Waitai
Coastal-Burwood-Linwood Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waitai Coastal-Burwood-Linwood Community Board will be held on:

Date:	**Monday 9 December 2024**
Time:	**3.30 pm**
Venue:	**Boardroom, Corner Beresford and Union Streets, New Brighton**

Membership

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Tim Baker
	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Jo Zervos

2 December 2024

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

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term
2022–2025

Strategic Priorities

Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.

Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.

Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Reduce emissions as a Council and as a city, and invest in **adaptation and resilience**, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.

Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.

Actively balance the needs of **today's residents** with the **needs of future generations**, with the aim of leaving no one behind.

Adopted by the Council on 5 April 2023

Our goals for this Long Term Plan
2024–2034

Draft Community Outcomes

Collaborative and confident
Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

Green and liveable
Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

A cultural powerhouse
Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.

Thriving and prosperous
Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

To be adopted by the Council as part of the Long Term Plan 2024–2034

Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

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 Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 11 November 2024 be confirmed (refer page 7).

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 Coastal Accretion

Simon Watts and Tim Sintes on behalf of the Southshore Residents' Association will address the Board in relation to coastal accretion.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

5.1 Marine Parade Street Renewal Project - Hawke Street to Bowhill Road

Stephen Wood, local resident will address the Board in relation to Item 8, Marine Parade Street Renewal Project - Hawke Street to Bowhill Road.

5.2 Marine Parade Street Renewal Project - Hawke Street to Bowhill Road

Esther Parriam, local resident will address the Board in relation to Item 8, Marine Parade Street Renewal Project - Hawke Street to Bowhill Road.

5.3 Marine Parade Street Renewal Project - Hawke Street to Bowhill Road
Mitch Van Eekelen on behalf of Greater Ōtautahi, will address the Board in relation to Item 8, Marine Parade Street Renewal Project - Hawke Street to Bowhill Road.

5.4 Marine Parade Street Renewal Project - Hawke Street to Bowhill Road
Ian Templeton, local resident will address the Board in relation to Item 8, Marine Parade Street Renewal Project - Hawke Street to Bowhill Road.

5.5 Marine Parade Street Renewal Project - Hawke Street to Bowhill Road
Michele Hollis, local resident will address the Board in relation to Item 8, Marine Parade Street Renewal Project - Hawke Street to Bowhill Road.

5.6 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction
Mark Harvey, local resident will address the Board in relation to Item 9, 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction.

5.7 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction
Steve Raukawa, local resident will address the Board in relation to Item 9, 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction.

6. Presentation of Petitions Ngā Pākikitanga

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

Christchurch City Council

Christchurch City Council

Waitai
Coastal-Burwood-Linwood Community Board
OPEN MINUTES

Date:	**Monday 11 November 2024**
Time:	**4.31 pm**
Venue:	**Boardroom, Corner Beresford and Union Streets, New Brighton**

Present

Chairperson	Paul McMahon
Deputy Chairperson	Jackie Simons
Members	Tim Baker
	Kelly Barber
	Celeste Donovan
	Alex Hewison
	Yani Johanson
	Greg Mitchell
	Jo Zervos

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Unconfirmed

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Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei mauri ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C
There were no apologies.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

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

Part C
Community Board Resolved CCBCC/2024/00101

That the minutes of the Waitai Coastal-Burwood-Linwood Community Board meeting held on Monday, 7 October 2024 be confirmed.

Jackie Simons/Kelly Barber **Carried**

4. Public Forum Te Huinga Whānui

Part B

4.2 Youth and Multicultural Portfolio Update

Councillor Tyla Harrison-Hunt provided an update on the Youth and Multicultural Portfolios and invited the Board to include one youth and one multicultural priority in their Annual Plan submission that would have a minimal to zero impact on rates.

After questions from members, the Chairperson thanked Councillor Harrison-Hunt for his update.

4.1 Edible Streets

Zane Crofts on behalf of Edible Streets and Bridget Allen on behalf of the Green Lab addressed the Board in relation to a trial of street berm plantings in the eastern suburbs.

After questions from members, the Chairperson thanked Zane and Bridget for their presentation.

Attachments

A Edible Streets Presentation

Unconfirmed

Item 3 - Minutes of Previous Meeting 11/11/2024

4.3 Drucilla Kingi-Patterson

Drucilla Kingi-Patterson addressed the Board in relation to a project she would like to set up in the board area. Drucilla advised that she would distribute a flyer to see if there is any interest in people wanting to participate in an arts, dance, music and screen workshop.

After questions from members, the Chairperson thanked Drucilla for her update.

4.4 John Mowat

John Mowat, local resident, addressed the Board in relation to the Picton to Christchurch Trail and would like to see a missing link between Spencerville and Brooklands connected. John suggested that a shared pathway on Lower Styx Road would be a good option to connect the trail. John also suggested that a logo should be installed on the path to advise that it is part of the trail.

After questions from members, the Chairperson thanked John for his update.

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Refers the issue of creating a shared pathway along Lower Styx Road between Spencerville and Brooklands with a trail logo to staff for investigation and report back to the Board.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved CCBCC/2024/00102 Original Officer Recommendation accepted without change

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the correspondence report dated 11 November 2024.

Jo Zervos/Greg Mitchell **Carried**

Unconfirmed

Item 3 - Minutes of Previous Meeting 11/11/2024

8. Briefings

Community Board Resolved CCBCC/2024/00103 Original Officer Recommendation accepted without change

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Notes the information supplied during the Briefings.

Jackie Simons/Greg Mitchell **Carried**

Attachments

A Christchurch Wastewater Treatment Plant Operations Update

9. Proposed Road Names - 268 Bower Avenue

Community Board Resolved CCBCC/2024/00104 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Proposed Road Names - 268 Bower Avenue Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves the following new road names for 268 Bower Avenue (RMA/2021/3014)
    a. Road 1 - Kākatai Place
    b. Road 2 - Mildred Place

Paul McMahon/Jackie Simons **Carried**

10. Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) - Chelsea Street and Butterfield Avenue Street Renewals

Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) - Chelsea Street and Butterfield Avenue Street Renewals Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves Chelsea Street - street renewal to proceed within the Linwood and Woolston CRAF programme.
4. Approves the Butterfield Avenue street renewal be removed from the Linwood and Woolston CRAF programme.

Unconfirmed

Community Board Resolved CCBCC/2024/00105

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Linwood and Woolston Christchurch Regeneration Acceleration Facility (CRAF) - Chelsea Street and Butterfield Avenue Street Renewals Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves Chelsea Street - street renewal to proceed within the Linwood and Woolston CRAF programme.
4. Approves the Butterfield Avenue street renewal be removed from the Linwood and Woolston CRAF programme, and the Board incorporate it into their submission to the Draft Annual Plan.

Jackie Simons/Celeste Donovan **Carried**

11. Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Drug Arm Christchurch

Community Board Resolved CCBCC/2024/00106 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Drug Arm Christchurch Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $1,000 from the 2024-25 Discretionary Response Fund to Drug-Arm Christchurch towards costs associated to installing a 24/7 community accessible AED.

Tim Baker/Alex Hewison **Carried**

Unconfirmed

Item 3 - Minutes of Previous Meeting 11/11/2024

12. Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Te Kupenga O Aranui

Community Board Resolved CCBCC/2024/00107 Original Officer Recommendation accepted without change

Part C

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Te Kupenga O Aranui Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $9,000 from its 2024-25 Discretionary Response Fund to Te Kupenga O Aranui towards Manager Wages.

Kelly Barber/Tim Baker **Carried**

13. Waitai Coastal-Burwood-Linwood Community Board Area Report - November 2024

Community Board Resolved CCBCC/2024/00108 Original Officer Recommendation accepted without change

Part B

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - November 2024.

Alex Hewison/Jackie Simons **Carried**

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

Part B

Members exchanged information on matters of mutual interest:

- Woolston Gala Event – member attendance
- Marshland Hall Trust Community Day – member attendance
- New Brighton Safety Meting – member attendance
- Sports Network and QEII Masterplan – meeting attendance
- QEII Masterplan LOGIMA request – response received

Unconfirmed

- Organics Processing Plant Relocation Process – update

Karakia Whakamutunga

Kia tau te rangimārie	May the peace
O te Rangi e tū iho nei	of the sky above
O Papatūānuku e takoto nei	Of the earth below
O te Taiao e awhi nei	And the all-embracing universe
Ki runga i a Tātou	Rest upon us all
Tihei Mauriora	Behold, it is life!

Meeting concluded at 6.03pm.

CONFIRMED THIS 9TH DAY OF DECEMBER 2024

PAUL MCMAHON
CHAIRPERSON

Unconfirmed

Item 7

7. Briefings

Reference Te Tohutoro:	24/751578
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Report Te Pūtake Pūrongo

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Wastewater Treatment Plant	Adam Twose	Three Waters

*Note: This briefing will not include an update on the progress on the Activated Sludge Project or the Raranga Te Rawhiti Weaving the East Project.

2. Staff Recommendations / Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Notes the information supplied during the Briefings.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

Item 8

8. Marine Parade Street Renewal Project - Hawke Street to Bowhill Road

Reference Te Tohutoro:	24/1144782
Responsible Officer(s) Te Pou Matua:	Shaleen Prasad-Kumar, Project Manager
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Waitai Coastal-Burwood-Linwood Community Board with a summary of submissions received through consultation on the Marine Parade Street Renewal project.

1.2 The report is intended to support the Community Board to deliberate on the engagement feedback and consider advice from staff, to make a decision on the recommended option for detailed design and construction.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board recommends that Council:

1. In accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Marine Parade, commencing at a point 22 metres north of Hawke Street, and extending in a northerly direction for a distance of 292 metres, be resolved as a bi-directional cycleway.
2. In accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the path on the east side of Marine Parade, commencing at a point 314 metres north of Hawke Street, and extending in a northerly direction for a distance of 947 metres, be resolved as a bi-directional Shared Path and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

That the Waitai Coastal-Burwood-Linwood Community Board:

3. Receives the information in the Marine Parade Street Renewal Project - Hawke Street to Bowhill Road Report.
4. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
5. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all kerb alignments, traffic calming devices, traffic islands and road markings on Marine Parade, as detailed in agenda **Attachment A** of this report.
6. Note: A detailed traffic resolution report will be brought to the Community Board for approval before the completion of detailed design.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Marine Parade is located in the New Brighton neighbourhood and runs parallel to the beach and foreshore. It is a busy location used by many people travelling to school or work, accessing the shops, beach, playground and hot pools, or moving across the community. Whether people are travelling through this area on foot, bike, bus or driving, they should be able to do so safely and have the opportunities to choose alternative modes of transportation.

3.2 On 12 September 2022, the Waitai Costal-Burwood Community Board (Agenda Item 8) approved the Marine Parade Street renewal project from the intersection of Hawke Street to Bowhill Road, to be included in the New Brighton Christchurch Regeneration Acceleration Facility (CRAF) programme. They also approved a further two projects, which would be investigated if there was remaining budget in the programme and project budget **(See Attachment B).**

3.3 In May 2024, three options were presented to the public for feedback. The three options were developed closely with the Community Board through a workshop in February and a memo in April **(See Attachment C and D).**

3.4 The three options that were consulted on in May were;

3.4.1 Option A – Pedestrian improvements, bus stop upgrades, and kerb and channel renewal (**Attachment E**).

3.4.2 Option B – On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal (**Attachment F**).

3.4.3 Do nothing option.

3.5 Council received over 1300 pieces of feedback from the local community and people visiting New Brighton for shopping, recreational purpose and events. The feedback received during consultation identified several themes:

- **Carparking:** Both options A and B had changes to the number of carparks provided for users.
- **Cycle Safety:** Concerns about the safety of people riding bicycles in the proposed options.
- **Cost Effectiveness**: The community felt that the proposed options were not cost-effective given the improvements offered.
- **A new option that reflected community feedback:** Requests for an option that does not result in a loss of any carparks.

3.6 Staff provided the Community Board with a summary of submissions (**Attachment G**) in July via e-mail. Following this e-mail, the Board requested that a third option be developed, which would address community feedback. This was presented to the Community Board for discussion during an Information Session/Workshop on 12 August 2024 (Agenda Item 2).

3.7 The option presented at the workshop session on 12 August, was a combined bi-directional cycleway and shared path option on the east side of Marine Parade. The proposal also incorporated all features from Option A (from the original consultation). The Board directed staff to further refine this option and undertake community consultation. The bi-directional cycleway and shared path option was subsequently prepared for consultation (**Attachment H**).

3.8 The feedback period for Option C was open from 9 October to 21 October. Further analysis of submissions from Stage 2 of the consultation can be found under Community Views in section 6.17.

3.9 Based on the submitter feedback during the first and second round of consultation. Staff recommend Option C to the Community Board for detailed design and construction. The cost for this option has been estimated at $5.6M and will need to be reviewed again at detailed design stage.

4. Background/Context Te Horopaki

4.1 The Christchurch Regeneration Acceleration Facility (CRAF) is a funding package of $40 million from the Treasury for transport projects in Christchurch. The purpose of the funding is to make a difference to affected communities by improving liveability and to support their ongoing regeneration.

4.2 The CRAF investment in roading and transport improvements is to address condition, safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network, which will improve connectivity and the customer experience across Christchurch City and will also improve safety outcomes and encourage more people to walk, bike or use public transport.

4.3 The CRAF funding includes $30 million for targeted roading and transport improvements to deliver integrated safety, modal choice and asset improvements to communities, which experienced significant damage and disruption, or increased transport demand/travel use due to a change in travel patterns following the earthquakes in five areas - New Brighton, Linwood/Woolston, Richmond, Riccarton and Spreydon/Somerfield/Waltham/Beckenham.

4.4 New Brighton has been allocated $6.5 million from the overall budget, with the largest portion being provided for changes to Marine Parade. At the Waitai Coastal-Burwood Community Board meeting on 12 September 2022 (Agenda Item 8), the Board resolved (Minutes, Item 8) that the upgrade of Marine Parade from Hawke Street to Bowhill Road be investigated by staff, and that a decision report with plans be brought back to the Board for approval before detailed design and construction.

4.5 The Marine Parade Street Renewal project extends from Hawke Street in the south to Bowhill Road in the north. The original objectives for the project include:

- Hawke Street to 187 Marine Parade – remove the existing pavement and replace with a new pavement structure to support new asphalt concrete (AC) surfacing. Assess footpath condition.
- 187 Marine Parade to Lonsdale Street – currently do nothing in this section. If there is surplus funding and agreement from the project team and Community Board, investigate removing the existing pavement and replacing with a new pavement structure to support new asphalt concrete (AC) surfacing.
- Lonsdale Street to 142 Marine Parade – replace the kerb and dish channel with kerb and flat channel. Assess footpath condition.
- 142 Marine Parade to Bowhill Road – a small area of new pavement near the intersection of Bowhill Road. Assess footpath condition.
- Investigate options for cycle facility.
- Address residents concerns around speed on Marine Parade.
- Improve the intersection of Hawke Street and Marine Parade.

4.6 Following the resolution by the Board in September 2022, staff developed eight options, out of which three were presented to the Community Board during a briefing on 11 September 2023

(**Attachment N**). At the briefing, the Board requested that staff explore options for a two-way transitional cycleway like the temporary facility installed on Park Terrace, which was constructed using bollards and road marking.

4.7 Staff completed investigations to accommodate a cycleway (a wider shared path) and all the features in Option B. The high level estimate was over the programme budget of $6.5M. This option was presented during an Information Session/Workshop on 12 February 2024 **(See Attachment C)**.

4.8 At the briefing on 12 February 2024 (**Attachment C**), staff were advised by the Board to:

4.8.1 Develop two options for consultation from the three that were recommended to the Board in September 2023.

4.8.2 Include a 'do nothing' option in consultation, to allow submitters the opportunity to provide feedback on this alternative as well.

4.8.3 Undertake no further investigations into the two-way cycleway that was presented.

4.8.4 Return to the Board prior to initiating the consultation on the two options, to present the proposed methodology and tactics for consultation.

4.9 The project team prepared and presented the final designs to the Community Board on 22 April 2024 (**Attachment N**) and advised the Community Board that consultation would be undertaken in May. The Board requested that staff meet with the New Brighton Surf Club and Emergency Services prior to the consultation. Staff completed these meetings, and the outcomes are summarised as follows:

4.9.1 During the meeting with the Surf Club, a few requests were made, including repairing the retaining wall and extending the no-stopping lines past the second entrance of the surf club. These requests were incorporated into the plans for consultation.

4.9.2 During early engagement, Emergency Services expressed concerns about the number of speed platforms proposed in Option B, which could potentially hinder their response times to emergencies. However, they acknowledged the necessity of the speed calming measures.

4.10 Following consultation, the Board requested staff provide an option that addressed the concerns raised by submitters. The option presented was for a two-way cycleway and a shared path. This addressed many of the concerns raised by submitters and provided a balance between providing car parking and options for active travel. Consultation was then undertaken on this option.

4.11 The following related memos/information were circulated to the meeting members:

Date	Subject
02/11/2023	Email to the Community Board – CRAF project (**Attachment O**)
5/12/2023	Memo to the Community Board - 5 December 2023 (**Attachment M**)
23/04/2024	Memo to the Community Board - 23 April 2024 (**Attachment D**)
25/06/2024	Email UC student research 26 June 2024 (**Attachment P**)
12/08/2024	Email response – information session 12 August (**Attachment Q**)
14/10/2024	Email request – AI mapping for Marine Parade 14 October (**Attachment R**)

4.12 The following related Information Session/Workshops have taken place for the members of the meeting:

Date	Subject
11/09/2023	Community Board Briefing (**Attachment I**)
22/04/2024	New Brighton Marine Parade Street Renewal Project Agenda: https://christchurch.infocouncil.biz/Open/2024/04/ISWC_20240422_AGN_10105_AT_WEB.htm
12/08/2024	Marine Parade Street Renewal Project – Consultation Update Agenda: https://christchurch.infocouncil.biz/Open/2024/08/ISWC_20240812_AGN_10120_AT_WEB.htm

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.13 Three options were identified as being reasonably practicable and were taken to public consultation:

4.13.1 **Option A** – Pedestrian improvements, bus stop upgrades, and kerb and channel renewal (as shown in **Attachment D**).

4.13.2 **Option B** – On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal (as shown in **Attachment E**).

4.13.3 **Option C -** Includes a road, kerb and channel renewal, with a bi-directional cycleway, shared path with raised platforms, speed humps, pedestrian safety improvements and bus stop upgrades. This option is option A plus the bi-directional cycleway and shared path and speed humps on Rawhiti/Marine Parade intersection.

4.14 A comparison of the options is provided below.

Objective	Option A - Pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Option B - On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Recommended Option C – Sections of asphalt, kerb and channel replacement and a pedestrian crossing, bi-directional cycleway and shared path
Meets project objectives set by Community Board (2022)	Meets some	Meets some	Meets all
Reflects community feedback	Retains as many on-street carparks as possible. But does not address concerns around active transport choices.	Addresses the concerns around active transport but removes a significant number of car parks.	Retains most carparks and provides cycle safety and increased choices for active transport.
Car parking changes	Only loses two on-street parks.	Loses 101 on-street car parks.	Only loses two on-street parks and 10 parks from parking bays.
Safer speeds	Does not address speed concerns raised by the submitters during early engagement.	Making streets safer with safer speed platforms and cycle lanes. This option is expected to slow speed.	Making streets safer with safer speed platforms and cycleway. This option is expected to slow speed.
Travel by active modes	Does not include specific cycle facilities in this option.	Increase in active modes by providing cycle facilities along Marine Parade.	Increase in active modes by providing options to cycle, scoot or walk along the bi-directional and shared path.

Objective	Option A - Pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Option B - On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Recommended Option C – Sections of asphalt, kerb and channel replacement and a pedestrian crossing, bi-directional cycleway and shared path
Safer crossings	Safer crossing points for locals accessing the beach.	Safer crossing points for locals accessing the beach.	Safer crossing points for locals accessing the beach.
Amenity	Does not provide any additional landscaping along the section of the project.	Does not provide an additional landscaping along the section of the project.	Increases the landscaping around the shared path along the section of Lonsdale to Bowhill Road. Replacement planting around the dunes and parking bays.
Trees	No changes to trees	No changes to trees	Tree removal and replacement proposal developed with Park Rangers and Arborist.
Pavement Design	Provides asphalt from Hawke Street to 187 Marine Parade. Requires improvements to the road foundation prior to asphalt being laid.	Provides chip seal from Hawke Street to 187 Marine Parade	Provides asphalt from Hawke Street to 187 Marine Parade. Requires improvements to the road foundation prior to asphalt being laid.
Resource consents	No consents required.	No consents required.	May trigger consenting if scope creeps further towards sand dunes.
Other CRAF projects	This option allows for other improvements in the CRAF programme to be investigated with funding left over.	This option allows for other improvements in the CRAF programme to be investigated with funding left over.	This option does not allow for other improvements in the CRAF programme to be investigated.
Coal Tar	Coal tar present within the section of the project and will require removal before laying asphalt.	May not require removal. Further investigation required.	Coal tar present within the section of the project and will require removal before laying asphalt.

4.15 **Option C Preferred option** - Street renewal including option A and bi-directional cycleway and shared path

4.15.1 **Option Description:** This option includes a road, kerb and channel renewal, with a bi-directional cycleway, shared path with raised platforms, speed humps, pedestrian safety improvements and bus stop upgrade **(See Attachment A)**. Key features of this option are:

- A road renewal on Marine Parade between Hawke Street and 187 Marine Parade.
- An on-road bi-directional cycleway on the dune side of the road between Hawke Street and Lonsdale Street.
- A shared path between Lonsdale Street and Bowhill Road – between the parking bays and dunes, where there is currently a narrow gravel path.

- The bi-directional cycleway and shared path would also have three 150mm raised platforms along it to slow cyclists down at points along the path where cyclists may join alongside pedestrians. These raised platforms will not affect the main road.
- Narrowing the road on Marine Parade between Hawke Street and Lonsdale Street so the cycleway and car parking can fit together in the road corridor.
- Removing a total of 12 carparks on Marine Parade between Rawhiti Avenue and Bowhill Road (two on-street car parks and 10 parks in parking bays).
- A zebra crossing and pedestrian refuge island on Marine Parade close to Hawke Street.
- A pedestrian island and kerb buildouts at the entrance to New Brighton beach car park.
- Bus stop upgrades along Marine Parade by painting new boundary lines. Tactile pavers will also be installed at some bus stops.
- New speed humps at the Rawhiti Avenue / Marine Parade intersection.
- Renewed kerb and channel between Lonsdale Street and 142 Marine Parade.
- Upgrade the existing island on the intersection of Bowhill and Marine Parade.
- Landscaping around the parking bays.
- Proposes planting near the sand dunes.
- Retains 235 on-street car parks out of 237 that is currently available

4.15.2 **Changes made to design based on Consultation feedback (Refer to Attachment A)**

- During the October consultation, two submitters requested that the bus stop outside 142–144 Marine Parade be moved 20–30 meters further towards Thompson Park.
- ECAN and CCC reviewed this request in an online meeting held in October and confirmed that relocating the bus stop as suggested would be feasible for their bus route.

4.15.3 **Option Advantages**

- Meets all of the project objectives.
- Aligns with community feedback.
- Allows for landscaping around the parking bays and dunes.
- Loss of 2 on-street carparks and 10 at the parking bays.
- Increases in active travel modes.
- Delivers most improvements out of the three options consulted.

4.15.4 **Option Disadvantages**

- May trigger consenting if scope creeps further towards sand dunes.
- This option does not allow for other improvements in the CRAF programme to be investigated.
- Will require removal of coal tar, before laying down asphalt.
- Does not allow for other projects to be delivered within the budget.
- Removes tree and scrubs around the parking bays

4.16 **Option A -** Pedestrian improvements, bus stop upgrades, and kerb and channel renewal.

4.16.1 **Option Description**

- Includes 185 metres of asphalt renewal from Hawke Street to 187 Marine Road.
- Replace deep-dish kerb and channel with flat channel between Lonsdale Street to 142 Marine Parade.
- Pedestrian refuge Island on Hawke Street at the intersection of Marine Parade.

- Pedestrian island at the entrance to the New Brighton Beach Car Park.
- Zebra crossing on Marine Parade near the intersection of Hawke Street.
- Loss of 2 car parks.
- Replacing the pedestrian refuge island on the entrance of the New Brighton Surf Club.
- Installing a zebra crossing on Marine Parade near the intersection of Hawke Street.
- Minor Bus Stop Improvements.

4.16.2 **Option Advantages**

- Meets some of the project objectives.
- Only losses 2 on- street carparks which aligns with community feedback.
- Does not require any work around the sand dunes side of the Marine Parade.
- Allows for other projects to be delivered within the budget.
- Does not require any consents.

4.16.3 **Option Disadvantages**

- Does not provide any enhancement to the landscaping.
- Does not address speed concerns raised by the submitters during early engagement.
- Does not provide increase active travel modes.
- Will require removal of coal tar, before laying down asphalt.

4.17 **Option B** - On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal.

4.17.1 **Option Description**

- Includes 185 metres of chipseal renewal from Hawke Street to 187 Marine Road.
- Replace deep dish kerb and channel with flat channel between Lonsdale Street to 142 Marine Parade.
- Painted cycle lanes on each side of the road.
- Seven safe speed platforms with pedestrian crossings.
- One speed hump.
- Loss of 101 carparks.
- Pedestrian refuge island on Hawke Street at the intersection of Marine Parade.
- Pedestrian refuge island at the entrance to the New Brighton Beach Car Park.
- Improve the pedestrian island on Marine Parade near Bowhill Road.
- Zebra crossing on Marine Parade near the intersection of Hawke Street.
- Minor Bus Stop Improvements

4.17.2 **Option Advantages**

- Making streets safer with safer speed platforms and cycle lanes. This option is expected to slow speed.
- Increase in active modes by providing cycle facilities along Marine Parade.
- Allows for other projects to be delivered within the budget.
- Does not require any consents.

4.17.3 **Option Disadvantage**

- Does not provide any additional landscaping along the section of the project.
- Loss of 101 on-street carparks.
- Offers chipseal treatment which does not align with consultation feedback.

Analysis Criteria Ngā Paearu Wetekina

4.18 Based on feedback received from the first stage of consultation on Options A and B, a third Option C, was developed to reflect community feedback. This was presented at the 12 August Information Session where staff were given a steer from the Community Board to further develop Option C and prepare for consultation.

4.19 Based on feedback from the first stage of consultation on Options A and B, a third option, Option C, was developed to reflect community input.

4.19.1 Option C was further refined and presented for consultation in October, where Council received 313 submissions. A total of:

- 227 submitters were in favour
- 39 somewhat supported
- 39 did not support
- 5 were undecided
- 3 did not indicate a preference

4.19.2 Overall, the strong support for Option C leads staff to recommend it to the Board for endorsement and to advance it to the Council for final approval.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Option A - Pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Option B - On-road cycle lanes, safer speed platforms, pedestrian improvements, bus stop upgrades, and kerb and channel renewal.	Recommended Option C – Sections of asphalt, kerb and channel replacement and a pedestrian crossing, bi-directional cycleway and shared path
Cost to Implement	$4,000,000	$4,500,000	$5,600,000
Maintenance/Ongoing Costs	Covered by existing maintenance contract	Covered by existing maintenance contract	Covered by existing maintenance contract
Funding Source	LTP Budget CPMS 72242 and 61030	LTP Budget CPMS 72242 and 61030	LTP Budget CPMS 72242 and 61030
Funding Availability	Funds are available	Funds are available	Funds are available
Impact on Rates	N/A	N/A	N/A

5.1 The cost are high-level estimates and are not tendered prices. Costing will be completed at each stage of the project phase to ensure there is enough funding to cover the scope of the project.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a budget risk with spending additional funding to undertake further investigations and not having enough funds for construction.

6.2 During the development of Option C, the project team identified a potential risk related to the requirement for a resource consent, should the proposed option encroach into the sand dunes where the shared path is planned. To mitigate this risk, a high-level assessment was conducted in collaboration with CCC resource planners. This assessment aimed to ensure that the current proposed work avoids triggering the need for consents, which could otherwise result in delays and significant cost increase.

Legal Considerations Ngā Hīraunga ā-Ture

6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 The Community Board has the delegated authority to exercise the delegations as set out in the Register of Delegations.

6.4 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decision:

6.5.1 Aligns with the Christchurch City Council's Strategic Framework and Community Outcomes. Improving the safety of our roads aligns with the Strategic Priorities and Community Outcomes, in particular to be an inclusive and equitable city; build trust and confidence by listening to and working with our residents; and providing safe crossing points and facilities in New Brighton for people who walk and cycle will contribute to a green, liveable city, where our neighbourhoods and communities are accessible and well-connected.

6.5.2 Is assessed as low significance based on the Christchurch City Council's Significance and engagement policy. The level of significance was determined by completing a Significance and Engagement Assessment.

