

**Waimāero**  
**Fendalton-Waimairi-Harewood Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 15 June 2020  
**Time:** 4.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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Mr E Griffiths  
49 Plynlimon Road  
Christchurch  
[ed.mimi@xtra.co.nz](mailto:ed.mimi@xtra.co.nz)  
22/4/2020

Margaret Henderson  
Fendalton-Waimairi-Harewood Community Board Advisor  
Comm. Governance Team (Fen-Wai-Har)  
Fendalton Service Centre, 4 Jeffreys Road, Christchurch  
PO Box 73020, Christchurch 8154  
[Margaret.Henderson@ccc.govt.nz](mailto:Margaret.Henderson@ccc.govt.nz)

Dear Margaret,

The purpose of my letter is to bring to the Fendalton-Waimairi-Harewood Community Board's attention an easy and relatively low-cost opportunity to increase the public's use of Plynlimon Park, reduce anti-social behaviour occurring in the Park, and provide a destination for people using the adjoining cycle path. I have observed, in my eight years living opposite the park, that the Park is very underutilized. For a few months each year, it is used for junior rugby (when the ground is dry enough), and for the rest of the time, the Park is predominantly used by dog walkers. It has a history of having anti-social behaviour occurring, with people parking cars at the end of Plynlimon Road or sitting in the treed area to take drugs, and occasionally people rough-sleeping in the Northern treed areas.

In 2019, the Christchurch City Council arranged for many trees along the Eastern boundary of the park to be removed and thinned. On and off since then, local children and teenagers have used the cleared spaces to construct temporary mountain bike obstacles and ride their mountain bikes in the tree under-canopy. This increased use of the Park had an immediate impact on reducing anti-social behaviour occurring and instances of people rough sleeping.

During the Covid-19 lockdown, local children, including my two sons, spent time further developing the temporary obstacles. It was a simply brilliant way for local children to safely occupy their school holiday time during the lockdown restrictions (while maintaining their 2-metre spaces).

The number of people (young and old) using these obstacles has been simply amazing to observe. For days there would be many children of all ages, and parents riding in the Park and

over the temporary mountain bike obstacles. Unfortunately, a neighbour that immediately bounds the Eastern border of Plynlimon Park took exception to the mountain bikers riding in the areas where the Council had cleared trees and erected signs telling Park users to keep out and that riding mountain bikes beneath the trees violated Council Regulations. Following these actions, the number of people using the Park plummeted. Since then the Park is again now mostly used by people to exercise their dogs.

The number of people riding bikes in the Park, while the temporary mountain bike obstacles where in place, clearly suggests many local people would visit the Park if there were permanent Council endorsed mountain bike obstacles. I, therefore, encourage the Fendalton-Waimairi-Harewood Community Board to raise the opportunity with the Christchurch City Council for their Parks Unit to endorse (and build) several permanent mountain bike obstacles in the Park. The benefits of this, in my view, are as follows:

- Significantly increase the use of Plynlimon Park by a diverse age group of the community
- Create a destination for young, beginner and intermediate level mountain bikers to safely access the Park using the adjoining cycle lane
- Several simple obstacles (not BMX obstacles) could be built that are suitable for young children and teenagers, and adult mountain bikers to learn skills before they head to the Council's more challenging tracks on the Port Hills or other locations that cannot be easily accessed without a car
- Installing several obstacles is low cost to build and maintain and would be a great way for the Council to support a local community builder following the Covid-19 lockdown finishing
- Begin the creation of a network of mountain bike obstacles that incorporates other parks, giving mountain bikers purpose to use the cycle routes, and
- Help reduce anti-social behaviour from occurring the Plynlimon Park. Arguably, anti-social behaviour has occurred in the past because the Park is so poorly utilized and frequently empty of people.

When the Covid-19 lockdown is over, I would be more than happy to come and discuss opportunities to provide several mountain bike obstacles in Plynlimon Park with the Community



Board, including ways that the local community could be asked to help with the development of our park.

I look forward to hearing from you in due course.

**Yours sincerely**

**Edward Griffiths**

02 193 2128

15.6.2020.

Hello Councilors, *and board members*

I appreciate the opportunity to speak at this community board meeting today.

