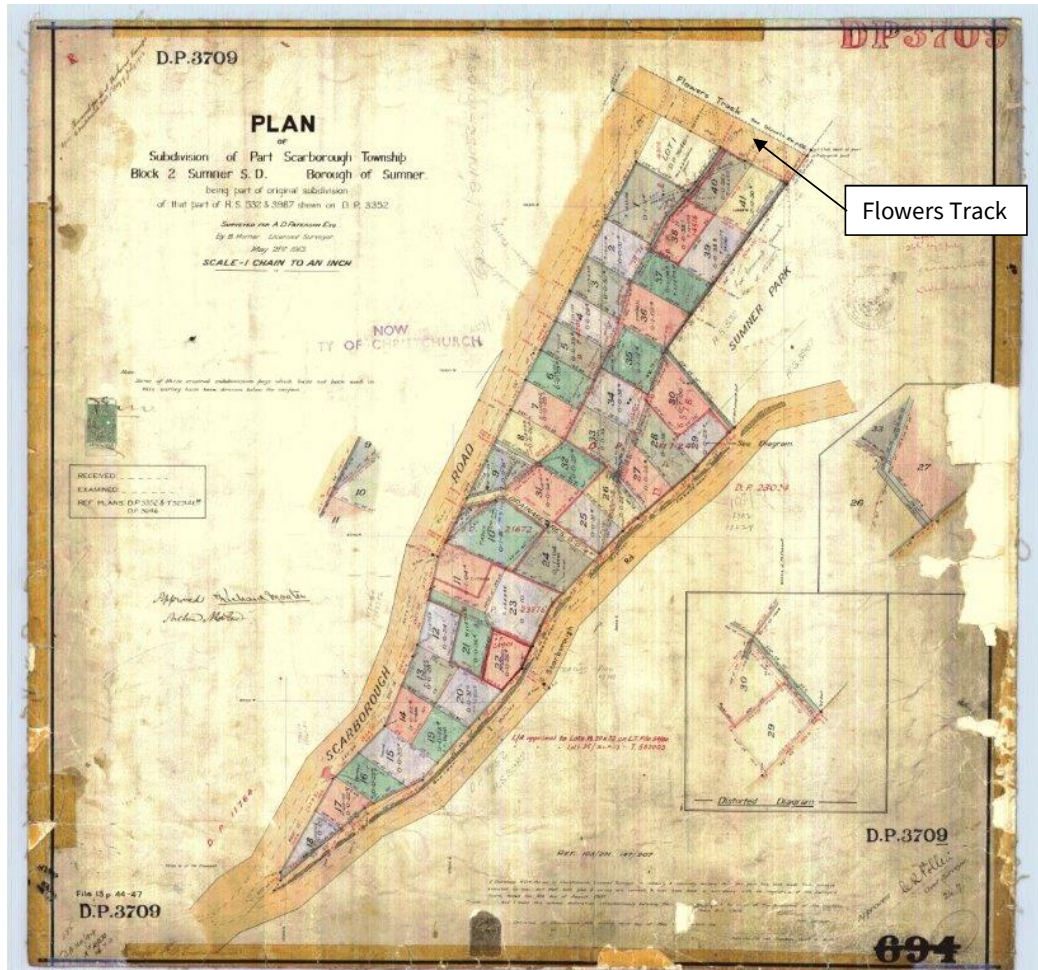


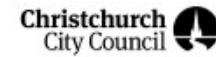
Figure 2: Survey plans from 1913 showing Flowers Track as legal road

3. Setting of Speed Limit on Whitewash Head Road

3.1 The Setting of Speed Limits Rule 2017 legislation identifies key requirements that must be considered when reviewing speed limits on the roading network. Item 4.2(1) of the legislation outlines these as follows:

- In reviewing a permanent, seasonal, or variable speed limit or considering a new permanent, seasonal, or variable speed limit, a road controlling authority must have regard to—
 - (a) the information about speed management developed and maintained by the Agency; and
 - (b) any relevant guidance on speed management provided by the Agency; and
 - (c) the function and use of the road; and
 - (d) crash risk for all road users; and
 - (e) the characteristics of the road and roadsides; and