6.5.3 The recommended option is consistent with the Council's Plans and Policies, in particular:

- LTP Activity Plan - Level of Service target to reduce the number of deaths or serious injuries (DSI) from all crashes by 40% in 2030.
- The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).
- The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.
- Improving safety on local roads is a priority for the Council.
- A masterplan was developed for New Brighton as part of the suburban centres programme, and private investment is delivering on redevelopment within the main central area. This would lead to an increase in the number of people wanting

to walk, cycle and scoot to these developments and to cross the road to access the beach and Council facilities.

6.6 This report supports the Council's Long Term Plan (2024 - 2034):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes.
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=96 crashes.
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city - >=67% resident satisfaction.
- 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: 10.5.42 Increase the infrastructure provision for active and public modes - >= 600 kilometres (total combined length).
- Level of Service: 16.0.20 Maintain the condition of road carriageways - <=4,900 customer service requests.

7. Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero (Stage 1)

7.1 Staff met with emergency services, public transport services, New Brighton Surf Club and local community groups in May and June 2024 to discuss the proposed changes on Marine Parade, prior to public consultation.

7.2 Early stakeholder feedback extended the no stopping lines to the New Brighton Surf Club entrance, reduced the proposed number of speed platforms along Marine Parade and prioritised minimising car park loss.

7.3 Public consultation on two options for Marine Parade started on 31 May 2024 and ran until 1 July 2024. An email was sent to 93 key stakeholders, including emergency services, public transport services, local schools and local community groups. Community organisations and hubs, and local residents were provided with information leaflets, inviting them to learn more online. The consultation was posted on the council Facebook page as well as the Peoples Independent Republic of New Brighton, Southshore and Waimairi Beach Residents' Association pages, inviting submissions on the Kōrero Mai | Let's Talk webpage.

7.4 Consultation documents with an invitation to get in touch with staff was distributed to all affected properties along Marine Parade – between Hawke Street and Bowhill Road. Reachable absentee owners were also sent the same information.

7.5 Consultation documents and feedback forms were available in the New Brighton Library.

7.6 On 22 June, staff attended the New Brighton Market, setting up token boxes and collecting public sentiment on the two options. 66 people engaged with staff and expressed a preference for option A (34 people), 18 people expressed preference for option B and 14 people preferred neither option. We also heard a range of feedback which was consistent with the key themes reported in the full analysis of submissions.

7.7 A quick poll was set up on the Kōrero Mai | Let's Talk webpage, 1269 people engaged with the poll with 537 (42%) expressing a preference for option A, 412 (33%) expressing a preference for option B and 320 (25%) expressing a preference for neither option.

Summary of Submissions Ngā Tāpaetanga

7.8 Submissions were made by 10 organisations and businesses and 330 individuals. All submissions are available on the submission tables **in Attachment G**.

7.9 Submitters were asked for their preference between option A, option B or neither option, they were also asked to provide written feedback on what they liked and didn't like about each option.

7.10 Overall, 139 submitters (41%) preferred option 'A', 113 (34%) preferred neither option and 86 (25%) preferred option 'B'. Two submitters didn't provide any preference.

7.11 A full analysis of themes from the written feedback is available in **Attachment J.**

Public Consultation Te Tukanga Kōrerorero (Stage 2)

7.12 On receiving consultation feedback and hearing from community advocacy groups, the Waitai Coastal Burwood Linwood Community Board directed staff to develop a new option for Marine Parade.

7.13 Public consultation on option 'C' started on 9 October and ran until 21 October 2024. An email was sent to the same stakeholders as the stage 1 consultation and the 338 previous submitters. All other tactics from stage 1 were repeated, with the exception of a quick poll and being at the New Brighton Market, where information was available to the public, but staff did not attend.

7.14 Staff were approached by residents on Marine Parade during consultation who requested for the bus stop to moved further away from the driveways of 142 and 144 Marine Parade. This has been reflected in the updated plan.

Summary of Submissions Ngā Tāpaetanga

7.1 Submissions were made by 12 organisations and businesses and 301 individuals. All submissions are available on the submission tables **in Attachment L**. Themes are summarised in **Attachment K**.

7.2 Submitters were asked whether they supported option C as their preferred option, they were also asked whether they preferred chipseal or asphalt as their preferred road treatment due to the cost differences.

7.3 Overall, 227 submitters (73%) supported option C, 39 (12%) somewhat supported option C, the same amount (39, 12%) didn't support option C and 5 (2%) didn't know or weren't sure. Three submitters didn't provide any preference.

7.4 208 submitters (66%) preferred asphalt while 101 submitters (33%) preferred chipseal. Four submitters didn't provide any preference.

7.5 A full analysis of submissions from stage 1 and 2 is available in **Attachment J and K.**

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.6 The decision involves a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision has the potential to impact Mana Whenua, their culture, and traditions if the project encroaches into the sand dunes.

7.7 The decision may involve a matter of interest to Mana Whenua and may impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

7.8 There is potential for an archaeological authority to be required due to the close proximity of the sand dunes and may involve consultation with Mana Whenua.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.9 The decisions in this report are likely to:

7.9.1 Contribute neutrally to adaptation to the impacts of climate change.

7.9.2 Contribute positively to emissions reductions.

7.10 The proposed scheme will reduce emissions by providing a bi-directional cycleway and shared path which will give the locals the opportunity to walk or bike along the beach side of Marine Parade.

7.11 Improving the ability for people to walk, cycle, scoot and catch the bus are a key part of the Council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city.

7.12 Improving safety and making Marine Parade feel safer would address some of the barriers to people making sustainable travel choices. Removing these barriers will lead to reductions in vehicle kilometres travelled and consequently emissions from transport.

8. Next Steps Ngā Mahinga ā-muri

8.1 If approved by the Community Board, the project will proceed into detailed design and construction.

8.2 A report providing the detailed traffic resolutions will be presented to the Community Board for approval.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Option C Plan for approval *(Under Separate Cover)*	24/2015639	
B	Community Board Report - 12 September 2022 *(Under Separate Cover)*	24/1958584	
C	Community Board Briefing coversheet - 12 February 2024 *(Under Separate Cover)*	24/1958577	
D	Memo to the Community Board - 23 April 2024 *(Under Separate Cover)*	24/1958580	
E	Option A - Marine Parade *(Under Separate Cover)*	24/2039930	
F	Option B - Marine Parade *(Under Separate Cover)*	24/2039953	
G	Improvements on Marine Parade - Submission Table (Public) *(Under Separate Cover)*	24/1959487	
H	Consultation Plan - Option C 03.10.2024 *(Under Separate Cover)*	24/1767729	
I	Briefing to the Community Board - 11 September 2023 *(Under Separate Cover)*	23/1192321	
J	Marine Parade stage 1 - consultation report *(Under Separate Cover)*	24/1959452	
K	Marine Parade stage 2 - consultation report *(Under Separate Cover)*	24/1959459	
L	A new option for Marine Parade - Submission Table (Public) *(Under Separate Cover)*	24/1959468	
M	Memo to the Community Board - 5 December 2023 *(Under Separate Cover)*	24/1958816	
N	Information Session/Workshop Cover Sheet - 22 April 2024 *(Under Separate Cover)*	24/362538	
O	Email Community Board - New Brighton CRAF Project 02.11.2023 *(Under Separate Cover)*	24/2018958	
P	Email UC student research opportunities 25.06.2024 *(Under Separate Cover)*	24/2019063	
Q	Email Response - Information Session/Workshop on 12 August 2024 *(Under Separate Cover)*	24/2019064	
R	Email Request for Information on AI Mapping of Marine Parade 14.10.2024 *(Under Separate Cover)*	24/2019066	

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

Document Name – Location / File Link

Signatories Ngā Kaiwaitohu

Authors	Shaleen Prasad-Kumar - Project Manager Gemma Dioni - Acting Team Leader Traffic Operations Kiran Skelton - Engagement Advisor
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

Item 9

9. 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction

Reference Te Tohutoro:	24/1703703
Responsible Officer(s) Te Pou Matua:	Peter Bawden, Senior Project Manager Hannah Ballantyne, Senior Engagement Advisor
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to inform the Board of consultation feedback received, and to seek Board approval for the phase 1a scheme design to proceed to detailed design and construction.

1.2 The report is in response to community feedback on well-established transport issues with consistent themes which have informed the scheme design.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the 67989 Improving Bromley's Roads - Scheme Design for Approval and Approval to Proceed with Detail Design and Construction report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. This is because of the localised area of proposed improvements and impact level of those affected.
3. Approves proceeding with the Phase 1a Scheme Design as detailed in agenda **Attachment A**. This comprises the following scope:
    a. Bromley Road: 3 speed humps, 1 pedestrian crossing point, and 1 pedestrian refuge island.
    b. Keighleys Road: 8 speed humps, and 1 pedestrian crossing point.
    c. McGregors Road: 1 speed hump.

    That the Board:

    General

4. Approves the following recommendations required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.
5. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Bromley Road, as detailed in "67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval" drawings attached to the agenda report as Attachment A.
6. Approves that any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw to the extent that they conflict with the parking and stopping restrictions described in clauses 4-7 are revoked.

Stopping and Parking Restrictions

7. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Bromley Road commencing at a point 47metres north-west of its intersection with Maces Road and extending in a north westerly direction for a distance of 9 metres.

8. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Bromley Road commencing at a point 71 metres north-west of its intersection with Maces Road and extending in a north-westerly direction for a distance of 55 metres.

9. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bromley Road commencing at a point 81 metres north-west of its intersection with Maces Road and extending in a north-westerly direction for a distance of 48 metres.

10. Approves that the stopping of all vehicles be prohibited at all times, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bromley Road commencing at a point 144 metres north-west of its intersection with Maces Road and extending in a north-westerly direction for a distance of 9 metres.

Bus Stops

11. Approves that a bus stop be revoked on the north side of Bromley Road commencing at a point 102 metres north-west of its intersection with Maces Road and extending in a north-westerly direction for a distance of approximately 15 metres in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017.

12. Approves that a bus stop be installed on the north side of Bromley Road commencing at a point 56 metres north-west of its intersection with Maces Road and extending in a north-westerly direction for a distance of approximately 15 metres in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017.

13. That bus stop facilities including a set of directional and warning tactile pavers, and a bus stop sign are installed at the bus stop as shown on Agenda Attachment A in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Engagement with the Bromley community since 2020 has established consistent issues and common themes with traffic speeds, excessive volumes of heavy vehicles as well as pedestrian safety on routes to and around Bromley School.

3.1.1 An interactive workshop session with the Community Board on 27 June 2024 indicated priorities for quick-wins that could be completed with budget available in financial year 2025.

3.1.2 Based on this, staff progressed with the scheme design for four locations:

- Bromley Road
- Keighleys Road
- McGregors Road
- Hay Street

3.2 Subsequent to the workshop, results from the citywide carriageway pavement condition survey indicated that lower Hay Street (Linwood Avenue to McGregors Road) carriageway pavement needed reconstruction before traffic calming measures could be installed, so this location was excluded.

3.3 The remaining 3 locations were consulted on in October/November 2024.

3.3.1 Staff are now seeking approval to proceed to detailed design and construction.

3.3.2 The estimate to deliver the Phase 1a Scheme is $495,000, which is within available budget.

4. Background/Context Te Horopaki

4.1 Engagement with the Bromley community since 2020 has established consistent issues and common themes with traffic speeds and excessive volumes of heavy vehicles “rat-running” through local roads to the industrial area. Safety on children’s travel routes to Bromley School is also a consistent theme.

4.1.1 Investigations for scheme design during the Transport Choices programme and consultation in 2023 provided fresh traffic data and additional detail and locations of key community concerns.

4.1.2 Investigations for the draft Bromley Transport Action Plan scheme, a technical study, extended coverage of fresh traffic data across the neighbourhood.

4.2 Assessment of this feedback, plus traffic data and road user behaviour, has informed the prioritisation of treatment responses and locations.

4.2.1 This identified one hundred and twenty-one individual treatment sites, that respond to community issues and feedback, are identified in the draft Bromley Transport Action Plan.

4.2.2 For budgeting purposes, each of the sites evaluated four basic types of treatment, with each having 3 options of quality/cost.

4.2.3 Information has been incorporated into a GIS tool to identify and prioritise work in this report.

4.2.4 The tool can be easily updated as work on the improvement programme progresses and road user behaviour in the neighbourhood changes. Based on this, priorities for future phases of works may shift in response.

4.3 The draft Bromley Transport Action Plan and GIS tool were used in an interactive workshop session with the Community Board on 27 June 2024 to indicate priorities for work.

4.3.1 This also considered the draft road resurfacing and renewals programmes, in order to seek synergies between the two programmes of work.

4.3.2 The Bromley neighbourhood map has been used in workshopping priorities with the Community Board, and in discussions at a community drop-in session in October.

4.3.3 This was focused on work that could be completed within the budget available in financial year 2025.

4.3.4 Staff were given an indication of 4 specific sections of road that were the priority for the Board. These were:

- Bromley Road

- Keighleys Road
- McGregors Road
- Hay Street

4.4 Subsequent to the workshop, results from the citywide carriageway pavement condition survey indicated that lower Hay Street (Linwood Avenue to McGregors Road) carriageway pavement needed a reconstruction before traffic calming measures could be installed.

4.4.1 Costs of a reconstruction of lower Hay Street exceeded the available budget, and Hay Street traffic calming measures were deferred until budget is available, or this becomes a priority under the maintenance programme.

4.4.2 Phase 1a Scheme scope excludes lower Hays Street traffic calming intervention sites but otherwise reflects outcomes of the 27 June 2024 Community Board workshop.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.5 The following reasonably practicable options were considered and are assessed in this report:

4.5.1 Progress Phase 1a

4.5.2 Progress Phase 1a and Phase 2

4.5.3 Do Nothing

4.6 The following options were considered but ruled out:

4.6.1 Progressing the full Phase 1 Scheme on lower Hay Street, Keighleys Road and Bromley Road.

- Carriageway pavement condition assessments were completed across the Christchurch roading network as the Phase 1 Scheme was being prepared for consultation.
- Results on lower Hay Street showed that the carriageway asset life was short, i.e. full depth of pavement layers were at the end of their useful life and wouldn't support the higher dynamic vehicle loads around the speed humps.
- Therefore, traffic calming on lower Hay Street needed to be delivered in conjunction with wider maintenance works including replacement of deep dish drainage.

4.6.2 Phase 1a Scheme (Phase 1 without lower Hay Street) plus next priorities fitting within budget.

- Board preferences were to hold the remaining budget until the Street Renewal programme was updated, so that if Hay Street was in the renewal programme the traffic calming could still be delivered.

Options Descriptions Ngā Kōwhiringa

4.7 **Preferred Option 1:** <u>Progress Phase 1a to detailed design and construction.</u>

4.7.1 **Option Description:** Phase 1a comprises traffic calming and safety improvements on:

- Bromley Road
  - 2 speed humps surrounding a median island and pedestrian refuge outside the community centre.
  - 1 speed hump close to the intersection with Keighleys Road.
- Keighleys Road – McGregors Road to north of Bromley Road

- 1 Crossing point, kerb cutdowns and tactiles in existing buildouts outside Bromley School.
- 2 speed humps bracketing the existing Kea Crossing.
- 2 speed humps bracketing the intersection with Korora Street.
- 1 speed hump on the approach to the intersection with McGregors Road.

- Keighleys Road – South of Bromley Road
  - 2 speed humps south of Bromley Road.
- McGregors Rd adjacent to intersection with Keighleys Road
  - 1 speed hump.

4.7.2 **Option Advantages**

- The preferred option treats the highest priority sites in the Bromley transport area.
- The interventions respond to three major community concerns: Speeding vehicles; safety for children around Bromley School; and too many heavy vehicles on Bromley Road and lower Keighleys Road.
- Is aligned with priorities in the draft Bromley Transport Action Plan.
- Can be delivered within the financial year 2025 available budget.
- Can be constructed in financial year 2025 in line with the current Long Term Plan.

4.7.3 **Option Disadvantages**

- This delivers quick-wins ahead of the consultation and approval of the wider draft Bromley Transport Action Plan.
- Is not able to commit remaining available financial year 2025 budget to constructing next priorities in the draft Bromley Transport Action Plan.
- However, this could be mitigated by progressing the draft Phase 2 Scheme which, subject to seeking and gaining Board approval in February 2025, could still be constructed in conjunction with Phase 1a.

4.8 **Option 2: -** Progress Phase 1a and Phase 2 to detailed design and construction.

4.8.1 **Option Description:** Phase 1a Scheme plus next priorities fitting within budget.

- Phase 1a Scheme scope as detailed above
- Plus 4 speed humps on Korora Street.
- Plus 1 additional speed hump on McGregors Road between the Keighleys Road intersection and Hay Street.

4.8.2 **Option Advantages**

- Added traffic calming on Korora which has a well-used pedestrian entrance to Bromley School and is a high priority for the Bromley School community.
- Can be delivered within available financial year 2025 budget.

4.8.3 **Option Disadvantages**

- Did not align with previous Board preference (7 October 2024) to hold the remaining budget until the Street Renewal Programme was updated. This would

mean that if Hay Street was included in the street renewals programme, the traffic calming could be delivered with the street renewal.

- Draft Phase 2 scheme has not had public consultation yet. If combined with Phase 1a at this stage it would add risk to the completion of Phase 1a in February/March 2025.

4.9 Option 3: - Do Nothing.

4.9.1 **Option Description:** Do nothing until the wider Bromley Transport Action Plan has been completed.

4.9.2 **Option Advantages**

- This would ensure that any interventions are in line with the wider transport plan.
- Lower cost in the short term.

4.9.3 **Option Disadvantages**

- Does not align with previous Board preferences for quick wins.
- Does not meet community feedback to implement safety interventions.
- Delay may result in Phase 1a and/or Phase 2 costs inflating beyond the available budget.

Analysis Criteria Ngā Paearu Wetekina

4.10 The delivery of Phase 1a and Phase 2 are aligned with resident and Community Board feedback for quick-win interventions to be installed.

4.11 Phase 2 has not yet had public consultation, so the inclusion of these at this time could delay the delivery of Phase 1a works.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option: Phase 1a	Option 2: Phase 1a + Phase 2	Option 3: Do nothing*
Cost to Implement	$495,000	$570,000	$0
Maintenance/Ongoing Costs	$868	$1017	$0
Funding Source	Capex Project 67989	Capex Project 67989	Capex Project 67989
Funding Availability	Available within LTP budget	Available within LTP budget	Available within LTP budget
Impact on Rates	Nil	Nil	Nil

** Do nothing in the short term may mean installing interventions at a later date, potentially with different scope. It is not possible to evaluate the costs of this at this time*

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a road safety risk that if this report is not approved then speeding vehicles and higher than normal volumes of heavy vehicles using the residential local roads and associated safety issues will continue.

6.2 There is a programme risk if this report is not approved, that construction cannot meet the road sealing season in March 2025.

6.3 After construction is complete there are risks associated with the continued use of the Keighleys Road -Bromley Road short cut to the industrial area by heavy vehicles.

6.3.1 Potential consequences are noise and vibration issues associated with the current relatively high volumes of heavy vehicles continuing to use the shortcut. This could be exacerbated by the vertical deflection devices.

6.3.2 Potential controls could comprise; monitoring of vehicle types, volumes and speeds, communication with affected parties, targeted communication to educate and change behaviour of inappropriate users of the residential local roads and, if needed, further physical interventions during the next Phase 2 Scheme works.

Legal Considerations Ngā Hīraunga ā-Ture

6.4 Statutory and/or delegated authority to undertake proposals in the report:

6.4.1 The Community Boards have delegated authority from 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 and traffic control devices.

6.4.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

6.5 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.6 The required decisions:

6.6.1 Aligns with the Christchurch City Council's Strategic Framework.

- By contributing to, a green, liveable city where "Our neighbourhoods and communities are accessible and well-connected, supporting our goals to reduce emissions".
- Nudging progress towards adaption to climate change by improving safety and access to active transport choices around Bromley School.

6.6.2 Are assessed as low significance based on 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.

6.6.3 Is consistent with Council's Plans and Policies.

6.7 This report supports the Council's Long Term Plan (2024 - 2034):

6.8 Transport

6.8.1 Activity: Transport

- Level of Service: 10.0.6.2 Reduce the number of death and serious injury crashes on the local road network - Five year rolling average <100 crashes per year.

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.9 Staff met with Environment Canterbury in September 2024.

6.9.1 In general, Environment Canterbury oppose speed humps on bus routes as they say that they create passenger discomfort, impact on bus timelines, and add to the wear and tear of buses. They can also create noise issues for residents.

6.9.2 Saying this, they were okay with the plans for Bromley Road as Metro Service 155 is a relatively infrequent route (6 bus movements between 9am and 2pm on weekdays only) and the plan doesn't include kerb buildouts that can make it difficult for buses to navigate the road.

6.9.3 Environment Canterbury suggested CCC engage with Kinetic (Go Bus), as more buses may travel along this section of road during dead running time due to its proximity to Kinetic depot at the corner of Maces Road and Ruru Road.

6.9.4 Environment Canterbury would appreciate being involved should the plan progress to detailed design and being informed of any future changes to the plans or next stages of the project.

6.10 Prior to consultation, an email was sent to the Bromley Residents Working Group and Bromley School thanking them for their work in this space to-date, explaining what's proposed and next steps, and offering to meet.

6.11 Consultation started on 9 October and ran until 3 November 2024.

6.11.1 An email was sent to 164 identified stakeholders, including emergency services, transport interest groups, local businesses and organisations, submitters on the previous Way Safer Streets consultation, and those who had signed up to be notified about projects in this area on Kōrero mai.

6.11.2 A Newsline story was published on 10 October 2024 and shared to Council's Facebook page.

6.11.3 A post was also made in the Bromley Community Group Facebook group, inviting submissions on the Kōrero mai webpage.

6.11.4 Consultation documents were delivered to residents living on the affected streets and absentee owners. They were also available in Bromley Community Centre, Linwood Library and Aranui Library.

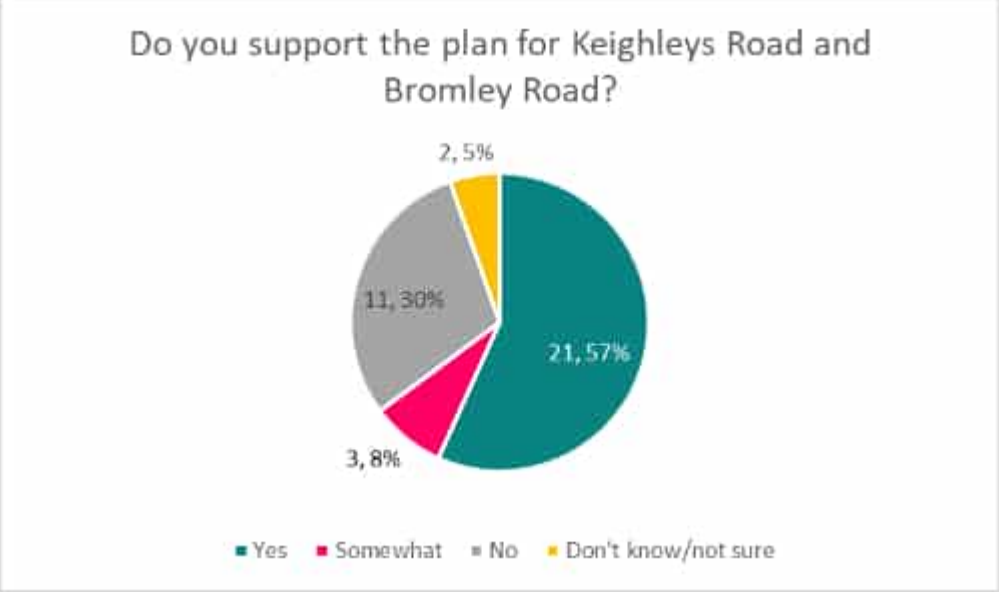
6.11.5 On 21 October, a drop-in session was held at Bromley Community Centre. Eight residents attended, with two making submissions with staff at the time.

6.12 Staff met with Bromley School during the consultation period. The school were supportive of all plans that make it safer for their students and their whānau to move around the area. They requested for their kea crossing to remain at its current location.

Summary of Submissions Ngā Tāpaetanga

6.13 Submissions were made by Spokes, Canterbury Memorial Gardens and Crematorium and 35 individuals. All submissions are available on the Kōrero mai, Let's talk webpage.

6.14 65% of submitters said they supported or somewhat supported the plan for Keighleys Road and Bromley Road. 30% said that they did not support the plan.



6.15 Of the individual submissions, 24 (65%) were from residents who live in Bromley. Bromley residents were slightly more likely to support the plan than the full pool of submitters (14, 58% of them support the plan, 7, 29% did not support).

6.16 When asked what submitters liked about the plan, the most common reasons given were:

- That the plan will result in slower/safer speeds in the area (14)
- Support for upgrades around Bromley School (8)
- That the plan will make the area feel and/or be safer for locals (7)
- Support for speed humps specifically (5)

6.17 When asked what submitters didn't like about the plan, the most common reasons given were:

- The upgrades are unneeded (5)

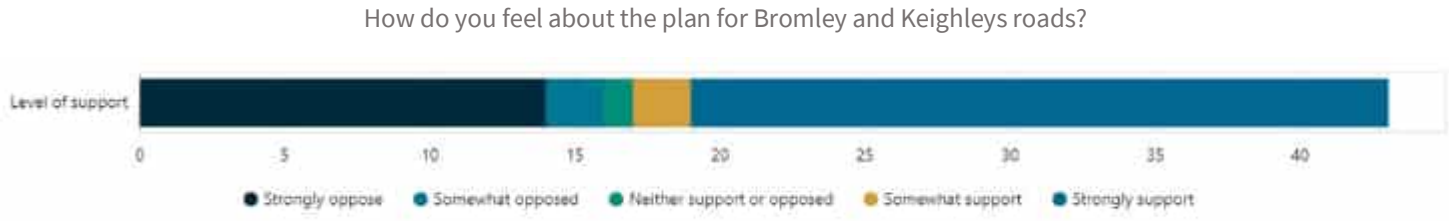
- It is a waste of money (5)

6.18 Submitters were also asked for feedback on the draft Bromley Transport Action Plan, including what work should be prioritised going forward. Most feedback was one-off requests, but the feedback that could be themed was:

- To focus on maintenance, including fixing potholes (4)
- Fewer speed humps than the draft proposes (4)
- Upgrades to Maces Road (3)

Supplementary information

6.19 A quick poll was conducted on the Kōrero mai webpage to reduce barriers to participate. 43 responses to this poll were received. 56% of responses strongly supported and 5% somewhat supported the plan. 33% of responses strongly opposed and 5% somewhat opposed the plan.



6.20 The decision affects the following wards/Community Board areas:

6.20.1 Waitai Coastal-Burwood-Linwood Community Board.

6.21 The Community Board view to date, has been supportive of traffic calming interventions and pedestrian safety improvements responding to the well-known community issues identified during multiple rounds of engagement.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.23 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.24 The decisions in this report are likely to:

6.24.1 Contribute neutrally to adaptation to the impacts of climate change.

6.24.2 Contribute neutrally to emissions reductions.

6.24.3 The works, though small in scale, are centred around Bromley School and should encourage more use of active travel and a reduction in short car trips.

7. Next Steps Ngā Mahinga ā-muri

7.1 Subject to the preferred option in this report is approved:

7.1.1 Complete detailed design.

7.1.2 Procure a construction contractor.

7.1.3 Complete construction.

7.2 Workshop next priorities in the Bromley Transport Plan with the Board, and subject to available funding, deliver the next identified priorities.

