

Christchurch City Council MINUTES ATTACHMENTS

Date: Wednesday 7 June 2023
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

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Waipuna Halswell-Hornby-Riccarton Community Board Report to Council – 7 June 2023

Te kaipāhō (Presenters): Helen Broughton, Chairperson
Marie Pollisco, Deputy Chairperson



Decisions made under delegation

- Proposed Road Names - 430 Sparks Road
- Adopted the Waipuna Halswell-Hornby-Riccarton 2023-25 Community Board Plan
- Approved Community Service and Youth Service Awards 2023 nominations
- Approved four Youth Development Fund applications
- Approved four Off the Ground Fund applications

Approved Discretionary Response Fund allocations to:

- Ōtautahi Eritrean Association Incorporated towards the Eritrean Independence Day Celebration.
- Hornby Community Patrols Inc towards the Patrol Gazebo project.

2



Matatiki: Hornby Centre Update



An operator is being sought to lease the new café which will be located in the heart of the Matatiki: Hornby Centre. Proposals are open and close midday Wednesday 14 June, 2023. The library wing is almost enclosed, with the majority of cladding and windows now in place. All main superstructure elements in the pool hall have been installed and the roof system over this space is about to commence.

Springlands Reserve Trapping Project



A small but dedicated group of volunteers meet up approximately every six weeks to do planting and maintenance work in the reserve. They have also set up 20 traps as part of a project which received support from the Board's Off the Ground Fund. Since setting up the traps last year they have had over 250 catches, including several mustelids.

Wycla Hoops



5

On ANZAC Day afternoon, a highly successful three on three basketball competition event was organised by the Gators Basketball Club and supported by the Council community recreation team, the Youth & Cultural Development Trust, and Papuni Boxing Ōtautahi Trust.

The event had a great community feel, with parents supporting their rangatahi (youth) and helping with the smooth running of the event.

Thank you!

Waitai Coastal-Burwood-Linwood Community Board

Report to Council – June 2023



Presenters: Paul McMahon, Chair and Jackie Simons, Deputy Chair

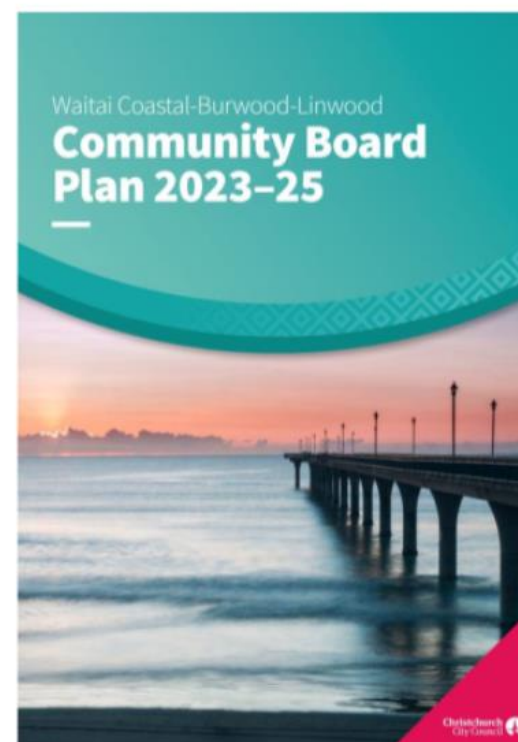
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Waitai Coastal-Burwood-Linwood Community Board Plan 2023-25

Our priorities:

- Earthquake Legacy and Transport Projects: Southshore Estuary Edge, QEII Masterplan, Christchurch Regeneration Acceleration Facility and Pages Road Bridge
- Improve Access to Burwood Community Facilities
- Support the Bromley Traffic Project
- New Brighton Mall
- Infrastructure/Roading Levels of Service improved to see issues with roads, footpaths, stormwater and flooding addressed in the board area
- Enhancing Environmental Wellbeing
- New Brighton Safety Initiatives
- Aranui/Wainoni Safety Initiatives
- Woolston Village Safety Initiatives

Adopted by the Board on 8 May 2023



Highlights from the Ward Area

Bromley Community Centre

On Monday 17 April, the Bromley Community Centre reopened following renovations. The Main hall now has new flooring, a full refit of the kitchen, fresh paint throughout and a new front door was fitted.

