

**Waikura**  
**Linwood-Central-Heathcote Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Wednesday 18 May 2022  
**Time:** 4.30pm  
**Venue:** Audio/Visual Link

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# BROMLEY COMMUNITY MEETING REPORT BACK

COMMUNITY BOARD MEETING 18 MAY 2022

- TWO COUNCILS
- THREE MEDIA OUTLETS
- 130 BROMLEY AND CHRISTCHURCH RESIDENTS
- 1 HOUR AND 20 MINUTES OF GRILLING



- DOZENS AND DOZENS OF REQUESTS FOR HELP
- EXPRESSION OF HEALTH CONCERNS
- POOR COMMUNICATION
- POOR ENGAGEMENT

- 
- MORE LISTENING
  - MORE TALK
  - STILL NO ACTION
  - LACK OF TRUST
  - FEELINGS OF FRUSTRATION
  - FOUND A VOICE

## COMMUNITY LEAD RESPONSE

- NEWS LETTERS
- AIR QUALITY MONITORING







*This deputation is a collective effort from members of the food forest - including Brian Darlow and Prue Stringer; Roelien deJong, Daniel Keegan and Teorangi Munro, Juniper and Alba Munro-Keegan, Daniel, Zia and Serene Knight-Bare, John Marsh, Gabrielle, Masa, Aika, Hanaka and Sanzou Sato, Sue Piercely and by me, Amelia-Knight Bare.*

*I coordinate the activities of the food forest, and we would firstly like to say that we are grateful to be included in the landscape plan for Birdsey Reserve, and to see the Heathcote School planting areas remain in the plan.*

*We have a motivated happy group, spanning the generations, who meet weekly in the warmer months, and fortnightly when the weather cools. There were fruit trees already at the reserve when we started, and we have planted a further 21 fruit trees so far and many other berry bushes and companion plants. When we meet we focus on mulching the plants, keeping the area tidy and weeds managed in the mulched beds; we prune the fruit trees, we compost, plant nitrogen fixing plants to keep the soil healthy, and any other tasks needed to tend the food forest area. While we work, the children roam through the reserve and just have a great time, and you'll see some of the children who are involved with the school planting and the food forest have written submissions themselves about the landscape plan.*

*Food forest members visit at other times to check on the space, water the plants, remove rubbish and debris, care for the trees, and spend time in the reserve with whanau. We also see other whanau enjoying the reserve, and many people with their dogs.*

*We also organise local film nights on topics surrounding food forests and edible gardening.*

*We have also organised a separate group that meets together to remove boxthorn from the reserve. (Boxthorn is a large thorny weed which has sometimes grown into huge clusters within the reserve. It is not a fun task, but by removing the boxthorn it has allowed us to re-establish tracks and we will plant natives in its place.*

*Some of our food forest members are actively involved, and support the schools revegetation planting*

*We have lingering concerns about the proposed plan, especially around the dog parks.*

*We believe the dog park will become very popular - which will impact the conservation of the reserve and increase the vulnerability of the food forest and other plantings in the reserve. We see many people travelling into the area with the sole purpose of using the dog park. On a side note about sustainability, i heard this comment over and over when discussing the dog park, and with the climate change emergency in mind, we would think that decreasing single occupant cars taking unnecessary trips would be a priority when it comes to city planning, and I think we could agree this type of travel is just not sustainable.*

*Safety concerns - we were not alone in highlighting that this is a busy stretch of road, and we would like to point out again that the Birdsey Reserve side of the road does not have a full sidewalk - at the moment, this forces people to walk on the road when walking into the reserves entrance. Widening the entrance will allow multiple vehicles to come and go, however will not negate the safety issues presented by this tiny sidewalk. This could be made safe by building sidewalks - however we notice that building sidewalks has not been costed in the plan. No-parking lines have now been added to the plan, however these will need to stretch the length of birdsey reserve, which would impact on school drop offs - the same issue is presented for those dropping off children in the morning on the Birdsey reserve side of the road, however impacts them less as they cross the road to the school and have no need of walk up on this lip. Yellow lines would force people to park across the road from the reserve, making parking even more of an issue around this already congested area. We believe the proposed car park will not be big enough for the dog park users, and really think this aspect of the plan needs to be readdressed. PHOTO*

*The submission summary document highlights many of our joint concerns, and we hear from many heathcote valley residents, including tamariki, that they do not want dog parks at birdsey reserve. Many of us feel there is just too much to lose.*