My name is Sophie Robb, I am an Avonhead resident and ratepayer since 2008. I established and run the Avonhead/ Russley Facebook community page in 2017.

I have a number of maintenance issues in our community I would like to make you aware of and a few improvement requests.

Firstly, I would like to request the pathway in Staveley reserve from Staveley street to the scout den and Kidsfirst kindergarten be resurfaced, it has a number of cracks and potholes, note photos 1,2 &3 attached. Also note this issue has been snap send solved requested on the app by myself and the kindergarten.

The kindergartens main entry is off this pathway for safety as Staveley street traffic volume and speed appears to have increased over the last few years and the gate on to the main road is now closed.

Secondly, I would like to request that the pathway in Ferrier park from Nortons road to the back of Avonhead primary school be widened and edged. Currently I feel it is very dangerous as it is lacking edging and the flaxes are overgrown. This pathway is used by many families as the main entry for them to and from the school. I have on numerous times rolled my ankle and I've seen many others do this too. I believe it's hard for children on scooters and bikes to get past people safely. Also I would like to request that the weed spraying on this pathway to be done between 9:30am and 1:30pm, on two occasions I have noted it has been sprayed at approximately 2:45pm parents have expressed

concern as to the type of chemicals being sprayed at school leaving time. I have emailed the CCC about this matter earlier in the year.

Our community would like to request to have the footpaths and road corners moss and mould sprayed as there are many covered in lichen and are slippery. Can you advise me if there is a regular spraying plan in place for this to be done?

Thirdly, I would like to bring your attention to the grass berms and berm trees in our community.

I am a resident in Talltree Avenue and when we purchased our home the Avenue had great appeal and was treelined with cherry blossom trees. It is also important to note the definition of avenue is a tree-lined street.

Over time our avenue has lost a lot of trees, especially on the side of the road I live on with the even numbers, and now we have one remaining berm tree. These trees were never replaced, a number of residents in our Avenue including me, have previously requested replacement berm trees and were advised it was not possible due to Enable cabling.

On the 27<sup>th</sup> of May I came out of my driveway to see Connectics ripping up the berm along from my driveway, I had not been notified of any works to be undertaken in our street. I tried unsuccessfully to stop them from adding more cable to our berm, as I don't believe it is affected by the Enable Fibre cable like the other half on my side of the Avenue (photo #4,5,6,7). After numerous conversations and submitting my complaints to CCC, Orion and Connectics no one was able to advise who had authorised the works.

On the 8<sup>th</sup> of June I received a reply from Brian Heron from Connectics (see attached email copy). In summary he says “there was an issue with street light cabling and needing to run a new wire and they notified houses affected by the works and if in future the council was to plant trees in our street it would not be too hard to re run the cable to allow for trees”.

I have to question is this the most economical way of planning and spending rate payers money. Therefore;

1. Was it not possible to forward plan and plant replacement trees at the same time?
2. Why it was decided to run the fibre cable through the grass berm (see photos #5,6),
3. When the original trees were removed why were they not replaced?
4. Is there a renewal plan or policy regarding berm trees?
5. Why did enable run the fibre cable in two different ways down my side of the street? One part in the footpath and one part in the grass berm, which has confused the issue about replanting.

I have read the CCC website “benefits of trees” page and I find it most interesting for it to say “it is estimated that properties in tree-lined streets are valued around 30% higher than those in streets without trees.” I have also spoken to three real-estate businesses in our community and they have said tree-lined streets have more appeal to buyers.

I would like to know and be informed about what we can do to have our trees returned as I feel our Avenue has lost it’s appeal.

When I was looking into the berm tree issue I asked members of the Avonhead/ Russley community Facebook page during lockdown what

they have found needing attention in regards to paths, footpaths and roads in our area while out walking, biking, scootering. As a result of their feedback I have been around most of the areas mentioned and have used the CCC snap send solve app to inform the CCC, I am still waiting for their responses regarding these issues.

I await your responses to these matters so I can keep my community informed.

