

**SPREYDON/HEATHCOTE COMMUNITY BOARD  
AGENDA**

**FRIDAY 19 APRIL 2013**

**AT 8AM**

**IN THE BOARDROOM,  
BECKENHAM SERVICE CENTRE, 66 COLOMBO STREET,**

**Community Board:** Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Helene Mautner, Karolin Potter, Tim Scandrett and Sue Wells

**Community Board Adviser**

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**PART A - MATTERS REQUIRING A COUNCIL DECISION**

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**1. APOLOGIES**

Tim Scandrett.

**2. CONFIRMATION OF MEETING MINUTES – 2 APRIL 2013**

The report of the Board's ordinary meeting of 2 April 2013 is **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the Board's ordinary meeting be confirmed.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 CRACROFT GUIDING CENTRE**

Trevor Hayes and Trevena Wilson from Cracroft Girl Guiding Centre will provide an overview of developments at the Centre since the earthquakes.

**3.2 SILVER BIRCH TREES AT SYDENHAM CEMETERY**

Janet Begg will address the Board regarding the removal of 27 Silver Birch trees at Sydenham Cemetery.

**4. PETITIONS**

**5. NOTICES OF MOTION**

The following Notice of Motion was submitted by Paul McMahon.

That the Board recommends to the Council that staff be requested to prepare the Suburban Master Plans to a suitable standard such that they can be integrated into the District Plan through the Land Use Recovery Plan process.

**6. CORRESPONDENCE**

**7. BRIEFINGS**

**8. EARTHQUAKE DESIGN AND CAPABILITY**

**8.1 EARTHQUAKE RECOVERY COMMUNITY ADVOCATE BRIEFING**

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**SPREYDON/HEATHCOTE COMMUNITY BOARD  
TUESDAY 2 APRIL 2013**

**Minutes of a meeting of the Spreydon/Heathcote Community Board  
held on 2 April 2013 at 5pm in the Board Room,  
Beckenham Service Centre, 66 Colombo Street**

**PRESENT:** Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Helene Mautner, Karolin Potter, Tim Scandrett and Sue Wells.

**APOLOGIES:** An apology for lateness was received and accepted from Karolin Potter who arrived at 6.10pm and was absent for clause 8 and part of clause 1.

An apology for early departure was received and accepted from Sue Wells and Barry Corbett who departed at 6.05pm and were absent for part of clause 10.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

**1.1 LINDEN GROVE SUB DIVISION**

Denise Jones, Owen Evans and Wayne Aldridge addressed the Board about plans and ideas the community have to enhance the Linden Grove sub division recreational areas and green space.

The Board **decided** to request staff to liaise with the Linden Grove Residents' Association to explore improvement of the park recreational areas with an aim to providing beautification, seating and installing playground equipment.

**2. PETITIONS**

Nil.

**3. NOTICES OF MOTION**

Nil.

**4. CORRESPONDENCE**

Nil.

**5. BRIEFINGS**

Nil.

**6. EARTHQUAKE DESIGN AND CAPABILITY**

Nil.

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**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Board received information on the following:

**7.1 ADDINGTON TRAFFIC STUDY**

The Board was advised that the traffic study would be available in October 2013.

**7.2 DEVELOPMENTS OF THE SELWYN MASTERPLAN**

The Board noted with satisfaction that the earthquake rebuild is progressing in the Selwyn shops area with the approval of a resource consent to build a suburban neighbourhood development on the corner of Coronation, Selwyn and Rosewarne Streets to be known as 'Coronation Corner'.

**7.3 COMMUNITY ART PROJECT WORKING PARTY****7.4 BOARD'S DRAFT SUBMISSION TO THE CHRISTCHURCH THREE YEAR PLAN****7.5 LANDUSE RECOVERY PLAN WORKSHOP DATES****7.6 NEW DISCRETIONARY RESPONSE FUND FOR SMALL VOLUNTEER EARTHQUAKE RECOVERY ACTIVITIES**

The Board discussed the operation of the new fund with specific reference to the funding criteria. This matter will be formally considered at the next board meeting.