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- (f) adjacent land use; and
 - (g) the number of intersections and property accessways; and
 - (h) traffic volume; and
 - (i) any planned modification to the road; and
 - (j) the views of interested persons and groups.
- 3.2 Waka Kotahi New Zealand Transport Agency provided guidance that is referred to in item 4.2(1)a, which is known as the Speed Management Guide (SMG). Additional guidance (b) does exist, but in this case is not required as the guide meets the needs of the assessment.
- 3.3 Within the SMG, there is a table that is used to identify the Safe and Appropriate Speed Limit (SaAS) for a road as per the legislative requirements above – refer to Figure 3. The table is split into three key features - Function, Road Safety Metric and Infrastructure Risk Rating.
- 3.4 Function and Road Safety Metric align with the legislative requirements above for items (c) and (d) for Function and Crash risk, respectively.
- 3.5 The Infrastructure Risk Rating (IRR) is a mathematical calculation that considers items (e) to (h) and translates this into a risk score (Low through to High).
- 3.6 The remaining legislative requirements are engagement items, with item (i) being undertaken through internal staff communications and Item (j) is undertaken through public consultation.
- 3.7 When considering Whitewash Head Road and roads of similar nature, it is acknowledged that the Infrastructure Risk is Medium, with the look and feel of the road aligning to that of a slower speed zone. The road is very narrow, there are low volumes and there are clear hazards on either side which creates a delineation effect. The current data on average speeds along this road supports these facts, as average operating speeds are shown to be 20 km/h for that street (Source - MegaMaps III). The current limit is 50 km/h. As a result, this road is defined as self-explaining, which means the road infrastructure dictates the speed at which most people drive. This self-explaining nature lends to the existing crash risk through here being recorded as low.
- 3.8 The key element and primary reason for the SaAS for Whitewash Head Road, and the remaining roads in the Scarborough area, being determined as 40 km/h is the function of the road. As per the table in Figure 3 from the Speed Management Guide, the function requirements to allow a speed limit of <40 km/h varies, but ultimately requires:
- higher volumes of vulnerable road users (pedestrians/cyclists etc) to be present eg CBD
 - to be a legal park or car park
 - or be a shared space where vehicles and pedestrians share the road freely (high place function)
- 3.9 A residential place function, which Whitewash Head Road qualifies as, has a lower limit of 40km/h being feasible according to Waka Kotahi guidance, and therefore is the lowest legal limit that can be achieved for this road.
- 3.10 It is important to note that Whitewash Head Road will not be posted at 40km/h in isolation as signage will be posted at the entrance to Scarborough Hill. Additionally, as the road environment already supports a lower speed averaging at 20 km/h, it is not expected that a limit of 40km/h being assigned will change the current operation of the street. What this does achieve however, is an indication to drivers that they are now in a residential area as 40km/h is the limit reserved for these areas, where 50km/h is a limit reserved for more urban roads.

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- 3.11 The Speed Management Guide and Setting of Speed Limits Rule 2017 aims to create a consistent approach to setting speed limits across New Zealand roads. Applying 40km/h to roads with the same function and use lends to this consistency. To maintain this consistency, Waka Kotahi have a Regulator appointed who regulates all Road Controlling Authorities against the requirements of the Speed Rule 2017. If Staff were to recommend a speed limit of <40km/h for Whitewash Head Road, it would likely be rejected by the Regulator as it does not meet the requirements as per the Speed Management Guide.
- 3.12 Considering the above explanation, it is therefore the recommended speed limit for Whitewash Head Road from Staff remains at 40km/h, until such as time where the legislation is changed to allow speeds <40km/h be applied to residential roads with low place function.

Table 2.1: Proposed Safe and Appropriate Speeds classification method – Urban Roads

Function / Feature	Road safety metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> ONRC is Class 1 or 2 Identified as a Freight Priority Route in a Network Operating Framework Limited Access Road controls Median Divided 	<ul style="list-style-type: none"> Personal Risk ≤ Low-Medium; 	<ul style="list-style-type: none"> 'Low' or 'Low-Medium' 	<ul style="list-style-type: none"> 80
<ul style="list-style-type: none"> ONRC is Class 1 or 2 Non-commercial adjacent land use 	<ul style="list-style-type: none"> Personal Risk ≤ Medium; 	<ul style="list-style-type: none"> 'Low' or 'Low-Medium' 	<ul style="list-style-type: none"> 60
<ul style="list-style-type: none"> ONRC is Class 1 or 2 Non-commercial adjacent land use 	No road safety metric used in the assessment	<ul style="list-style-type: none"> Any IRR 	<ul style="list-style-type: none"> 50
<ul style="list-style-type: none"> ONRC is Primary Collector Residential adjacent land use 	<ul style="list-style-type: none"> Personal Risk ≤ Medium-High 	<ul style="list-style-type: none"> Low to Medium 	<ul style="list-style-type: none"> 50
<ul style="list-style-type: none"> Any ONRC Non-commercial and non-residential adjacent land use 	<ul style="list-style-type: none"> Personal Risk ≤ Medium-High 	<ul style="list-style-type: none"> 'Low' to 'Medium' 	<ul style="list-style-type: none"> 50
<ul style="list-style-type: none"> Any ONRC CBD/town centre Residential neighbourhoods 	No road safety metric used in the assessment	<ul style="list-style-type: none"> 'low' to 'Medium-High' 	<ul style="list-style-type: none"> 40
<ul style="list-style-type: none"> Any ONRC CBDs or town centres with high place function and concentration of active road users 	No road safety metric used in the assessment	<ul style="list-style-type: none"> 'High' 	<ul style="list-style-type: none"> 30
<ul style="list-style-type: none"> Parks 	No road safety metric used in the assessment	<ul style="list-style-type: none"> Any rating 	<ul style="list-style-type: none"> 20
<ul style="list-style-type: none"> Shared spaces with high place function and concentration of active road users Car parks 	No road safety metric used in the assessment	<ul style="list-style-type: none"> Any rating 	<ul style="list-style-type: none"> 10