Regards,

Sophie Robb

Email: [Avonhead.russley@gmail.com](mailto:Avonhead.russley@gmail.com)

0272861200



6/15/2020

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1

Attachment A Item 0

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6/15/2020

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Attachment A Item 0



6/15/2020

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Attachment A Item 0

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6/15/2020

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6/15/2020

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7

Attachment A Item 0

6/15/2020

Gmail - Fwd: Streetlight Cabling in Talltree Avenue



Sophie Robb <avonhead.russley@gmail.com>

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**Fwd: Streetlight Cabling in Talltree Avenue**

1 message

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**Sophie Robb** <[REDACTED]@gmail.com>  
To: avonhead.russley@gmail.com

15 June 2020 at 11:03

----- Forwarded message -----

From: **Heron, Brian** <Brian.Heron@connetics.co.nz>  
Date: Mon, 8 Jun 2020, 3:51 PM  
Subject: Streetlight Cabling in Talltree Avenue  
To: [REDACTED] <[REDACTED]@gmail.com>  
Cc: Leigh Weaver <Leigh.Weaver@connetics.co.nz>

Sophie Robb

I apologise for the concern we have caused to you with the installation of the streetlight cable in front of 6, 8 and 10 Talltree Avenue.

The new lights were installed as part of a Christchurch City Council Lighting upgrade but unfortunately the existing cable was not suitable to be connected to the new lights.

I got the job to install a new section of cable to supply the lights so the old light could be removed.

I discussed this with Christchurch City Council and with Orion and had contacted the home owners at 6, 8, 10 & 12 to explain what we were doing and the proposed date.

Neither Christchurch City Council or Orion would allow us to install the new cable in the roadway so I had it installed as near as practical to the existing power cable in the footpath area.

The new cable is at 800mm from the kerb and the existing power cable is at 1100mm from the kerb. Unfortunately this may make it difficult to install trees in this area but if the council ever do want to install tree's it would not be too difficult for us to reroute the streetlight cable around the tree position.

We will reinstate the surface to as near as possible to the original condition.