**7.7 BOARD SUPPLEMENTARY EARTHQUAKE OBJECTIVES**

The Board considered the supplementary earthquake objectives as discussed at the February workshop.

The Board **decided** the objectives be adopted as earthquake objectives supplementary to the Board's long term objectives.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD****8. CONFIRMATION OF MINUTES – 22 MARCH 2013**

The Board **resolved** that the minutes of the Board's ordinary meeting of 22 March 2013 be confirmed.

**9. SPREYDON/HEATHCOTE COMMUNITY BOARD STRENGTHENING COMMUNITIES FUNDING 2013/14 – BOARD BIDS**

The Board considered a report seeking its approval for projects to be submitted as Board applications to the 2013/14 Strengthening Communities Fund.

The Board **resolved** that the following projects be considered for funding from the 2013/14 Strengthening Communities Fund:

- (a) Spreydon/Heathcote Community Events comprising Hoon Hay Fiesta, Barrington Big Fun Day (biennial event), Waltham Skate Park and a new event to be held in the grounds of Beckenham Service Centre to include dance, culture, music and product market components to be held in March/April 2014.

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- (b) Youth Achievement Fund.
- (c) Community Awards and Events comprising Community Pride Garden Awards, Neighbourhood Week, Community Service and Youth Awards.
- (d) Communications with the Community.

**10. ELECTED MEMBER'S INFORMATION EXCHANGE**

Mention was made of the following matters:

- District Plan - disability access to buildings under the District Plan
- Masterplans - issues were raised about progressing urban design ideas expressed in the masterplans
- Mid-Heathcote River/Ōpawaho Linear Park Masterplan and Stronger Christchurch Infrastructure Rebuild Team (SCIRT) work around the Heathcote River - specific reference was made to the matter of infrastructure betterment
- Tim Scandrett and Helene Mautner will be attending the National Community Board Member's Conference in Wanaka in May 2013
- Colombo Street Store/Distribution Centre – use of this building for community groups
- Canterbury Community Trust, Community House and the Council - connections required to progress sourcing a building for community groups

**11. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

Nil.

The meeting concluded at 6.20pm.

**CONFIRMED THIS 19TH DAY OF APRIL 2013**

**PHIL CLEARWATER**  
Chairperson

9. **STRICKLAND STREET / ANTIGUA STREET AND BROUGHAM STREET PROPOSED INTERSECTION CHANGES**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager Transport and Greenspace Manager
<b>Author:</b>	Philippa Upton - Consultation Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to gain approval for cycle safety improvements at the Strickland Street/Antigua Street and Brougham Street intersection. The Spreydon/Heathcote Community Board approval is sought for changes to parking restrictions and recommendation to the Council to approve the lane changes shown on the attached plan (Plan TP 325601).

**EXECUTIVE SUMMARY**

2. This project forms one of a number of identified cycle network improvements in the city. The Council's Cycle Strategy 2004 identifies this site as part of the Christchurch cycleway network, No.6 Cashmere to City route.
3. The Cycle Facilities report 2007 highlights cycle safety improvements required at various intersections including Strickland and Antigua Streets, which continue to have high volumes of through cyclists and are part of a well used cycle route into the central city. The current intersection layout at Brougham Street from the northern and southern approaches provides a low level of service for straight through cyclists as many left-turning vehicles intrude into the current cycle facilities.
4. The objectives of the proposal are to improve the level of service for cyclists at this major intersection and clarify the layout for all vehicles. Located in the Spreydon/Heathcote ward, this is a typical cross junction intersection with traffic signals. Strickland Street is an arterial road, Antigua a major collector and Brougham a major arterial/outer ring road. The Antigua reserve is located on the north-eastern corner of the intersection and the Council housing complex, Norman Kirk Court, is located on the south west corner. The No. 120 Burnside bus travels east-west along Brougham Street and northwards along Antigua Street.
5. There are fifteen crashes recorded in the Crash Analysis System (CAS) during the five year period between 2006 and 2011. Of the fifteen crashes, one was a serious crash involving a pedestrian, three were minor injury crashes and eleven were non-injury crashes.
6. Overall there were two crashes involving cyclists and one crash where a car did not give way when turning to a non-turning cyclist, the other crash where a car was occupying the cycle lane to turn left and the cyclist tried to go around the car to get to the limit line but was hit as the lights went green. Both crashes were non-injury crashes.
7. The attached Plan (**see attachment 1**) for Council approval is proposed following consideration of four options including 'do nothing.' This plan meets the project objectives including budget. It also meets the project objectives to: improve safe routes to school, provide a level of service that does not discourage people to cycle, maintain or improve level of service for pedestrians, and where possible, maintain the level of service for other road users via reflecting the hierarchy of road users.
8. It includes features to deter motor vehicles from encroaching into the cycle lane, right turn guidance for motorists, cycle stop boxes to improve safety for straight through and turning cyclists, and bus stop upgrades.
9. Key features of the proposed cycle safety improvement plan include:
  - (i) Wider kerbside cycle lanes on Antigua and Strickland Street approaches to provide space for cyclists to proceed through the intersection on the green signal.
  - (ii) New four metre long advance cycle stop boxes in front of the shared through and left turn traffic lanes on the Antigua and Strickland Street approaches to allow through cyclists to wait at the front of the queue, where they are visible to drivers.