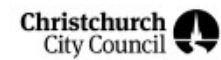
Note 1: HRIIC = NZ Transport Agency High-Risk Intersection Guide 2012

Figure 3: Table from the Speed Management Guide

4. Conclusion

- 4.1 That Flowers Track is designated as legal road. Speed limit signage is not being installed at this location.

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- 4.2 That under the current setting of speed limits rules, the recommended speed limit for Whitewash Head Road from Staff remains at 40km/h, until such as time where the legislation is changed to allow speeds <40km/h be applied to residential roads with low place function.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Gemma Dioni - Senior Transportation Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)

Memo

Date: 22 March 2022
From: Teena Crocker, Senior Policy Analyst
Lynda Burns, Team Leader Parks Visitor Experience
To: Linwood-Central-Heathcote Community Board
Cc: Lionel Bridger, Manager Animal Management
Reference: 22/243523

Information on dog signage and dog bylaw changes for the Sumner coastline, including patrolled swimming beaches

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to the Board's request for information arising from its meeting on 16 February 2022, relating to Sumner beach dog signage (agenda item 14.1)
- 1.2 The Board agreed to request:
 - *that staff erect more simple signage around the Estuary to advise that dogs are not permitted;*
 - *staff advice on additional signage for Sumner that acknowledges the issue of the swimming beaches and encourages dog owners to be mindful that the beaches are now swimming beaches and not to let their dogs run free; and*
 - *staff advice on undertaking a small review on the Dog Control Bylaw (like the Freedom Camping Bylaw recently) to update the Sumner Beach dog control areas and for staff to include Sumner Beach areas when the Dog Control Bylaw is reviewed.*
- 1.3 These issues are interlinked so will be answered together in this memo, which has been prepared by staff across several units.

2. Quick summary of signage and bylaw matters

Requests by Board	Summary of response from staff
<i>Signage around the Estuary to advise that dogs are not permitted</i>	Signage to communicate enforceable rules reflects what is in the Dog Control Policy and Bylaw. The signs requested would require an amendment to the Dog Control Policy. The policy and bylaw are interlinked and reviewing or amending them are statutory processes. They are scheduled to be reviewed in 2023. Some educational signage can be installed in the meantime. Work is already underway.
<i>Additional signage for Sumner swimming beaches (new Scarborough surf lifesaving patrol)</i>	
<i>Small review on the Dog Control Bylaw</i>	

- 2.1 The Council uses signage relating to dogs in two main ways: to communicate regulatory requirements (eg dogs prohibited, dogs must be leashed); and to increase public awareness (eg rare native birds nest here).

- 2.2 The first type of sign communicates the content of the Dog Control Policy and Bylaw and is enforceable, and the second is educational and aims to encourage awareness and behaviour change.
- 2.3 The way councils prohibit dogs from an area, or require dogs to be leashed, is by specifying the area in a dog control policy, which can be enforced using a dog control bylaw. This is set out in the Dog Control Act 1996, along with the requirements for reviewing or amending dog control policies and bylaws.
- 2.4 The Board has requested signage for the southern shore of the Estuary to advise that dogs are not permitted, and for signs to indicate Scarborough beach is a swimming beach. However, as these areas are not specified in the Dog Control Policy, this is not possible without amending the policy.
- 2.5 Changing the Dog Control Policy is not simply a matter of administratively updating the policy and installing new signs. In order to put restrictions in place, the Dog Control Policy would have to be amended.
- 2.6 There is no fast or easy way to amend a dog control policy (or bylaw), as the process is set in legislation. The Dog Control Act requires assessments, proposals, public consultation and hearings, and then formal adoption by the Council.
- 2.7 The Dog Control Policy and Bylaw are scheduled for review in 2023, and these areas will be looked at as part of the review. This will then go through a public consultation process.
- 2.8 There are some ways in which the Council can improve signage in time for next summer, noting that any signs would be advisory and not regulatory.
- 2.9 The Council is already working with both the Sumner Surf Lifesaving Club and the Avon-Heathcote Estuary Ihutai Trust on improvements to signs. There are a number of issues that signs along Sumner coastline need to communicate, including from organisations other than the Council.¹