7.3 A public facing plan is being developed from all of the engagement feedback on the priorities for the Bromley area. This will be published on the Council's website to allow feedback to be received through the Annual Plan process is required. It is not anticipated that there will be specific engagement on the Plan as it has been developed as a result of engagement.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval	24/2084583	44

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Peter Bawden - Senior Project Manager Hannah Ballantyne - Senior Engagement Advisor Peter Rodgers - Transport Network Planner
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Tony Richardson - Finance Business Partner Lynette Ellis - Head of Transport & Waste Management

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Original size mm 100 50 30 10 0



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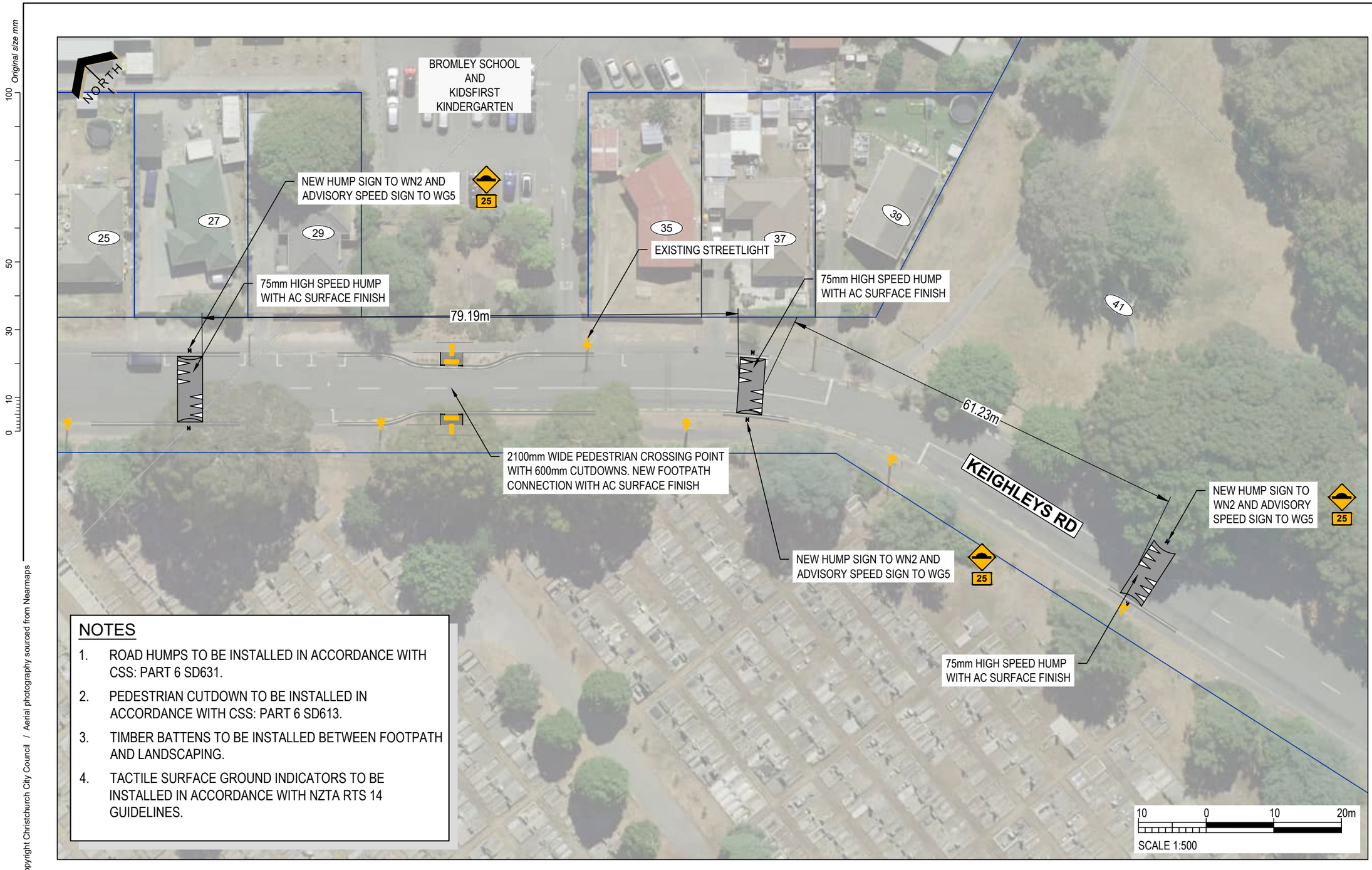
67989 Improving Bromley's Roads Phase 1a Scheme - For Community Board Approval
- WORK SITES SHEET LOCATION PLAN
Concept Arrangement

Sheet 1 of 1

Original Plan Size: A3

ISSUE 02 SK000
67989 CP503977

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NOTES

1. ROAD HUMPS TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD631.
2. PEDESTRIAN CUTDOWN TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD613.
3. TIMBER BATTENS TO BE INSTALLED BETWEEN FOOTPATH AND LANDSCAPING.
4. TACTILE SURFACE GROUND INDICATORS TO BE INSTALLED IN ACCORDANCE WITH NZTA RTS 14 GUIDELINES.

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67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval
SITE 1
Concept Arrangement

Sheet 1 of 1

Original Plan Size: A3
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Original size mm 0 10 50 100

NORTH

MACES RD

NEW TACTILE PAVING ARRANGEMENT

RELOCATED BUS STOP AND NEW AC HARDSTANDING AREA

NO STOPPING LINE INSTALLED THROUGHOUT THE EXTENT OF THE MID BLOCK PEDESTRIAN CROSSING

PEDESTRIAN REFUGE ISLANDS WITH 2100x2600mm CROSSING GAP. RD6L 'Keep left' SIGN TO BE INSTALLED ON ISLANDS

BROMLEY COMMUNITY CENTRE

EXISTING BUS STOP TO BE RELOCATED

4.20m

4.20m

EXISTING STREETLIGHT

NEW HUMP SIGN TO WN2 AND ADVISORY SPEED SIGN TO WG5

25

SPEED HUMP 75mm HIGH WITH AC SURFACE FINISH

PROPOSED PEDESTRIAN ISLAND

2100mm WIDE PEDESTRIAN CROSSING POINT WITH 600mm CUTDOWNS. NEW FOOTPATH CONNECTION WITH AC SURFACE FINISH

BROMLEY RD

EXISTING BUS STOP

NO STOPPING LINE INSTALLED THROUGHOUT THE EXTENT OF THE MID BLOCK PEDESTRIAN CROSSING

NEW TACTILE PAVING ARRANGEMENT

NEW HUMP SIGN TO WN2 AND ADVISORY SPEED SIGN TO WG5

25

SPEED HUMP 75mm HIGH WITH AC SURFACE FINISH

RAUPO ST

A2

10 0 10 20m

SCALE 1:500

NOTES

1. ROAD HUMPS TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD631.
2. PEDESTRIAN CUTDOWN TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD613.
3. PEDESTRIAN ISLAND TO BE INSTALLED IN GENERAL ACCORDANCE WITH CSS SD635.
4. TIMBER BATTENS TO BE INSTALLED BETWEEN FOOTPATH AND LANDSCAPING.
5. TACTILE SURFACE GROUND INDICATORS TO BE INSTALLED IN ACCORDANCE WITH NZTA RTS 14 GUIDELINES.

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67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval
SITE 2
Concept Arrangement

Sheet 1 of 1

Original Plan Size: A3
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Original size mm 0 10 30 50 100

NORTH

BROMLEY RD

KEIGHLEYS RD

75mm HIGH SPEED HUMP WITH AC SURFACE FINISH

NEW HUMP SIGN TO WN2 AND ADVISORY SPEED SIGN TO WG5

NEW HUMP SIGN TO WN2 AND ADVISORY SPEED SIGN TO WG5

75mm HIGH SPEED HUMP WITH AC SURFACE FINISH

EXISTING STREETLIGHT

NEW HUMP SIGN TO WN2 AND ADVISORY SPEED SIGN TO WG5

75mm HIGH SPEED HUMP WITH AC SURFACE FINISH

60.93m

99.19m

NEW POST ARRANGEMENT BETWEEN SPEED HUMP AND ROW OF TREES HAZARD MARKERS TO BE INSTALLED ON POSTS

NEW POST ARRANGEMENT BETWEEN SPEED HUMP AND ROW OF TREES HAZARD MARKERS TO BE INSTALLED ON POSTS



EXAMPLE OF HUMP AND POSTS ARRANGEMENT

10 0 10 20m
SCALE 1:500

NOTES

1. ROAD HUMPS TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD631.
2. POSTS TO CSS: PART 7 SD714

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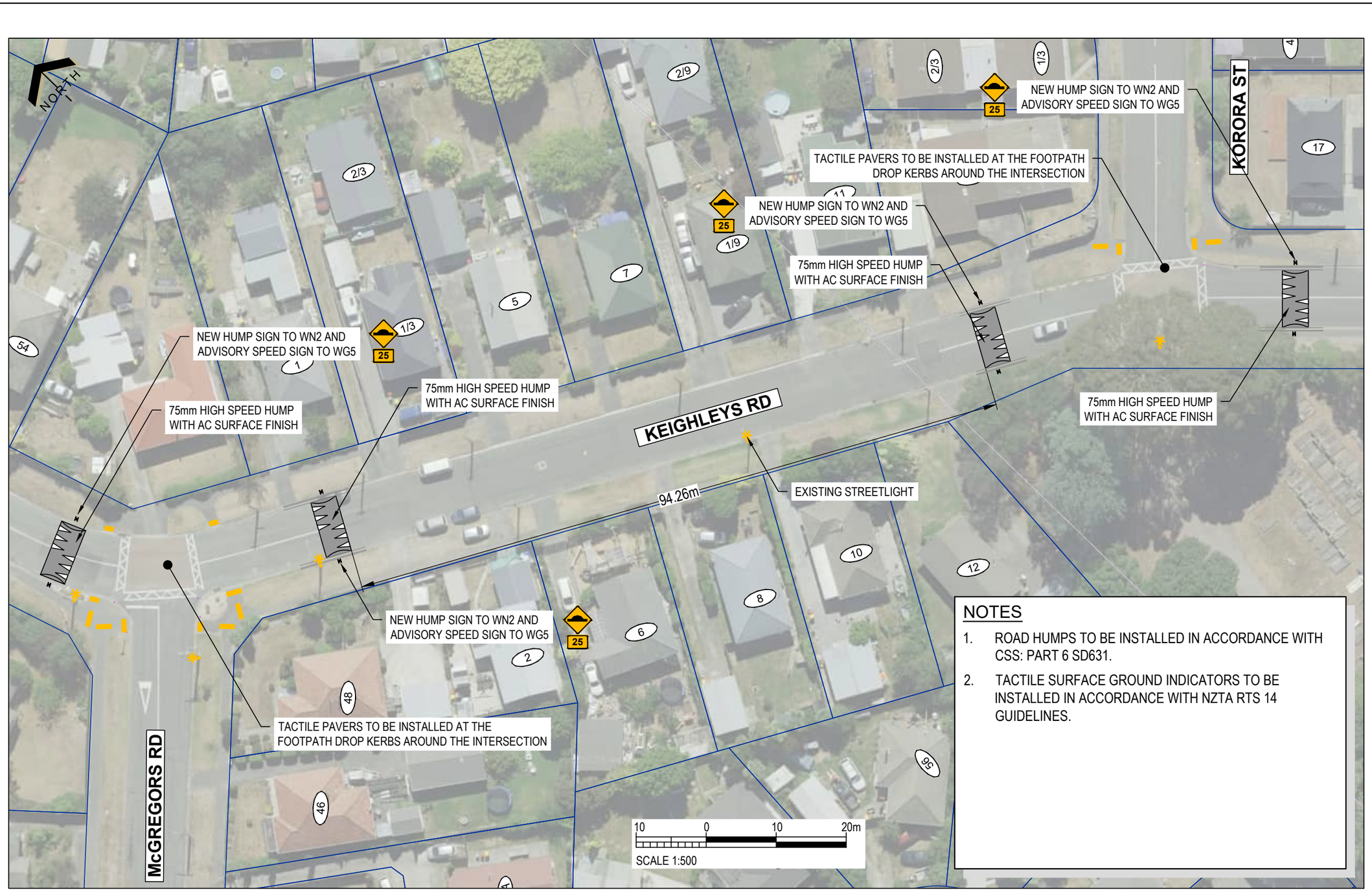
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67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval
SITE 4
Concept Arrangement

Sheet 1 of 1

Original Plan Size: A3
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NOTES

1. ROAD HUMPS TO BE INSTALLED IN ACCORDANCE WITH CSS: PART 6 SD631.
2. TACTILE SURFACE GROUND INDICATORS TO BE INSTALLED IN ACCORDANCE WITH NZTA RTS 14 GUIDELINES.

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67989 Improving Bromley's Roads Phase1a Scheme Final for Board Approval
SITE 5
Concept Arrangement

Sheet 1 of 1

Original Plan Size: A3
ISSUE 02 SK005
67989 CP503977

Item 10

10. Orrick Crescent and Wainoni Road - Proposed intersection improvements

Reference Te Tohutoro:	24/1660019
Responsible Officer(s) Te Pou Matua:	Courtney Fale, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the implementation of a stop control on Orrick Crescent at its intersection with Wainoni Road, in addition to approving the extension of No Stopping restrictions on Wainoni Road.

1.2 This report has been written in response to safety concerns that were raised by a member of the community.

1.3 The recommended option is to install a stop control and no stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Orrick Crescent and Wainoni Road - Proposed intersection improvements Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 5 below.
4. Approves that in accordance with Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a Stop control be placed against Orrick Crescent at its intersection with Wainoni Road, as shown in Agenda Attachment A.
5. 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 northern side of Wainoni Road, commencing at a point 14 metres southwest of its intersection with Orrick Crescent and extending in a ssouth-westerly direction for a distance of 16 metres, as detailed in Agenda Attachment A.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 A member of the community raised safety concerns regarding the Orrick Crescent and Wainoni Road intersection due to restricted visibility caused by on-street parking close to the

intersection. Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines at the intersection.

3.2 The intersection of Orrick Crescent and Wainoni Road is currently controlled by a give-way control. However, investigations have determined that a stop control would be appropriate in this location.

3.3 The recommended option is to install a stop control and no stopping restrictions in accordance with Attachment A.

3.4 Options within this report have been assessed against relevant industry-standard design guidance.

4. Background/Context Te Horopaki

4.1 Orrick Crescent and Wainoni Road currently form a give-way controlled T-intersection, with priority given to Wainoni Road.

4.2 There is a dairy on the northern side of Wainoni Road near the intersection, which can increase parking demands in this location at times.

4.3 There are two 5-minute parking spaces directly outside the dairy.

4.4 Parked vehicles on Wainoni Road and physical obstructions on private property at the corner reduce visibility for people exiting Orrick Crescent at this intersection. A stop control and the extension of No Stopping restrictions is therefore warranted.

4.5 Waka Kotahi crash data shows there has been two crashes in this location within the past ten years. Neither were related to the layout of the intersection.

4.6 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).

Options Descriptions Ngā Kōwhiringa

4.7 **Preferred Option: Recommended Option**

4.7.1 **Option Description:** Install Stop control and No Stopping restrictions as per Attachment A.

4.7.2 **Option Advantages**

- Reduces the likelihood (risk) of crashes at the intersection.

4.7.3 **Option Disadvantages**

- Cost to implement.
- Removal of one existing car park.

4.8 **Option 2: Do nothing**

4.8.1 **Option Description:** Maintain status quo.

4.8.2 **Option Advantages**

- No further cost.
- Retains one car park.

4.8.3 **Option Disadvantages**

- Does not address safety concerns.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to prepare report	Approximately $750	Approximately $750
Cost to Implement	Approximately $1500	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract	N/A
Funding Source	Traffic Operations Team traffic signs and markings budget	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

6.1 Statutory and/or delegated authority to undertake proposals in the report:

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

6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.1.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.2 Other Legal Implications:

6.2.1 There is no other legal context, issue, or implication relevant to this decision.

6.2.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision:

6.3.1 Aligns with the Christchurch City Council's Strategic Framework.

6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

6.3.3 The decisions in this report are assessed as low significance based on 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.

6.4 This report supports the Council's Long Term Plan (2024 - 2034):

6.5 Transport

6.5.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.6 Consultation letters were sent to four property owners/residents. Staff received one response which was in favour of the stop control, however opposed the no stopping restrictions. This was due to concerns regarding potential impact of removing the car park.

6.7 The Team Leader Parking Compliance supports the preferred option.

6.8 The decision affects the following wards/Community Board areas:

6.8.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.9 The decision does not involve a significant decision concerning 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.

6.10 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for new road marking and signage to be installed in the current financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A: Orrick Crescent at Wainoni Road - Proposed Intersection Improvements	24/2066749	53

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation Safety Stephen Wright - Manager Operations (Transport)



Christchurch City Council

Orick Crecent at Wainoni Road

Proposed Intersection Improvements
For Board Approval

Original Plan Size: A4

Drawn:	MJR	Issue 1	11/09/2024
Designed:	CF	Drawing:	TG148388
Approved:	-	Project:	RPS845

Item 11

11. Breezes Road - Proposed Removal of No Stopping Restrictions

Reference Te Tohutoro:	24/1701592
Responsible Officer(s) Te Pou Matua:	Courtney Fale, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the removal of No Stopping restrictions on Breezes Road.

1.2 This report has been written following three separate customer requests to remove broken yellow lines outside the entrance of the site where Aranui Primary School was previously located (the school permanently closed in December 2016).

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Breezes Road - Proposed Removal of No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 5 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be allowed at any time on the northern side of Breezes Road, commencing at a point 180 metres northwest of its intersection with Pages Road and extending in a north westerly direction for a distance of 29 metres, as detailed in Agenda Attachment A.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be allowed at any time on the southern side of Breezes Road, commencing at a point 134 metres northwest of its intersection with Pages Road and extending in a north westerly direction for a distance of 73 metres, as detailed in Agenda Attachment A.
6. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 The recommended option is to remove lengths of No Stopping restrictions in accordance with Attachment A.

3.2 Due to the closure of Aranui Primary School and impending change of land use to residential, the parking demands on Breezes Road are expected to change. Due to a change in parking profiles and the school no longer being present, staff consider that the No Stopping lines are no longer required.

4. Background/Context Te Horopaki

4.1 Following the closure of Aranui Primary school, on Breezes Road, a residential development is being constructed on this site. The No Stopping lines referred to in this report were installed near the school's main vehicle crossing. However, for the following reasons, staff consider the No Stopping lines are no longer required:

4.1.1 Change of land use to residential will result in a different parking profile to a school.

4.1.2 Associated decrease in short-term parking demand as the school is no longer operational.

4.1.3 A reduction in the number of children walking, cycling and scooting in the area and therefore a change in the level of risk.

4.2 In addition, feedback has been received from residents and local businesses that parking demand has increased since the relocation of the Department of Corrections Offices to the nearby corner of Breezes and Pages Roads. New residential development has the potential to increase parking demand further.

4.3 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).

Options Descriptions Ngā Kōwhiringa

4.4 **Preferred Option:** Remove a section of broken yellow lines

4.4.1 **Option Description:** Remove 102 metres of broken yellow lines.

4.4.2 **Option Advantages**

- Creates 10 on street parking spaces.

4.4.3 **Option Disadvantages**

- None identified.

4.5 **Do nothing:**

4.5.1 **Option Description:** Retain 102 metres of no stopping restrictions.

4.5.2 **Option Advantages**

- None identified.

4.5.3 **Option Disadvantages**

- Ongoing costs to maintain existing restrictions.
- Does not provide parking spaces to help with increased demand.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Prepare Report	$750 from Traffic Operations Opex budget	$750 from Traffic Operations Opex budget
Cost to Implement	Approximately $1300	N/A
Maintenance/Ongoing Costs	N/A	Covered by existing maintenance contract.
Funding Source	Traffic Operations – Signs and markings budget	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

6.1 Statutory and/or delegated authority to undertake proposals in the report:

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

6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.2 Other Legal Implications:

6.2.1 There is no other legal context, issue, or implication relevant to this decision.

6.2.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision:

6.3.1 Aligns with the Christchurch City Council's Strategic Framework.

6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

6.3.3 The decisions in this report are assessed as low significance based on 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.

6.4 The community engagement and consultation outlined in this report reflect the assessment.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer satisfaction with the ease of use of Council on-street parking facilities - >=50%

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The proposal was initiated due to three separate customer service requests (CSR) through hybris.

6.8 Consultation letters were sent to twenty property owners/residents. Staff received four responses:

- Two in support of the proposal
- Two not in favour of the proposal with one resident commenting on a concern regarding a reduction in sightlines when exiting their driveway.

6.9 The Team Leader Parking Compliance supports the preferred option.

6.10 The decision affects the following wards/Community Board areas:

6.10.1 Waitai Burwood-Coastal-Linwood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.11 The decision does not involve a significant decision concerning 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.

6.12 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for road marking to be removed in the current financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A ⇩	Attacment A: Breezes Road -Aranui, Proposed Removal of No Stopping Restrictions	24/2068743	59

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation Safety Stephen Wright - Manager Operations (Transport)


BREEZES ROAD
NORTH
EXISTING NO STOPPING RESTRICTIONS TO BE REMOVED
251
261
263
270
272A
272B
272C
272D
1/276
2/276
278
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Christchurch City Council
Breezes Road - Aranui
Proposed Removal of No Stopping Restrictions
For Board Approval
Original Plan Size: A4
Drawn: MJR Issue 1 16/11/2024
Designed: CF Drawing: TG150116
Approved: Project: RPS845

Item 12

12. Netley Place - Proposed No Stopping Restrictions

Reference Te Tohutoro:	24/2041079
Responsible Officer(s) Te Pou Matua:	Courtney Fale, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waitiai Coastal-Burwood-Linwood Community Board to approve No Stopping Restrictions on Netley Place.

1.2 This report has been written in response to a request by a resident who has raised safety concerns regarding the level of on-street parking resulting in limited accessibility to Netley Place.

1.3 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Netley Place - Proposed No Stopping Restrictions Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 – 6 below.
4. 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 southern side of Netley Place, commencing at a point 5 metres southeast of its intersection with Corhampton Street and extending in a south easterly direction for a distance of 18 metres, as detailed in Agenda Attachment A.
5. 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 southern side of Netley Place, commencing at a point 35 metres southeast of its intersection with Corhampton Street and extending in a south easterly direction for a distance of 3 metres, as detailed in Agenda Attachment A.
6. 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 northern side of Netley Place, commencing at a point 33 metres southeast of its intersection with Corhampton Street, extending in a south easterly direction and following the general road alignment for a distance of 44 metres, as detailed in Agenda Attachment A.
7. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 Safety concerns have been raised about the level of on-street parking resulting in limited street accessibility. Implementing the recommended changes will improve access and lead to a reduction in the risk of a crash by increasing road width for manoeuvrability, particularly for emergency vehicles.

3.2 The recommended option is to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide drivers with sufficient road width to access the street safely.

4. Background/Context Te Horopaki

4.1 Netley Place is approximately six metres wide. When vehicles are parked on both sides, there is only a narrow lane for cars to move through and would likely restrict access for larger vehicles.

4.2 Netley Place is a local street providing access to nine residential properties. The majority of properties have the option of off-street parking however it is likely there is an overflow of residential and/or visitor parking onto the quiet cul-de-sac.

4.3 There have been no crashes recorded on Netley Place within the last five years. Although staff have not received any feedback from Emergency Services or Waste Management teams regarding accessibility concerns for this street, staff acknowledge that parking on both sides could cause significant inconveniences and/or fully restrict larger vehicles or cars towing trailers due to the road width.

4.4 Approval is required by the Waitai Coastal-Burwood-Linwood Community Board.

4.5 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).

Options Descriptions Ngā Kōwhiringa

4.6 **Preferred Option: Recommended Option**

4.6.1 **Option Description:** Install no stopping restrictions on Netley Place.

4.6.2 **Option Advantages**

- Reduces the likelihood (risk) of vehicles, including emergency services, being unable to access properties on Netley Place.

4.6.3 **Option Disadvantages**

- Removes six on-street parking spaces.
- Cost to implement.

4.7 **Do Nothing**

4.7.1 **Option Description:** Maintain the status quo.

4.7.2 **Option Advantages**

- Retains six on-street parking spaces.
- No cost to Council

4.7.3 **Option Disadvantages**

- Does not address safety concerns relating to through access of vehicles, including emergency vehicle access, when vehicles are parked in this location.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to prepare report	Approximately $750	Approximately $750
Cost to Implement	Approximately $350	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract.	N/A
Funding Source	Traffic Operations signs and markings budget.	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

6.1 Statutory and/or delegated authority to undertake proposals in the report:

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

6.1.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.1.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.2 Other Legal Implications:

6.2.1 There is no other legal context, issue, or implication relevant to this decision.

6.2.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision:

6.3.1 Aligns with the Christchurch City Council's Strategic Framework.

6.3.2 The recommendations in this report are consistent with the Christchurch Suburban Parking Policy.

6.3.3 The decisions in this report are assessed as low significance based on 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.

6.4 The community engagement and consultation outlined in this report reflect the assessment.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Consultation letters were sent to nine affected property owners/residents. Staff received no negative responses and one response supporting the proposal. The submitter also raised a concern of people parking over the fire hydrant. The recommend option was amended to include no stopping restrictions adjacent to the hydrant as per Attachment A.

6.8 The Team Leader Parking Compliance supports the preferred option.

6.9 The decision affects the following wards/Community Board areas:

6.9.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.10 The decision does not involve a significant decision concerning 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.

6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.16 The proposal in this report is unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, staff will arrange for new road marking and signage to be installed in the current financial year.

Attachments Ngā Tāpirihanga

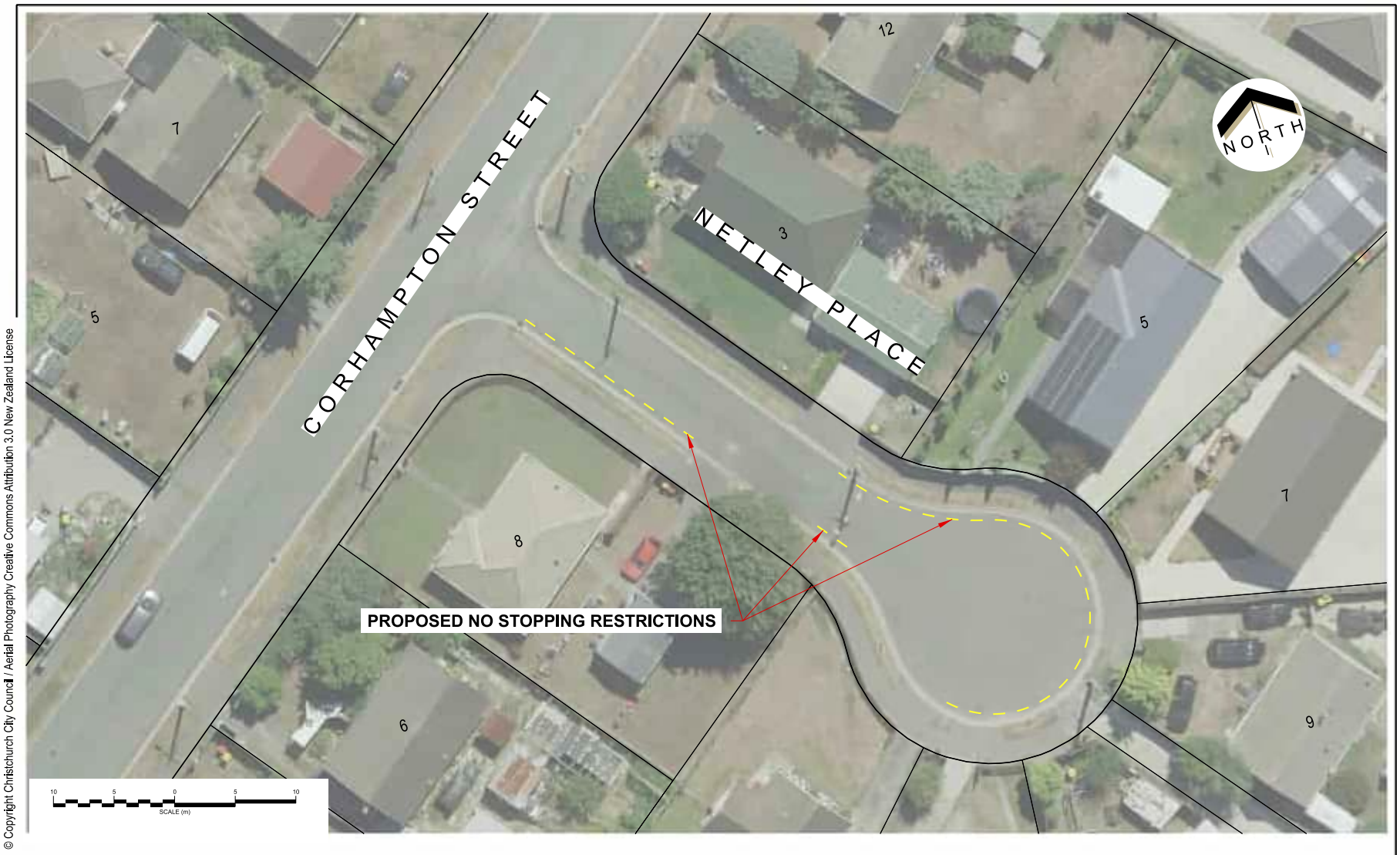
No.	Title	Reference	Page
A ⇩	Attachment A: Netley Place - Aranui, Proposed No Stopping Restrictions	24/2048689	66

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Gemma Dioni - Principal Advisor Transportation Safety Stephen Wright - Manager Operations (Transport)



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Christchurch City Council

Netley Place - Aranui

Proposed No Stopping Restrictions
For Board Approval

Original Plan Size: A4

Drawn:	MJR	Issue 1	13/11/2024
Designed:	CF	Drawing:	TG150117
Approved:		Project:	RPS845

Item 13

13. Beach Road - Marine Parade Safety Improvements

Reference Te Tohutoro:	24/2123499
Responsible Officer(s) Te Pou Matua:	Courtney Fale, Traffic Engineer
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 For the Waitai Coastal-Burwood-Linwood Community Board to approve the installation of two speed humps, one on Marine Parade and one on Beach Road on the approaches to the bend in the road.

1.2 This report has been written following customer hybris requests.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Beach Road - Marine Parade Safety Improvements Report.
2. Notes that the decision in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves pursuant to Section 331 and 334 of the Local Government Act 1974 all traffic calming devices on Beach Road and Marine Parade as detailed in agenda **Attachment A**.
4. Approves that these resolutions take effect when parking signage and/or road markings that evidence the speed humps described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 Safety concerns have been raised relating to speed of vehicles approaching the bend joining Beach Road and Marine Parade, where there is an access to the Waimairi Beach Car Park.