**9 Cont'd**

- (iii) Two additional hook turns for right turning cyclists off Antigua and Strickland Streets. There are currently hook turn boxes provided for right turns off Brougham Street.
- (iv) The hook turns box on the north-east and south-west corners were trimmed back to align with the kerb line and to be clear of the kerbside cycle lane on Antigua and Strickland Streets. This is to deter cyclists on Antigua and Strickland Streets from using the hook turns boxes as advance cycle stop box.
- (v) Detector loops installed in the hook turn boxes for northbound and southbound cyclists, enabling cyclists to call for the signal phasing for Antigua and Strickland Streets during off peak hours.
- (vi) A departure cycle lane with no stopping for westbound cyclists.
- (vii) Green colour surfacing at the advance cycle stop boxes on the approach and in the departure cycle lanes at the intersection.
- (viii) Two right turn bays to guide motorists to where they should wait at the intersection to give way to through motorists.
- (ix) Flexi posts are a tool to deter left turning motorists from encroaching into the cycle lane and may be installed at a later date, once the results of the current trial are known.
- (x) The existing bus stops on both sides of Antigua Street will be formalised with bus stop marking and no stopping lines to meet Christchurch City Council Bus Stop Guidelines.
- (xi) Tactile pavers have not been provided because the cost would be prohibitive, owing to the requirement for new kerb and signal pole relocation on each corner, and this was confirmed by the project sponsor.

**FINANCIAL IMPLICATIONS**

10. The estimated cost of this proposal is approximately \$85,000 with a contingency of 20 per cent.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

11. The proposal is within the budget for \$114,099, which comes from the City Environment Group Transport and Greenspace (CETG) infrastructure improvement for cycle ways budget.

**LEGAL CONSIDERATIONS**

12. The Council has delegated authority from the New Zealand Transport Agency.

The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**Have you considered the legal implications of the issue under consideration?**

13. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes Safety and Community.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

14. As above.

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**ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