*What we'd like to focus on now though, is what we'd like to call an 'alternative future for Birdsey reserve'.*

*We would like to consider this alternative future for the reserve alongside the councils, 'Developing resilience in the 21st century, strategic framework' plan. This plan outlines under 'community outcomes and healthy environments,' that the council desires to build communities where, 'unique landscapes and indigenous biodiversity are valued and stewardship exercised'. You'll find the type of stewardship, and the desire to create landscapes rich in indigenous biodiversity, happening right now at Birdsey Reserve. We have our tamariki engaged, learning and taking ownership. And at the moment, there's room to grow.*

*This same framework states it is a strategic priority to, 'enable active and connected communities to their own future.'*

*If we apply this to Birdsey reserve, where it becomes a priority that active and connected communities determine their own future, then we can envision that without dog parks, community members would continue to plant native flora and heritage fruit trees, expanding across the reserve, and it would be visited for the enjoyment of its green space and scenic views, and food from the food forest.*

*Many aspects of the work happening within the reserve at present, fits into the desired outcomes of the councils strategic framework - the building of resilient communities; who are exercising good stewardship; the valuing of all voices - including children ; the creation of healthy environments.*

*We can imagine our motivated community continuing to take a kaitiaki role in the ongoing conservation and expansion of tree, plant and subsequent bird life.*

*We would like to see the council invest in the conservation of Birdsey reserve, and we believe, along with many other community members, that Birdsey reserve is not the right location for a dog park.*

*We would like to ask that the Board chooses to approve stage one of the landscape plan proposal, and to explore other locations for a dog park. We wonder about the expanse of red zone land available, that hasn't yet been explored, and would hope that this land or some other land, could be explored rather than using Birdsey reserve or any other precious reserve land.*



## SUBMISSION BY JOHN MARSH ON CCC LANDSCAPE PLAN

BIRDSEY RESERVE, BRIDLE PATH ROAD, HEATHCOTE

May 17<sup>th</sup> 2022

### 1.0 INTRODUCTION

My name is John Marsh.

I have lived in Heathcote Valley since 1983 and have been involved in ongoing community planting projects since then. I am a regular helper at the Birdsey food forest and have assisted in organizing school and resident volunteer planting at Birdsey Reserve over the last 3 planting seasons.

I have worked as a landscape architect in Christchurch since 1982.

From the mid 1990's I was engaged as a consultant for the Christchurch City Council on numerous water way, wetland and parks projects. In 2000/2001 these included a landscape development plan for Birdsey Reserve.

My comments to this meeting are divided into :

1. A background to the reserves development since 2000.
2. Recent community initiatives in Heathcote Valley.
3. Comments on the proposed plan.
  - Dog park site selection.
  - Dog park or biodiversity
  - School revegetation work.
  - Proposed fruit and nut trees.
  - Car park extension and access.
  - Existing significant tree.
  - Walking tracks.

4. Summary

### 2.0 BACKGROUND TO DEVELOPMENT OF THE RESERVE FROM 2000

**DESIGN PHILOSOPHY OF THE ORIGINAL PLAN.** Back in the year 2000 Birdsey Reserve was considered a part of Heathcote Domain though the land was largely leased to the neighbouring farmer for grazing and I suspect many residents were totally unaware that it was a reserve. Local kids would grass toboggan down the hill from time to time.

I was approached to prepare a landscape development plan by CCC Parks planner Chris Freeman. We considered that there were already significant recreation opportunities in the Heathcote neighbourhood for both structured sports fields and informal passive or active recreation spaces.

Beyond the "village" area the landscape consisted almost entirely of grazed open grassland on the steep hills that surrounded Heathcote. It was a human modified "cultural landscape" which left minimal habitat for the native bird population that originally lived here.

It was agreed that Birdsey Reserve would be an ideal site to re-establish a small pocket of the lowland dry bush habitat that originally existed, with the primary objective of encouraging biodiversity. It would complement the other reserve types nearby and could be the starting point for

further revegetation projects in the future. I note that the adjacent Scott's Valley Reserve was at the time still a privately owned sheep and cattle farm.

**THE ORIGINAL PLAN.** The Birdsey Reserve plan was drawn up, put out for public consultation, approved and then progressed to the implementation stage. It was at this time that the reserve was given its current name.

