

Waipapa
Papanui-Innes Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waipapa/Papanui-Innes Community Board will be held on:

Date: Monday 6 August 2018
Time: 9am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Ali Jones
Deputy Chairperson	Emma Norrish
Members	Jo Byrne
	Pauline Cotter
	Mike Davidson
	John Stringer

1 August 2018

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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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Mihi



Tēnā koutou

Kua hui mai nei

Ki tēnei whare ō tātou

Ki te kōrero, ki te whakarongo

i nga kaupapa ō to hapori

Nau mai, haere mai.

Nā reira tēnā koutou katoa

Greetings

to all who have gathered

within our (communal) house

to speak and to listen to the

topics/conversations of your community

Welcome, welcome

Therefore, again I greet all present

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies

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

2. Declarations of Interest

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. Deputations by Appointment

Time	Submission Number	Submitter
9.00 am		Staff presenting to the Board
9.10 am	6261/16194/16261	Duncan Webb
9.15 am	16215/16208	Jo Wells
9.20 am	16196	Stephen Anderson (Fresh Choice)
9.30 am	16272	Paul van Herpt
9.35 am	16104	Jason Harvey
9.40 am	15986	Anouk Minnaar
9.45 am	16233	Clarrie Pearce
9.50 am	16204	Ron Cone
9.55 am	16191	Richard Bone
10.00 am		Mark Wilson
10.05 am	16252	Martin Meehan (Kidds Cakes & Bakery)
10.10 am	16240/16139	Aynsley MacNab
10.15 am	15806	Martin Pinkham
10.20 am	16225	Margaret Stewart
10.25 am	16247	Emma Twaddell - St Albans Residents Association
10.35 am	16124	Robin Sheard
10.40	16160	Barry Pycroft
10.45 am	15773	David Tipple (CEO Gun City)
10.55 am	15500	Christopher Broughton
11.00 am	16189	Tony Ireland
11.05	16211	Dirk De Lu (Spokes)
BREAK		BREAK
11.35 am		Ray Edwards (Urbis TPD Ltd)
11.45 am		Simon Saville (Wakefield Park)
11.50 am	16056	Peter Davey

4. Community feedback - proposed changes to Cranford Street and the surrounding area

Reference: 18/698206

Presenter(s): Ann Campbell (Senior Engagement Advisor), Andy Richards (Project Manager)

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to be informed of the community feedback received regarding proposed changes to Cranford Street and the surrounding area.

Origin of Report

- 1.2 This report is staff generated.

2. Significance

- 2.1 The decision in this report is of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by the number of people affected, both directly and indirectly, and the high level of community interest. This project is also a condition of an Environment Court ruling in 2015.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

1. Receive the report.

4. Key Points


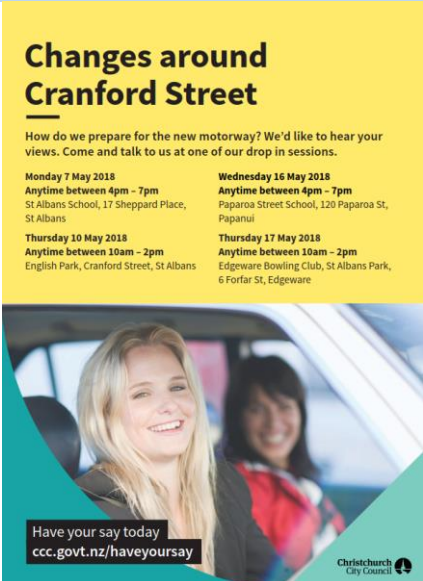
- 4.1 Feedback for the "Proposed changes to Cranford Street and the surrounding area" closed on Monday 4 June 2018. During this period we received 408 submissions, including a petition from residents within the Berwick Street and Warrington Street area. Verbatim feedback has been sent to the Community Board separately to this report. A link to the website containing the feedback is as follows:
- <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/142>
- 4.2 We delivered approximately 12,000 engagement documents to all residents and businesses in the area bounded by Bealey Avenue, Hills Road, QE11 Drive, and Main North Road/Papanui Road.
- 4.3 We held four drop in sessions which were attended by approximately 123 members of the community. We also met with 20 individual stakeholders including schools, businesses and community groups and organisations.