**Do the recommendations align with the Council's strategies?**

16. As above.

**CONSULTATION FULFILMENT**

17. The scheme plan was presented to Spreydon/Heathcote Community Board on 5 February 2013. The Board raised the issue of the existing two hook turn boxes for Brougham Street cyclists turning right being quite close to the Brougham Street through traffic and that cyclists waiting in these could feel quite exposed. They pointed out that cyclists making a hook turn could use the advance stop box on the side streets instead as this is set back from the traffic lane. This point is noted and will be assessed in the post construction safety audit. If there is a concern the hook turn boxes could be discussed with NZTA who manage Brougham Street.
18. NZTA was consulted and has approved the consultation plan.
19. Community consultation on the project team's preferred option was undertaken from 13 to 27 February 2013. Information leaflets were delivered to 160 properties in the area and posted to absentee property owners and stakeholders including residents' groups and Spokes Canterbury.
20. Four responses were received from the community. All approved of the changes with some comments and suggestions including wider application of the methods proposed for improvements at the intersection. The response to a concern raised for the Royal Foundation for the Blind about cyclists encroaching into the pedestrian crossing space is that if the layout is used correctly, this should not happen and if it does cyclists will be moving slowly. It is acknowledged that education is needed on how to use this layout and a programme is planned for this. The Canterbury/West Coast Automobile Association (AA) supports the changes.
21. Concerns were raised about cycle safety at other intersections such as Milton/Strickland and Antigua/Moorhouse in the area with requests for similar treatment. One respondent suggested a separated cycle lane continuing down Strickland and Antigua and a shared cycle/footpath along Brougham Street. These requests were outside the scope of the project but the project team response was as follows; the Council is about to adopt a major cycle ways plan including this route and various options including separation of motor vehicles will be considered. This plan is expected to include the use of flexi posts at strategic locations.
22. The following changes are proposed as a result of internal and community consultation feedback:
  - (a) The existing bus stop on the east side of Antigua Street is to be marked up as per layout in the Christchurch City Council Bus Stop Guidelines (Feb 2009). An additional five metres of no stopping lines are required to accommodate the eight metre entry taper at the end of the bus stop and to allow the bus to stop parallel to, and as close to the kerb as possible
  - (b) The existing hook turn box on the north-east and south-west corners was trimmed back to align with the kerb line and to be clear of the kerbside cycle lane on Antigua and Strickland Street.



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**STAFF RECOMMENDATION**

- (a) It is recommended that the Spreydon/Heathcote Community Board revoke the following parking restrictions:
- (i) That any existing parking restrictions on the east side of Antigua Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 90 metres be revoked.
  - (ii) That any existing parking restrictions on the west side of Antigua Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 76 metres be revoked.
  - (iii) That any existing parking restrictions on the east side of Strickland Street commencing at its intersection with Brougham Street and extending in a southerly direction for a distance of 76 metres be revoked.
  - (iv) That any existing parking restrictions on the west side of Strickland Street commencing at its intersection with Brougham Street and extending in a southerly direction for a distance of 84 metres be revoked.
- (b) It is recommended that the Spreydon/Heathcote Community Board approve the following parking restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 68 metres.
  - (ii) That a bus stop be installed on the east side of Antigua Street commencing at a point 68 metres from its intersection with Brougham Street and extending in a northerly direction for a distance of 14 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at a point 82 metres north of its intersection with Brougham Street and extending in a northerly direction for a distance of eight metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the west side of Antigua Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 32 metres.
  - (v) That a bus stop be installed on the west side of Antigua Street commencing at a point 32 metres from its intersection with Brougham Street and extending in a northerly direction for a distance of 14 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the west side of Antigua Street commencing at a point 46 metres north of its intersection with Brougham Street and extending in a northerly direction for a distance of 30 metres.
  - (vii) That the stopping of vehicles be prohibited at any time on the east side of Strickland Street commencing at its intersection with Brougham Street and extending in a southerly direction for a distance of 76 metres.
  - (viii) That the stopping of vehicles be prohibited at any time on the west side of Strickland Street commencing at its intersection with Brougham Street and extending in a southerly direction for a distance of 84 metres.