3. Dog control policy and bylaw

Amending or reviewing a dog control policy and bylaw

- 3.1 The Dog Control Act 1996 requires all councils to have a policy on dogs, and a bylaw to enforce the policy. A dog control policy has to specify any areas in the district where dogs must be leashed and where dogs are prohibited. If a dog owner does not comply with the policy, it is a breach of the bylaw, and may result in an infringement fine of \$300.²
- 3.2 In order to amend the policy or bylaw, the processes set out in the Local Government Act and the Dog Control Act need to be followed. These require certain assessments, the preparation of specified documents, notification requirements,³ undertaking consultation (including public hearings), and then the Council must formally adopt the bylaw and policy.⁴
- 3.3 The Dog Control Act requires the use of the Special Consultative Procedure to amend a dog control policy, and adoption by a council.⁵ There is no legal means to delegate this decision-making (for example, to amend the policy or the areas it regulates by resolution, or by committee), or to amend it more quickly.

¹ Such as water safety warnings about rips at Scarborough beach, and Canterbury District Health Board health warnings advising the public not to collect or consume shellfish

² The infringement fine amount is set by the Dog Control Act 1996, and is listed in Schedule 2 of the Act.

³ There is also a special requirement in section 10 of the Dog Control Act to notify every registered dog owner of proposed changes to a dog control policy. In our district, this means directly notifying over 35,000 people (who own around 42,000 dogs).

⁴ As set out in section 86 of the Local Government Act 2002, and section 10(8) of the Dog Control Act 1996.

⁵ Section 10(8) of the Dog Control Act 1996

- 3.4 Some decisions related to other Council bylaws may be able to be made by resolution - this depends on what is required by the legislation the bylaw is made under.⁶

Bylaw review requirements and timeframes

- 3.5 The Local Government Act 2002 requires bylaws to be reviewed within five years of first being made, and then at least once every ten years.⁷ The dog control policy and bylaw are linked, and a review of the bylaw requires a review of the policy.⁸
- 3.6 All Council bylaws are periodically reviewed, and we coordinate the reviews across a ten year timetable. Although the Dog Control Bylaw does not legally need to be reviewed until 2026, the review has been brought forward to start in 2023.

4. Current dog controls in place in the Sumner coastal area

- 4.1 The current specified areas in the Dog Control Policy in the Sumner coastal area are:

Dog Control Policy entry name	Dog Control Status	Comment (policy wording)
Sumner Beach, 100 metres north of the Sumner Surf Life Saving Club's pavilion to Cave Rock in the south.	Summer beach prohibition ⁹	Swimming and recreation area - dogs are prohibited during summer (from 1 November to 31 March between 9am–7pm), except for the purposes of passing through on a short leash. Outside of these times dogs are permitted under effective control.
Cave Rock	Leashed	High public use area, with narrow, steep tracks. Dogs must be on a leash to protect public health and safety
Sumner – Scarborough Promenade	Leashed	Dogs must be on a leash on the promenade due to the high visitor / recreation use and multiple uses
Scarborough Park	Prohibited	Dogs are prohibited due to the high visitor numbers and public health and safety. The park also contains a paddling pool and children's playground area, where dogs are prohibited.

- 4.2 The general rules in the Dog Control Policy related to the Board's request and the Sumner coastal area are:

Dog control status	Description / explanation from the Dog Control Bylaw 2016
Under effective control in all public places and at all times	Dogs must be under effective control at all times in all public places. This means the owner or person in charge of a dog is aware of where the dog is and what it is doing, and that the dog is responsive to commands and is not creating a nuisance.
Dogs must be on a leash on all roads, including footpaths	Dogs must be on a leash on all roads at all times. Explanatory note: For the sake of clarity, 'road' includes associated pedestrian areas (such as footpaths) and the margins alongside roads, whether sealed or not (such as berms and verges), as well as state highways, private ways and car parks.

⁶ The Dog Control Act 1996 requires a dog control policy to specify the areas it regulates, and requires a Special Consultative Procedure for review or amendments (section 10(8)), as well as the notification of all dog owners (section 10(2)).