3.2 It is proposed to install two speed humps, one on each approach to the bend, to reduce vehicle speeds making it safer for all users in this location.

4. Background/Context Te Horopaki

4.1 There are a number of pedestrians in this location due to the proximity of a popular café, playground and beach carpark access at the bend.

4.2 Speed counts on both approaches to the bend were carried out in August 2024, which shows a combined average speed of 47km/h in this area.

4.3 There have been three non-injury, speed related crashes in this location in the last ten years.

4.4 If approved, the recommendations will be implemented in co-ordination with routine maintenance work which is proposed to be carried out in January 2025. However, maintenance staff have advised this may be done in the following financial year (25/26) depending on final prioritisation of available resources.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

Options Descriptions Ngā Kōwhiringa

4.5 **Preferred Option:**

4.5.1 **Option Description:** Install two speed humps in the locations shown in Attachment A.

4.5.2 **Option Advantages**

- Reduces the speed of vehicles in this busy location.

4.5.3 **Option Disadvantages**

- Cost to implement (although this is reduced when carried out in conjunction with routine maintenance).

4.6 **Do nothing:**

4.6.1 **Option Description:** Maintain existing road layout.

4.6.2 **Option Advantages**

- No further cost to Council.

4.6.3 **Option Disadvantages**

- Does not address safety concerns related to vehicle speeds in this location.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do Nothing
Cost to Prepare Report	$750 from Traffic Operations Opex budget	$750 from Traffic Operations Opex budget
Cost to Implement	Approx. $9,000.	N/A
Maintenance/Ongoing Costs	Covered by existing maintenance contract.	N/A
Funding Source	Minor Road Safety Programme	N/A
Funding Availability	Yes	N/A
Impact on Rates	N/A	N/A

6. Considerations Ngā Whai Whakaaro

Legal Considerations Ngā Hīraunga ā-Ture

6.1 Statutory and/or delegated authority to undertake proposals in the report:

6.1.1 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Delegations Register. The list of delegations for the Community Boards includes the resolution of stopping and traffic control devices.

6.1.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.2 Other Legal Implications:

6.2.1 There is no other legal context, issue, or implication relevant to this decision.

6.2.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.3 The required decision:

6.3.1 Aligns with the Christchurch City Council's Strategic Framework.

6.3.2 The decision in this report are assessed as low significance based on 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.

6.4 The community engagement and consultation outlined in this report reflect the assessment.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Transport

6.6.1 Activity: Transport

- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network (DIA 1) - 4 less than previous FY
- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <=12 crashes per 100,000 residents

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 Concerns have been raised regarding speeds of vehicles in this location through hybris tickets.

6.8 Consultation letters were delivered to three immediately affected property owners/residents. Staff received two responses:

- One in favour of the proposal.
- One opposed to the proposal. In their feedback, the customer referred to concerns with the speed hump resulting in a reduction of a parking space outside of their property. The customer was subsequently phoned back and reassured there would be no added parking restrictions, however, they were still opposed to the proposal.

6.9 The decision affects the following wards/Community Board areas:

6.9.1 Waitai Coastal-Burwood-Linwood Community Board.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.10 The decision does not involve a significant decision concerning 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.

6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.12 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.13 This is a minor proposal that is principally intended to address safety concerns at this location. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved, asphalt speed humps will be installed by the contractor in conjunction with scheduled routine maintenance within the 24/25 or 25/26 financial year.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A: Beach Road - Marine Parade, Safety Improvements	24/2144065	71

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Courtney Fale - Traffic Engineer
Approved By	Gemma Dioni - Acting Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



Christchurch City Council

Beach Road - Marine Parade

Safety Improvements
For Board Approval

Original Plan Size: A4

Drawn:	MJR	Issue 1	26/11/2024
Designed:	CF	Drawing:	TG150131
Approved:		Project:	RPS845

Item 14

14. Rockinghorse Road ROW Leases Part A request

Reference Te Tohutoro:	24/2112792
Responsible Officer(s) Te Pou Matua:	Dave Little, Residential Red Zone Manager Will Wijnveld, Senior Legal Counsel– Commercial and Property
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to resolve a procedural matter that has been identified by the legal team, related to delegations.

1.2 The report is staff initiated.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Recommends that the Council approve the leasing of redundant 'red zone' driveways on the western side of Rocking Horse Road from Godwit Street to Mermaid Place to immediate neighbours, subject to the terms and conditions of the attached report.

3. Executive Summary Te Whakarāpopoto Matua

3.1 A report **(Attachment A)** on this matter was taken to the Waitai Coastal-Burwood-Linwood Community Board on 8 April 2024, seeking approval to enter into leases with immediate neighbours along Rockinghorse Road, in order to reduce maintenance costs and improve the appearance of the numerous redundant right-of-way's in the area.

3.2 The Community Board approved this proposal, and the Property team entered into discussions with the immediate neighbours, and have signed a number of leases.

3.3 Subsequently, the legal team have identified that the delegation for these leases sits with Council, not Community Board. This means that a Part A report will be required.

3.4 Further discussions on specific leases have now been paused while we resolve this matter.

4. Background/Context Te Horopaki

4.1 The background to this issue is provided in detail in the original report, available in **Attachment A.**

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.2 The options considered are as assessed in the original report **(Attachment A).**

5. Financial Implications Ngā Hīraunga Rauemi

5.1 The financial implications of the decision are as assessed in the original report **(Attachment A).**

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The risks and mitigations are as assessed in the original report **(Attachment A).**

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

6.2.1 The delegated authority for this decision sits with Council, as per Council's Policy regarding use of the former residential red zone land (Nov 2020).

6.3 Other Legal Implications:

6.3.1 While the Council could legally determine not to grant the leases, it may pose a reputational risk not to do so given that landowners may question why leases have been granted for other properties in the street under similar circumstances.

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

6.4.1 Aligns with the Christchurch City Council's Strategic Framework as assessed in the original report.

6.4.2 Is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the procedural nature of the matter, and the general community support for the leasing process.

6.4.3 Is consistent with Council's Plans and Policies as assessed in the original report.

6.5 This report supports the Council's Long Term Plan (2024 - 2034):

6.6 Parks, Heritage and Coastal Environment

6.6.1 Activity: Parks and Foreshore

- Level of Service: 6.0.1 All Community Parks are managed and maintained in a clean, tidy, safe, functional, and equitable manner (Maintenance) - 90% Maintenance Plan key performance indicators are achieved
- Level of Service: 6.8.1.9 Value for money, Controllable Cost per hectare - Controllable inflation-adjusted operational cost per hectare of park land does not increase

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 The community impacts and views are as assessed in the original report **(Attachment A).**

6.8 The decision affects the following wards/Community Board areas:

6.8.1 Waitai Coastal-Burwood-Linwood

6.9 The Community Board view is supportive, as per the resolution at the meeting on April 8, 2024.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

6.11 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.12 Potential impacts on Mana Whenua are as per the original report **(Attachment A).**

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.16 Climate Change Impact Considerations are as per the original report **(Attachment A).**

7. Next Steps Ngā Mahinga ā-muri

7.1 The next step is for a Part A report to go to Council. If approved, discussions around these leases will resume.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board Leasing of 'red zoned' former driveways on Rocking Horse Road to adjacent neighbours 8 April 2024 Report	24/416447	76
B	Southshore Estuary Edge and Flood Mitigation Landscape Drawings (showing potential driveway lease locations))	24/420413	86

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	David Little - Manager Residential Red Zone Will Wijnveld - Senior Legal Counsel
Approved By	Rupert Bool - Acting Head of Parks

Waitai Coastal-Burwood-Linwood Community Board
08 April 2024

11. Leasing of 'red zoned' former driveways on Rocking Horse Road to adjacent neighbours

Reference / Te Tohutoro: 24/416447

Report of / Te Pou Matua: Dave Little, Residential Red Zone Manager
Angus Smith, Manager Property Consultancy

Senior Manager / Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of Report Te Pūtake Pūrongo

1.1 This report's purpose is to seek approval to enter into long-term lease arrangements with immediate neighbours who border the numerous former driveways leading into the 'residential red zone' land on Rocking Horse Road.

1.2 The report has been initiated by staff to progress the landscape outcomes consulted for the Southshore 'red zone' area by way of the Estuary Edge Protection project.

1.3 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impacts on the surrounding community, heightened somewhat by the interest generally in Southshore Red Zone land.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Approve the leasing of the redundant driveways on the western side of Rocking Horse Road from Godwit Street to Mermaid Place as shown on the attached Southshore and South New Brighton Estuary Edge Flood Mitigation landscape plans to the agenda report.
2. The principal terms and conditions of the leases to be generally as follows:
    i. The term is fixed at 35 years less one day.
    ii. The rent is peppercorn i.e. one dollar.
    iii. The lessees will be responsible for all works e.g. fencing, maintenance etc.
    iv. Rights to this land will not be permitted to be included in any redevelopment or intensification applications or proposals.
    v. Only adjoining owners will be permitted a lease for inclusion in their property i.e. non adjoining owners will not be leased land for off street parking.
    vi. There shall be no right of assignment or subletting other than in conjunction with the sale of the "parent" property.
    vii. Buildings will not be permitted on the leased property.
3. Delegate authority to the Manager Property Consultancy to do all things and make any decisions necessary at his sole discretion to implement the above resolution.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

3.1 Council currently own (or part own) some 28 driveway accesses leading to the estuary edge 'red zone' land at Southshore, in addition to seven road ends leading into the space. Some of these access points span multiple titles.

3.2 This is not desirable from a Parks perspective, as each driveway comes with management costs, and some users feel unsafe due to their narrow widths and the hiding spots at each end. This reduces their actual usage.

3.3 Staff have considered these pieces of land against the assessment criteria adopted by the Council on 10 December 2021, used to establish whether a property is no longer required:

3.3.1 *Is the full property still required for the purpose for which it was originally acquired?*

3.3.2 *Does the property have special cultural, heritage or environmental values that can only be protected through public ownership?*

3.3.3 *Is there an immediately identified alternative public use/work/activity in a policy, plan or strategy?*

3.3.4 *Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership?*

3.3.5 *Are there any identified unmet needs, that we might normally address, that the property could be used to solve? And is there a reasonable pathway to funding the unmet need?*

3.4 Retention against this criteria cannot be supported.

3.5 Disposal by way of transfer (i.e. sale and purchase) does not appear practical or feasible, as resurvey would be required for each and the cost would be disproportionate. It is also considered that the Council selling land in an area under Coastal Hazard Adaption Planning (CHAP) considerations is not sensible.

3.6 Under the circumstances, staff consider that the best divestment mechanism is to enter into long-term lease arrangements with the adjacent neighbours of these parcels, removing them from public management and use.

4. Alternative Options Considered Ētahi atu Kōwhiringa

4.1 Continue the status quo, leaving all driveways open in their current configuration.

Advantages:

- Multiple public accesses remain.

Disadvantages:

- Ongoing OPEX costs of maintaining the accesses, clearing graffiti/rubbish and responding to customer tickets. Ongoing cost sharing expenses related to fencing, driveway surfacing and the like.
- Continuing dissatisfaction from residents as to the appearance of these spaces.
- There are potential health and safety issues with too many access points onto the road, areas of seclusion, stretched resources for appropriate development and maintenance.

4.2 Sell the driveways in question to the neighbours.

Advantages:

- No ongoing ownership of the land, optimal permanent model.

Disadvantages:

- The value of the land means that survey and legal costs could outweigh any revenue and be cost prohibitive for either the council or the adjoining owners.
- Permanently divesting land by way of sale in an area that is under consideration with respect of Coastal Hazard Adaptation Planning (CHAP).

5. Detail Te Whakamahuki

5.1 Potential divestment of these driveways to neighbours was publicly consulted as part of the Southshore/South New Brighton Estuary Edge project, generally seen as a sensible solution (refer Section 6). This approach was also canvassed with the Southshore Residents' Association and the Community Board during project updates, and was not opposed.

5.2 As a result, consideration was given to including them in the draft Long Term Plan for consultation under the section *"Potential Disposal of Council-owned Properties"*. This was not progressed however, for the following reasons:

5.2.1 The value commensurate to the cost (survey/legal fees) would be disproportionate.

5.2.2 Permanently disposing of land likely to be subject to future CHAP considerations is not sensible.

5.3 To mitigate these concerns, staff consider that long-term leases present the optimal solution.

5.4 Under this approach, the owners to either side of each driveway would be contacted to see if they have an interest. If one has an interest, they could take the entire driveway on as a lease and extend their fence. If both had an interest, each could have half and a fence down the middle would need to be constructed by the parties.

5.5 The relevant Estuary Edge Mitigation Landscape Plans are included as **Attachment A,** showing the driveways in yellow/red hatch. A table listing the properties is also included below.

	Street Address	Legal Description
1/134A	Rocking Horse Road	Lot 2 DP 40820
2/134A	Rocking Horse Road	
1/146A	Rocking Horse Road	Lot 23 DP 19427
2/146A	Rocking Horse Road	
1/162A	Rocking Horse Road	Lot 2 DP 25957
2/162A	Rocking Horse Road	
124A	Rocking Horse Road	Lot 1 DP 27447
128A	Rocking Horse Road	Lot 3 DP 33062
132A	Rocking Horse Road	Lot 2 DP 28790
132C	Rocking Horse Road	Lot 1 DP 58641
140	Rocking Horse Road	Lot 3 DP 51138
140A	Rocking Horse Road	Lot 2 DP 51138
142A	Rocking Horse Road	Lot 2 DP 37187
144A	Rocking Horse Road	Lot 2 DP 21048
148A	Rocking Horse Road	Lot 2 DP 19246
170	Rocking Horse Road	Lot 4 DP 75827
188E	Rocking Horse Road	Area A DP 466378
2	Penguin St North - Former 94A Rocking Horse	Area D DP 557654

2	Penguin St North - Former 96A Rocking Horse	Area E DP 557654
2	Penguin St North - Former 96B Rocking Horse	Area F DP 557654
2	Penguin St South - Former 104A Rocking Horse	Area I DP 557654
2	Penguin St South - Former 106A Rocking Horse	Area J DP 557654
3	Kingfisher Lane	Lot 3 DP 37149
32A	Rocking Horse Road	Lot 6 DP 16205
34A	Rocking Horse Road	Lot 7 DP 16205
36A	Rocking Horse Road	Lot 11 DP 16205
36B	Rocking Horse Road	Lot 10 DP 16205
44A	Rocking Horse Road	Lot 18 DP 16205
46A	Rocking Horse Road	Lot 19 DP 16205
46B	Rocking Horse Road	Lot 20 DP 16205
5	Kingfisher Lane	Lot 4 DP 37149
62A	Rocking Horse Road	Lot 2 DP 24125
62B	Rocking Horse Road	Lot 3 DP 24125
62C	Rocking Horse Road	Lot 4 DP 24125
66B	Rocking Horse Road	Lot 1 DP 557587
66C	Rocking Horse Road	Lot 2 DP 51260
7	Kingfisher Lane	Lot 5 DP 37149
80A	Rocking Horse Road	Lot 2 DP 17112
82A	Rocking Horse Road	Lot 1 DP 36785
88A	Rocking Horse Road	Lot 2 DP 21691

Table 1: List of proposed driveways for leasing.

5.6 Any lease would extend to the point where the 'park land' widens to the estuary, as shown in **Attachment A** and the example below.



Figure 1: Typical former driveway area recommended for long term lease (purple hatch).

5.7 **Proposed lease terms and conditions.** In the context that a lease proposal benefits the Council, and under the circumstance that this is the most optimal form of divestment (albeit not creating a perfect ownership model), the following terms and conditions are proposed:

5.7.1 The term is fixed at 35 years less one day. This is set to avoid triggering subdivision requirements under clause 218 of the Resource Management Act (1991).

5.7.2 The rent is peppercorn i.e. one dollar.

5.7.3 The lessees will be responsible for all works e.g. fencing, maintenance etc.

5.7.4 Rights to this land will not be permitted to be included in any redevelopment or intensification applications or proposals.

5.7.5 Only adjoining owners will be permitted a lease for inclusion in their property i.e. non adjoining owners will not be leased land for off street parking.

5.7.6 There shall be no right of assignment or subletting other than in conjunction with the sale of the "parent" property.

5.7.7 Buildings will not be permitted on the leased property.

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.1 The draft landscape plans (with the potential driveway closures shown) were tabled during the Estuary Edge project consultation period which ran from 13-27 June 2023, supported by a drop in day at The Bridge on 17 June 2023. A specific question around the idea of closing off some of the driveways was included in the consultation questions, and responses to this are shown in the table below.

Individual / Group	Have we got the balance right (related to potential driveway disposals)
Individual	Yes, but I would like to know if *(unrelated)*
Individual	Please consider keeping two.
Individual	I think one accessway per block is reasonable. What happens to the ones that are earmarked to be 'sold off', what happens to them - offered via auction, that has to be thought through, really it needs to be logically done by people who live around... if its a RoW then that creates easement issues? If no one wants them, what then?
Individual	Request to incorporate low flammability planting & Firefighting access.
Group (SSRA)	SSRA agree with the offering of the option to purchase by adjacent residents. Ensuring enough access points for recreation is important to our community. Can the funds from the sale of the old driveway be reinvested back into the project? Can you please provide the SSRA with an update on how the sales are progressing. What will happen to driveways that adjacent residents don't want to purchase?
Individual	I'm happy with one midpoint access
Individual	I support removing most of the entrances from old driveways.
Individual	Agree
Group (Spokes)	Spokes supports…obvious access ways with good signage onto Godwit, Heron, Penguin and Tern Streets
Individual	Makes sense
Individual	It appears to be so, from my living on the spit for 40 years, but please be guided by locals living right next to the entranceways.

Individual	Yes makes sense to sell these off.
Individual	Yes I think so.
Individual	Yes definitely. Allows for enhancement of estuary edge, some long term protection, as well as providing for walkers, runners and cyclists. Hopefully this will also provide a safer environment for the threatened birdlife of the estuary.
Individual	Yes. Balance looks good. Good mix of flood protection, walkway/cycleway and new plantings.
Individual	The balance looks good but I hope it isn't too ambitious re cost to plant and maintain. Better to concentrate new property boundary planting into smaller manageable areas and leave any that look good. It is naive to expect locals to maintain public gardens. Some of us do a lot of it but we are in the minority.
Individual	Would prefer more entrances. Sometimes there is an urgent need to get to the street - eg in case of emergency. Not all of us can run.
Individual	Perhaps consider two accessways between blocks.
Individual	Yes. Great to see we are finally getting flood protection
Individual	From my perspective, a more cost- effective way is to just do the costal erosion/flooding mitigation bund/swales/rain guards upgrades with the estuary edge accesses & leave everything else alone. There is no need for the proposed extra 3m wide path from Bridge Street to Ebbtide/Caspian Streets as there are already paths there that people walk & cycle along. There is no need for the 3m wide path from Ebbtide/Caspian Streets to Stilt Lane/Pukeko Place as people can already walk okay on the current ground & cycle or walk along Rocking Horse Road. (I find there isn't much traffic in South Brighton & along Rocking Horse Road in Southshore, so it's safe to cycle there.)
Individual	Yes the amount of entrances are ok
Individual	Great idea. The one beside us (66 Rocking Horse Road) is an eyesore, and I have been maintaining it for years. We have emailed our interest in purchasing it for the past few years. Great to see we may finally have the opportunity to purchase it!! It is a real waste of space having them just sitting there, although I understand the process!!
Individual	I would think this to be okay
Individual	Between 34 and 40 Rockinghorse Rd there are 3 access/entrances to the red zone. One is the diversion track, one is access to the Pumping station and one is obsolete. Is the lane by 36 (to the pump) remaining open or will it be put up for sale?
Individual	Yes
Individual	Yes. Even just the side streets are fine? keeping crime lower.
Individual	Yes
Individual	Yes
Individual	Get on with it.
Individual	Yes that looks like the right balance
Individual	We like the general ideas in the overall plan. Rising sea levels are our concern therefore protecting the estuary edge is our priority.
Individual	Looks good
Individual	Yes
Individual	Yes
Individual	Yes

Individual	Āe
Individual	Maybe more than one
Individual	Yes
Individual	Absolutely
Individual	Where a house have an empty "driveway' both sides and have had to deal with them for so long, would be nice if they had both closed off. Other than for access to Mowing or for Pumps etc seems to block/close of all would be desirable. More like when we had homes that they went to, we didn't walk up peoples driveways then.

Table 2: Public feedback (verbatim, not all is completely driveway related). Individual names removed.

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

7.1 Manage ratepayers' money wisely

- Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.

Policy Consistency Te Whai Kaupapa here

7.2 The decision is consistent with Council's Plans and Policies:

7.2.1 The Council's "Leasing Council Property Policy" adopted in December 2015 provides that: *"Where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee"* This is clearly the case in this instance.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

7.3 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.

7.4 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

7.5 The landscape plans were developed in a partnership with the Ihutai Ahuwhenua Trust, who were mandated to provide mana whenua input on the project by Mahaanui Kurataiao. They did not have any concerns regarding this matter.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

7.1 The decisions in this report are likely to:

7.1.1 Remain flexible with respect to climate change adaptation, by retaining the land in public ownership.

7.1.2 Have a neutral influence on carbon sequestration. Lessees may choose to replace the current gravel and grass with planting, but we cannot influence that.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

7.2 While closure of these accesses will somewhat reduce current access into the 'park' space, the landscape plans have retained a total of five mid-block access points, meaning that the maximum distance from anywhere on Rocking Horse Road to an entry point is around 150m. Access is provided at seven road end locations, as well as the carpark at the southern end of Estuary Road.

7.3 The combined extent of the remaining entries and road end points is well in excess of typical park access provisions.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

8.1 As these would be leases rather than divestment, there are no CAPEX costs to this proposal.

8.2 There will be a saving to maintenance/renewal costs, as Council will be maintaining fewer access points, and there will be a reduced need to contribute jointly to fences, driveway surfacing and the like. There should also be a reduction in flytipping cleanup costs.

8.3 No funding source is required.

9. Legal Implications Ngā Hīraunga ā-Ture

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

9.1 The Council is required to evaluate several statutory considerations:

9.1.1 **Local Government Act Considerations**

- **Section 138** Local Government Act 2002

Section 138 provides that "park" owned by the Council cannot be sold or otherwise disposed of unless the Council has first consulted on the proposed disposal. This includes leases in excess of six months. The land that is the subject of this report would be considered to be "park" under this statute.

- **Section 78 - 82** Local Government Act 2002

These sections set out the council's requirements in terms of decision making in summary that:

- All reasonably practicable options for the achievement of the objective of a decision.
- Consideration is given to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.
- Judgements are required about how to achieve compliance with these issues. Those judgements in determining degree and scope are largely in proportion to the significance of the matters affected by the decision.
- Decisions inconsistent with council policy are identified and rationalised.
- Opportunities are provided for Māori to contribute to the decision-making processes.
- That any consultation is fit for purpose and at the Council's discretion appropriate in any particular instance.

It is considered that the Estuary Edge consultation undertaken in June 2023 set out the principles proposed in this report (i.e. disposal of the driveways, albeit by sale rather than lease), and that this satisfies the above statutory requirements having provided reasonable opportunity to comment on the future use of the driveways and solicited general support with no opposition.

9.1.2 **Section 40 Public Works Act 1981**

Section 40 requires that where land is held by the Council for a public work and it is no longer required for that public work, or any other public work, then, subject to certain exceptions, the land must be "offered back" at market value to the person from whom it was acquired, or their successor. This is not applicable in this instance with the land being transferred to the council by the Crown under the Global Settlement Agreement.

9.2 The Council has delegated to Community Boards the responsibility and powers *"To grant leases or licences for a maximum term of 35 years to any person or body over parks, and to authorise staff to sign all required documentation."*

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

9.3 This report has not been reviewed and approved by the Legal Services Unit although legal advice will be provided in the preparation of the lease documents which will reflect the terms and conditions set out in this report.

10. Risk Management Implications Ngā Hīraunga Tūraru

10.1 This initiative seeks to mitigate health and safety risks by reducing multiple access points onto the street.

11. Next Steps Ngā Mahinga ā-muri

11.1 Adjoining owners will be contacted and provided the opportunity to enter into leases.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Southshore Estuary Edge and Flood Mitigation Landscape Drawings (showing potential driveway lease locations)	24/420413	

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

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

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

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

Waitai Coastal-Burwood-Linwood Community Board
08 April 2024

Signatories Ngā Kaiwaitohu

Authors	David Little - Manager Residential Red Zone Angus Smith - Manager Property Consultancy
Approved By	Rupert Bool - Acting Head of Parks

Christchurch City Council



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A	DRAFT FOR COORDINATION		16/11/23

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PROJECT TITLE
SOUTHSHORE AND SOUTH NEW BRIGHTON ESTUARY EDGE RED ZONE REGENERATION

DRAWING TITLE
LANDSCAPE CONCEPT PLAN 3

DOCUMENT NUMBER 103
CAD DRAWING FILE REF.
ORIGINAL SHEET SIZE A1
TSD PROJECT FILE NUMBER CP503768
SCALES 1:1000
SHEET L 4 OF 26

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SOUTHSHORE AND SOUTH NEW BRIGHTON ESTUARY EDGE RED ZONE REGENERATION

DRAWING TITLE
LANDSCAPE CONCEPT PLAN 4

DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES
104	A1	1:1000
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PROJECT TITLE
SOUTHSHORE AND SOUTH NEW BRIGHTON ESTUARY EDGE RED ZONE REGENERATION

DRAWING TITLE
LANDSCAPE CONCEPT PLAN 5

DOCUMENT NUMBER 105
ORIGINAL SHEET SIZE A1
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Attachment B Item 14

SHEET 105

SHEET 105

Investigate opportunity for electricity for SSRA events here.

Planting to bund, with bollards to restrict access. Path to be max 1:20 gradient.

Jetty over revetment.

Seating space at entrance with wayfinding signage

Bioretention (low point of terrain) 300mm excavation max.

PLOVER ST

Access lanes to lots for potential sale

Possible future Community garden - Fruit/ berry orchard

Access for small recreational paddlecraft to jetty/ ramp. Bollards to restrict vehicle access.

Memorial seat to be relocated

Area identified on site for cultural narrative. A more significant position due to the panoramic view afforded from the existing small jetty. This was an ideal place to tell the greater narrative, with a view of the whole skyline across Ihutai – with significant peaks available to the visitor to view. This space would benefit from the opportunity to get the path user out above the estuary (on site we recognised that the panorama was available from about 5 metres out on the jetty).

TERN ST

Jetty across revetment.

Stairs and ramp to estuary

Bioretention (low point of terrain) 300mm excavation max.

Existing garden to remain.

Bioretention (low point of terrain) 300mm excavation max.

Boat ramp. Jacobs to check levels with proposed bund. Will need to be rebuilt if access to be retained.

NORTH

K E Y

- Proposed Seating
- Grass
- Landscape Planting - Estuary Edge
- Landscape Planting - Park
- Asphalt
- Grit/ Aggregate Path
- Concrete
- Playground
- Proposed Salt Meadow Offset
- Proposed tree
- Existing vegetation to be retained
- Existing Salt Meadow
- Existing Salt Marsh
- Existing Sea Grass
- Rock Revetment and Cobble Beach
- Further Viable Salt Meadow Offset
- Access lots for potential disposal - interest in purchasing indicated
- Access lots for potential disposal
- Midden

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SHEET 107

SHEET 107

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PROJECT TITLE
SOUTHSHORE AND SOUTH NEW BRIGHTON ESTUARY EDGE RED ZONE REGENERATION

DRAWING TITLE
LANDSCAPE CONCEPT PLAN 6

DOCUMENT NUMBER 106

ORIGINAL SHEET SIZE A1

SCALES 1:1000

CAD DRAWING FILE REF.

TSD PROJECT FILE NUMBER CP503768

SHEET L 7 OF 26

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PROJECT TITLE
SOUTHSHORE AND SOUTH NEW BRIGHTON ESTUARY EDGE RED ZONE REGENERATION

DRAWING TITLE
LANDSCAPE CONCEPT PLAN 7

DOCUMENT NUMBER 107
ORIGINAL SHEET SIZE A1
CAD DRAWING FILE REF.
TSD PROJECT FILE NUMBER CP503768
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SHEET L 8 OF 26

Attachment B Item 14

Item 15

15. City to Sea East Safety Improvements - Avondale Road Crossing

Reference Te Tohutoro:	24/1539982
Responsible Officer(s) Te Pou Matua:	Sam Morris, Project Manager David Little, Residential Red Zone Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider proposed safety improvements at Avondale Road associated with the City to Sea Pathway, and to make decisions on the same.