4.4 Below is a breakdown of media (Newsline articles and adverts) and social media communications that were undertaken throughout the engagement period.

Date	Activity	Visual
1 May	Newsline story goes up	
2 May	Social media (share from Newsline): The Christchurch Northern Corridor extends the Northern Motorway through to QEII Drive and Cranford Street and will make travel times in and out of Christchurch shorter. It is due to be completed in 2020. Read more at Newsline: http://bit.ly/2rdTFVu	CNC flyover video
7 May	Social media: We're proposing some changes around Cranford St to prepare for the new motorway. Come and talk to us tonight – St Albans School between 4pm and 7pm and Have Your Say: http://bit.ly/2rp3i4B	CNC flyover video
15 May	Social media: We are proposing to three lane sections of Madras and Barbadoes Streets between Warrington St and Bealey Ave as part of preparations for the new motorway. Come and talk to us tomorrow – Paparoa St School between 4pm and 7pm or Have Your Say online: http://bit.ly/2rp3i4B	Image from Cranford flyover
22 May	How do we prepare for the new motorway? We are proposing some changes around Cranford St and we'd like to hear your views. You can have your say here: https://bit.ly/2ICSQki	Cranford gif
1 June	How do we prepare for the new motorway? We are proposing some changes around Cranford St and consultation closes on Monday. Have Your Say.	Cranford section of motorway video

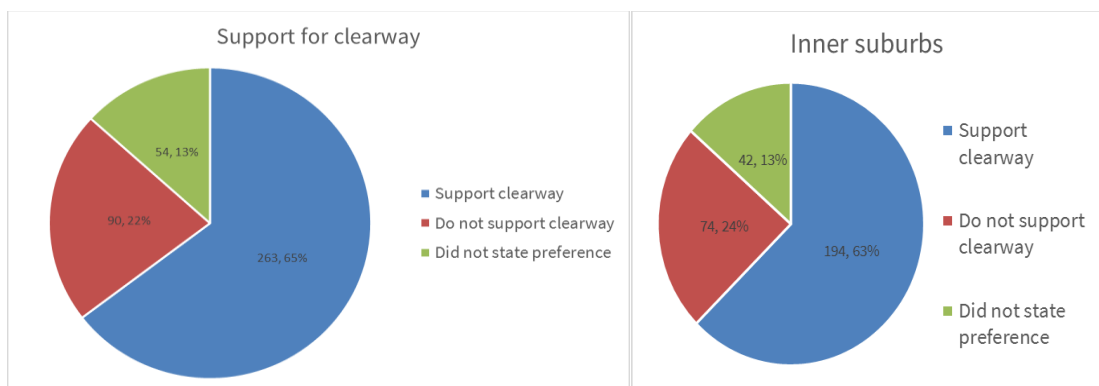
27 June	<p>Newsline summary of submissions https://www.ccc.govt.nz/news-and-events/newsline/show/2746</p>	Cranford section of motorway video
27 June	<p>Social media (share from Newsline): Thank you for your submissions! Submitters will receive an email in the coming weeks offering them to speak to the Papanui-Innes Community Board later this year. For more information, head to Newsline: http://bit.ly/2KqLoFZ</p>	

What	Artwork
Two ads in Nor'west News	
One ad in Christchurch Star	

<p>One ad in St Albans News</p>	<div data-bbox="622 212 949 660"> <h3>Last days to have your say</h3> <p>How do we prepare for the new motorway around Cranford Street?</p> <p>ccc.govt.nz/haveyoursay</p> <p>Consultation closes on Monday 4 June</p>  </div>
<p>Billstickers at shops at Westminster and Edgware</p>	<div data-bbox="622 672 893 1064"> <h3>Changes around Cranford Street</h3> <p>How do we prepare for the new motorway?</p> <p>Have your say today</p> <p>ccc.govt.nz/haveyoursay</p>  </div>
<p>Digital Billboard on Cranford Street</p>	<div data-bbox="622 1075 1284 1388"> <h3>Changes around Cranford Street</h3> <p>How do we prepare for the new motorway?</p> <p>Have your say today</p> <p>ccc.govt.nz/haveyoursay</p>  </div>

- 4.5 A breakdown of the feedback numbers and key themes/comments to each question are outlined below.