**9 Cont'd**

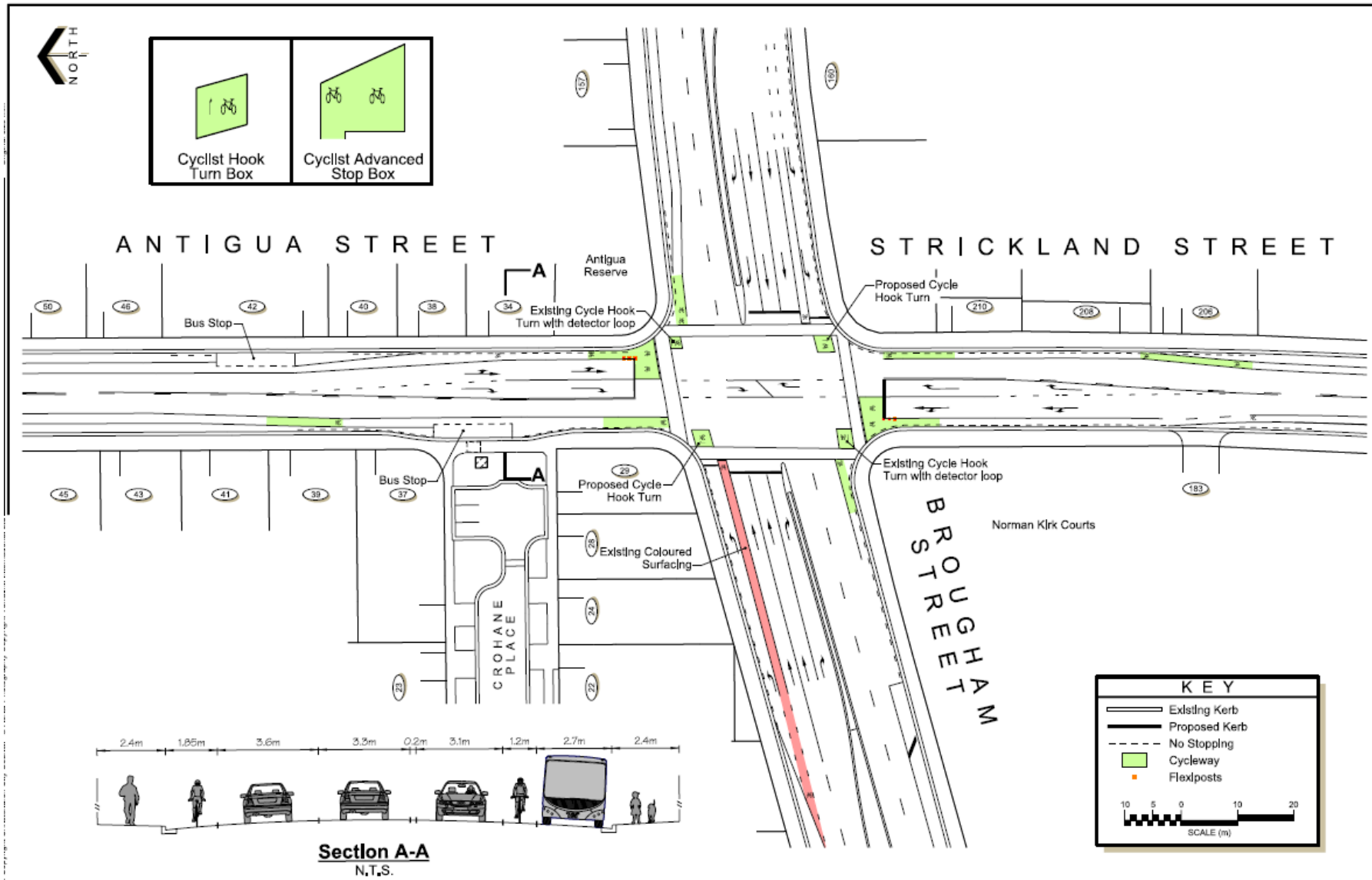
- (c) It is recommended that the Spreydon/Heathcote Community Board recommends that the Council approve:
  - (i) That the lane changes shown on the attached plan (Plan TP 325601) be approved.

**CHAIRPERSONS RECOMMENDATION:**

For discussion.

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**ANTIGUA STREET / STRICKLAND STREET / BROUGHAM STREET**  
Safety Improvements  
For Board Approval

Original Plan Size: A3  
ISSUE. 2 18/03/2013  
TP325601 SJP CP501573

**10. COMMUNITY BOARD ADVISER'S UPDATE**

**10.1 NEW DISCRETIONARY RESPONSE FUND FOR SMALL VOLUNTEER EARTHQUAKE RECOVERY ACTIVITIES**

The Board will consider the criteria for the operation of this new fund under the Discretionary Response fund.

**10.2 SUPPLEMENTARY EARTHQUAKE OBJECTIVES**

Refer to **attachment 1**.