On Friday 19 May, a grand reopening was held welcoming over 150 people from the local community despite the weather cancelling the outdoor activities that were planned.



Highlights from the Ward Area

Garden Pride Awards

On Thursday 11 May, the Waitai Coastal-Burwood-Linwood Community Board hosted its first Garden Pride Awards Ceremony at the newly refurbished Bromley Community Centre. Over 80 people were in attendance on the day with a total of 157 receiving a certificate for their gardens.



Highlights from the Ward Area



ELEVATE 

Youth Week in the East 2023

MOVE X  **SPLASH** 
YCD WEDNESDAY 17/5 3:30pm - 5:30pm
Move X Trampoline Arena

FRESH POOL PARTY
YCD THURSDAY 18/5 7:00pm - 9:00pm
Te Rau Taiohe

YOUTH WEEK IN THE PARK
Kāwai Rangatahi, YCD Youth Town THURSDAY 18/5 3:30pm - 6:00pm
Linwood Park

MONDAY 15/5
Youth Week Clothing Swap & Recycling Event
Christchurch City Museum & Te Rau Taiohe
5:30pm - 8:30pm
Sutton

TUESDAY 16/5
Taka Tiana
Kāwai Rangatahi 3:30pm - 4:00pm
Te Arao College

WEDNESDAY 17/5
Rangatahi Breakfast
Eastern Community Trust & Recreation
7:30am - 9:00am
Eastern Community Trust/Donnan

VR Graffiti T-Shirts
CCC Libraries 3:30pm - 5:00pm
New Brighton Library

Kāwai Club
Kāwai Rangatahi 2:30pm - 4:00pm
Linwood Library

THURSDAY 18/5
Adapted Youth Session
The Bridge Hub & Sutton South Brighton 4:00pm - 5:00pm
The Bridge Hub

AROUND THE PACE
Take Your Pace
3:00pm - 6:00pm
Brewery Road Baptist Church

FRIDAY 19/5
B-Ball & Pizza
La Vite Youth Trust 4:00pm - 7:00pm
GBR Drop-in Centre

SATURDAY 20/5
Create-a-Space
Bridge Hub & Sutton South Brighton 11:00am - 3:00pm
The Bridge Hub

YCD Youth Alive Trust SATURDAY 20/5 11:30pm - 3:30pm
New Brighton

For more details and information scan here!
Or follow us on our socials:
[@elevate_youth_week](#)
[Elevate Youth Week Oruaitahi](#)

Christchurch City Council
Proudly supported by
Waikanae Community Board

Youth Week

Throughout Youth Week there was a total of thirteen events planned across the east of the city under the Elevate brand, with seven of those seeing collaboration between two or more Youth Organisations. Christchurch City Council staff supported several events either directing groups to Ara Taihoi Youth Week Funding or through supporting an application to the Waitai Community Board Koru Fund.





Start Works Notice - Communication

We're working in your area
Aston Drive - car park resurface

What Resurfacing of the roadside car parks

Why The existing car park surfaces have reached the end of their useful life, and deteriorated to an unsuitable state.

Where Aston Drive, Waimat Beach

When 24 April 2023 to 2 June 2023. Monday to Friday. 7am to 5pm (weather/traffic condition dependent).

Contact The contractor is City Care Ltd. Phone 0800 240 522.

Details

- The existing car parks on Aston Drive, have deteriorated after reaching the end of their surface life expectancy.
- The car parks will be repaired, and resurfaced, with minor drainage works to alleviate surface flooding after undertaken.
- Works will be scheduled to minimise disruption with no more than 2 of the sites being closed at the same time.