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 localised area of the project, and number of people affected by the recommended decision.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the City to Sea East Safety Improvements – Avondale Road Crossing Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves that all kerb alignments, road surface treatments and road markings related to this crossing, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*.
4. Approves that a pedestrian crossing be established on Avondale Road, for the use of pedestrians and riders of mobility devices only, located at a point 154 metres south of its intersection with New Brighton Road, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.
5. Approves that a Give Way control be placed against the northbound Avondale Road traffic, located at a point 163 metres south of its intersection with New Brighton Road, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan,* in accordance with Clause 6 of the Christchurch City Council Traffic and Parking Bylaw (2017). The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Avondale Road.
6. Approves that a Give Way control be placed against the southbound Avondale Road traffic, located at a point 144 metres south of its intersection with New Brighton Road, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan,* in accordance with Clause 6 of the Christchurch City Council Traffic and Parking Bylaw (2017). The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Avondale Road.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017), that the stopping of vehicles be prohibited at all times on the eastern side of Avondale

Road, commencing at its intersection with New Brighton Road and extending in a southerly direction for a distance of 150 metres, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*.

8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017), that the stopping of vehicles be prohibited at all time on the eastern side of Avondale Road, commencing at a point approximately 156 metres south of its intersection with New Brighton Road and extending in a southerly direction for a distance of 37 metres, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*.

9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017), that the stopping of vehicles be prohibited at all times on the western side of Avondale Road, commencing at its intersection with New Brighton Road and extending in a southerly direction for a distance of 85 metres, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan.*

10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017), that the stopping of vehicles be prohibited at all time on the western side of Avondale Road, commencing at a point approximately 118 metres south of its intersection with New Brighton Road and extending in a southerly direction for a distance of 34 metres, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan.*

11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017), that the stopping of vehicles be prohibited at all time on the western side of Avondale Road, commencing at a point approximately 157 metres south of its intersection with New Brighton Road and extending in a southerly direction for a distance of 46 metres, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan.*

That the Waitai Coastal-Burwood-Linwood Community Board recommends that the Council:

12. Approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw (2017), that the path on the eastern side of Avondale Road, commencing at a point 142 metres south of its intersection with New Brighton Road and extending in a southerly direction for a distance of 19 metres be resolved as a Shared Path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

13. Approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw (2017), that the path on the western side of Avondale Road, commencing at a point 148 metres south of its intersection with New Brighton Road and extending in a southerly direction for a distance of 15 metres be resolved as a Shared Path in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004, as detailed in *Agenda Attachment A – Avondale Road Flush Pedestrian/Cycle Crossing Plan*. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

14. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 2 to 11.

15. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in 3 to 13 are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 This portion of the City to Sea Pathway crosses Avondale Road. There are currently no dedicated crossing facilities in place, which leads to safety hazards for users – including those currently using stopped roads in the area. The expected increase in use of the Pathway following construction will likely exacerbate this issue.

3.2 The proposed crossing is an interim facility due to Three Waters plans to construct the long-term stopbanks in this area in around 5 years. A permanent signalised crossing is planned as part of these works.

3.3 A design has been prepared which aims to improve safety at the crossing point. This has been consulted with the community, receiving generally favourable feedback as detailed in Section 6 of this report.

3.4 The proposal is described in Section 4, and the plan is included as **Attachment A.**

3.5 In order to enact the proposal, Community Board and Council approval is required.

4. Background/Context Te Horopaki

4.1 The City to Sea Pathway is a core element of the Ōtākaro Avon River Corridor Regeneration Plan and has been funded by central government via the Christchurch Regeneration Acceleration Facility (CRAF). Its implementation was approved via Council Resolution CNCL/2021/00160 (Implementing the City to Sea Pathway – Key Decisions 12 October 2021).

4.2 Due to its length, delivery of the Pathway has been split into three sections. The decisions in this report relate to the road crossing associated with the eastern section, shown in Figure 1 below. This section runs from Porrit Park to Wainoni Road.



***Figure 1**. City to Sea Pathway – Eastern Portion*

4.3 A Safe System assessment has been completed for the proposed crossing.

4.4 Traffic Information relating to the **Avondale Road** dual pedestrian/cycle crossing is as below.

4.4.1 Avondale Road is a collector road carrying approximately 8000 vehicles per day (5% heavy vehicles). The posted speed is 50km/h, and the 85th percentile speed is 56.9 Km/h.

4.4.2 Between 2014 and 2023 three crashes were recorded on Avondale Road within 50 metres of the proposed crossing. All three crashes were non-injury crashes involving vehicles. There were no reported pedestrian or cyclist crashes near the proposed crossing.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.5 The following reasonably practicable options were considered and are assessed below:

4.5.1 **Preferred:** Adopt the road crossing at Avondale Road as per **Attachment A.**

4.5.2 Construct a raised crossing at Avondale Road.

4.5.3 Maintain status quo, without crossing facilities.

Options Descriptions Ngā Kōwhiringa

4.6 **Preferred Option:** Adopt the road crossing at Avondale Road as per **Attachment A.**

4.6.1 **Option Description:** Flush road crossing at Avondale Road, with speed humps north and south of the crossing to regulate traffic speeds.

4.6.2 **Option Advantages**

- Provides a safe crossing point for users of the City to Sea Pathway.
- Reduced cost compared to raised crossing, noting that it is an interim facility.

4.6.3 **Option Disadvantages**

- Relies on proposed speed humps to reduce the speed of approaching vehicles at the crossing.
- Slightly less comfortable for users of the Pathway due to the level changes.
- Loss of parking near the crossing (common to any crossing intervention).

4.7 **Option Description:** Construct a raised crossing at Avondale Road

4.7.1 Option Advantages

- Provides the safest and most comfortable crossing facility for users of the City to Sea Pathway.

4.7.2 Option Disadvantages

- Significantly more expensive than the preferred option due to the need to install new catchpits and pipework to deal with stormwater. Given the temporary nature of the facility, this is not an efficient use of funding and would likely be viewed as 'gold plating'.

4.8 **Option Description:** City to Sea Pathway constructed to the edge of the road reserve only, existing road corridor remains as is.

4.8.1 Option Advantages

- Avoids physical works costs.

4.8.2 Option Disadvantages

- The lack of a safe crossing point would be confusing for users, and we could expect queries as to why it was omitted, particularly given that the western portion received crossings.
- Safety issues with the current uncontrolled crossing would persist, resulting in increased likelihood of injury as usage of the Pathway increases.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Raised Crossing	Option 3 - Status Quo
Cost to Implement	$100 000	$ 250 000	$ 0
Maintenance/Ongoing Costs	$ 2,500 approx. pa	$ 2,500 approx. pa	$ 0
Funding Source	CRAF, fully funded	CRAF, fully funded	N/A
Funding Availability	On budget in LTP	On budget in LTP	N/A
Impact on Rates	Nil	Nil	Nil

5.1 The permanent solution of a signalised crossing will be paid for by the red zone parks team out of the City to Sea Budget (WBS 562/04226). This will be delivered in parallel to the installation of the Three Waters stop bank. Removals of this temporary layout will largely be paid by Three Waters as part of the stop bank installation, however, red zone will pay for the removal of the speed humps.

5.2 The works form part of the City to Sea Pathway project, which has been funded by central government, via the Christchurch Recovery Acceleration Facility (CRAF).

5.3 Around 15% of the above costs relate to traffic management.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The Pathway is intended to provide a route for active users, and the route should be safe for use. The crossings have been designed to mitigate injury risk. The Safe System assessment concluded that if the design as proposed is not accepted, then then the risk to users is increased.

6.2 There are no further risk and mitigation considerations.

Legal Considerations Ngā Hīraunga ā-Ture

6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw (2017) provides Council with the authority to install parking or stopping restrictions by resolution.

6.3.2 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 and traffic control devices.

6.3.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.4 Other Legal Implications:

6.4.1 There is no other legal context, issue, or implication relevant to this decision.

6.4.2 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 this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decisions in this report:

6.5.1 Align with the Christchurch City Council's Strategic Framework, particularly:

A green, liveable city

- *Our neighbourhoods and communities are accessible and well-connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, waterbodies and tree canopy.*

6.5.2 Are consistent with the Christchurch Suburban Parking Policy.

6.5.3 Are generally consistent with the Ōtākaro Avon River Corridor Regeneration Plan, in that they support the City to Sea Pathway.

6.5.4 Are assessed as low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the localised area of the project, and number of people affected by the recommended decision.

6.6 This report supports the Council's Long Term Plan (2021 - 2031):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - >=37% of trips undertaken by non-car modes

6.8 Parks, Heritage and Coastal Environment

6.8.1 **Activity**: Ōtākaro Avon River Corridor

- *Level of Service: 6.8.12.1 Implementation of the Ōtākaro Avon River Corridor Regeneration Plan (Green Spine). Council-led capital investment: Progress integrated Green Spine programme (Parks, Water and Transport) as per the Implementation Plan. Target: 90 % of approved work programmes delivered in the year funded.*

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.9 Public consultation started on 23 October 2024 and ran until 3 November 2024. An email was sent to 290 key stakeholders, including emergency services and previous submitters on the City to Sea Pathway project. Signage was installed directing passersby to the Korero Mai Let's talk page by QR code.

Summary of Submissions Ngā Tāpaetanga

6.10 Submissions were made by Spokes, Canterbury/West Coast Automobile Association District Council, and 31 individuals. All submissions are available at Korero Mai Let's talk.

6.11 The Canterbury/West Coast Automobile Association District Council prefers a temporary overhead bridge for cyclists and pedestrians as opposed to the proposed plan. This would be orders of magnitude more expensive and is not recommended for a temporary facility.

6.12 Spokes were generally in support of the plan, supporting the pedestrian crossing, noting the priority for pedestrians and cyclists, paint and speed humps. However, they would like to see additional pedestrian pavers, and speed monitoring and enforcement over the first three months of opening the crossing.

6.13 Submitters were asked how safe they currently feel at Avondale Road, if they felt there was anything we should know before a decision was made on the plan, and how they travel though the area.

6.14 Half of all submitters feel either unsafe (11) or very unsafe (5) as shown in Figure 2.

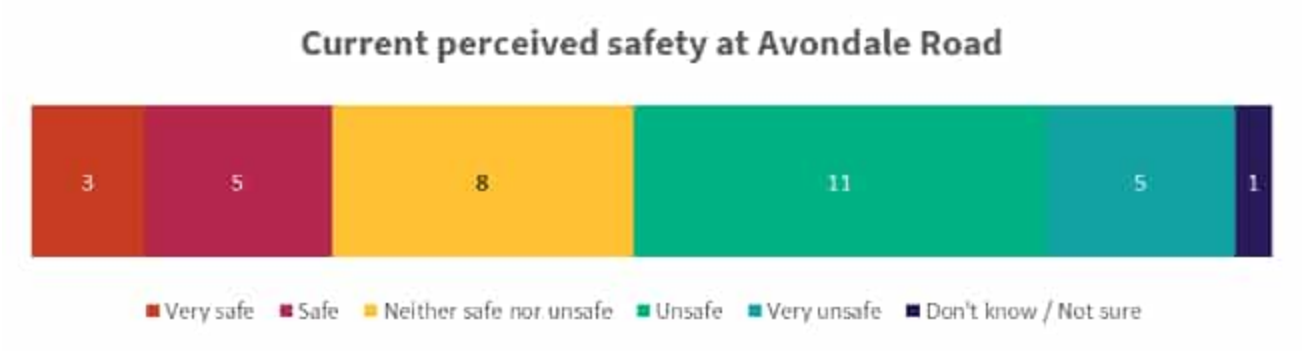


Figure 2: *Responses to safety question*

6.15 As shown in Figure 3, 22 of the submitters mostly travel via bicycle on Avondale Road. Of these, around half said that they felt unsafe (8) or very unsafe (3). Those who travel via car or scooter were more split in their safety rating.

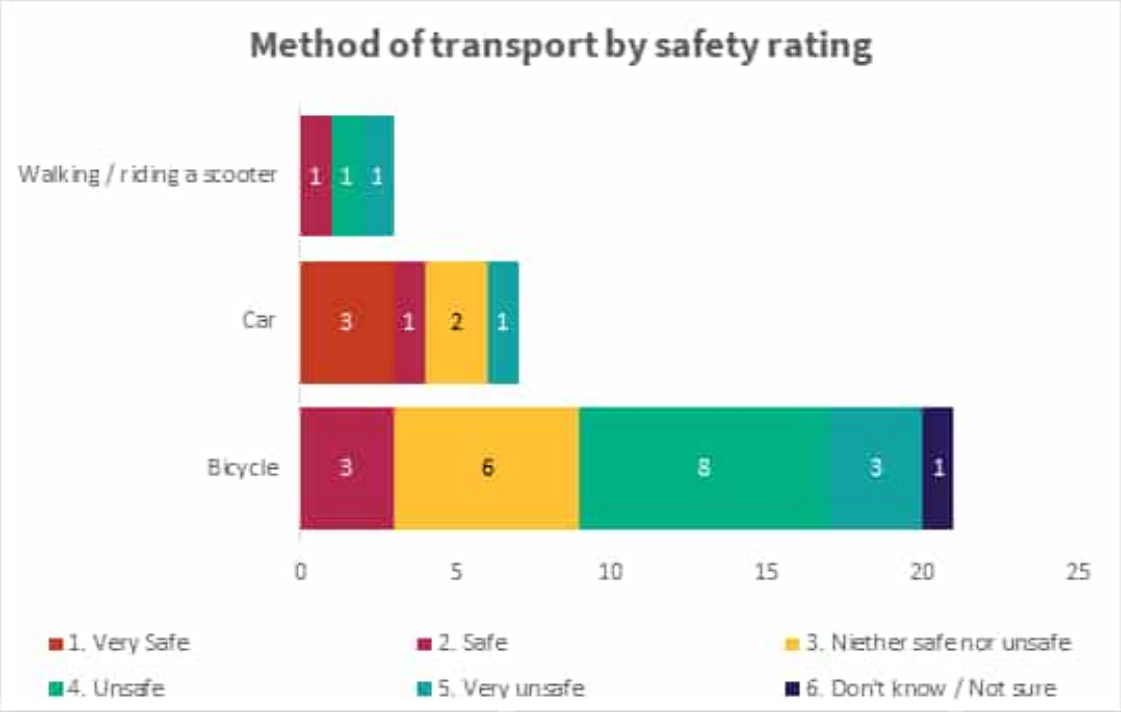


Figure 3: *Responses to mode of transport question*

6.16 When asked whether there was anything decision makers needed to know prior to making a decision, the key themes were:

General positive sentiment / support for plan	15
Speed humps	7
Paint (green / red)	4
Dual crossing	3
Looking forward to pathway being finished	2
Difficult to cross at present / crossing point currently unsafe	6
Would like raised crossing	3
Wider (crossing / footpath)	2
Additional tactile pavers	2
Concerns for visually impaired users	2
Speed humps	2
Money better spent elsewhere	2

6.17 Some submitters (4) also mentioned 'flashing lights' which were incorrectly included in the plan originally published on Korero mai Let's Talk page. Flashing belisha beacons are no longer recommended by the Transport team, and this crossing will feature reflective discs, in line with other crossings around the city.

Supplementary information

6.18 A quick poll was conducted on the Korero Mai webpage to reduce barriers to participate. We received 27 contributions made up of 5 star (19, 70.4%), 4 Star (4, 14.8%), 2 Star (1, 3.7%), and 1 Star ratings (3, 11.1%). This is shown in Figure 4.



Figure 4: *Responses to the quick poll question*

6.19 As a result of the submissions, no changes were made to the design.

6.20 The decision affects the following wards/Community Board areas:

6.20.1 Waitai Coastal-Burwood-Linwood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.21 The decisions do not involve a significant decision concerning 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.

6.22 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.23 While the Corridor overall is of high value and interest to mana whenua (and is the subject of co-governance arrangements), the primary focus for mana whenua has consistently been its return to a functioning delta ecosystem where mahinga kai can once more be gathered and processed. Road crossing points are of minor interest only in this outcome. The Co-governance committee have been briefed on the project as it has developed.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.24 The decisions in this report are likely to:

6.24.1 Not affect adaptation to the impacts of climate change.

6.24.2 Contribute positively to emissions reductions, by providing safer active transport options for local communities.

6.25 While the crossing is not likely to have a significant impact on adaptation planning, it will encourage use of non-motorised transport options, reducing emissions. Although not strictly a commuting route, the Pathway is likely to be used for this purpose by residents, as well as for short trips to local facilities and shops.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved by both Community Board and Council, this work will proceed as part of the City to Sea East construction contract. This work is on programme to be completed by late 2025.

Attachments Ngā Tāpirihanga

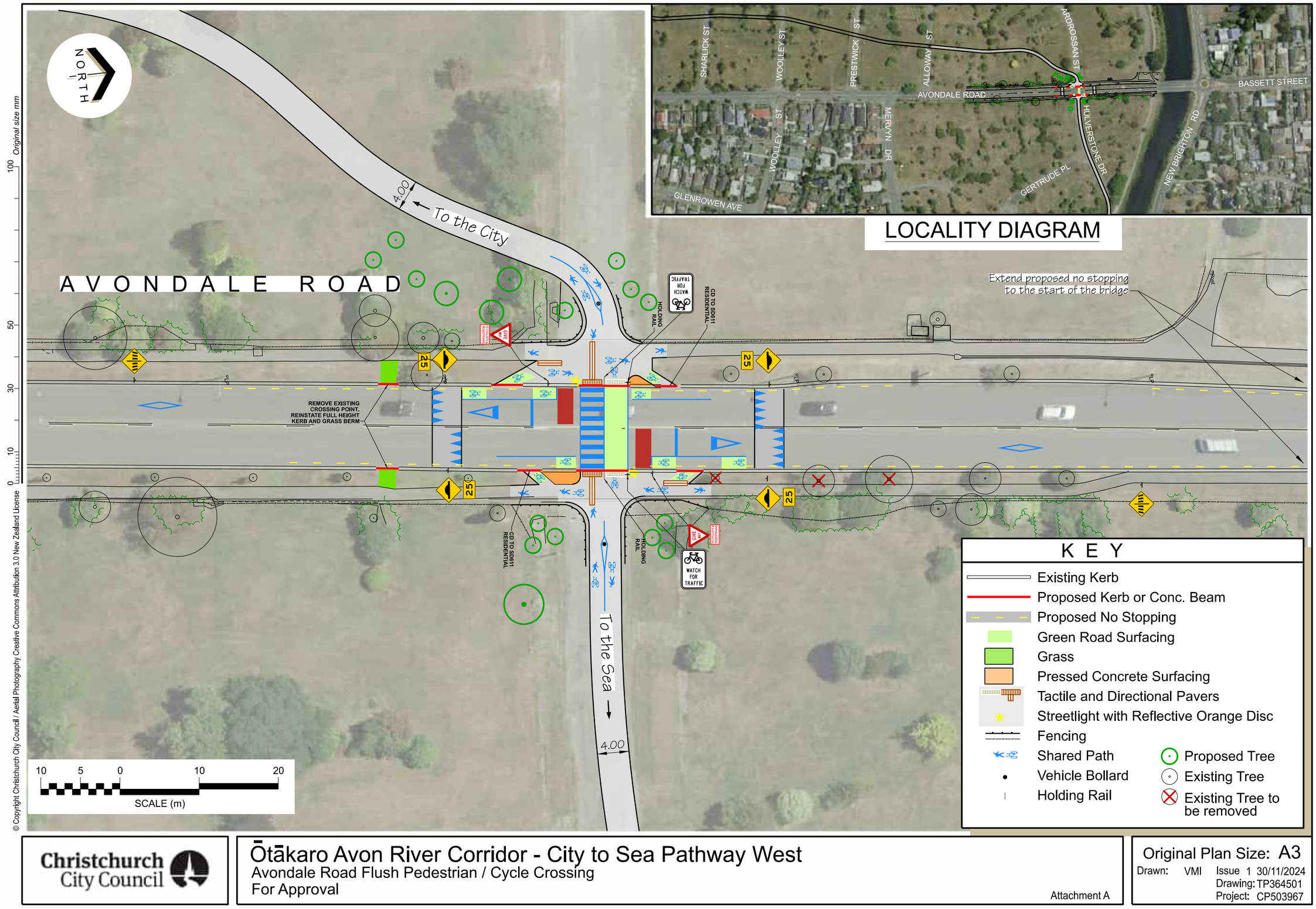
No.	Title	Reference	Page
A	Avondale Road Flush Pedestrian / Cycle Crossing	24/2097706	101

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Sam Morris - Project Manager May Wong - Engineer - Traffic Investigations Ashley Beaton - Community Travel Adviser Lachlan Beban - Principal Advisor Transportation Signals Olivia Taylor - Engagement Assistant
Approved By	David Little - Manager Residential Red Zone Stephen Wright - Manager Operations (Transport)



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Christchurch City Council

Ōtākaro Avon River Corridor - City to Sea Pathway West

Avondale Road Flush Pedestrian / Cycle Crossing
For Approval

Attachment A

Original Plan Size: A3
Drawn: VMI Issue 1 30/11/2024
Drawing: TP364501
Project: CP503967

Item 16

16. Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Shirley Boys' High School

Reference Te Tohutoro:	24/2094452
Responsible Officer(s) Te Pou Matua:	Jacqui Miller, Community Recreation Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2024/25 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068508	Shirley Boys' High School	Canoe polo kayaks for Shirley Boys' High School	$4,900	$2,800

1.2 There is currently a balance of $31,255 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Shirley Boys' High School Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $2,800 from its 2024/25 Discretionary Response Fund to Shirley Boys High School towards the costs for canoe polo kayaks.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority *Enabling active and connected communities to own their future* and *meeting the challenge of climate change through every means available.* The project also aligns with the Ōtautahi Christchurch Climate Resilience Strategy.

3.2 The recommendations are consistent with Te Haumako Te Whitingia Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

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

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2024/25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$79,755	$48,500	$31,255	$28,455

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 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	Reference	Page
A	Shirley Boys' High School Canoe Polo Decision Matrix	24/2094963	105

Signatories Ngā Kaiwaitohu

Author	Jacqui Miller - Community Recreation Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

Christchurch City Council

2024/25 DRF COASTAL-BURWOOD-LINWOOD 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.

00068508	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Shirley Boys' High School	**Canoe polo kayaks for Shirley Boys High School** Shirley Boys' High School Canoe polo team is requesting funding support to replace two canoe polo boats, equipment necessary to play the sport.	$ 5,600 **Requested** $ 4,900 (88% requested)	Equipment / Materials - $4,900 (2x canoe polo boats)	**$ 2,800** That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of $2,800 from its 2024/25 Discretionary Response Fund to Shirley Boys High School towards the costs for canoe polo kayaks.	**2**

Organisation Details

Service Base:	209 Travis Road, New Brighton
Legal Status:	Other
Established:	1/01/1957
Target Groups:	Sports/Recreation
Annual Volunteer Hours:	320
Participants:	15

Alignment with Council Strategies

- Te-Haumako -Te Whitingia - Strengthening Communities Together Strategy - Te Pou Tuatahi: Te Tāngata Pillar 1: People
- Physical Recreation and Sport Strategy

CCC Funding History

2020/21 $1,410 - Canoe Polo Team - Equipment - DRF CBL
2020/21 $1,000 - Steinlager 2 Experience 2020 - DRF CBL

Other Sources of Funding

Youthtown – Declined, Team fundraising – Pending, Pub Charity Ltd - Pending

Staff Assessment

Shirley Boys' High School Canoe polo team are seeking funding to purchase two new canoe polo kayaks for the school's canoe polo teams. The teams compete in a weekly inter-school competition run by Mainland Canoe Polo Association in Terms 1 and 4 at Roto Kohatu and various regional tournaments. Access to safe, comfortable, and competitive equipment is essential for the players enjoyment, performance, and safety. The cost of purchasing gear is often a significant barrier for students first starting out in the sport. A full set of equipment costs more than $3,000 per person (comprising of boat, paddle and safety helmet and spray skirt) which is unaffordable for most students. Currently, the teams share aging, second-hand equipment that the school is gradually replacing as it becomes irreparable. As players advance, some can invest in their own equipment, but the cost of a kayak remains prohibitive for many families. Providing school-owned kayaks ensures that all students can participate, regardless of financial circumstances, as it is run outdoors by volunteers and affiliation and competition costs are low.

The old equipment is getting past its use-by date, is in poor condition, and much of it is no longer compliant with the safety rules of the sport.A canoe polo boat can last for 12-15 years.

Canoe polo offers far more than sport opportunities, it fosters friendships, builds confidence, and sparks new skills and interests. For some students facing mental health issues or difficulties at school, the sport has been transformative, offering a supportive environment and a strong sense of belonging. It has also been particularly beneficial for students with a fear of water, helping them build water confidence and personal growth through kayaking. Several of the team have excelled in the sport progressing to national age group teams and representing New Zealand on the world stage, including winning the Oceania Championships in 2023. These players have finished high school and they are now giving back to the sport, mentoring and coaching younger players as inspiring role models.

Request 00068508 *Continued*

	An application towards the purchase of the new boats has been declined by Youthtown. The school received funding from the Discretionary Response fund in 2020/21 for the canoe polo team to purchase 2x sets of paddles, 3x spray skirts and 3x helmets. Rationale for staff recommendation: - As a minority sport, Canoe Polo faces challenges in generating sufficient funds through fees and traditional funding sources. Funding this project will help keeps fees low for its members therefore reducing barriers to participation. - This project aligns with the Physical Recreation and Sport strategy as it demonstrates a commitment to increasing physical recreation and opportunities to participate in grass roots and competitive sport.

Item 17

17. Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Te Pā O Rākaihautū

Reference Te Tohutoro:	24/2091409
Responsible Officer(s) Te Pou Matua:	Emily Toase, Community Development Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2024/25 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068505	Te Pā O Rākaihautū	Zayed Sustainability Prize	$4,000	$3,500

1.2 There is currently a balance of $31,255 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2024-25 Discretionary Response Fund Application - Te Pā O Rākaihautū Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $3,500 from its 2024/25 Discretionary Response Fund to Te Pā O Rākaihautū towards the costs for six students to travel to Abu Dhabi in January as finalists for the Zayed Sustainability Prize.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority *Enabling active and connected communities to own their future* and m*eeting the challenge of climate change through every means available.* The project also aligns with the Ōtautahi Christchurch Climate Resilience Strategy.

3.2 The recommendations are consistent with Te Haumako Te Whitingia Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

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

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2024/25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$79,755	$48,500	$31,255	$27,755

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 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	Reference	Page
A	Decision Matrix - Te Pā O Rākaihautū	24/2092130	109

Signatories Ngā Kaiwaitohu

Author	Emily Toase - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

2024/25 DRF COASTAL-BURWOOD-LINWOOD 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.

00068505	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Te Pā O Rākaihautū	Zayed Sustainability Prize Finalists Global High School Category Te Pā O Rākaihautū are seeking funding for six students who are travelling to Abu Dhabi in January as finalists for the Zayed Sustainability Prize.	$44,000 Requested $ 4,000 (9% requested)	Travel - $4,000	$ 3,500 That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of $3,500 from its 2024-25 Discretionary Response Fund to Te Pā O Rākaihautū towards the costs for six students to travel to Abu Dhabi in January as finalists for the Zayed Sustainability Prize.	2

Organisation Details

Service Base:	7 McLean Street, Linwood
Legal Status:	Other
Established:	27/01/2014
Target Groups:	00068505
Participants:	6

Alignment with Council Strategies

- Te Haumako te Whitingia
- Ōtautahi Christchurch Climate Resilience Strategy

CCC Funding History

Nil

Other Sources of Funding

- Te Pā O Rākaihautū have approached Kiwibank and some local MPs and are pending feedback from them.
- They have raised $16,500 in donations so far towards this project.

Staff Assessment

This application was initially considered as a set of Youth Development Fund applications, but it was determined that given there were six students it would be better situated as a Discretionary Response Application.

Te Pā o Rākaihautū is a designated character school based in north Linwood. They have been selected as one of 33 finalists for the Zayed Sustainability Prize, out of 5,980 submissions from 156 countries.

The Zayed Sustainability Prize is the UAE's pioneering global award that recognizes and rewards small and medium enterprises, nonprofit organisations, and global high schools with impactful, innovative, and inspiring sustainable solutions. Te Pā o Rākaihautū are finalists in the Global High Schools category and are preparing for a haerenga to Abu Dhabi in January 2025. The Zayed Sustainability Awards dinner is 14 January 2025.

The Year 13 pononga (students) will be taking their project, Te Puku Māra: Indigenous Biocultural Technology, to the world stage and sharing it with some of the brightest minds currently tackling global sustainability issues. Te Puku Māra, composts all the food scraps from Te Pā (scraps from around the 250 students fed per school-day) and produces soil. They grow vegetables from seed and cuttings from that soil and use the fresh produce in the childrens' meals and distribute to their whānau. Fresh seasonal vegetables are a valuable resource, and nutrition plays a large role in wellbeing and hauora for community and individuals. The composting and gardens are onsite at 7 McLean Street in Linwood and in the redzone (from end of Birchfield Avenue area).