It was intended as a two stage development with the three blocks of now almost established bush to be planted in the first stage and the remaining two paddocks to be infilled after 10 to 15 years as a second stage. These two small paddocks would be grazed in the interim. There was a small car park and passive recreation space in the south west corner. This gave access to a walking trail leading up to the south east corner where a seating area taking advantage of the view was intended. The trail was then planned to continue down the east boundary back to Bridle Path Road at the north corner, where the Plunket rooms then stood.

Revegetation projects have to take a long term approach to be successful, so it was considered that it would take 30 years before this plan would be fully realised.

Over the next five years the first stage of planting was completed, car park built and the benched track through the southernmost block formed. By 2010 these plantings were progressing well and it was time to consider the stage two plantings and extend the track.

On reading through the council officer's report, the "Dog Park Selection Criteria Matrix" states that Birdsey Reserve "does not have an approved Management Plan". I think it more correct to say that it has an approved Management Plan, but this has been lost.

For nearly ten years the City Council funded, managed and developed the reserve in accordance with the plan.

**EARTHQUAKE ISSUES.** Unfortunately the earthquakes happened in 2010 and 2011 and understandably, in the aftermath stage two was forgotten.

Stock were allowed into the two northern most blocks and plantings were grazed over. Some trees disappeared, other trees were ring barked. Some of the old pines to the south of the reserve fell into the revegetation block causing damage and allowing invasive weeds such as boxthorn, bone seed, fennel and old man's beard to encroach. These pines are still lying where they fell. The walking trail became overgrown and disappeared.

It was unfortunate that at the point when it was about to take another step forward the project stalled.

It would seem, according to current staff that any Council record of the plans was also lost in the various office relocations that took place around that time. Council staff moved on, roles also changed and new staff had no knowledge of what was intended.

### **3.0 RECENT HEATHCOTE VALLEY COMMUNITY ACTIVITY**

In 2012 in response to the disruption caused by the earthquakes, concerned and energetic locals formed The Heathcote Village Project. They held a community workshop, "Heathcote Epicentre", attended by over 250 locals with the aim of developing a vision of how they saw the future of the community. This related to the social, environmental and economic aspirations of the community.

These aspirations are displayed on the wall of the Heathcote Valley Community Centre as a reminder. Among these are “native plantings, undeveloped hills, hillside plantings, Birdsey Reserve tracks, public fruit and nut trees and birdsong”.

In response to this grass roots movement the following started to happen, slowly at first, but gathering momentum after several years:

1. In 2013-14 a small orchard of approx. 8 trees was planted at Birdsey Reserve, and a community garden was developed in St Mary’s church grounds.
  2. In 2016-17 the Community Association liased with CCC rangers to have grazing reduced and fencing fixed in Birdsey Reserve to prevent further loss of trees.
  3. In 2019 the Heathcote Valley School Enviro group with assistance from residents and CCC rangers started replanting in Birdsey Reserve to restore plants lost through grazing. They have continued to plant, mulch, weed and water there over the last 3 seasons and now most of the existing revegetation areas are fully planted.
- At the request of residents remnant macrocarpa’s were removed from the native revegetation areas by CCC contractors in 2020.
4. In 2020 –2021 the Birdsey Reserve orchard/food forest group expanded with new trees planted in the south west corner of the reserve. They now have approximately 21 trees plus numerous berry fruit plantings in the orchard, and plans for more of the same.
  5. In 2020 when the Covid lockdown occurred, a “zoom” discussion group formed in Heathcote where ideas for Heathcote’s future were again discussed.

One of the key themes discussed were Climate Change issues.

Increased native tree plantings on the hillsides (which by now were public reserves), and small scale walkable communities were themes raised.

6. In 2020 the initial Birdsey Reserve track was rediscovered and overgrown vegetation cleared by residents.
7. In 2020-21 predator traps were set in Birdsey Reserve by the Predator Free Port Hills group, and local students were able to observe and view the tracking stations being set up.
8. In 2021 a small group of residents began controlling the invasive bone seed and boxthorn in Birdsey Reserve with fortnightly working groups.
9. In 2021 the local Girl Guides group, along with CCC rangers and residents began planting in areas of Birdsey Reserve where boxthorn had been controlled.

This is only that part of the community’s involvement that relates to our natural environment. It show’s an understanding of our role as *kaitiaki* of our land, concern for biodiversity and our future, as well as a commitment to remedy past degradation.