Do you support a clearway on Cranford Street between Innes Road and Berwick Street?

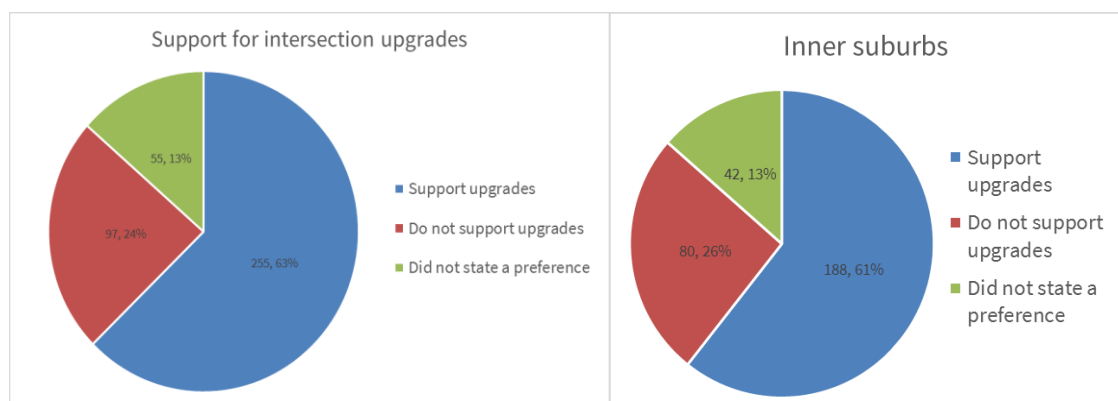


'Inner Suburbs' refers to feedback where the address was supplied as being in St Albans, Edgware and Mairehau.

Main themes:

- Pedestrian safety – especially school children travelling to St Albans School
- A more direct route would be to continue the clearway down Sherborne Street to Bealey Avenue
- Impact on businesses and the loss of parking during the hours of operation for the clearway – however it was noted that the morning hours would be before the majority of businesses were open
- Impact on residents on Cranford Street with loss of parking, safe entry and exit from their properties during the clearway operating times, and the environmental impact with the increase in traffic. Some feedback also talked about the sense of loss of community with Cranford Street carrying such a significant increase in traffic when the new Christchurch Northern Corridor opens
- Safe cycling facilities need to be considered as cyclists will still use Cranford Street to get into and out of the city during peak times

Do you support intersection upgrades at Forfar/Warrington Streets and Barbadoes/Warrington Streets?



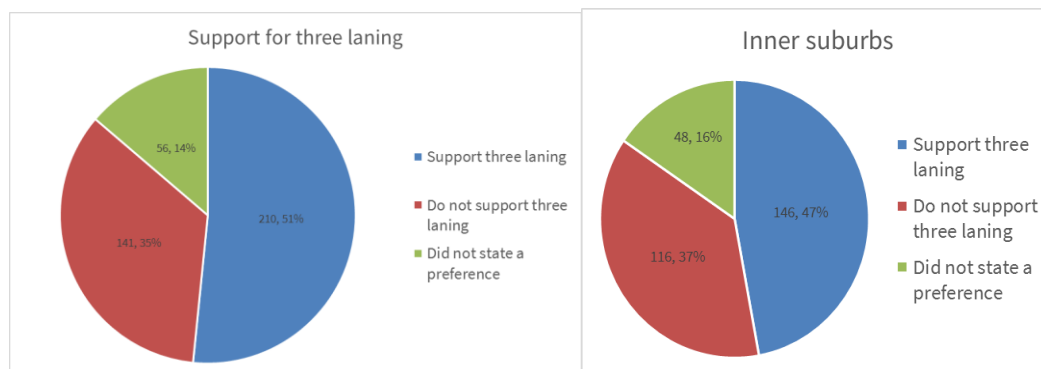
'Inner Suburbs' refers to feedback where the address was supplied as being in St Albans, Edgware and Mairehau.