⁷ Sections 158 and 159 of the Local Government Act 2002.

⁸ As set out in section 10AA of the Dog Control Act 1996.

⁹ Summer Beach Prohibited Areas means beaches or sections of coastline specified in the Council's Dog Control Policy 2016, where dogs are prohibited between 1 November and 31 March, and between 9am and 7pm, to protect swimming and recreation activities from dog-related nuisances. There is an exemption for dog walkers for the purposes of passing through, provided the dog is on a short leash. Outside of the dates and hours, areas revert back to under effective control.

5. Patrolled and unpatrolled swimming beaches

- 5.1 All Summer Beach Prohibited Areas have the same restrictions in place, which apply from 9am–7pm, between 1 November and 31 March each year.¹⁰
- 5.2 The whole of the east coastline of Christchurch is not a Summer Beach Prohibited Area, but specified stretches of beach are (usually near surf lifesaving clubs, where an area is patrolled and people commonly swim). Many other beaches in the district have Summer Beach Prohibited Areas in place but do not have surf lifesaving clubs, patrols or activities (eg. Corsair Bay, Akaroa beach).
- 5.3 When the Dog Control Policy and Bylaw are being reviewed, Scarborough beach will be considered to see if a Summer Beach Prohibited Area should be put in place.
- 5.4 The Parks Unit proposes to provide signs for the surf lifesaving club to display when they are on duty at Scarborough beach. The signs would be displayed when the flags are out, and would request that dog owners keep their dogs on a lead while the surf lifesaving patrols are operating (noting that these signs would be educational and not enforceable¹¹).

6. Protecting wildlife along the estuary edge

- 6.1 Some parts of the coastline or the margins of our waterways have limitations in place to protect wildlife. These areas are specified in the Dog Control Policy. Some areas may be prohibited to dogs, while others may require dogs to be leashed.
- 6.2 The southern side of the Ihutai Avon–Heathcote Estuary (near Shag Rock) does not have prohibitions in place, but will be looked at during the review to assess what is appropriate. This will then be consulted on, so the Board can submit on this issue then.
- 6.3 Despite the area not being specified in the Dog Control Policy, protections are provided by the Dog Control Act, which applies nationwide. The Act covers a broad range of dog-related matters to reduce the potential for nuisances and harms associated with dogs, including to prevent dogs from attacking wildlife and other animals, and these apply everywhere.¹²
- 6.4 The Act also requires dog owners to carry a leash when in public places, which is important for being able to keep a dog under control, especially if it is reacting to a setting in a harmful way (e.g. chasing birds).
- 6.5 The Council's dog control policy and bylaw have some general "rules" that apply in all public places, and not just in areas specified in the policy. Not having a dog under effective control; not carrying the means to pick up after a dog; or not picking up after a dog are all fineable offences under the bylaw (\$300 infringement fine).

7. Information on signs for the Sumner coastline area

- 7.1 The Parks Unit are in the process of developing sign plans for all Council managed land that borders the Ihutai Avon–Heathcote Estuary, including the Lower Ōpāwaho Heathcote and Lower Ōtākaro Avon rivers.
- 7.2 These sign plans will ensure there are both adequate signs required for bylaw compliance, as well as additional educational signs to raise awareness of wildlife values.

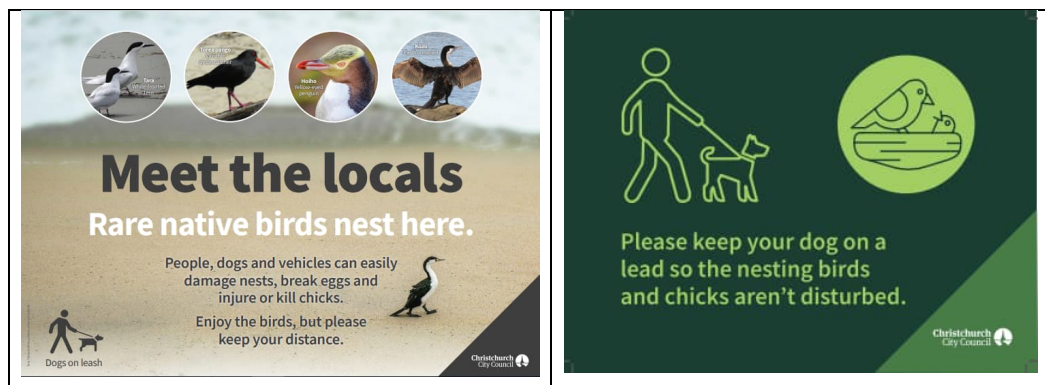
¹⁰ Dogs are prohibited during the specified dates and hours, except for the purposes of passing through on a short leash. Outside of these times dogs are permitted under effective control.