Heathcote residents acknowledge the co-operation and assistance from CCC rangers and other operational staff in achieving the progress that has been made in Birdsey Reserve since the earthquakes.

This has all been targeted towards the completion of the earlier landscape plan, infilling where planting has been lost from stage one. This is virtually completed.

The longer term goal was always to move on to stage two of the plan and plant out the two remaining paddocks.

#### 4.0 COMMENTS ON PROPOSED LANDSCAPE PLAN.

##### 4.1 Dog park site selection.

New information has been provided in the officer's report relating to the site selection process. Two of these sites offer alternative options in areas that are so far undeveloped.

**The Scruttons Road** site was alluded to at the consultation meeting with local residents and I referred to it in my written submission. This is part of the Ferrymead Park site listed on the "Dog Park Selection Criteria Matrix".

The CCC's 2007 Ferrymead Park Development Plan (FP Plan) includes this area. A copy of the plan is attached as the last page of this submission. There is a triangular site at the end of Scrutton's Road, approximately 1.3 hectares in size that has no designation. This is the site that I was referring to in my submission.

It was recently used as the site office and storage area for contractors installing pipework from Lyttelton to Bromley. The cracked concrete slab and gravel hard standing areas are still there.

Council officers have rejected this site as it is:

i) *In the High Flood Hazard Management Area.* I understand that this is also the case with many residential sites in Redcliff's where building consents are still being granted. I question why this needs to be such a barrier in this case where there is no major construction envisaged.

ii) *It borders a site where dogs are prohibited to protect wildlife values.* I understand the need to provide adequate protection for wildlife, however in the FP Plan the adjacent land on the north and east side is designated for horse grazing which owners drive across on a daily basis to tend their animals, and immediately to the west is the Tunnel Road motorway. There is no need for this location to have any impact on wildlife values. Either way I would also expect the dog park to be adequately fenced to protect any sensitive values.

I do believe that the larger part of the FP site closer to the Heathcote River should be managed as an extensive salt marsh wetland.

I understand that there is a budget for CCC to review the FP Plan in the next year.

I believe now would be the perfect time to consider a dog park here. With careful design, there is sufficient space to include all activities. The triangle site is almost twice the size of the Birdsey dog area and has adequate space for parking to be provided for at the end of Scrutton's Road.

**96 Bridle Path Road**, is another site investigated. This is just half a kilometre north of Birdsey Reserve on a former large residential property. This has been vacant since the earthquakes when it was red zoned. The house and sheds have gone and it is now an open site with easy gradient, safer road access than Birdsey and the opportunity for car parking without removing vegetation. It has no apparent designation and a dog park would seem a good use for an otherwise unused site. It is also a little larger than the proposed Birdsey dog area.

**4.2 Dog Park or Biodiversity.** The two proposed dog exercise areas in Birdsey Reserve are 0.72ha. in area and the car park extension a further 270m<sup>2</sup>. Birdsey Reserve is a total 3.32 ha (approx.) meaning the dog areas will use 25% of the available space.

This will significantly undermine the value of the work that has gone on over the last 20 years, leaving just the 3 smaller pockets of native bush. At this size the revegetation pockets are only large enough to support transient bellbirds and no breeding birds.

It is known that bellbird and tui need between one and two hectares to support a breeding pair. The bush area needs to be completed to become an effective breeding site.

Twenty years ago there were no forest birds visiting this site. Today there are bellbird, warbler and fantail. Over last summer shining cuckoo have also been sighted. Occasional tui have been recorded in nearby valleys.

It would seem short sighted to change the objectives of the earlier reserve design just when it is beginning to show results.

*Quoting from Lincoln University ecologist Jon Sullivan, in a Press article relating to Christchurch as a National Park City recently....he says : "There are as many native species in the wider Christchurch area as there would be in one of our national parks. [But] they're not abundant, they're all on the fringes in these little patches of vegetation here and there, often struggling. They need to be higher profile, they need to be looked after better.*

*I think having Christchurch as New Zealand's first National Park City would be a fantastic way of saying that we care about these things, and we are going to think about how to build a city that treasures all of our inhabitants, and allows what was here before we arrived to thrive around us."*

The vision and plan for Birdsey Reserve should contribute towards this goal.

A greater vision in the plan would be to exclude stock from existing grazed areas, plant them out in native species and allow seedlings from existing areas to naturalise throughout.