Request 00068505 *Continued*

	The school were only made aware they were finalists recently and so have very little time to source funding for this. The cost per student is around $5,500 each but the school are fundraising as a collective. The video Te Pā O Rākaihautū submitted for their application for the Zayed sustainability Prize can be found here: https://youtu.be/rCQFr2VZZ2I?si=_IAwi1VGtVF7G2Hc Rationale for staff recommendation: • Te Puku Māra project strongly aligns with the Community Board's priority of enhancing environmental well-being, particularly around enhancing positive community well-being, building connection and improving resilience. • The project also helps to achieve the Ōtautahi Christchurch Climate Resilience Strategy's goal of a sustainable food system. • Representing Ōtautahi on the world stage for this prestigious award will raise the profile of their composting and land restoration project and its benefits for the wider society. This will enable them to share their success and show others how to create a sustainable food system. • Supporting the school to raise the money so that they can send the students to the Zayed finals will help develop and enhance relationships with mana whenua and promote their mahi in providing access to and highlighting indigenous māra kai practices and tikanga.

Decision Matrix

Item 18

18. Waitai Coastal-Burwood-Linwood 2024/25 Discretionary Response Fund Application - American Football Canterbury Incorporated

Reference Te Tohutoro: 24/2085087

Responsible Officer(s) Te Pou Matua: Sam Savage, Community Development Advisor

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to consider an application for funding from its 2024-25 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00068399	American Football Canterbury Incorporated	Post Sleeves	$3,169	$2,000

1.2 There is currently a balance of $31,255 remaining in the fund.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood 2024/25 Discretionary Response Fund Application - American Football Canterbury Incorporated Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approves a grant of $2,000 from its 2024-25 Discretionary Response Fund to American Football Canterbury Incorporated towards Post Sleeves.

3. Key Points Ngā Take Matua

Strategic Alignment Te Rautaki Tīaroaro

3.1 The recommendations above are aligned with the Council's Strategic Framework and in particular the strategic priority *Enabling active and connected communities to own their future* and *meeting the challenge of climate change through every means available*. The project also aligns with the Ōtautahi Christchurch Climate Resilience Strategy.

3.2 The recommendations are consistent with the Strengthening Communities Together Strategy.

Decision Making Authority Te Mana Whakatau

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

3.3.1 Allocations must be consistent with any Council-adopted policies, standards or criteria.

3.3.2 The Fund does not cover:

- Legal or environmental court challenges against the Council, Council Controlled Organisations, or Community Board decisions.
- Projects or initiatives that change the scope of a Council project or 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

3.4 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3.5 The significance level was determined by the number of people affected and/or with an interest.

3.6 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion Kōrerorero

3.7 At the time of writing, the balance of the 2024/25 Discretionary Response Fund is:

Total Budget 2024/25	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
$79,755	$48,500	$31,255	$29,255

3.8 Based on the current Discretionary Response Fund criteria, the applications above are eligible for funding.

3.9 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	Reference	Page
A	Decision Matrix - American Football Canterbury Incorporated	24/2105579	113

Signatories Ngā Kaiwaitohu

Author	Sam Savage - Community Development Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood

Christchurch City Council

2024/25 DRF COASTAL-BURWOOD-LINWOOD 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.

00068399	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	American Football Canterbury Incorporated	**Post Sleeves** American Football Canterbury Incorporated is seeking funding for the instillation of post sleeves.	$ 3,169 **Requested** $ 3,169 (100% requested)	Equipment / Materials - $3,169	**$2,000** That the Waitai Coastal-Burwood-Linwood Community Board approves a grant of $2,000 from its 2024-25 Discretionary Response Fund to American Football Canterbury Incorporated towards post sleeves.	**2**

Organisation Details

Service Base:	9 Rawhiti Avenue, New Brighton
Legal Status:	Incorporated Society
Established:	1/01/2010
Target Groups:	Young people
Annual Volunteer Hours:	200
Participants:	100

Alignment with Council Strategies

- Te-Haumako-Te Whitingia- Strengthening Communities Together Strategy - Te Pou Te Pou Tuatahi: Te Tāngata Pillar 1: People
- Physical Recreation and Sport Strategy

CCC Funding History

2022/23 - $1,500 (AFC Youth/Varsity and Senior Seasons) DRF
2022/23 - $1,500 (AFC Youth/Varsity and Senior Seasons) DRF CBL
2022/23 - $2,000 (AFC Youth/Varsity and Senior Seasons) DRF HHR

Other Sources of Funding

Fundraising planned for later in the year
Yet to apply to other funders

Staff Assessment

American Football Canterbury Incorporated (AFC) is made up of three sections: Senior Flag Football, Junior and Youth Football, and Senior Contact Football. Each located at various parks across the city.

Senior Flag Football is played at North Hagley Park. The Senior competition is run from January and March and is open to men and women aged 15 plus. During the spring, before Christmas, AFC also run pick up flag games at other times of the year, which are open to anyone.

Junior and Youth Football is played at Marshlands Domain. The Youth programme offers both a flag football competition and a full contact competition. This grade is open to players aged 14-17 years old and the programme runs from September to December each year. The junior programme caters for players aged 10-14 and features a non-contact flag football competition between January and March.

Senior Contact Football is played during spring, between August and December. Players must be 18 years old to be participate. For the past few years, the Senior team has trained at Te Kahu Park in Wigram; however, as many of the team members live on the east side of the city, the club has decided to relocate to Thompson Park in New Brighton to reduce travel times for players.

A key element of American Football is kicking and currently AFC do not have posts to practice kicking. The New Brighton Rugby Club has offered AFC the use of its rugby posts as a temporary solution but requires the installation of sleeves in the ground to accommodate the posts.

AFC is now seeking funding to complete the necessary groundwork to be completed in order for rugby posts to be installed at Thompson Park.

Rationale for staff recommendation:

- The grant will directly impact the provision of support needed to participate in grass roots and competition sport.
- As a minority sport, AFC faces challenges in generating sufficient funds through fees and traditional funding sources. Funding this project will help keeps fees low for its members therefore reducing barriers to participation.
- This project aligns with the Physical Recreation and Sport strategy as it demonstrates a commitment to increasing physical recreation and sport opportunities for the community.

19. Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2024/25

Reference Te Tohutoro:	24/2007332
Responsible Officer(s) Te Pou Matua:	Cindy Sheppard, Community Board Advisor
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waitai Coastal-Burwood-Linwood Community Board to approve delegation arrangements for the making of any required decisions (including any applications received for funding) that would otherwise be dealt with by the Board covering the period following its last meeting for the year on 9 December 2024 up until its next scheduled meeting on 10 February 2025.

1.2 The report is staff-generated to ensure the continuity of governance decision-making over the break period.

2. Officer Recommendations Ngā Tūtohu

That Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Recess Committee 2024/25 Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Appoints a Recess Committee comprising the Board Chairperson or Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other four Board members and authorises the Committee to exercise the delegated powers of the Waitai Coastal-Burwood-Linwood Community Board for the period following its ordinary meeting on 9 December 2024 up until the Board resumes its normal business from 10 February 2025.
4. Notes that any such delegation exercised by the Board's Recess Committee will be reported to the Board for record purposes.

3. Background/Context Te Horopaki

3.1 There is a recess period of approximately nine weeks between the last scheduled ordinary Community Board meeting of 2024, and the first ordinary Community Board meeting of 2025 scheduled for 10 February 2025. Community Boards have in recent years established a Recess Committee, comprising of the Board Chairperson or Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other four Board members.

3.2 It is recommended, as is standard practice, that the Community Board establish a Recess Committee to deal with any urgent business that may arise during this period. In accordance with legislation the meeting will be publicly notified, all Board members will be advised and all will be able to participate in the meeting if available.

Attachments Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team

Item 20

20. Waitai Coastal-Burwood-Linwood Community Board Area Report - December 2024

Reference Te Tohutoro:	24/821956
Responsible Officer(s) Te Pou Matua:	Christopher Turner-Bullock, Community Governance Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

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

1.2 The is a monthly staff-generated report.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receives the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - December 2024.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Aranui Tag	ACTIS are running a new after-school tag module for up to 60 Tamariki aged 5 to 12 years on a Wednesday during term 4 at Wainoni Park.	Term 4 2024	Board Priority - Aranui Safety Project - Activate Wainoni Park
A-Town Boxing Gym	The roof repair project for the A-Town Boxing Gym began in mid-November with the repairs expected to be completed early to mid-December.	Nov/Dec 2024	Board Priority - Aranui Safety Project - Activate Wainoni Park
Pūharakekenui Styx River	The Trust wrapped up another planting season with nearly 50,000 plants in the ground for 2024. Thanks to the efforts of volunteers, students and businesses led by the field team. The Trust had 150 students from Ouruhia School, Shirley Primary, and Te Waka Unua Kā Pūtahi visit the Rongoā Māori Demonstration site as part of the Kā Pūtahi Rangatahi Mātauranga Education Programme, with more schools booked in nearly every week into December 2025. For further information and to read the recent newsletter.	Term 4 2024	Board Priority – Raising awareness and supporting enhancement of the Pūharakekenui Styx River catchment

Ōtākaro Avon River Corridor	Christchurch's OARC will be used for events this summer, as demand for large outdoor event space in the city continues to grow. An area of the OARC, to be referred to as Sector 7, between Locksley Avenue and New Brighton Road (where a number of community events have been held), has been identified as a suitable location for events for approximately 5000 people. With Hagley Park at capacity, events will be held at the Sector 7 site this summer as part of a trial to see if the space is suitable for use over the next few years. The City to Sea pathway project is progressing well. Phase one of the work is under construction from Fitzgerald Avenue to the Snell Place Bridge at Avon Park. New traffic lights will be installed on Stanmore Road in the coming weeks. Work is continuing on garden bed preparation; planting will continue next Autumn when the weather has cooled. Asphalt has been laid on the pathway from Fitzgerald Avenue to Swanns Road, and from Medway Bridge to Snell's Bridge. Pedestrian crossings are being installed on Stanmore, Swanns and Gayhurst Roads. Construction on the path from Swanns Road to Medway Street and construction of the retaining wall at Snell's Bridge will begin in late November. Avon Park upper terrace upgraded recreational facilities are almost complete, the new facilities include a nature-based play space, pump track, exploratory trails, a basketball court, mini football field, and a barbecue area.	Nov/Dec Nov/Dec Nov/Dec	Support delivery of the Ōtākaro Avon River Regeneration Plan
Woolston Gala	Through the process of planning and delivering the Gala over the last 8 weeks	Nov 9	Woolston Village Safety Initiatives:

	staff have had lots more opportunity to meet with the local groups and agencies regularly and through encouraging businesses, kura and organisations to be part of the Gala, made valuable new connections within the community. The event planning group have now collated a database of these groups, institutions, businesses and other key stakeholders which is already helping the organisations involved in planning the Gala to enhance their own organisations events. This database of contacts will help support relationships and collaborations going forward.		Support initiatives to activate public spaces Build relationships with local residents and business.
Southeast Woolston Residents' Association	The group has taken a step forward following their hui on 31 October where it was decided that they would establish as an official Residents' Association and started some planning towards this. Each of the members of the group who attended brought their own ideas on the kaupapa of the Residents' Association, which included topics such as water quality, issues around the Port Link and the challenges around living in the interface between industrial and residential zones. The next hui is set for 3 December and it is intended to be a formal sign up evening where residents can officially sign up to be members of the Incorporated Society.	On-going	Woolston Village Safety Initiatives: Build relationships with local residents and business.

3.2 **Community Funding Summary**

3.2.1 For the Board's Information, a summary is provided (refer **Attachment A**) on the status of the Board's 2024-25 funding as at 20 November 2024.

3.2.2 **Woolston Gala**

The Woolston Gala was held on Saturday 9 November at Woolston Park. The event was made possible with 3 years' worth of funding from the Community Board's Better Off Fund which has enabled the Waitai Community Governance Team to bring the Woolson Gala back to life, after several years of having no event for the suburb.

The Gala was about celebrating and highlighting all the positive things in Woolston, promoting the local businesses, schools, community groups and other services that

reside in the area. It also aims to start to change the often negative narrative on the issues in Woolston and rather focus on celebrating all the good things happening in the area.

Around 1,000 people came out to enjoy the range of free activities on offer, live entertainment and a variety of market and kai stalls. The highlights included Woolston Brass, who brought along two of their concert bands to entertain the crowds and three stalls from the newly established Nui Pasifika Night Market. The Linwood Ward Elected Members also ran a *'What I love about Woolston'* stall which received over 50 entries into a prize draw, and gave a valuable insights into what residents enjoy about living in Woolston.















3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan [*for items not included in the above table but are included in Community Board Plan]***

- **Hauora Matters Event**

  The Loft at Eastgate hosted a health exposition, Hauora Matters on 1 November, offering free health checks, screenings, expert advice, and fun activities for everyone. It was a day filled with health screenings, wellness checks, and powerful kōrero about how we can live a healthy life. From blood pressure checks and nutrition advice to men's health support, and resources for tamariki and māmā.

  The expo was supported by a range of health services who gave their time and expertise to raise awareness and create opportunities for people to learn about and take control of their own health building healthier futures.











- **Te Whare Taonga o Ngā Iwi Katoa – round up of events**

  It has been a huge couple of months for Te Whare Tonga o Ngā Iwi Katoa who have just completed their refurbishment and not even a week later launched into a series of events. On Monday 4 November, their staff put on a morning tea to celebrate the re-opening of the centre with its new look refurbished and remodelled rooms, including a new awning creating a covered space for the Community Shed Members to work outside.





Wednesday 6 November was the official launch of the Pasifika garden project at the Linwood Resource Centre (LRC). Staff have been working with Local Matua from a number of Pasific Health Providers alongside students from Te Huarahi Linwood Avenue School in preparing seedlings and a series of workshops with the LRC garden coordinator on the basics of Gardening in the leadup to the launch. The garden beds were blessed followed by a Pasific performance from the students and shared Kai to close the event.

This then led into an opportunity for taro and other vegetables to be planted in preparation for the community feast which will close off the project in mid-2025. Next the students and the Matua will continue to look after the gardens and will begin working on creating Pasifica inspired artwork to decorate the garden area as well as take part in podcasting of the traditional stories and the journeys of the Matua that can be saved and archived ensuring that these experiences are not lost to time.







They finished off with the Linwood Community Gardens' Annual Plant sale on Saturday 9 November, their big fundraiser for the year. The event gave an opportunity to show off their fresh new carpark, which was renewed as part of the refurbishment. On sale were flowers, succulents, herbs, vegetables and seeds. The range on offer featured a forest of tomato plants and selection of squash, pumpkins and herbs donated by New Brighton Community Gardens, a testament to the great collaborations and relationships with other māra kai in the Waitai area. The sale was a big success with a busy morning seeing a huge turnout from the community and almost selling out before lunchtime.







- **New Mural at Te Pou Toetoe Linwood Pool**

  This is a final update on the new mural commissioned for Te Pou Toetoe Linwood Pool.

  Background:
  $7,000 was granted by the previous Waikura Linwood-Central-Heathcote Community Board to fund a new mural at Te Pou Toetoe. The new mural brief sought connections be made to the old Woolston Pool mural – it's flora, fauna and community participation – as a way of uniting two communities at this new site, and to engage students from Te Aratai College in the process.

  Project completion:
  The new mural at Te Pou Toetoe is complete. Artist, Nick Lowry, six students from Te Aratai College and teacher Ali Nightingale, installed (painted) the artwork over three days (Tuesday 29 – Thursday 31 October 2024). During this process, the students learnt new painting and installation techniques, as well as how to scale up ideas from page to wall, and how to work collaboratively.

  Te Pou Toetoe staff were warm and welcoming of the students and the new artwork. The students had access to the staff room, were offered free pool passes, and lunch was provided each day. Members of the public regularly stopped and had positive discussions with the students and artist about the new work. And the completed mural was shared on the Council's Facebook page, and received really positive feedback from the wider community:
  https://m.facebook.com/story.php?story_fbid=982017057296487&id=100064646051535

  Final steps:
  A greeting card for the students and HOD of Art at Te Aratai College Emily Whiteman has been sent to the Community Board to sign. It is important to acknowledge Emily's work – she has been essential to the success and completion of this project, and it is fitting to thank her for her mahi.

  Arts Advisor, Olivia Webb, is working with Nick to organise an artwork didactic/short explanation panel to accompany the new mural. This will be an engraved small metal plate with details about the project, its history and connection with Woolston Pool, and will include the names of the students who contributed to this new mural. It will also acknowledge the Community Board.







- **Boys will be Boys White Ribbon Event**

  The annual white ribbon event was held on Friday 22 November from 5pm to 5.45pm at Ripīene Mā Reserve with a kapa haka from St James School students.







- **Marshland Hall Trust Community Day**

  The Marshland Hall Trust held their annual community day on 10 November at the Marshland Domain. There was an amazing turnout for community who had the opportunity to explore a wide range of stalls, bouncy castles, food and drink, community organisation information and music performances from a range of local artists/bands. The event continued to build the success off previous years and was another opportunity for the Trust to engage with the community raising awareness for the Marshland Hall Project.







- **Civil Defence Emergency Management and Disabled Persons Assembly Workshop**

  Community Resilience Coordinators (CRCs) from CCC Civil Defence Emergency Management (CDEM) are in collaboration with the Disabled Persons Assembly NZ (DPA) to deliver public workshops to the disabled community across Christchurch City.

  The third workshop for 2024 is planned on 12 December from 1pm to 3pm at the North New Brighton Community Centre (93 Marine Parade, North New Brighton).

  This workshop will involve participants learning about the CDEM structure in New Zealand, the hazards which particularly pertain to their circumstances, and how to prepare for them.

  The previous two workshops have been highly successful by stimulating conversations (with both members of the public and service facilitators), which have resulted in a better prepared disabled community and increased awareness of the disabled community amongst Emergency Management Officers (EMOs) in Christchurch City.

DPA wish to continue these workshops in partnership with CDEM across Canterbury, and we are proud of the initial effort being right here in Christchurch City.

- **YAVU Workshop**

  On Monday 18 November, Governance Team Staff attended a workshop held by the Ministry for Pacific Peoples focused on unlocking meaningful engagement with Pacific Communities. Staff were presented with the Yavu Engagement Framework which helps understanding of how to engage with Pacific peoples in a culturally responsive and sustainable way.



3.3.2 **Council Engagement and Consultation**

- **Canterbury Regional Public Transport Plan**

  The Waitai Coastal-Burwood-Linwood Community Board Chairperson sought feedback from members of the Board to enable the preparation of a Board Submission to Environment Canterbury on the Canterbury Regional Public Transport Plan. Attached for the Board's information is a copy of the Submission made on 24 October 2024 (refer **Attachment B**).

- **Place Name Proposal – Kā Pūtahi**

  Land Information New Zealand (LINZ) are consulting on a proposal is to alter Kaputone Creek to Kā Pūtahi and make it the official name of the stream that flows from near the intersection of Johns Road and State Highway 1 at Belfast into Styx River in Christchurch.

  Place name proposal - Kā Pūtahi | Toitū Te Whenua - Land Information New Zealand

Topic	Date	Link
Ōtākaro Avon River Corridor Road Stopping	Open for feedback until Sunday 8 December 2024	https://letstalk.ccc.govt.nz/OARC-roadstopping
Draft Ōtautahi Christchurch Future Transport	Open for feedback until Sunday 8 December 2024	https://letstalk.ccc.govt.nz/FutureTransport
Draft Parks and Reserves Bylaw 2025	Open for feedback until Sunday 15 December 2024	https://letstalk.ccc.govt.nz/parksbylaw
Draft Dog Control bylaw and Policy 2024	Open for feedback until Sunday 15 December 2024	https://letstalk.ccc.govt.nz/dogs
Draft Trade Waste Bylaw	Open for feedback until Sunday 12 January 2025	https://letstalk.ccc.govt.nz/tradewaste

3.4 **Governance Advice**

3.4.1 **Lane Street Trees**

At its meeting on 8 July 2024 the Board received a pubic forum update from local resident Steven Snow in relation to issues caused by street trees on Lane Street, Woolston. The Board decided to refer the issues raised to staff for investigation and response back to the Board. Attached for the Board's information (refer **Attachment C**) is a staff memorandum responding to this request. A copy of the memorandum has also been shared with Steven Snow.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Customer Service Request/Hybris Report**

For the Board's information, attached is a copy of the October and November 2024 Hybris Reports (refer **Attachment D and E**).

4.2 **Aldwins/Ferry/Ensors Intersection Improvements**

For the Board's information, attached is a memorandum providing information around the delivery of intersection improvements at the Aldwins/Ferry/Ensors Intersection (refer **Attachment F**). This memorandum was sent to members separately on 5 November 2024 from the Office of the Mayor and Chief Executive.

4.3 **Christchurch Wastewater Treatment Plant – Trickling Filters**

For the Board's information, attached is a memorandum providing an update on the demolition of the trickling filters at the Christchurch Wastewater Treatment Plant (refer **Attachment G**).

4.4 **Avon Park – Stop Bank Tree Removals**

For the Board's information, attached is a memorandum in relation to tree removals at Avon Park as part of the Stop Bank construction footprint (refer **Attachment H**).

4.5 **Raranga te Rawhiti - Weaving the East**

For the Board's information, attached is a copy of the November 2024 Raranga te Rawhiti - Weaving the East Report (refer **Attachment I**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board Funding Update as at 20 November 2024	24/2090951	133
B	Waitai Coastal-Burwood-Linwood Community Board - Board Submission to Environment Canterbury - Canterbury Regional Public Transport Plan	24/1952153	135
C	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Lane Street - Street Trees	24/2109772	138
D	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report October 2024	24/1967027	140
E	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report November 2024	24/2177931	144
F	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Aldwins/Ferry/Ensors Intersection Improvements	24/1989788	148
G	Waitai Coastal-Burwood-Linwood Community Board - Staff Memorandum - Christchurch Wastewater Treatment Plant Trickling Filters Update	24/2041175	150
H	Waitai Coastal-Burwood-Linwood Community Board - Staf Memorandum - Avon Park Stop Bank Tree Removal	24/2089348	152
I	Waitai Coastal-Burwood-Linwood Community Board - Weaving the East Monthly Report	24/2129003	155

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Emily Toase - Community Development Advisor Rory Crawford - Community Development Advisor Sam Savage - Community Recreation Advisor Jacqui Miller - Community Recreation Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waitai Coastal-Burwood-Linwood 2024-25 Community Board Funds - Updated as at: 22 October 2024		
Waitai Coastal-Burwood-Linwood Discretionary Response Fund	**Allocation 2024-25**	**Board Approval**
DRF Carry Forward		
Transfer from SCF ($728,755 start balance less $649,000 granted)	**$79,755.00**	**25.07.24**
Establish the Waitai Coastal-Burwood-Linwood Youth Development Fund	($8,500.00)	25.07.24
Establish the Waitai Coastal-Burwood-Linwood Anzac Day Expenses Fund	($500.00)	25.07.24
Establish the Waitai Coastal-Burwood-Linwood Koru Fund	($5,000.00)	25.07.24
Establish the Waitai Coastal-Burwood-Linwood Summer with Your Neighbours Fund	($4,500.00)	25.07.24
Establish the Waitai Coastal-Burwood-Linwood Community Board Awards Fund	($5,000.00)	25.07.24
Grant to Youth and Cultural Development towards the costs of staging the House of Hoopz Waitai Events	($6,000.00)	25.07.24
Grant to the Pūkeko Centre towards the costs of staging Parklands @ Play 2025	($5,500.00)	25.07.24
Grant to Kawai Rangatahi towards the costs of staging Linwood Park Outdoor Movies Events	($3,500.00)	25.07.24
Drug Arm Christchurch towards costs associated to installing a 24/7 community accessible AED	($1,000.00)	11.11.24
Te Kupenga o Aranui towards Manager Wages	($9,000.00)	11.11.24
Granted to Date	($48,500.00)	
Available Balance	**$31,255.00**	

Waitai Coastal-Burwood-Linwood Youth Development Fund	**Allocation 2024-25**	**Approval**
Establishment of the 2024-25 Youth Development Fund	**$8,500.00**	**25.07.24**
Luca Lemalie - To attend and compete in the Aim games playing rugby 7's representing Chisnallwood Intermediate School.	-$100.00	16.08.2024
Taylor Payne - To attend the South Island junior basketball secondary school's tournament for Avonside Girls High School.	-$100.00	16.08.2024
Maia Moon-Tukapua - To attend the South Island junior basketball secondary school's tournament for Avonside Girls High School.	-$100.00	16.08.2024
Maggie Fidler - To attend the South Island junior basketball secondary school's tournament for Avonside Girls High School.	-$100.00	16.08.2024
Brilaina Lino - To attend the Hoop Nation Basketball tournament as part of the U16 Girls squad representing Eastside Academy from Christchurch East.	-$100.00	16.08.2024
Jaxon Church - To attend and compete in the Aim games playing rugby 7's representing Chisnallwood Intermediate School.	-$100.00	16.08.2024
South Island Pasifika and Sports Association Incorporated - (7 players) - To represent the South Island U14's Malie Rugby League team to attend the Queensland Legal Carnival in Brisbane, Australia.	-$630.00	16.08.2024
Keegan Verster - To attend the World Scholars Final is Auckland as a team of three	-$275.00	26.08.2024
Kyro Webster - To attend the National Shakedown Hop Hop competition held in Nelson	-$200.00	26.08.2024
Noah Ah Kam-Sherlock - To attend the Un 15 National Rugby tournament in Tauranga for St Bede's Yr 10 read team.	-$150.00	26.08.2024
Genesis Ah Kam-Sherlock - To attend in the national rugby league tournament in Rotorua for Canterbury Un 18 Canterbury Bulls Rugby League team.	-$275.00	26.08.2024
Tasipale Williams-Coe - Tasipale has been selected as a player in the Canterbury Un 16 Rugby league team to attend in the New Zealand Rugby league national youth tournament in Rotorua.	-$200.00	18.09.2024
Calvary Maniapoto - Calvary has been selected as a player in the East side Academy Un 14 boys squad to attend the "Hoop Nation Classic" national tournament in Tauranga.	-$100.00	18.09.2024
Grace Chamberlain - Grace has qualified and has been selected in a team of four to represent Canterbury at gymnastic Nationals in Palmerston North.	-$200.00	18.09.2024
Amaleila Tiatia - Amaleila has been selected for the Scorpion rugby league 18s Girls team, attending the National Youth Rugby League Tournament in Tauranga from the 29th of September to the 1st of October 2024.	-$200.00	18.09.2024

Ezrah Molioo - Ezrah has been selected as a player in the Canterbury Un 16 Rugby league team to attend in the New Zealand Rugby league national youth tournament in Rotorua	-$200.00	01.10.2024
Matthaeus Tuiloma - Matthaeus has been selected as a player in the Canterbury U13's Rugby League team to participate in the Southern Zone Rugby League South Island Tournament to be held from 12–13 October in Oamaru.	-$150.00	07.10.2024
Sophie Field-Dodgson - Sophie is a member of the Southern Ballet Senior Modern Troupe at Southern Ballet. This troupe won a nomination earlier this year to attend the National Young Performers Awards in Palmerston North.	-$150.00	22.10.2024
Miihaea Hauraki - For Miihaea Hauraki to attend Te Aratai College Yr 8 school camp to Waipara Adventure camp.	-$100.00	22.10.204
Youth Development Fund Available Balance	**$5,070.00**	

Waitai Coastal-Burwood-Linwood Koru Fund	**Allocation 2023-24**	**Approval**
Establishment of the 2024-25 Koru Fund	**$5,000.00**	**25.07.24**
Koru Fund Available Balance	**$4,570.00**	

Better Off Funding		**Approval**
Allocated funds	**$500,000.00**	
Waitai Coastal-Burwood-Linwood Community Governance Team towards the Waitai Youth Board Project	($30,000.00)	11.12.2023
The New Brighton and Districts Historical Society and Museum Incorporated towards employing a part time curator.	($26,000.00)	06.05.2024
Christchurch City Council Parks Unit towards the costs of two shade sails and two picnic benches at the New Brighton Playgr	($32,000.00)	06.05.2024
Anglican Diocese of Christchurch Parish of Shirley towards the All Saints Community Facility Outdoor Space	($20,000.00)	06.05.2024
Kāwai Rangatahi Trust towards the Kāwai Rangatahi Mobile Youth Centre.	($41,394.00)	06.05.2024
Woolston Development Project towards the Woolston Gala Event for 2024, 2025 and 2026 ($7,000 per year).	($21,000.00)	06.05.2024
Dallington Residents Association towards the provision of Skip Days and Community Events for 2024, 2025 and 2026 ($5,000 per year).	($15,000.00)	06.05.2024
Aranui Community Trust A.C.T.I.S towards the Parking Security	($32,470.00)	06.05.2024
New Brighton Project Incorporated towards the New Brighton Seaside Christmas Parade for 2024, 2025 and 2026 ($10,000 per year).	($30,000.00)	06.05.2024
The Green Lab towards The Green Lab Mobile Workshop.	($35,000.00)	06.05.2024
A Town Boxing Incorporated towards the Roof Repairs.	($84,052.00)	06.05.2024
The Pūkeko Centre Incorporated towards the Pūkeko Centre Activation.	($30,000.00)	06.05.2024
Parklands United Sports Club - Parklands Community Centre Actication	($30,000.00)	10.06.2024
Return of the Waitai Coastal-Burwood-Linwood Community Governance Team towards the Waitai Youth Board Project	$30,000.00	07.10.2024
Bromley Community Association Inc towards the Activate Bromley Project	($16,040.00)	07.10.2024
Better Off Fund Balance	**$87,044.00**	

SUBMISSION TO:	Environment Canterbury
ON:	Canterbury Regional Public Transport Plan
BY:	Waitai Coastal-Burwood-Linwood Community Board
CONTACT:	Paul McMahon Chairperson, Submissions Committee C/- PO Box 73023 CHRISTCHURCH 8154 021 184 1072 paul.mcmahon@ccc.govt.nz

1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to Environment Canterbury on the Canterbury Regional Public Transport Plan.