¹¹ In order to be enforceable, the restrictions would have to be specified in the Dog Control Policy

¹² The Act contains provisions to protect stock, poultry, domestic animals, and protected wildlife (for example, section 57). Protected wildlife includes some, but not all, species of wildlife under the Wildlife Act 1953, and marine mammals under the Marine Mammals Protection Act 1978. Generally game birds are not protected, but endangered and threatened birds are protected.

- 7.3 The Parks Unit has been doing a deep review of all signs on Sumner and Scarborough beach over the last two years which has involved strong liaison with the national surf lifesaving association. This included a piece of commissioned research around rip awareness.
- 7.4 Signs on the beaches on Sumner's coastline need to refer to:
- water safety and swimming hazards, including rips (required at over 25 entrances to the beach);
 - information about the dog control policy and bylaw (where people can and cannot take dogs, or when dogs need to be leashed); and
 - warnings about shellfish gathering (Canterbury District Health Board).
- 7.5 The information required by the Dog Control Bylaw can be complicated to communicate (eg seasonal rules for Summer Beach Prohibition Areas). The signs need to allow for dog owners to have access to places to walk their dogs, both on and off-lead, while balancing the needs of other users.
- 7.6 The following are examples of educational signs to support behaviour change:

8.



General information on signs

- 8.1 While we acknowledge the importance of signs for both enforcement and education, local and international research shows that signs alone will not change behaviour.
- 8.2 We know that behaviour change is complex and requires more than providing information. Values, barriers to change, and what our peers do all influence our behaviour. Signs generally reinforce existing compliant behaviour, or influence people who are receptive to the messaging, but will not be effective for some people.
- 8.3 Staff across multiple units are currently planning a positive communications approach on where to walk dogs and how to care for precious wildlife.
- 8.4 We recommend that other communication tools (like seasonal social media and Newsline stories) be used to remind dog owners that they share the beaches in the summer.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Teena Crocker - Senior Policy Analyst Lynda Burns - Team Leader Visitor Experience Lionel Bridger - Manager Animal Services
Approved By	David Griffiths - Head of Strategic Policy & Resilience Lynn McClelland - Assistant Chief Executive Strategic Policy and Performance

Memos

Christchurch
City Council

Memo

Date: 29 November 2021
From: Neville Tucker – Operational Delivery Lead Road Landscape
Katie Smith – Team Leader Road Amenity and Asset Protection.
To: Waikura Linwood-Central-Heathcote Community Board
Cc: Arohanui Grace – Community Governance Manager
Reference: 21/1671542

Beachville Esplanade - Turf Renewal

1. Purpose of this Memo

- 1.1 Following the staff memorandum to the Waikura Linwood-Central-Heathcote Community Board Area Report - July 2021 regarding the re-grassing of Beachville Esplanade, the Board requested further staff advice on the cost of the option for full turf renewal of the area.


2. Update

- 2.1 The following costs are estimations only to assist in the decision making process.

Beachville Road Esplanade turf renewal and establishment costings.		
Irrigation	\$50,000	Essential for establishment and ongoing survival of the turf in this environment.
Water connection from mains water supply	\$10,000	Connection to mains water supply to drive irrigation system including a back flow preventer.
Power supply for irrigation	\$6,000	Will need mains connection through local power supplier.
Controller	\$5,000	Irrigation controller box and system
Soil /turf renewal	\$40,000	Dependant on depth estimated @100mm depth.
Post/bollard to protect the grass/turf from compaction and wear and tear from vehicles.	\$42,000	Posts would need to be close enough together to deter vehicle entrance but allow pedestrian access.
Provisional sum	\$1,500	Establishment period works including first mows and to restrict access to minimise public activity while under establishment.
Provisional sum	\$8,000	Dependent on location for connection to water mains may involve trenching with associated costs.
Total	\$162,500	

- 2.2 A project of this size will need to be allocated funding through the LTP including a project manager assigned to oversee the design, implementation and site specifications to ensure the delivery of the project to a satisfactory standard.

Memos

Christchurch
City Council 

3. Conclusion

- 3.1 If the board wishes to proceed with the turf replacement, barrier protection and irrigation then this will need to be a discrete project within the LTP as there is insufficient budget within the maintenance work programme to achieve the desired outcomes.