In addition to this, CCC parks planners could take advantage of the newer Scott's Valley Reserve along the east boundary, and boldly extend plantings into the connecting gully above to further enhance its wildlife values. In this way Birdsey will eventually connect with the network of ecological corridor's slowly developing on the Port Hills and the vision of returning the bush and other wildlife to the hills will begin to be realised.

I note that the draft plan has been adjusted, reducing the small dog area in size, where it had encroached on the recent school plantings. The revised design still doesn't appear to have recognised the extent of planting undertaken by the school as it shows more fruit tree plantings where native plantings have been growing for several years in the central revegetation block.

#### **4.3 SCHOOL REVEGETATION PROJECT**

The plan allows for the continuation of the school revegetation work, and proposes a narrow corridor of new native plantings along the east boundary of the dog paddocks, linking the existing three revegetation blocks.

However the school have now planted out most of the existing available areas, and with the additional corridor they probably only have another 3 seasons planting. If they are to continue this project as an educational activity they will soon be looking for more areas to plant.

The Reserve is over the road from the school so provides an easy and logical location for school involvement.

The following are comments from the Heathcote School Enviro Leaders:

*"Birdsey Reserve is special to us because it is a really peaceful place where we can get out in nature. We love being able to go there to get away from noise and other people and believe the dog park would ruin this. Every year we get to go to Birdsey Reserve and help plant, water and feed plants. This is a lot of fun and gives students the chance to get involved in outdoor opportunities that they don't get to do outside of school. Lots of families don't take their children out to do that kind of thing. This is really important in helping them understand and get hands-on in a sustainable way. Two of the Enviro school principle's are empowering students and learning for sustainability. Birdsey makes us feel like we are making a difference and taking action towards helping our environment. It would be amazing to see more planting in the Port Hills. If the dog park goes ahead, future school kids won't be able to plant or add to the reserve."*

With the Climate Change dilemma we are all facing there is greater urgency both to plant native trees for carbon sequestration as well as foster this habit in the younger generation.

#### 4.4 PROPOSED FRUIT AND NUT TREES

The opportunity to extend the orchard area in the south east corner as well as along the Bridle Path frontage provides a logical transition between the Heathcote urban area and hill zone above. It works well with the community's vision and aspirations.

#### 4.5 CAR PARK EXTENSION AND ACCESS.

The question of both vehicle and pedestrian access to the reserve from Bridle Path Road is one that needs some careful design, even with no dog park.

The current "one way only" access has no line of sight to oncoming traffic as there is no footpath to provide a queueing set back and safety margin. The existing hedge is shown as being removed in the plan, which is a good start.

I consider that additional reconstruction work is needed to set back the retaining wall and allow a footpath to be built at the entrance.

I am not familiar with how many parking spaces might be needed here but note that there are approx. 22 at Victoria Park dog area. There are currently 5 or 6 at Birdsey, so expect we will be looking at something around four times as large.

Birdsey isn't a big park, and has an intimate scale. It would be unfortunate if this character was lost through the addition of large areas of asphalt.

The addition of padlocked bollards would be good to prevent random cars accessing the food forest area. Cars occasionally do venture into that area, and there has been an incidence of a young tree being run over and snapped off recently.

#### 4.6 EXISTING TREES

There is a large *Ficus macrophylla* (Moreton Bay fig/rubber tree) growing alongside the car park. This is a rare specimen in Christchurch and I imagine is probably one of the largest of the few existing in the city. A feature of the tree are significant buttress roots at its base that could easily be damaged

by excavation in their proximity, a possible danger if the car park were increased near it. It would be good to see this tree is given full protection recognised on the plan.

#### 4.7 PROPOSED TRACKS

**Internal Tracks.** The proposed track network connects the different areas of the reserve well, with the originally proposed track along the east boundary and a new track above the road on the west. There are also other tracks from east to west through the revegetation areas. The advantage of having new well-formed tracks in the revegetation areas is that it encourages people to stay to a particular route rather than wander randomly through the plantings, so I see this as a useful addition to protect biodiversity.

The existing benched track that zig zag's up the slope in the southernmost planted area of the reserve is not noted on the plan but is replaced by a new track alignment. I believe it would be best to upgrade the maintenance and signage along the existing route rather than build a new track in this area. There are various unofficial tracks in this area created by young people when the main track became overgrown.

**Links with Neighbouring Reserves.** Linkages to adjoining reserves are important when two reserves have a shared boundary.