The Board wishes wish to be heard in support of this submission.

2. SUBMISSION

Which public transport service/s in Canterbury do you use? Choose all that apply.
Metro bus or ferry (Greater Christchurch)

How often do you use public transport?
A couple of times a month

Do you want to speak to either the Greater Christchurch Partnership or Regional Transport Committees in-person about your submission at a public session or 'hearing'?
Yes

Which hearing panel would you like to speak to?
Greater Christchurch Partnership (Metro services)

Do you support the draft Canterbury Regional Public Transport Plan?
Yes, but we have suggestions or concerns

Please explain:
The Waitai Coastal-Burwood-Linwood would like to see some additional extensions to specific bus routes.

Our revised vision is that public transport is the mode of choice for more people and provides a safe, frequent, seamless, low emission transport option.

Do you support our vision for public transport?
Yes, but we have suggestions or concerns

Please explain:
The people of Aranui would like easier access to the bus and extending the 44 so that it goes through Aranui could be an option. The 155 should go through Woolston Village and be more frequent. Keeping fares as low as possible is important to ensuring access. There should be a connection into Southshore 60, residents have improved linkage and frequency with the number 5 route. The return of a route along Bowhill Road and a bus depot in New Brighton as per the New Brighton Masterplan.

Do you own a pet?
Yes

Would you or someone in your family be interested in being able to bring a pet(s) on public transport?
Yes

Why?
Not everyone has easy access to a car.

We're proposing to allow adult passengers (over 16 years old) to bring their pets on Metro bus services (including MyWay by Metro in Timaru). Let us know how comfortable you are with the following conditions.

Pets must be in an approved carrier:
Neutral

Pets can only travel off-peak (weekdays 9-3pm and after 6pm, all day weekends):
Neutral

Would you be more or less likely to use Metro services if pets were allowed on public transport?
No change

If allowing passengers to travel with pets on public transport under the above conditions is supported by the community then implemented successfully, we could look at amending restrictions later. How comfortable you would be with the following:

Leashed and muzzled dogs on Metro bus services:
Neutral

Passengers travelling with up to two pets:
Neutral

What do you think would improve how accessible and inclusive public transport in Canterbury is?
The Board suggests consulting with the Disabled Persons Assembly.

Trim: 24/1952072

Have we missed anything, or do you have any other suggestions that could be included in the Plan?
Please see above for the Board's suggested route extensions/additions.



Paul McMahon
Chairperson
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

24 October 2024

Trim: 24/1952072

Memos

Memo

Date: 18 November 2024
From: Tony Armstrong
To: Waitai Coastal-Burwood-Linwood Community Board
Cc: Enter name(s) and title(s)
Reference: 24/1688099

Lane Street (McRae Street), Woolston - Street Trees

1. Purpose of this Memo Te take o tēnei Pānui

1.1 For staff to provide an appropriate response on the issues raised by a resident of Lane Street, following an action request from the Waitai Coastal-Burwood-Linwood Community Board meeting on 8 July 2024, agenda item 4.4.

1.2 Steven Snow, a local resident living in Lane Street addressed the Board in relation to issues caused by street trees on McRae Street, Woolston. He advised that the trees are causing shading/debris on neighbouring properties and that debris block the drains. Steven is concerned that the debris is causing staining on the concrete drive of the neighbouring properties. The Community Board Advisor spoke with Steven and clarified they would like the tree(s) removed and to know who is responsible for paying for the concrete to be cleaned as they believe the debris is staining the concrete.

1.3 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 The properties of 16 Lane Street adjoin McRae Street where the trees are located. Other than the issues raised above the resident(s) have subsequently raised concern regarding the condition of the footpath, in particular the grass encroachment from the berm. These additional issues have been reviewed by the appropriate staff, please refer to 2.5.

2.2 The remaining trees are ten medium sized alder (Alnus glutinosa) within the berm on one side of McRae Street adjacent to these properties. All are in fair condition providing amenity to a residential/light industrial area in the environs of the lower Heathcote River.

2.3 They have been regularly maintained since 2013 including in response to several requests received from residents since 2019. Most recently Council received a request relating to the above in April 2024 which was followed up with tree pruning maintenance. Since July 2024 investigations have culminated in further work to help resolve the issues of shading and debris. This work included pruning to clear back from property boundaries and to clean out canopies with one tree removed due to its poor condition. No other tree work is planned at present.

2.4 Regarding debris and maintenance of private property (e.g. drains/gutters and cleaning), this is a responsibility of a property owner/tenant. Council does not provide this service to residents.

2.5 Other investigations e.g. footpath maintenance repairs (surface cracking) were done in July 2024. Generally, residents are expected to maintain grass berms, as part of residential mowing, but Council will respond to requests on a case-by-case basis.

3. Conclusion Whakakapinga

3.1 Council has received and responded to residents' requests.

3.2 The tree removal request does not meet criteria for approval in the policy due to the condition of the trees and degree of damage or other issues raised by the resident.

3.3 Tree maintenance work has been regular with no further work planned at present.

3.4 Residents are responsible for the maintenance of private property.

3.5 Berm and footpath maintenance has been referred to the relevant teams for advice and action where appropriate.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Tony Armstrong - Arborist
Approved By	Wayne Manu - Team Leader Road Amenity & Asset Protection Stephen Wright - Manager Operations (Transport)

Christchurch City Council

Ticket Report

01 10 2024 - 31 10 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter by month: 2024 (Year) + October (Month)

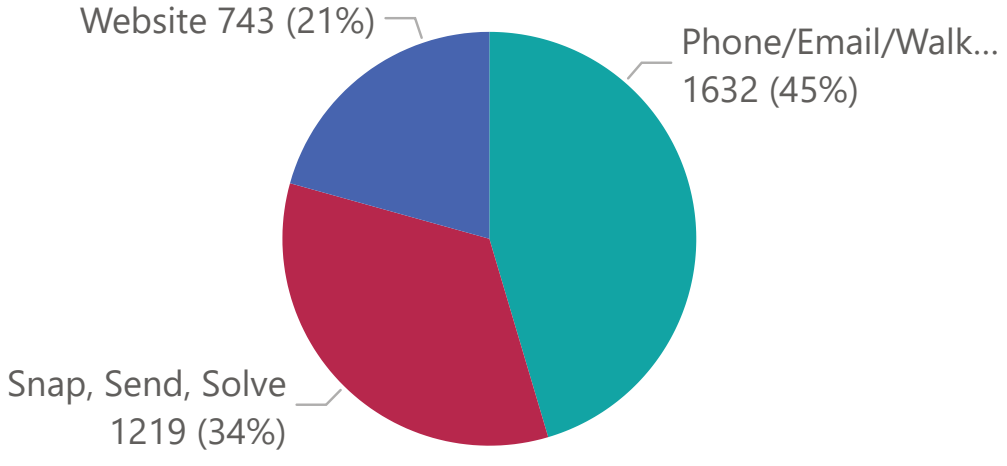
3594

Reported Tickets last month

85.67%

Resolved within SLA

Channels



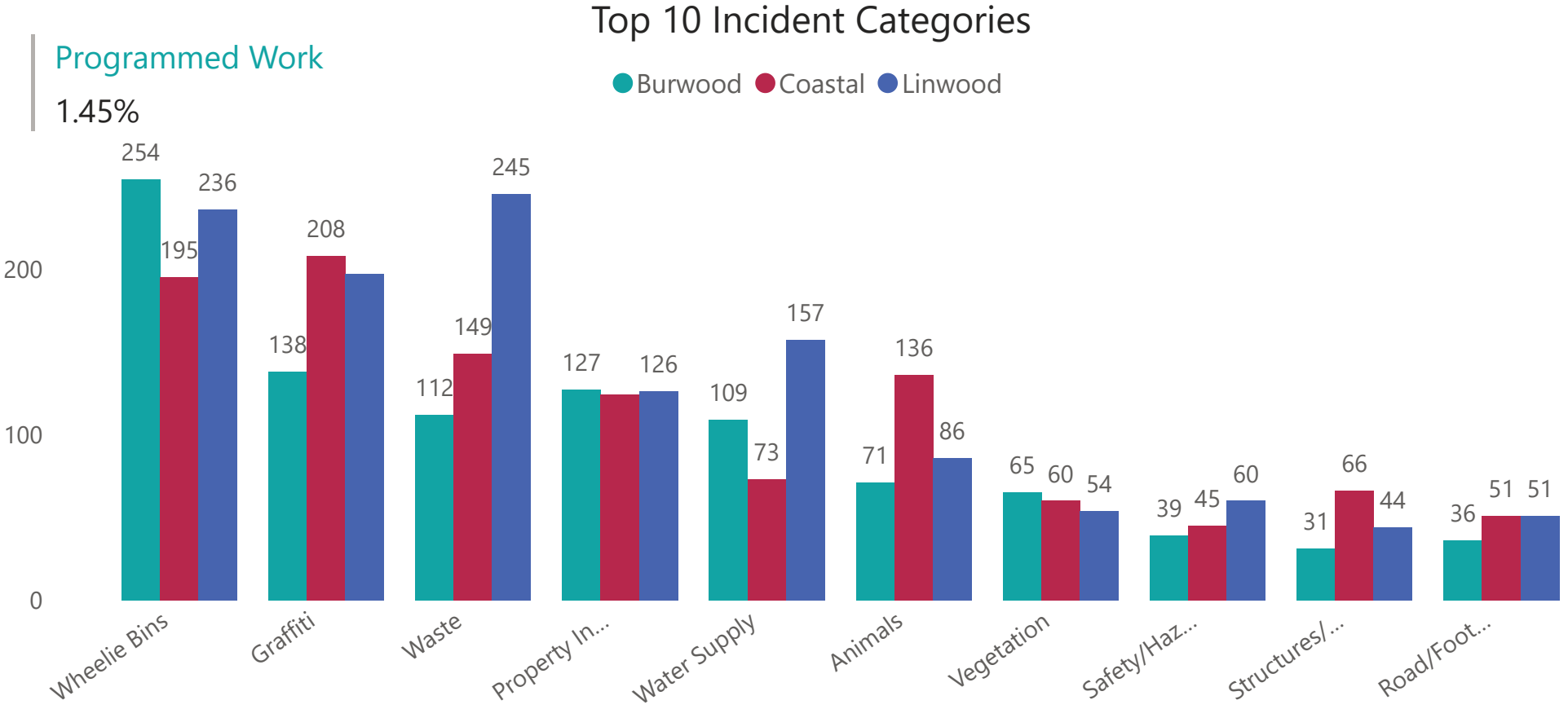
Status as of Report Date

Closed/Resolved
69.67%

Open
28.88%

Programmed Work
1.45%

Top 10 Incident Categories



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
440	Litter	-44
263	Bin Not Collected	54
253	Graffiti - Fence, building or structure	56
243	Damaged Bin	-7
226	Graffiti - Utility box, pole, railway	15
198	Water Leak	14
157	Residential LIM	40
119	Residential Property Files	3
76	Garden/Landscaped Area	23
76	Missing Bin	19

Report date:
31 Oct 2024

Christchurch City Council

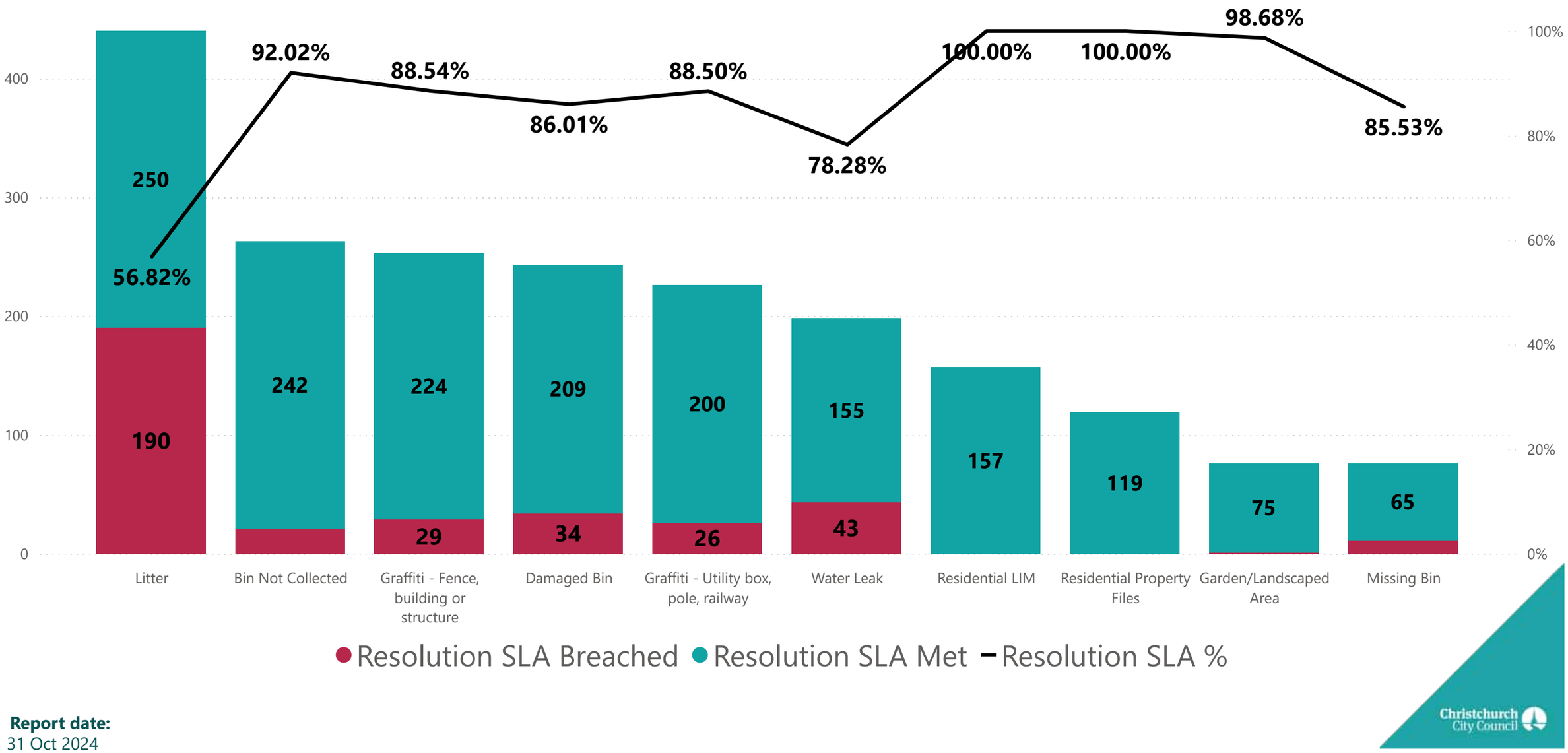
Christchurch City Council

Ticket Report

01 10 2024 - 31 10 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter by month: 2024 (Year) + October (Month)



Report date:
31 Oct 2024

Christchurch City Council

Item 20

Attachment D

Christchurch City Council

Ticket Report

01 10 2023 - 31 10 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter By Date: 01/10/2023 – 31/10/2024

Top 5 Object Categories



Report date:
31 Oct 2024

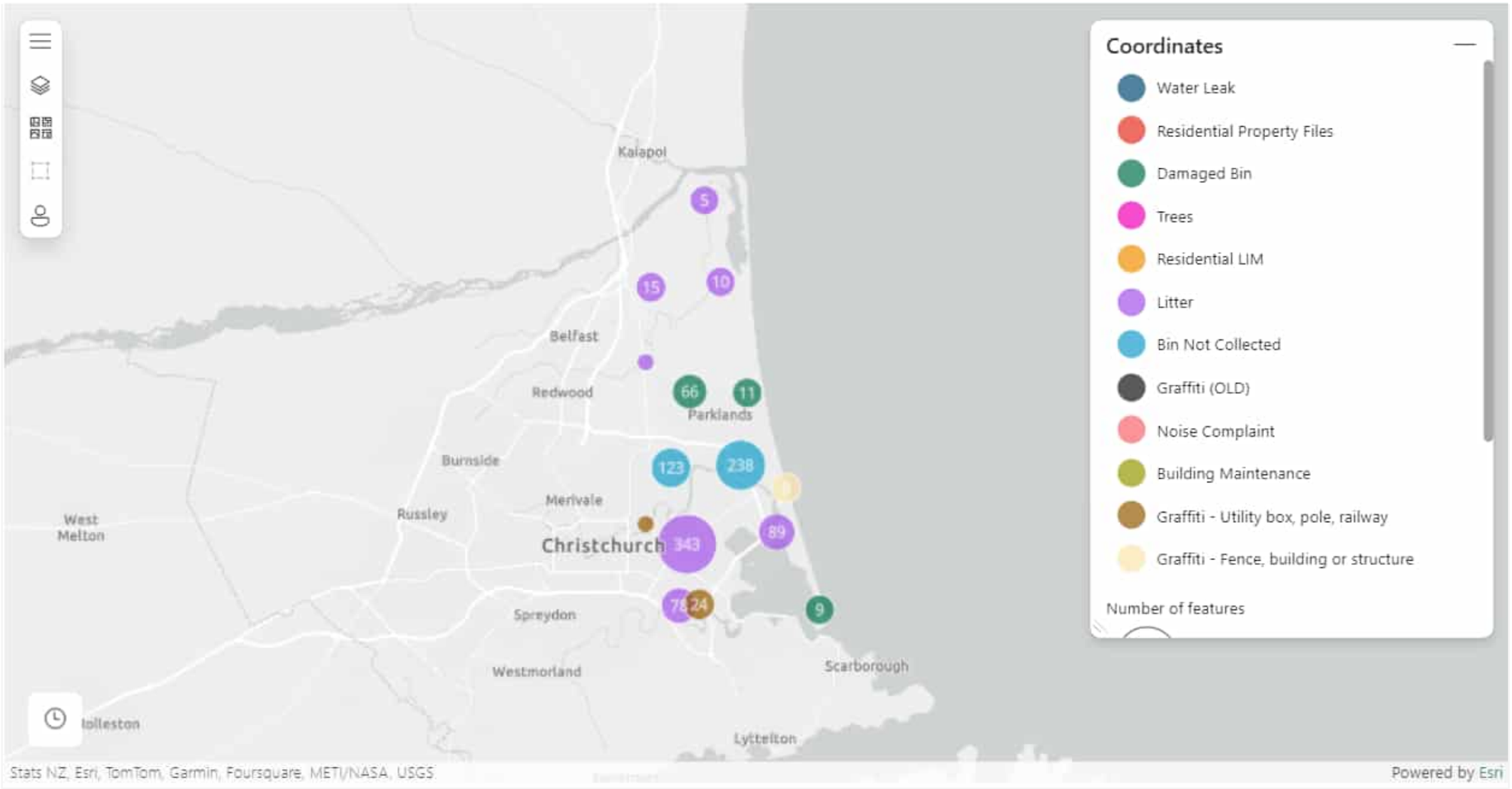
Christchurch City Council

Ticket Report

01 10 2024 - 31 10 2024

Filter by month

2024 (Year) + October (Month)



All

Banks Peninsula

Coa-Bur-Lin

Fen-Wai-Har

Hal-Hor-Ric

Pap-Inn-Cen

Spr-Cas-Hea

Report date:
31 Oct 2024

Christchurch City Council

Christchurch City Council

Ticket Report

01 11 2024 - 30 11 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter by month: 2024 (Year) + November (Month)

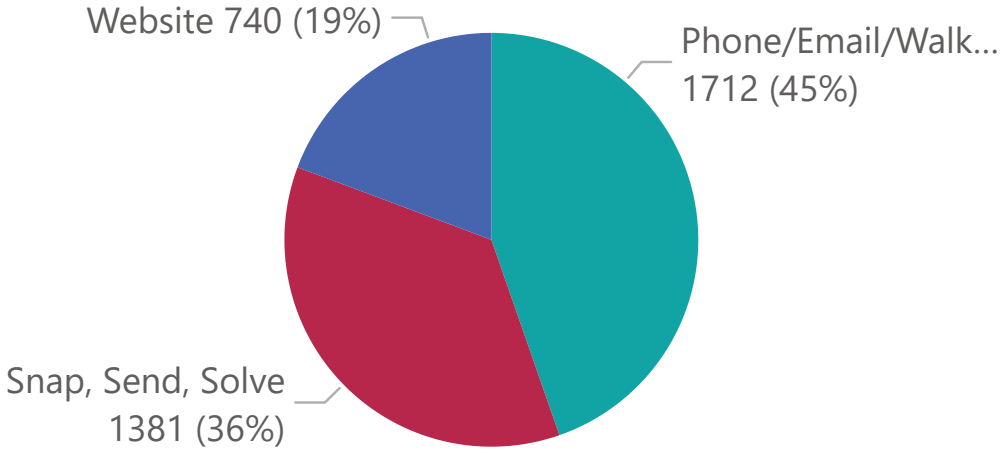
3833

Reported Tickets last month

87.48%

Resolved within SLA

Channels



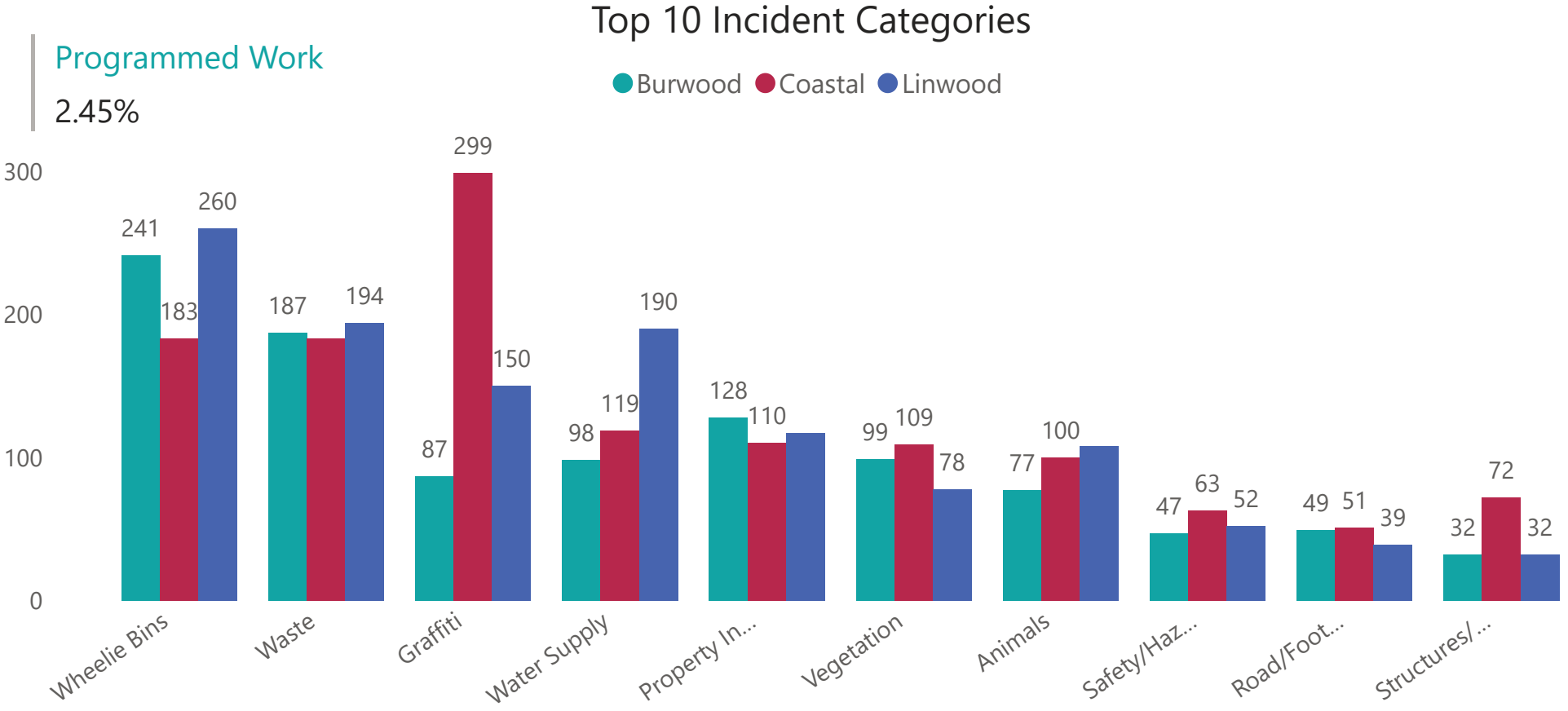
Status as of Report Date

Closed/Resolved
67.99%

Open
29.56%

Programmed Work
2.45%

Top 10 Incident Categories



Top 10 Object Categories

# Tickets	ObjectCategory	+/- Previous Month
498	Litter	52
263	Damaged Bin	18
249	Water Leak	47
226	Bin Not Collected	-37
223	Graffiti - Fence, building or structure	-30
195	Graffiti - Utility box, pole, railway	-35
149	Residential LIM	-8
124	Residential Property Files	5
111	Trees	36
100	Garden/Landscaped Area	22

Report date:
01 Dec 2024

Christchurch City Council

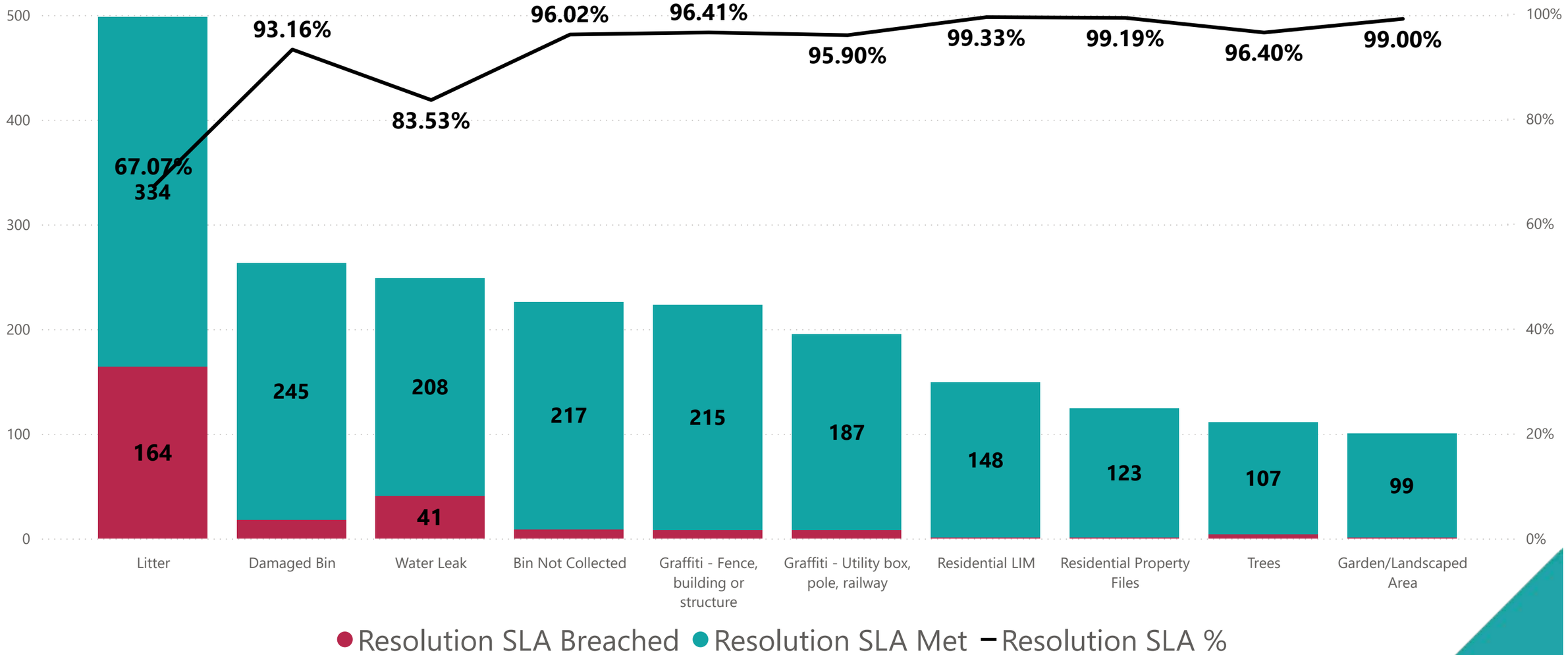
Ticket Report

01 11 2024 - 30 11 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter by month: 2024 (Year) + November (Month)