Attachments Ngā Tāpirihanga

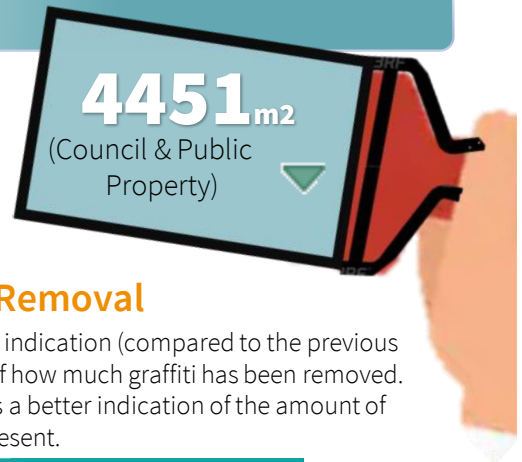
There are no attachments to this report.

Signatories Ngā Kaiwaitohu

Authors	Katie Smith - Team Leader Road Amenity and Asset Protection Neville Tucker - Operational Delivery Lead Road Landscapes
Approved By	Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Head of Transport

GRAFFITI SNAPSHOT February 2022

Ward & Suburb Insights



Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same "tag" so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Central	495	5% ●	471
Linwood	126	-21% ●	159
Heathcote	121	25% ●	97
Spreydon	86	-33% ●	128
Coastal	84	-48% ●	160
Cashmere	57	21% ●	47
Riccarton	46	-51% ●	93
Papanui	44	7% ●	41
Burwood	36	-20% ●	45
Halswell	34	-45% ●	62
Harewood	34	10% ●	31
Fendalton	32	0% ○	32
Innes	32	-64% ●	90
Hornby	28	-53% ●	60
Banks	25	-34% ●	38
Peninsula			
Waimairi	11	-59% ●	27
Total	1,291	-18%	1,583

Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

Ward	Cleaned Graffiti	
	Latest Month	Previous Month
Banks	160	87
Peninsula		
Burwood	357	185
Cashmere	35	55
Central	1,710	2,377
Coastal	353	622
Fendalton	95	69
Halswell	166	300
Harewood	232	181
Heathcote	362	323
Hornby	139	97
Innes	118	340
Linwood	242	737
Papanui	175	168
Riccarton	118	124
Spreydon	153	429
Waimairi	37	97
Total	4,451	6,185

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Colombo	56	409% ●	11
Stanmore	18	200% ●	6
Colombo Street	14	17% ●	12
Bealey	13	117% ●	6
Hansen Park	13	333% ●	3
Victoria Square	12		
Oxford	11	57% ●	7
Worcester	11	57% ●	7
Christchurch Southern	10	150% ●	4
Jellie Park	10	233% ●	3
Bishopdale Park	9	125% ●	4

Removal Hot Spots

Streets/Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Washington Way Reserve	325
Lismore Street \ Falsgrave Street	144
Tralee Reserve	144
Travis	144
Colombo	115
Thomson Park	107
St Davids Street \ Stevensons Steep	96
Victoria Square	96
Main South	90
Rawhiti Domain	86

GRAFFITI SNAPSHOT February 2022

Further Insights

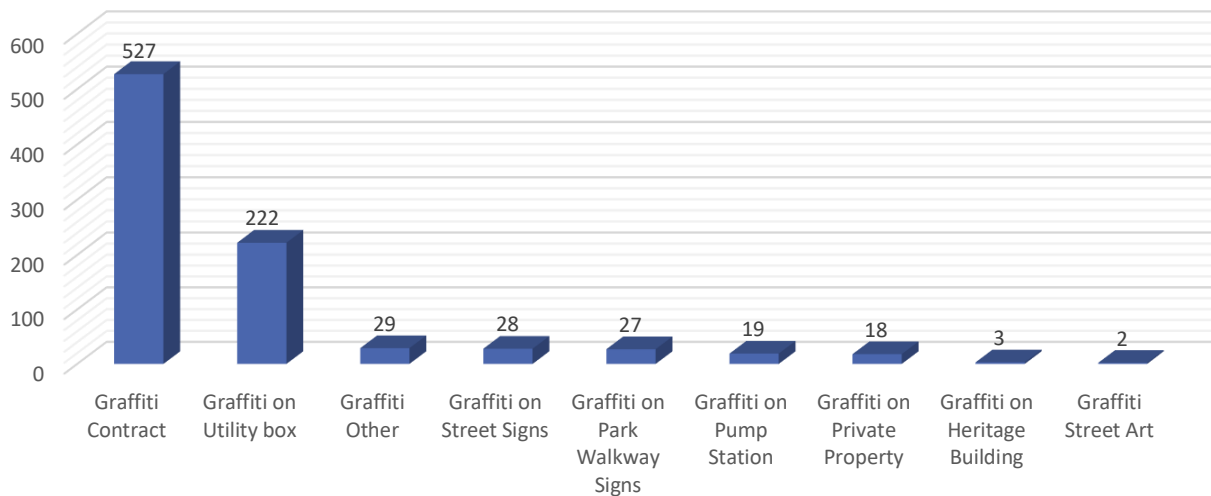
Reporting Activity

	Latest Month	Previous Month
Unique Reporters	299	364
Total reports	1291	1583
Highest # of reports by single reporter	257	86

Most reported TAG Locations and details of these TAGS are forward to the Police each month.