Yours faithfully

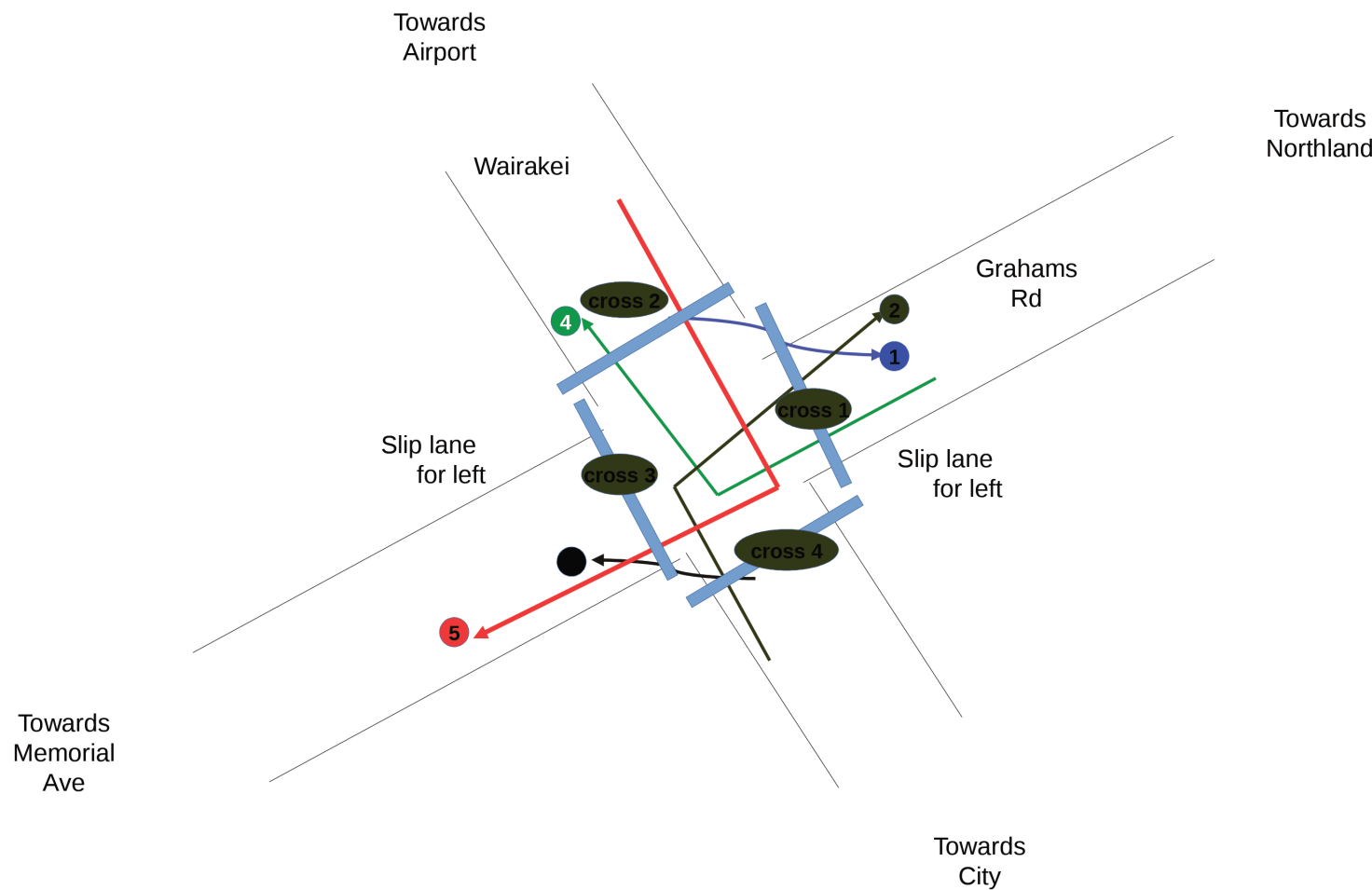
Brian Heron

Connetics

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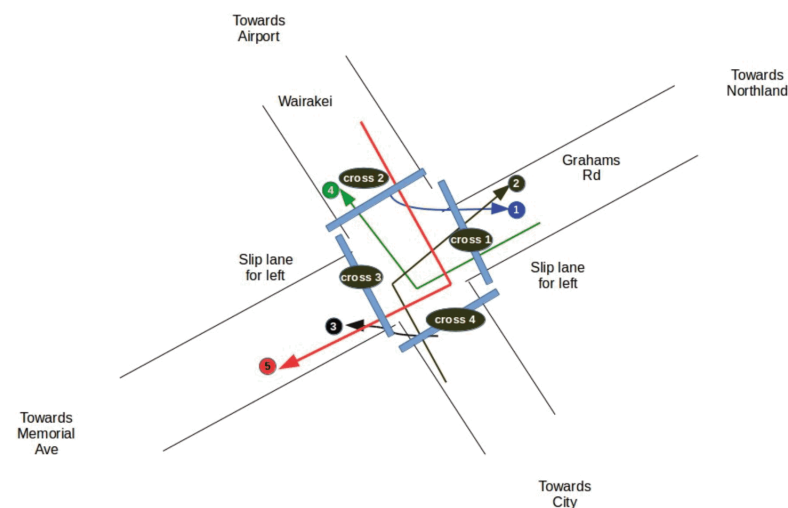
<https://mail.google.com/mail/u/0?ik=2fddde57ce&view=pt&search=all&permthid=thread-f%3A1669517363640632632&simpl=msg-f%3A16695173...> 1/2

# The Intersection



# Hazards

- Coming from Airport on Wairakei turning left into Grahams towards Northland Mall.
  - Hazard: pedestrians using crossing 1
- Coming from City on Wairakei turning right into Graham towards Northland Mall.
  - Hazard: pedestrians using crossing 1
- Coming from City on Wairakei turning left into Grahams towards Memorial Ave.
  - Hazard: pedestrians using crossing 3
- Coming from Northland on Grahams turning right into Wairakei towards Airport.
  - Hazard: pedestrians using crossing 2
- Coming from Airport on Wairakei turning right into Grahams towards Memorial Ave.
  - Hazard: pedestrians using crossing 3



# Suggestions

- I totally understand that it is low budget exercise, but still we can find some cost effective measures that can help us ensure pedestrians safety.
  - Have a dedicated pedestrian signal [ when all lanes stop, much like we have in city ] and pedestrians can safety cross. Making a separate timing signal for pedestrian is pretty low hanging, cost wise, and it will make it really safer.
  - Make short pillars at the pedestrian wait point, behind which pedestrians can wait safely.