Main themes:

- The roundabout at Forfar Street/Warrington Street operates fine and there is no need for traffic signals at this intersection.
- Traffic lights are needed at the Barbadoes Street/Warrington Street intersection as the current setup is quite dangerous and can get very busy although we need to consider the bus manoeuvres from Barbadoes Street to Flockton Street (and back again).
- A number of residents raised concerns that two new sets of traffic lights could cause serious congestion on Berwick and Warrington Streets, especially during peak periods.
- Concern about the increase in traffic and the impact on this community, with the number of young children, families and elderly – there is a retirement complex and preschool at the top end of Forfar Street.



Do you support three laning of Madras and Forfar Street and Barbadoes Street between Warrington Street and Bealey Avenue?



'Inner Suburbs' refers to feedback where the address was supplied as being in St Albans, Edgeware and Mairehau.

Main themes:

- A large amount of feedback raised concerns about the high density housing on both Barbadoes Street and Madras Street and the need for residents parking.
- Concern about the loss of parking for businesses on Barbadoes Street. Even with a clearway option this would still impact on those businesses that are open before 7am eg, dairy, café.
- The impact on the users of St Albans Park. This park is a highly used sports park and is home to both St Albans Bowling Club and St Albans Croquet Club. The playground is also a popular destination for local families and the park for recreational use. Concerns were raised about safe access to the park and the loss of parking.
- A number of residents raised concerns about the increase in traffic on these residential streets, including the increase in heavy vehicles which cause houses to vibrate. This concern also highlighted pedestrian safety and the number of children who walk/scooter to school from this area.
- Feedback suggested a clearway option rather than permanent three laning.
- Could these streets be left as they are and the traffic monitored to see if any changes need to be made

What traffic options do you prefer?

Option	Preference
Raised intersection	193
Narrowing sections of road	126
Mid-block raised platforms	120
Chicanes, bends and landscaping	118
Turning restrictions	102

What would you like us to consider when upgrading the following intersections?

Madras Street/Edgeware Road and Barbadoes Street/Edgeware Road

Other issues raised in the feedback in relation to this intersection (in order of number of comments) were

- Concerns for local businesses and residents in relation to parking availability.
- Do not narrow the intersection.
- Safety consideration for pedestrians and vehicle movements.
- Lower the speed.
- Red light cameras need to be installed.

Suggestions:

- Longer north south sequence in peak hours and phase with lights at Bealey Avenue and Warrington Street.
- Allow time for right turning traffic.
- Provide cycle and pedestrian access.
- Correct placement of signal pole.
- Erect sign directing traffic to Edgeware Village.
- Keep bus stops where they are.
- Not too much signage.

What would you like us to consider when upgrading the following intersections?

Cranford Street/Westminster Street and Cranford Street/Berwick Street

Other issues raised in the feedback in relation to this intersection (in order of number of comments) were

- Pedestrian safety, especially in relation to school children from St Albans School was the biggest issue to be addressed – at both intersections but specifically at Cranford Street/Westminster Street.
- Concerns for local businesses and residents in relation to parking availability.
- Leave intersection as it is.
- Widen the intersection, do not narrow it.
- Lower the speed.
- Install red light cameras.

Suggestions:

- Right turning arrows from Westminster Street into Cranford Street.
- Provide separate turning lanes.
- School zone signs that are visible.
- Remove parking close to the intersection.
- Not too much signage.
- Pedestrian crossings that count down.
- Double lanes on Westminster Street approaching Cranford Street.

- Speed reduction for Courtenay Street.
- No right turn from Cranford Street into Westminster Street – left turn only.
- Widen Berwick Street to four lanes at this intersection to avoid a bottle neck.
- Close off left turn from Mersey Street into Berwick Street.
- Erect sign directing traffic to Edgeware Village.
- Right turn arrows at Cranford Street and Berwick Street intersection.
- Double left turn lane from Cranford Street into Berwick Street.

Any other feedback

There was a general feeling that the increase in traffic and any associated works will create a sense of loss of community across the area. With several small shopping areas, St Albans Park, a number of schools, preschools and a mix of young families and elderly residents, it was raised that these changes will create a divide where there are main roads.

Safety concerns were raised over pedestrian, cycle and vehicle movements through this community. There is high number of school children who walk/scooter to school through some very busy intersections and this needs to be taken into consideration and any changes should be looking at making this area safer. Access to properties on the major routes was also a concern raised by those directly impacted residents.