Reports by Asset Type



New Murals

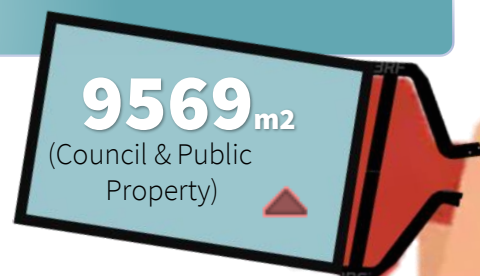


Mikhail Lopez – Fencing Institute
Jack Hinton Drive

GRAFFITI SNAPSHOT

March 2022

Ward & Suburb Insights



Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same “tag” so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Central	594	19%	500
Coastal	182	117%	84
Linwood	158	22%	129
Heathcote	106	-13%	122
Halswell	60	76%	34
Riccarton	59	23%	48
Banks Peninsula	57	119%	26
Spreydon	55	-37%	87
Innes	53	56%	34
Burwood	51	38%	37
Papanui	47	-4%	49
Harewood	43	19%	36
Hornby	43	48%	29
Cashmere	35	-40%	58
Fendalton	27	-16%	32
Waimairi	24	118%	11
Total	1,594	21%	1,316

Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

Ward	Cleaned Graffiti	
	Latest Month	Previous Month
Banks Peninsula	247	160
Burwood	189	357
Cashmere	86	35
Central	4,015	1,710
Coastal	1,036	353
Fendalton	132	95
Halswell	364	166
Harewood	285	232
Heathcote	315	362
Hornby	144	139
Innes	351	118
Linwood	1,616	242
Papanui	188	175
Riccarton	134	118
Spreydon	384	153
Waimairi	86	37
Total	9,569	4,451

Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Colombo	39	-30%	56
Tuam	32	967%	3
Cashel	26	550%	4
Brighton	24	2300%	1
Cathedral	22	267%	6
Oxford	22	100%	11
Durham	21	425%	4
Thomson Park	18	350%	4
Opouira Knights Stream Park	15	150%	6

Removal Hot Spots

Streets/Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Lismore Street \ Falsgrave Street	576
Washington Way Reserve	430
Colombo	306
Lismore	288
Cranmer	210
Marine Parade \ Bowhill Road	207
Cashel	177
Thomson Park	163
Moorhouse Avenue \ Colombo Street	162
Cambridge	145
Falsgrave Street \ Lismore Street	144
Lismore Street	144

GRAFFITI SNAPSHOT

March 2022

Further Insights

Reporting Activity

	This Month	Previous Month
Unique Reporters	290	299
Total Reports	1594	1291
Highest # of reports by individual	178	257

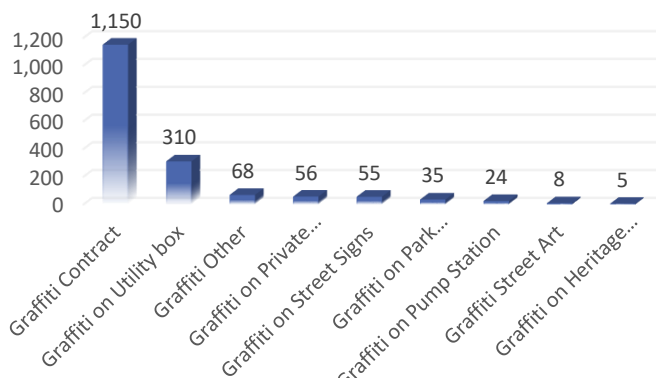
Most reported TAG Locations and details of these TAGS are forward to the Police each month.

KP

GECO

TWK

Reports by Asset Type



Police Data

	Court Action	Informal Warning
Canterbury Metro	1	1

New Murals

Murals from The Flare Street Art Festival located in SALT District, Ōtautahi.
Find out more about the artists, events and locations: <https://flare.nz/> and @flarestreetartfestival.



Christchurch
City Council

GRAFFITI SNAPSHOT

March 2022

New Murals



Attachment K Item 13

14. 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.

Karakia Whakamutunga