15-6-2020

Thank you for the opportunity to speak.

This intersection has had a major impact on my parents and the wider family. Both my parents were hit by a car when they were legitimately crossing the road using the green pedestrian light crossing. They left home after 9 am to avoid work and school traffic. They were going to catch the bus to see the new library in the centre of town. Mum felt it would be more relaxing to take the bus than to drive and then have to find a park. It is a miracle that they both survived.

Both were carried by a right-turning vehicle 10-15 metres on the front/top of the car before falling onto the road. My father's permanent injuries have significantly reduced his quality of life and heavily impacted on my mother as well. Dad broke his neck, his tailbone and had an extensive brain bleed resulting in a loss of cognitive and memory function.

Mum broke her arm and ribs. She also sustained a head injury. Mum was a relief teacher who worked roughly two days each week. Usually in the junior school. Mum's job now is to care for Dad who is heavily reliant on her. He can make a cup of tea but without her around, he wouldn't remember to make one. Mum doesn't like to leave him alone for long amounts of time because he forgets why she has left and when she returns, he often says "thank goddess you're home, I thought you'd been hit again."

The reasons it is important for the improvement of this intersection are:

- We have an ageing population who enjoy getting out of the house and going for walks. They rely heavily on crossing roads at lights.
- Now that the local supermarket is closed, they will now be even more dependent on 'safe' crossing to access necessities. Mum often walked to Bishopdale to go to the supermarket and the library but since the accident, she gets overwhelmed, stressed and anxious to do that walk because she doesn't trust the 'safe' crossing.
- One of the booklets that appeared next to Dad's bed in the hospital said to use public transport. This is what my parents were trying to do, however, have been let down by the layout of the intersection.
- Young people also use the pedestrian crossing at these lights due to there being a large number of educational facilities in the area.

In summary, we need a turning arrow that gives pedestrians total protection when crossing. No filtering should be allowed. This is our one opportunity to fix this busy intersection and make it as safe as possible for our community, as we all know due to budget limitations this intersection won't be looked at again for probably at least another 10 years. I'm speaking today because I don't want it on my conscience that I haven't tried to prevent this from happening to another family. No one deserves to be impacted by such an accident the way we've been.

## Two struck by car on busy Christchurch road



Police at the scene of a crash, where a car hit two people on Grahams Rd in Christchurch on Wednesday morning.

Two people are seriously injured after being struck by a car in Christchurch.

A police spokeswoman said emergency services were called to Grahams Rd, in Bryndwr, about 9.20am on Wednesday.

The crash happened near the intersection with Wairakei Rd.

St John spokesman Gerard Campbell said a man and woman, believed to be in their 60s, were taken to Christchurch Hospital in a serious condition.

A Christchurch Transport Operations Centre spokesman said about 10.30am that Wairakei Rd was closed at Greers Rd and Grahams Rd.

Article retrieved from: <https://www.stuff.co.nz/the-press/news/108752893/two-struck-by-vehicle-on-busy-christchurch-road>

15.6.2020



## - Club Light Usage

### Monday night:

- 27 juniors
- 6 adults

### Tuesday night:

- 13 juniors
- Tuesday night social tennis 10 – 12 people (members of the community welcome to join in)

### Wednesday night:

- 8 juniors
- 12 adults

### Thursday night:

- 27 juniors
- 13 adults

### Friday night:

- 29 juniors

- Totals for the week:
  - o 104 juniors (some of the juniors do multiple days)
  - o 43 adults

All our squads during the week, both senior and junior are open to the public to join in. You do not have to be a member of the club to attend these. As a result of these groups we have had an increase in membership numbers with people trying out tennis during the winter and then joining the club for the summer season.

Our club coach also has a demand for before school coaching (7-8am) from some of our more serious juniors, but at this point we don't have access to lights to facilitate this.