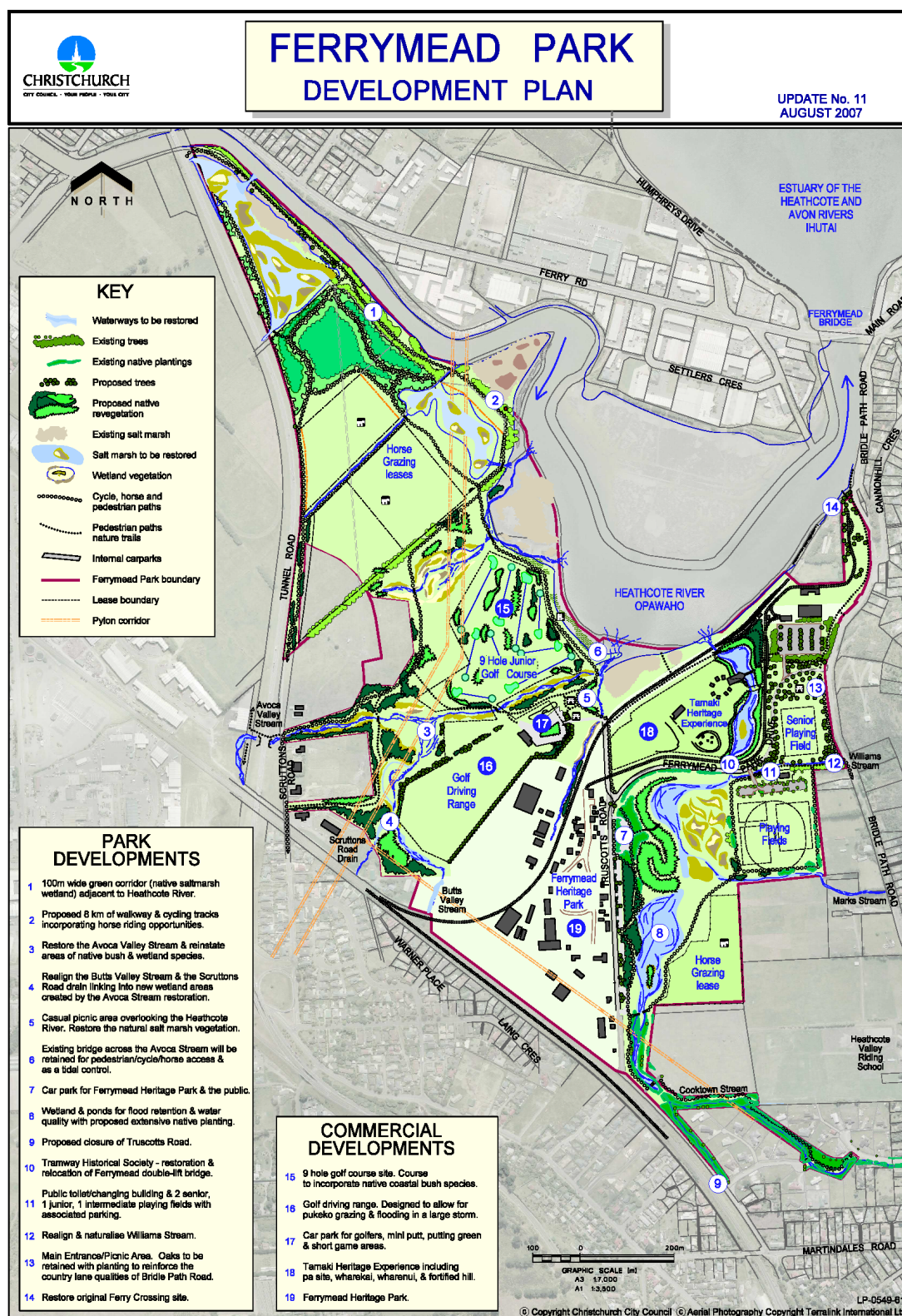
There is the opportunity of formalising the connection with Scott's Valley Reserve above to link with the broader track network to the east on the lower slopes of Mt Cavendish, and also in the northern corner where a link to connect with the small reserve at the corner of Bridle Path and Morgan's Valley Road could be added.

These may only involve the installation of appropriate signage and stiles.