Thanks for your patience as we work in your area

Noise There may be increased noise, dust and vibrations during work but it shouldn't impact on your garden, water, gas or phone services.

Safety Safety is our biggest priority so please keep children and pets away from vehicles.

Signs Please put your bins out as usual before 6am on your collection day. Your cars will move with signs that if needed.

Other projects Learn more about our work.

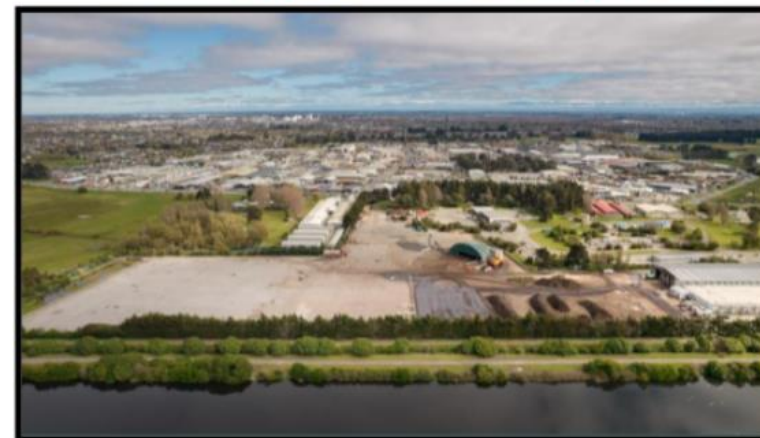
Christchurch City Council

Advocacy

Wastewater Treatment Plant



Organics Processing Plant



Thank you!

Te Pātaka o Rākaihautū Banks Peninsula Community Board Report to Council – May 2023



Presenters: Reuben Davidson, Board Chairperson & Penelope Goldstone, Community Governance Manager Banks Peninsula

Decisions Made Under Delegation

- DRF Spending
 - \$4000 to The Living Streams Community Nursery Trust towards an automatic irrigation system;
 - \$500 to The Loons Club Inc. towards the ANZAC Day commemoration celebration in Lyttelton;
 - \$4000 to Akaroa District Promotions Inc. towards operational funding.
- YDF Spending
 - \$500 to Charlie Bridger from the Mt Herbert Subdivision towards attending the 2023 International Optimist Dinghy Association Championships, in Costa Brava, Spain.



Progress on Community Board Plan Priorities

- Overarching Principle:
We are committed to upholding Te Tiriti o Waitangi by engaging well with papatipu rūnanga and holding Te Ao Māori values at the core of our decision-making.
- Current Board Actions:
 - Cultural Hui at Ōnuku
 - Koukourārata flooding issues;
 - Requires Cross Unit coordination, strategic leadership and collaboration between stakeholders.





Community Projects

New name for the Lyttelton
recreation centre gifted by Te Hapū o
Ngāti Wheke

Mānawa Kāwhiu

The Board supported the council's
Tourism Infrastructure Fund
application. (Little River Toilets)
The Board agreed to provide a letter
of support for funding of Te Puna
Auaha.



Community Focus

- New kitchen installed in Pigeon Bay's historic Settlers Hall
- SailGP debrief
- Letter from Hon. Peeni Henare, Minister of Tourism regarding the impact of cruise ships on Banks Peninsula
- Banks Peninsula Destination Management Plan revised timeline following strong community feedback



Thank you!
Ngā mihi nui



Waimāero Fendalton-Waimairi-Harewood Community Board

Report to Council – 7 June 2023



Presenter: Jason Middlemiss (Deputy Chair)