Top 10 Object Categories



Report date:
01 Dec 2024

Christchurch City Council

Christchurch City Council

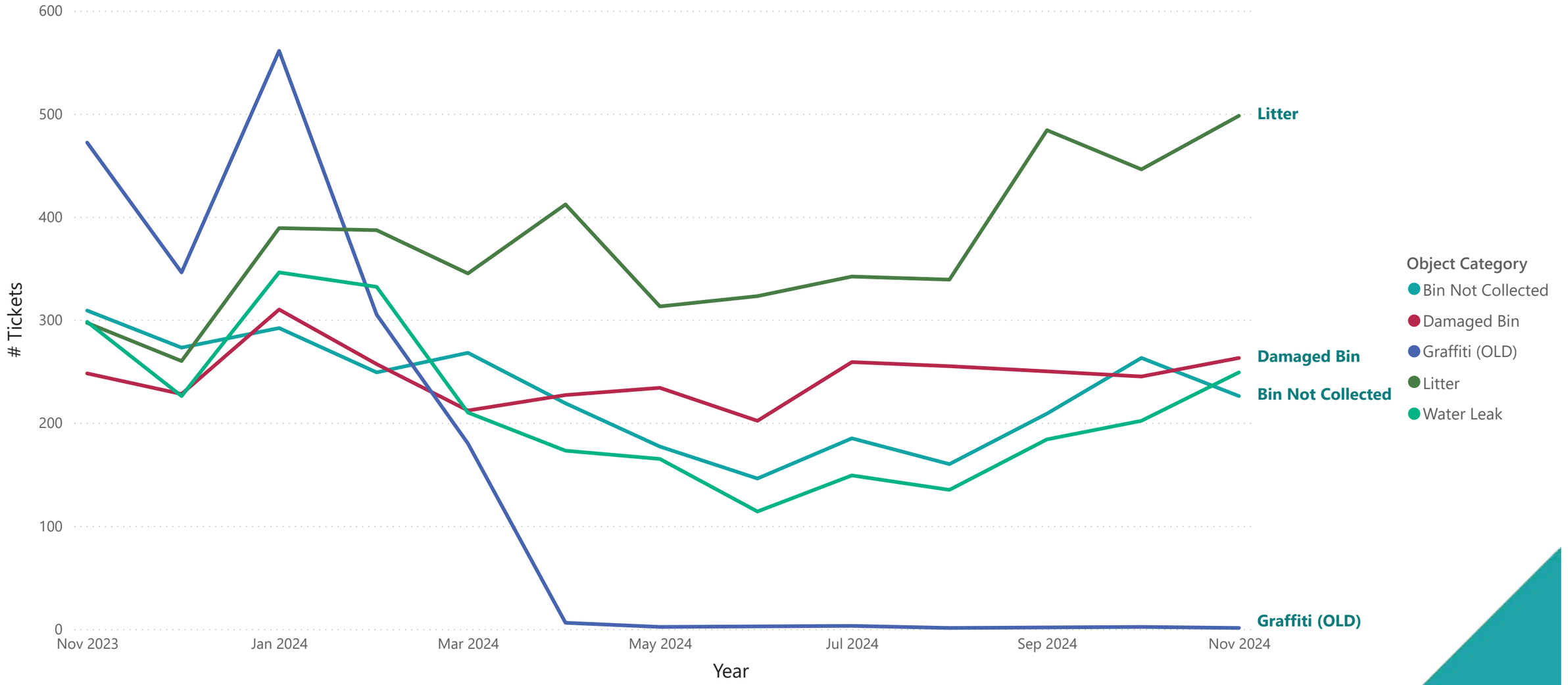
Ticket Report

01 11 2023 - 30 11 2024

Filter by Ward: Coastal-Burwood-Linwood

Filter By Date: 01/11/2023 – 30/11/2024

Top 5 Object Categories



Report date:
01 Dec 2024

Christchurch City Council

Item 20

Attachment E

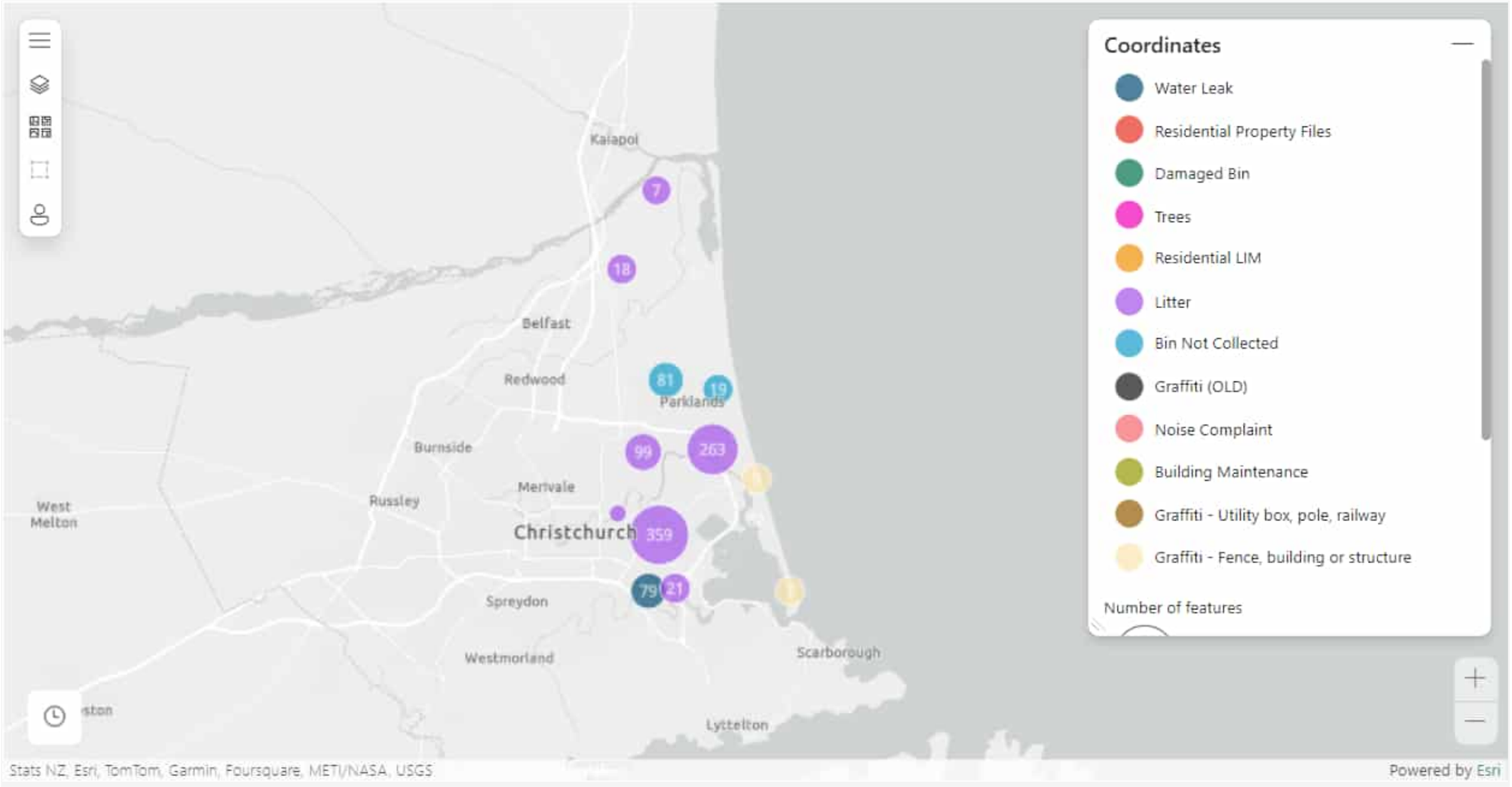
Christchurch City Council

Ticket Report

01 11 2024 - 30 11 2024

Filter by month

2024 (Year) + November (Month)



All

Banks Peninsula

Coa-Bur-Lin

Fen-Wai-Har

Hal-Hor-Ric

Pap-Inn-Cen

Spr-Cas-Hea

Report date:
01 Dec 2024

Christchurch City Council

Memos

Memo

Date: 5 November 2024
From: Gemma Dioni, Principal Advisor Transportation - Safety
To: The Mayor and Councillors
Waitai Coastal-Burwood-Linwood Community Board
Waipapa Papanui-Innes-Central Community Board
Reference: 24/1902712

Aldwins/Ferry/Ensors Intersection Improvements - Construction

1. Purpose of this Memo Te take o tēnei Pānui

1.1 To provide the Mayor and Councillors and the Waitai and Waipapa Community Boards with information around the delivery of intersection improvements at the Aldwins/Ferry/Ensors intersection.

1.2 Council staff and the Contractor are going to undertake early stakeholder engagement directly with affected business owners around the intersection. In parallel, staff would like to seek any feedback as soon as possible from Community Board members.

1.3 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 At its meeting on 21 September 2023, the Council approved safety improvements at the Aldwins/Ferry/Ensors intersection to make it safer for all transport users as part of the wider Te Aratai Cycleway project. In addition, there are two renewals projects that are to be undertaken at the same time.

2.2 The proposed improvements will therefore include:

- Road renewal of the intersection due to the foundation under the road failing.
- Replacing the traffic lights at the intersection because they've reached the end of their working life.
- Installing safe speed platforms on each approach to the intersection.

2.3 Isaac Construction is the contractor completing these improvements. They have looked at several options for delivering the works, including a continuous and high-impact 6-week programme, starting in the first week of January. However, the current preferred method is to undertake nightworks for three weeks in late November, followed by a short duration, high impact programme in January. This programme would make the best use of lower traffic volumes in January and would minimise disruption for the local businesses.

2.4 The nightworks would start mid-November and would last for three weeks. This high impact work will start on Sunday 5 January 2025 and will take seven to 14 days depending on which programme we use.

2.5 Some of the local business-owners – including Mr Heath Ling of Steadfast Books – have recently shared that they are facing several business challenges. We need to be very sensitive in our approach to stakeholder engagement, while being clear about the need for these important improvements.

2.6 The project team and contractor will commence engagement from Tuesday 5 November 2024 to start gathering information to assist with planning the implementation of the works. This includes identifying which businesses operate overnight, as well as any property access requirements for large vehicle deliveries, planned property works and events.

2.7 We are taking a strategic approach to communications and marketing to ensure residents, schools and businesses are aware that the improvements are taking place.

2.8 We'll communicate this work with local schools and the wider community through start works notices. We plan to publish a project webpage and Newsline story and use a range of owned channels (i.e. brightsigns in Council facilities) and paid channels (i.e. digital and print advertising) to communicate this work with a broader audience, including people who commute through this area.

3. Conclusion Whakakapinga

3.1 Isaac Construction have provided a methodology for delivering the intersection improvements at Aldwins/Ferry/Ensors through a high impact programme. Subject to feedback received from those directly affected around the intersections and improvements, we can plan as best we can to minimise disruption for businesses and residents.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Authors	Gemma Dioni - Principal Advisor Transportation Safety Becca McIntyre - Senior Communications Advisor
Approved By	Stephen Wright - Manager Operations (Transport)

Memos

Memo

Date: 12 November 2024
From: Gavin Hutchison, Head of Three Waters
To: Mayor and councillors, Waitai Coastal-Burwood-Linwood Community Board
Cc: ELT
Reference: 24/2039265

Christchurch Wastewater Treatment Plant - Trickling filter demolition to begin

1. Purpose of this Memo Te take o tēnei Pānui

1.1 This memo provides an update on the demolition of the trickling filters at the Christchurch Wastewater Treatment Plant.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 Demolition of the Christchurch Wastewater Treatment Plant's fire-damaged trickling filters is about to begin.

2.2 Southern Demolition has been appointed to carry out the work, which will start on 21 November and is expected to take four to five months to complete.

2.3 The demolition is the first stage of physical work to replace the filters with an activated sludge reactor, which will fix long-standing odour issues.

2.4 We know how important a permanent fix is to the local community, and we've been working hard to get demolition underway as quickly as possible.

2.5 We're aiming to have the walls of the trickling filters down by Christmas and in the new year we'll shift our focus to removing the foundations.

2.6 The next stage of work will be construction of the activated sludge reactor.

2.7 Design work is currently underway, and it's expected to take up to three years to get the new solution up and running.

2.8 Demolition work will happen during working hours and contractors will do their best to minimise the noise, dust, and traffic disruption. Vehicles will enter the site from Cuthberts Road.

2.9 We'll drop more information in neighbouring residents' letterboxes in the coming days.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Memos

Signatories Ngā Kaiwaitohu

Author	Rose Averis - Senior Communications Advisor
Approved By	Gavin Hutchison - Acting Head of Three Waters

Memos

Memo

Date: 18/11/2024
From: Rob Shelton – Project Manager
To: Rupert Bool – Acting Head of Parks
Cc: Toby Chapman – Manager Urban Forest
Reference: 24/2074232

Avon Park Stop Bank Tree Removal

Re: Avon Park Stop Bank Tree Removal

1. Overview

1.1 Staff are requesting approval under the Head of Parks delegation to remove three additional trees within Avon Park which are in conflict with the proposed stop bank construction footprint.

1.2 The project is located within the residential red zone and forms part of the approved regeneration plan. Therefore, the delegation for tree removal sits with the Head of Parks.

1.3 The proposed removals are in addition to other removals previously approved to facilitate the project works currently being undertaken within Avon Park.

1.4 Assessments have been undertaken with the Councils Urban Forest Manager to determine if the trees can be retained. Through this process a number of trees projected for removal have been retained.

2. Confidentiality

2.1 The information in this memo is not confidential and can be made public.

3. Removal Details

3.1 The three trees proposed for removal are a mature Ash tree -Fraxinus excelsior (Tree ID 89843), a semi-mature Indian Horse chestnut- *Aesculus indica* (Tree ID 89844), and an unplotted Strawberry tree- Arbutus unedo.

3.2 All three trees are either within the footprint of the proposed stopbank or so close that the Council arborist has determined that they cannot be retained.

3.3 During a site walkover with the Councils arborist a number of alternative alignments were considered. The chosen alignment resulted in the least number of trees being removed while maintaining the purpose and usability of the stop bank.

3.4 The images below show the trees proposed for removal.



The above image shows the location of the proposed trees to be removed.



The above image shows the trees proposed for removal. The cones and markers depict the alignment of the proposed stopbank. From Left to right (Ash, Chestnut, Strawberry tree)

4. Regulatory Compliance

4.1 The recommended removal is in alignment with section 4.7 of the Councils Tree Policy which allows for removal to complete projects.

5. Tree Replacement

5.1 The project will include a minimum of 10 new trees that will be of a species that can sufficiently replace the canopy lost within 20 years. Project staff will liaise with the Urban Forest team leader to ensure the correct species are planted within a suitable location.

6. Delegation Authority Decision Required Me Whai Whakataunga Tukumana

6.1 Head of Parks approval for the removal of 3 trees from Avon Park for the construction of stop bank within the regeneration area.

Delegation Authority Te Mana Tukumana

6.2 As per Part b-Sub-Part 3 section 19:

In consultation with any other units affected, where there is an approved regeneration plan in place to authorise the removal of any tree or vegetation from any land that was formerly known as the Christchurch residential red zone for the purposes of ecological restoration, land drainage improvement or flood protection.

The relevant Community Board and the Transformative Governance Group Te Tira Kāhikuhiku are to be informed of any removals prior to being carried out under this delegation.

6.3 The relevant Community Board is to be informed of any removals that have been carried out under this delegation.

To avoid any doubt, this delegation is subject to all requirements of the Christchurch District Plan and the Resource Management Act 1991.

7. Officer Recommendation Ngā Tūtohu

It is recommended that the Head of Parks on behalf of the Council:

1. Approve the removal of 3 trees at Avon Park under the Tree policy rule 4.7 to facilitate the construction of the stop bank.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

Author	Rob Shelton - Project Manager
Approved By	Toby Chapman - Manager Urban Forest Rupert Bool - Acting Head of Parks



RARANGA TE RAWHITI

WEAVING THE EAST

NOVEMBER 2024

Tsunami and Disaster Response Planning

The Community Resilience Coordinators have been busy in the Waitai Area. In order to improve visibility of their work, a one page plan has been developed, outlining what they do and what they plan to achieve in the next six months. A draft copy of this plan is attached. Additionally, a summary of the activities that have been undertaken recently in the Waitai area is also attached. The intention is to improve the reporting of this team, to highlight the great work they do.

Community Development

The Pasifika Garden Project at Linwood Resource Centre is proving to be a key intergenerational connection outcome for both the community and council. Bringing local Matua and Tamariki together to work together in the gardens planting taro and other traditional Island vegetables as well as learning to care and maintain the land. While still in its early stages, this is already improving Council connections with a number of Pacific health providers, the Christchurch City Mission but also local students, staff and parents from Te Huarahi/Linwood Avenue School as well as Te Aratai College. These relationships will be key in engaging with these communities in future.



RARANGA TE RAWHITI

WEAVING THE EAST

NOVEMBER 2024



Community Development - Waitai Youth Board
Following efforts to build the Youth Board through nominations and applications from the eastern Youth organisations staff have reviewed the structure and process for the Project and have been working with Kate Burgess from the Christchurch Youth Council on a new approach.

Currently the Christchurch Youth Council have a number of members who represent the east of the city and these members accompanied with representatives from the four Secondary schools will be targeted to provide representatives.
There will be an initial Hui scheduled in February where representatives will attend.

This Hui will be facilitated by the Christchurch Youth Council members with the support of the governance team staff and CYC staff. Following the Hui the Youth Board will be formed out of the participants and they will work towards a submission to the annual plan. Following this and with the ideas that came out of the process, they will be supported to create a Waitai Youth Plan ahead of the 2025 Elections that would be for the term 25-28. This would be presented to the incoming Board.



Community Mapping and Information Gathering
Staff continue to work with SEWN and have met with their staff to start finalising plans for the community interview rollout. A semi-structured question guide, which will form the basis for the interviews, is being created and will be completed in early 2025. The Waitai Community Board will have the opportunity to provide feedback on the guide. Once approved the community interviews will begin.

Christchurch City Council Emergency Management & Community Resilience Plan

PURPOSE: Enhanced community resilience through preparedness for emergencies and disasters.

OBJECTIVES

1. Greater community resilience to threats.
2. Social cohesion - Enabling people to have a sense that they are engaged in a common enterprise facing shared challenges and that they are members of the same community.
3. Unity of effort - Working with partners on a collective response.

VALUES

1. Kotahitanga (we are all in this together)
2. Trust
3. Respect
4. Equity
5. Managing expectations well

GUIDED BY

1. Emergency Management & Community Resilience Activity Management Plan
2. Te Haumako Te Whitingia Strengthening Communities Together Strategy
3. Raranga te Rawhiti - Weaving the East

	Community Response Plans	Community Resilience Building	Public Education Campaigns	Wider Tsunami Planning	Climate Change Adaptation Workshops	Partner & Stakeholder Relationships	Resources
OUTCOMES	• Enhanced community resilience through preparedness for emergencies and disasters.	• Maintain the 33 Resilience Hubs and expand these to 37 by June 2025. • Increase the number of Neighbourhood Response Groups as required. • Continue to leverage off sector group relationships.	• Enhanced community resilience through preparedness for emergencies and disasters. • Increased number of tsunami evacuation maps, self-help guides and resources distributed to community.	• An integrated tsunami response plan is developed for the city. • Increased collaboration between Council Units on tsunami planning.	• Continue to support localised key NGOs in the area to disseminate information and act as a local hubs. • Community feel supported in planning for the impacts of climate change.	• Maintain and increase collaboration with key partners and stakeholders.	• The Waitai area is prioritised as it has the greatest risks associated with tsunami. • Increased visibility of the CDEM team's work via reporting directly to the Community Board.
OUTPUTS	• A focus has been, and will continue to include, working with community to prepare Response Plans. • The ongoing focus will shift to prioritising working with community groups in areas prone to tsunami risk, initially the Waitai area. • Maintain support for the 6 Waitai tsunami evacuation plans and to provide support for additional Waitai tsunami evacuation plans when requested.	• **Resilience Hubs**: Serving as centres for information dissemination, resource distribution, and emergency shelters. • The aim is to maintain the 33 community hubs and expand to 37 by **June 2025.** • **Neighbourhood Response Groups**: 30 Local response groups have been developed, particularly in high-risk areas. These groups have offered a range of opportunities including training, capability building, evacuation procedures, and assisting vulnerable residents. • **Sector Groups**: Sector preparedness plans are underway including a refresh of a rapid response database for multicultural communities.	• The Council will continue to develop and/or distribute tsunami evacuation maps, self-help guides and other resources to target communities. • **Talks/workshops:** Continue to provide public talks and workshops when requested by Waitai communities. Book a CDEM talk or workshop: Christchurch City Council • **Public events:** Continue to attend public events in Waitai that align with the three key objectives for 2025. • Signage. • Wide-reach community communication; mail out, social media, radio etc.	• Feed information and lessons learned from this Plan and continue to work alongside the community, partners and agencies to develop an integrated tsunami response plan for the city. • Gathering tsunami and community information to inform other planning processes, for example, the Coastal Hazards Adaptation Plan. • CRCs will facilitate coursing that enables pre-established community leaders to deliver Civil Defence Emergency Management education to their respective communities in order to increase awareness and resilience organically (from within the community itself).	• Council continues to host workshops focussed on adaptive strategies such as sustainable land use, water management, and green infrastructure solutions to mitigate flood risks. • Partnerships with local iwi, hapu, marae, whanau, schools, and environmental groups have been formed to embed mana whenua knowledge and intergenerational wisdom into planning for climate change impacts. • Work is underway to support localised key NGOs in the area to disseminate information and act as a local hubs.	• **Papatipu Runanga and Marae**: Collaborate with iwi to integrate cultural perspectives and ensure the inclusion of Māori communities in resilience-building efforts. • **NGOs and Charitable Groups**: Work to enhance the reach of preparedness and recovery programs. • **Businesses**: Encourage local businesses to develop continuity plans and become partners in community resilience. • **Schools and Educational Institutions**: Partner with schools and Ministry of Education to integrate emergency preparedness into curriculums and engage students in community safety efforts. • **Media Partners**: Collaborate with local media to ensure accurate, timely information reaches all residents during emergencies.	• Two Community Resilience Coordinators from the CDEM team will focus their work in the Waitai Community Board area and be temporarily located with the local Governance Team, as need dictates. • They will work alongside a dedicated Community Development Advisor in order to deliver this plan from 1 November 2024. • Other resources will include Community Development Advisors in both the local Governance Teams and the Metro Teams. • The Comms and Engagement Team will support in promotion and engagement with community. • The Community Facilities & Activation Manager will provide support and access to community facilities as needed.

Waitai Team Meetings
July 2024 – November 2024
Attending every two months – August, October, December, February, April, and June

Meetings attended this FY:
- Monday 5th August
- Monday 7th October

Community Response Plans
July 2022 – November 2024
6 tsunami evacuation plans:
- 2 Early Childhood Education centres
- 2 primary schools
- 1 primary and intermediate school
- 1 secondary and composite school

3 community hubs:
- 1 active (Coastal)
- 1 developing (Linwood)
- 1 scoping (Coastal)

Christchurch Civil Defence Emergency Management

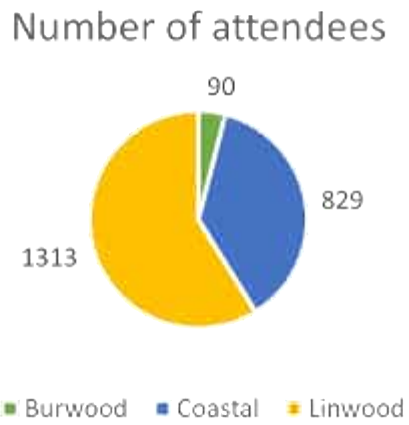
Public Education
July 2022 – November 2024

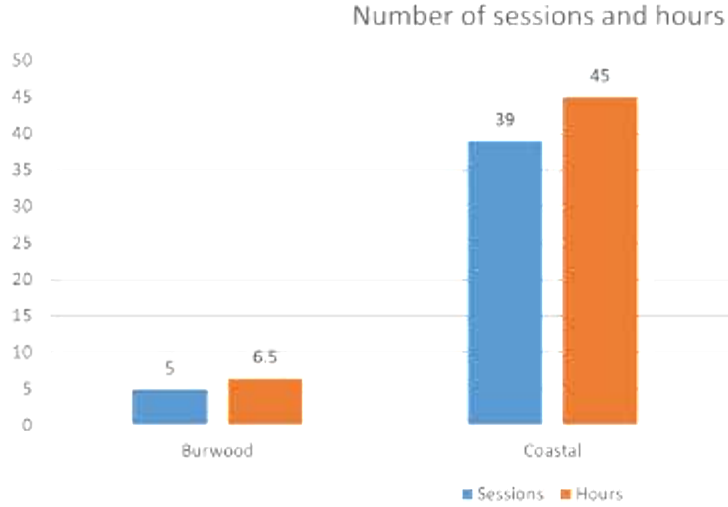
Burwood:
- 5 sessions
- 6.5 hours
- 90 attendees

Coastal:
- 39 sessions
- 45 hours
- 829 attendees

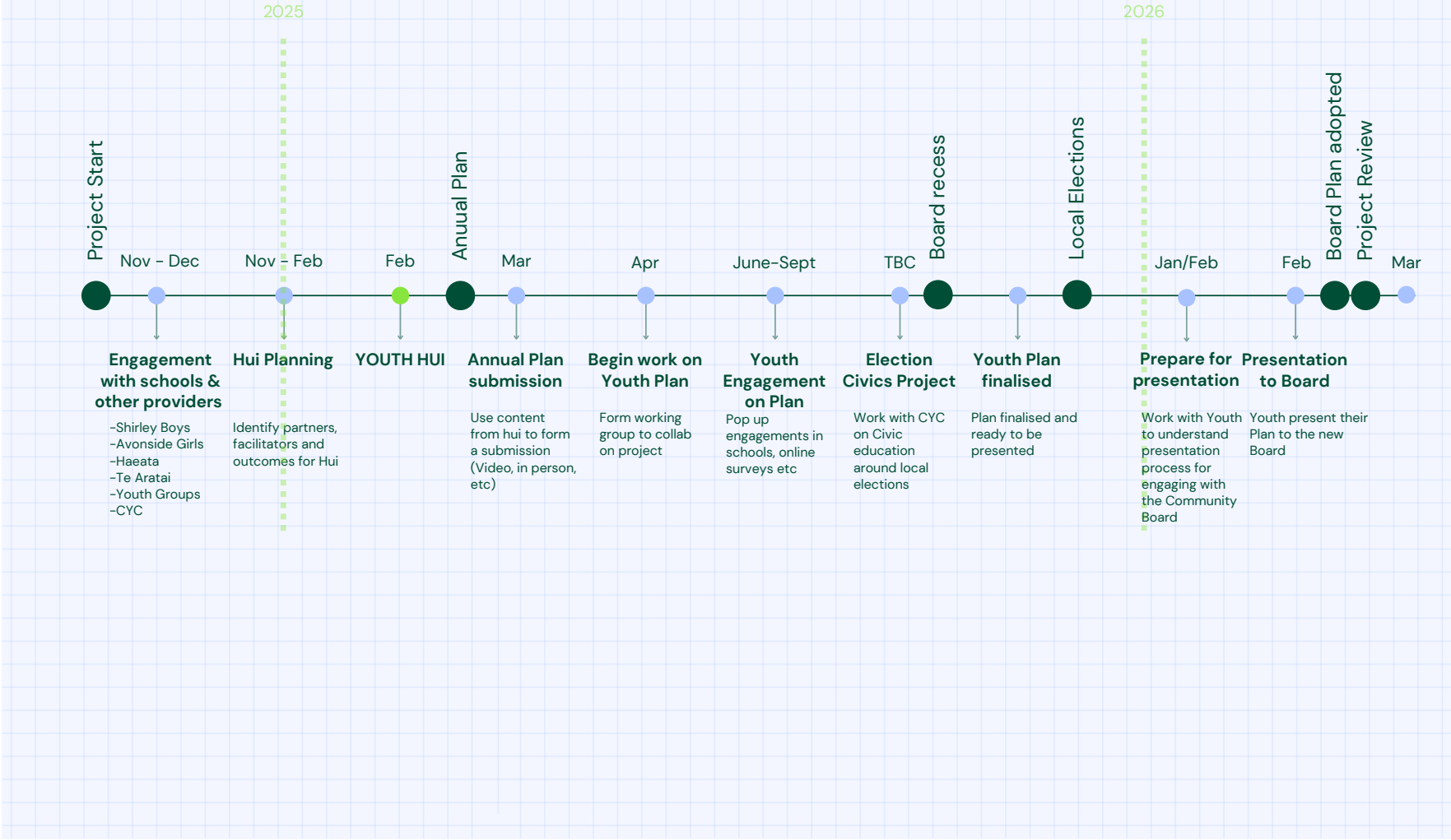
Linwood:
- 20 sessions
- 39.5 hours
- 1,313 attendees

Waitai:
- 64 sessions
- 91 hours
- 2,232 attendees





WAITAI YOUTH BOARD PROJECT TIMELINE



21. 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

Kia tau te rangimārie	May the peace
O te Rangi e tū iho nei	of the sky above
O Papatūānuku e takoto nei	Of the earth below
O te Taiao e awhi nei	And the all-embracing universe
Ki runga i a Tātou	Rest upon us all
Tihei Mauriora	Behold, it is life!