#### 5.0 SUMMARY

1. I don't believe a dog park is a Heathcote community priority. Restoration of biodiversity is.
2. There are suitable alternative location's for a dog park in the locality which are currently undeveloped.
3. The plan does not grasp the community vision for much greater planting and revegetation of the hills surrounding Heathcote Valley. This is an opportunity for the council to engage with this vision and extend it.
4. The inclusion of the "food forest" in the plan is fully endorsed by the community vision.
5. The entrance onto Bridle Path Road for both vehicles and pedestrians is currently unsafe and needs to be carefully redesigned to address this issue.
6. Walking trail upgrades and signage as well as linkages to adjoining reserves will be a valuable improvement.
7. There was already a plan for Birdsey Reserve. This new plan will prevent the completion of that plans objectives, significantly undermining the value of all the work and investment that has been put in over the last twenty years by the council and community.

John Marsh







**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Shundy	Singh			
Emma	Richardson			
Ben	Lawson			
Aline	Costa			
Roberto	Costa			
Sharna	Keppa			
Isaac	Bell			
Shaw	Devine			
Rich	Te Hae			
Nic	Smith			

Curby Street.

**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh Street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Anna	Versluis			Armagh St -
Mika	Moore			Armagh St
William John	Whipehead			Armagh Street
Sam	Lane			Armagh ST.
Ulyie	Conner			Armagh St
Sapphire	Brown			Armagh St
Darren	HART			Armagh St - yellow line down one side
Kathy	Clinton			Gilby
Margaret	McCullough			Armagh St
Rob				
ADAM	WILLETTTS			ARMAGH ST.
ZITA	Joyce			
	Delia Willetts			

**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh Street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Rajendra	Singh			Armagh Street
Krish Paul	Mondra			Armagh Street
Augusto	Dimarwari			Armagh Street
Sarah	Hill			Armagh Street
Mona	Griffiths			Elby St 8011
Jo-Anne	Barnes			Armagh Street
Malcolm	Hooper			Armagh St
Michael	Hooper			Armagh St
Dalit	Inalinal			Armagh St
Peter	Gill			Armagh St

*scribble speech*

**We need a safer Armagh Street!**  
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First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Bernardo Jr	Santos			Armagh St
neighs	Steve			Armagh St.
Dion	McLachlan			Armagh Street.
Monique	Smith			Armagh Street
SAKAI	LOVERIDGE			ARMAGH STREET
ARIEL	FRANCISCO			ARMAGH STREET
Indira	Becasse			Armagh Str.
MURAT	SARNOV			Armagh Street
Ben	Edwards			Armagh.
Van/Mikel	Kim / Jeong			Armagh

*10/10/2021  
16a  
thru  
road  
volume  
through  
very  
high*

We're asking our local Community Board to make street safety a priority and improve Armagh Street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Jamie	Bruce			Armagh
Roshan	Sharma			Armagh
Paul	Mateer			Armagh street
Riki	Taherk			Armagh
Katie	McDonald			Armagh st
Aroha	Mitchell			Armagh st
Marie	Austin			Armagh st
Maggie/Rocky				Armagh st
Rocky				Armagh st
Josie	Wells			Armagh st
Kiri	Wells			Armagh st

**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Modelene	Neuin			Armagh
James	Lovering			ARMAGH
Russle	Villanova			Armagh St.
Frachy	Tey			ARMAGH
Daniel	Charley			Armagh
Jen	McBride			Armagh
AJO	XAVIER			Armagh
Wahne → SAMES	CADE			ARMAGH
number of cars increased	Adrian Sacks			Armagh
	Ricks Doyen			Armagh

## We need a safer Armagh Street!

We're asking our local Community Board to make street safety a priority and improve Armagh street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Prashant	Chand			Armagh Street
Saman	Nand			
Munilash	Jalan			
Helen	Barr			Armagh St
Ian	Thorne			Armagh St
Rico	Phelan			Armagh Street
Aldrich	Herrera			Armagh St
Shasta	Gandy			Armagh street
Amelia	Mulholland			
Rosa	Sutt			Armagh St



**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Martin	Barber			Armagh St
Julia	Baker			Linwood Armagh St
Payal	Dev			Armagh Street
Elvish	lol			
Anita	Dev			
Roshini	Davis			Not like Worcester st. Armagh st.
Alex	Mackay			Armagh St
Indiana	Artland			
Adam				
Joachim	V. W. F. C.			