Decisions made under delegations

- Avonhead Road/Withells Road safety improvements
- Peel Street parking restrictions
- Memorial Ave at Burnside High safety improvements and Greers Road parking improvements
- Ka Putahi Creek at Englefield Reserve willow removal and native forest planting
- Heaton Street safety improvements
- Approved six applications from our Discretionary Response Fund
- Approved two applications from our Youth Development Fund
- Tree removal and replacement planting within Pasadena Reserve (Cam Place)
- Adopted our 2023-25 Community Board Plan

2023-25 Community Board Plan



Priorities include:

Fendalton – Investigate Brenchley Avenue flooding mitigation options

Waimairi – Traffic safety improvements in the Russley area

Harewood – Improvements to the driveway, carpark and upgrade of playing fields at Sheldon Park, Belfast

Burnside Community Defibrillator

Through our Discretionary Response Fund, the Board was pleased to be able to support the purchase and installation of an AED at St Tim's on Kendal Avenue.

This life-saving device provides 24/7 access to anyone in the community and has been registered with St Johns and added to the AED location app, ensuring easy and quick access in an emergency.



*Richard Rendle from the
Bishopdale MenzShed and
Chris Ponniah from St Tims*

Bishopdale Village Mural (stage 2)

The community project group co-ordinating and working on regeneration in Bishopdale have completed their latest beautification project in the Bishopdale Village Mall.

Library staff at Bishopdale say the feedback from the community has been overwhelmingly positive.



Thank you!

Waihoru Spreydon- Cashmere-Heathcote Community Board Report to Council



Te kaupāhō (Presenter): Callum Ward, Chairperson
Keir Leslie, Deputy Chairperson

Part A report

Sumner Tennis and Squash
Club Application to lease 8-14
Heberden Avenue and 140
Nayland Street





Community projects

Community Pride Garden Awards Ceremony held at Matuku Takotako – Sumner Centre, 1 June 2023

Area Report

- Cashmere/Centaurus/Colombo/Dyers Pass Safety Improvements
- Cashmere Sanatorium Open Air Shelter – Heritage NZ have advised that they've approved the hut for entry on the Heritage List
- Proposed pedestrian improvements at the Rose Street / Hoon Hay Road intersection
- Staff are investigating suitable sites for a dog park in the south east of the city

Community Board Plan

South Library rebuild



6 June 2023



Waipapa Papanui-Innes-Central Community Board

Report to Council for June 2023



Presenters: Emma Norrish and Simon Britten
7 June 2023

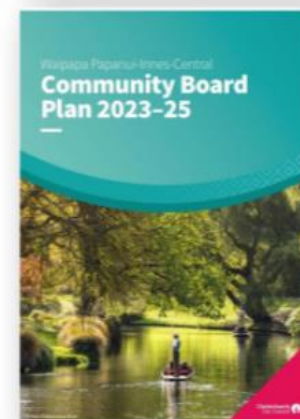
Decisions made under delegations

▪ Discretionary Response Fund allocations:

- \$2,000 to St Albans Residents' Association (SARA) towards the costs of printing the St Albans Newsletter
- Laid the application for the Friends of Edmonds Factory Garden Inc. on the table pending further information from staff

▪ Reports to the Board:

- Greening the East – Approval for Tree Plantings and Parking Changes Project
- Licence to Occupy Tables and Chairs – High Street Triangles to C1 Café
- Christchurch Adventist School, Grants Road – Proposed No Stopping and P3 Parking Restrictions
- Waipapa Papanui-Innes-Central 2023-25 Community Board Plan
- Waipapa Papanui-Innes-Central Community Board Area Report



Public Forum at Phillipstown Hub

- **Ava White** – Report on Youth Development Grant
(ICF Canoe Polo World Championships).
- **Danielle Cowlshaw-West** – Report on Youth Development Grant
(Hip Hop International NZ Nationals).
- **Leon Lee** – Local concerns regarding thefts, burglaries, vandalism and criminal offending in the St Albans area.
- **Environment Canterbury Councillor Joe Davies** – Introduction to Ecan's work relevant to the Board's area.
- **Norwest Sport and Community Hub** – Sam Watt introduced the new sport, recreation and community-focused organisation for residents in the northwest of Christchurch.
- **Charleston Neighbourhood Association** – John Hoskin presented information on the work and history of the Association.