Park and ride as an alternative travel option for those commuters coming in from the north was suggested through much of the feedback. This was seen as a positive way to encourage less traffic on the roads.

Some feedback suggested doing nothing until after the Christchurch Northern Corridor is open and then monitor where the traffic goes, and then make the necessary changes if required.

Air quality, noise and vibration impacts and increases on residents in this area was also a concern raised and the need for there to be ongoing monitoring once the Christchurch Northern Corridor is open.

Concerns were also raised about the cost of this project to the ratepayer when it will be mainly used by commuters from “out of town” to get to work.

Schools

Four schools provided feedback (St Albans School, St Albans Catholic School, Mairehau Primary School, Papanui Primary School). The main concern for all schools was the safety of their students travelling to and from school, especially with the future increase in traffic. A number of intersections and crossing points were highlighted as needing consideration or attention.

Businesses

There are a number of businesses, both small commercial areas and individually located businesses. Customer access and parking were the key concerns raised by these submitters (both through written feedback and at individual meetings). Loss of business through possible loss of parking and the risk to the success of these businesses was clearly highlighted through the feedback received. Submissions were received from the Edgeware Business Association, Barbadoes Street/Edgeware Road businesses, Barbadoes Street/Warrington Street businesses, several businesses from the Cranford Street/Westminster Street shopping area, as well as a number of individual businesses.

Residential

Residents living in this area have a wide range of concerns. Safety (especially school children travelling to school) around the community, access to property, loss of parking, loss of “sense of community”, and the environmental impact of the increase in traffic were the main issues raised in the feedback from local residents. The St Albans Residents’ Association (SARA) also made a written submission on behalf of their community.

- 4.6 While there were many concerns raised, there was also recognition and support for the need to put in place measures to address the increase in traffic, to mitigate this impact on the community, especially in the morning and evening peak times, once the Christchurch Northern Corridor is open.
- 4.7 Submitters have been given the opportunity to speak to the Community Board about their feedback.
- 4.8 All feedback received has been made available online and submitters advised of the link to view this.
- 4.9 The feedback has been provided to the independent traffic consultant who has been engaged by Council to develop the Downstream Effects Management Plan to help inform this document.

5. Context/Background

Background to the Downstream Effects Traffic Mitigation Project

- 5.1 Under the Resource Management Act conditions for the Christchurch Northern Corridor, Christchurch City Council is required to address downstream effects relating to traffic arising from the operation of the Christchurch Northern Corridor. An Independent Traffic Expert has been engaged by Council to recommend appropriate traffic mitigation measures.
- 5.2 At the request of the Independent Traffic Expert we have recently completed this round of community engagement. The aim of this was to understand community concerns surrounding the expected increased traffic growth and potential traffic mitigation measures. The findings from this engagement will feed into the work being undertaken by the Independent Traffic Expert.
- 5.3 Council is also required to carry out ongoing monitoring and identify the anticipated future increase in traffic as a result of the Christchurch Northern Corridor. Council is obliged to carry out any recommended traffic mitigation measures if traffic volumes are anticipated to increase by over 30% on any street. Council will need to implement these mitigation measures as soon as reasonably practicable and no later than 10 years after the Christchurch Northern Corridor is open.

Next Steps

- 5.4 Submissions will be heard by the Papanui-Innes Community Board on Monday 6 August 2018.
- 5.5 After this meeting, the Independent Traffic Expert will make his recommendation by way of a draft Downstream Effects Traffic Mitigation Plan, which will outline remedial steps required (if any) to avoid, remedy or mitigate the adverse traffic effects. This draft plan will be reported through the Community Board to Council.
- 5.6 Council will then be engaging with any potentially affected owners and occupiers of the streets identified by the Independent Traffic Expert in the draft Mitigation Plan.
- 5.7 The recommendations set out in the final Mitigation Plan will then be reported through the Community Board to Council.

- 5.8 Council will develop the details and programme for delivery of the transport projects identified in the Mitigation Plan. These projects will be individually reported through the Community Board to the Council for approval.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Ann Campbell - Senior Engagement Advisor Andy Richards - Project Manager
Approved By	Katy McRae - Manager Engagement Lynette Ellis - Manager Planning and Delivery Transport David Adamson - General Manager City Services