50-40km  
first

**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh Street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Kerri	Tehatka			Hammer st, Linwood
Jamie	Wilson			Hammer st, Linwood
Miller for information	Lalla			Hammer St
Ngavie	Dixon			Armagh St
Richard	Nagle			Armagh St.
30/40km/h zone build out cycle friendly	Georgi Lynch			Armagh St.
Fatafahi	Purivai			Armagh Street
noise- reducers	Shannon Beckett			
Doreen	Fi			Armagh St
Sophie	Murray			Armagh Street

**We need a safer Armagh Street!**  
We're asking our local Community Board to make street safety a priority and improve Armagh street.

First Name	Last Name	Email	Mobile	Address
Paul	Moore			
Ursula	Giles			
Jane	Messery			
JARED	YOUNG			
Aaron	Lee			
Adele	Cleveland			
Cameron	Ritchie			
Sophie	Haviland			
Kim	Heinrich			
Alexander	Johnston			
Larissa	Zucker			

Handwritten note: Roadblock at Intersection

Handwritten note: Armagh St

We're asking our local Community Board to make street safety a priority and improve Armagh street.

[illegible]

Petition notes:

Firstly, I would like to thank the council for the time and resources put into the Linwood Village streetscape plan providing residents with a sense of safety and place.

Over the last couple of years, I have been increasingly concerned with the increased traffic using Armagh Street and secondly more importantly the speed at which cars are travelling. An increasing number of cars are using Armagh Street due to more housing in the area and many non-residents see the street as a shortcut between Fitzgerald Avenue and Stanmore Road. There is nothing to force traffic to slow down. These people lack thought for the residents of the street. I need to cross the road each time I go to the Linwood Village. Cars see me crossover, but rarely do they slow down even as they approach me. The city council narrowed the road just before the Canterbury Earthquakes with the intention that narrowing it would slow down traffic. Traffic has not slowed down. I would like to see the council find a solution appropriate for Armagh Street. With the speed of traffic reducing visibility it is increasingly difficult to pull out of my driveway safely. I have had 2 cars parked on the road written off outside my house and I had to arrange for the remains of neighbourhood cats which were run over to be taken away. It was very distressing and as a cat owner myself and I am fearful of my own cat's safety.

The purpose of the petition I carried was to see how much residents support the council looking into ways we can slow down traffic and reduce unnecessary traffic.

Firstly, I canvased others I knew living on the street to see if they felt the same way I did. After gaining support of the people I spoke with, I contacted Christchurch City Councillor Jake McMillian and I asked for his support to put together a petition that would meet the requirements of the council so I could canvas a wider number of the residents. I knocked on doors within the neighbourhood over 6 weeks of April and May. I explained this was a petition to improve the traffic safety for residents. Most people asked what actions I was supporting and then explained this was just a petition for the council to open a discussion to see whether there was support from within the community and to look into options available. I was pleasantly surprised that the vast majority of people I door knocked signed my petition and gave me their personal details. I asked them for their opinions and noted these down. A number of people were supportive of change but fearful of any negative impacts of changes made by the council without public consultation.

Over the time I spent canvassing residents, I was better able to get an idea of their safety concerns. Many residents talked about the increasing number of vehicles parked on both sides of the road and the increasing number of cars being sideswiped, with the road being too narrow for the speed and volume of traffic. One suggestion was to have a yellow line painted on one side of the road. Many families I approached were concerned for their children.

A number of residents on Gilby and Hamner Streets discussed difficulty turning right on to Armagh Street especially with cars travelling as fast as they do on Armagh Street. The Hamner/Gilby residents also mentioned it was hard seeing down the street with cars parked on both sides of the street and there was a suggestion mirrors need to be installed. I think moving forward there needs to be more consultation with Hamner and Gilby residents (possibly through contacting the Englefield Society members) to discuss options.

I met the parents of an disabled resident, Isaac Tait who roughly two years ago, was hit by a car and suffered serious injury with a broken leg 2-3 years ago.

Just this week, I was on the pavement and witnessed a car going at a speed where had there been a collision or someone had opened a car door someone would be killed or seriously injured. This kind of thing is unfortunately becoming an increasingly a daily occurrence.

The solution needs to be designed specifically for this street. We need to see vehicles slow down or stop in at least three places along Armagh Street - 2 could be the intersections of Armagh with Hamner and Gilby and another would need to be halfway between Gilby and Stanmore where there is no intersection. Residents have suggested speed bumps and build outs. There was a suggestion of having a small roundabout or stop sign but I wonder if there would be enough room for this.

In order to give the area a sense of place it would be nice for people entering Armagh, Trent or Elm Grove they are ente