**10.3 COMMUNICATION WITH THE COMMUNITY FUNDING DISCRETIONARY RESPONSE FUND**

**10.4 SUBMISSION TO THE DRAFT CHRISTCHURCH CITY THREE YEAR PLAN 2013-16**

**11. ELECTED MEMBERS' INFORMATION EXCHANGE**

**12. QUESTIONS UNDER STANDING ORDERS**

**Spreydon Heathcote Community Board  
Supplementary Earthquake Objectives developed in a workshop  
held on 1 February 2013**

**Priorities**

- Masterplans - progress
- Traffic issues
- Mid-Heathcote Ōpawaho Liner Park Masterplan
- NGO/NFP buildings and rents
- Vacant sites - community engagement
- Rebuild challenges on TC3 land
- Sydenham Historic Trust
- Pockets in the ward – for example Weir Street, areas of Hoon Hay
- Ongoing impact on residents of the earthquakes
- Support mental health

<b>Goals/objectives</b>	<b>Measurement</b>	<b>Resources required</b>	<b>Strategy</b>
Implement Ward Masterplans	At least one major rebuild started prior to October 2013	Masterplan managers; Proactive CCC-relationships with developers;	<ul style="list-style-type: none"> <li>• Workshop ways of progressing the Sydenham and Selwyn Masterplans / explore an Order in Council under the CERA legislation to progress masterplans</li> <li>• Updates; briefings; memos regarding progress to Board</li> <li>• Check for blockages with developers – seek meetings with property owners</li> <li>• Consideration at Board meetings</li> <li>• Funding in Christchurch Three Year Plan</li> <li>• Include in Annual Plan submission</li> </ul>
Empower people/help people cope with recovery change	In operation by April. At least two voluntary initiatives supported	Advice re proposal Discretionary Fund operational	<ul style="list-style-type: none"> <li>• Establish small easily accessible fund for local volunteer work - troll under motorway in Seattle</li> <li>• Leadership training and thank you to earthquake volunteer leaders</li> <li>• Five days of special action in the ward</li> <li>• Liaison with Community Police</li> </ul>
Support NGOs to attain premises	Ongoing Board meeting items Progress by end of April 2013 - CEF At least two NGOs accommodation solutions delivered	Earthquake Advocate advice, Capital Endowment Fund solutions	<ul style="list-style-type: none"> <li>• Buy property - through CEF</li> <li>• Establish centre - distribution centre space</li> <li>• Build a temporary shelter space on CCC land</li> <li>• Speed up rebuild of workshops at Risingholme</li> <li>• Maintain up to date overview</li> <li>• Inner city community house replacement engagement</li> </ul>
Advocate re: social housing/housing in general	Memo to the Board Ongoing communications	Staff to coordinate; Liaise with social housing team	<ul style="list-style-type: none"> <li>• Regular updates</li> <li>• Briefing to the Board</li> <li>• Public forums</li> </ul>

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<b>Goals/objectives</b>	<b>Measurement</b>	<b>Resources required</b>	<b>Strategy</b>
Initiate community celebrations to mark the end of infrastructure work	Attend at least two celebrations	Internal coordination, Discussions coincide with end of infrastructure rebuilds	<ul style="list-style-type: none"> <li>• Discuss with SCIRT idea of holding a celebration at the completion of SCIRT work.</li> </ul>
Obtain and implement traffic planning strategies for changed parking patterns	Brief to Board delivered strategies developed for Addington and implemented	Briefing to the Board	<ul style="list-style-type: none"> <li>• Briefing to the Board - Addington plan</li> <li>• Discussion at Board meeting</li> </ul>
Consider restructuring Board meetings	Further consideration at Board meetings	Background research	<ul style="list-style-type: none"> <li>• Possible Board meetings with small groups of residents with earthquake related problems - develop strategies towards solution</li> <li>• Forums to hear groups views</li> <li>• Resolutions to restructure formal meeting</li> <li>• Workshops</li> </ul>
Ensure environmental – pollution in Heathcote River is high on the agenda	Memo received by the Board	Advice on current monitoring	<ul style="list-style-type: none"> <li>• Request further monitoring and reporting to the Board in relation to Heathcote river and Cashmere Stream</li> </ul>
Reopening Port Hill tracks and progress the Port Hills Masterplan	Board input to develop and progress the plan Memo received by the Board	Update required	<ul style="list-style-type: none"> <li>• Board discussions re masterplan development and implementation</li> </ul>