Summer with Your Neighbours

The last of the Summer with your Neighbours events were held late March with a few being cancelled altogether due to the inclement weather pre-Christmas.

However, the feedback was very positive and those who were unable to hold their gatherings will look to apply again for next year's season.



Walking Festival 2023

The Walking Festival was held from Saturday 8 April to Sunday 23 April 2023 and featured some fantastic highlights including new walks.

The “Dogs’ Day Out” walk was held at the Riverlution Eco Hub with dog-friendly vendors and activities dotted around the loop.

“Going on a Bear Hunt” was held at Walter Park



Community Policing, CPTED, CCTV & RTO Dialogues

Noting community concerns about crime and safety in the wards, the Board recently hosted the Police Senior Sergeant in this community policing space to offer insights into the issues Police are facing at present.

The Board's prioritisation of safety initiatives includes a focus on Crime Prevention through Environmental Design (CPTED) principles being considered on appropriate projects, which the Board relies on the Council to champion and support being resourced.

Specifically, the Board after consulting with the community adopted within its Board Plan to ask that CPTED principles are considered for Shirley Community Reserve and the revitalisation of Petrie Park.

The Board sought to build its understanding through a site visit to the Real Time Operations (RTO) Centre to see and discuss the part RTO and CCTV can play in crime prevention, safety, and traffic related matters.



Youth Hub Site Visit

Councillors and the Waipapa Papanui-Innes-Central Community Board members paid a visit to the site of the new Youth Hub currently under construction at 109 Salisbury Street.



Thank you!

Park Terrace Works Notice of Motion

Christchurch City Council, Weds 7th June 2023

Public Forum presentation by

Simon Kingham

Professor of Geography, University of Canterbury

Chief Science Advisor, Ministry of Transport

Why encourage cycling

What does the evidence say

Air pollution

Air pollution contributes to premature deaths of 3300 adults in one year.

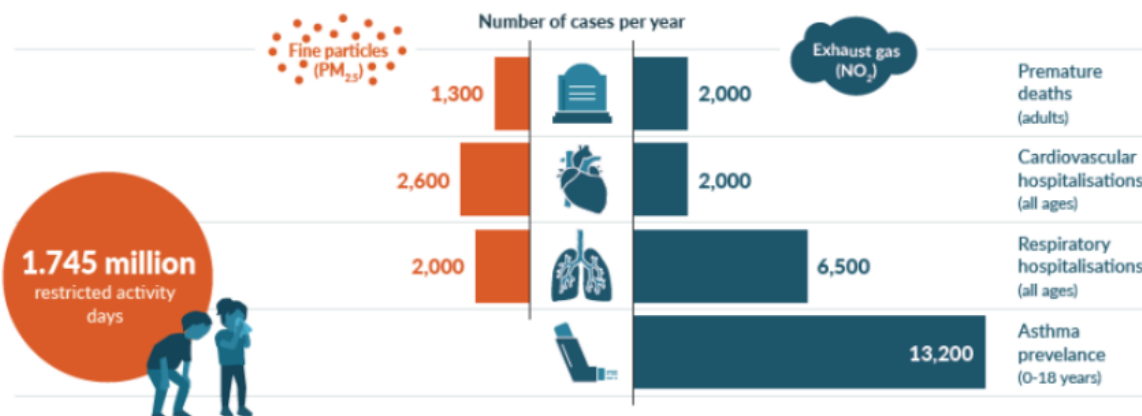
Kate Green • 14:00, Jul 06 2022

<https://www.stuff.co.nz/environment/129187840/air-pollution-contributes-to-premature-deaths-of-3300-adults-in-one-year>

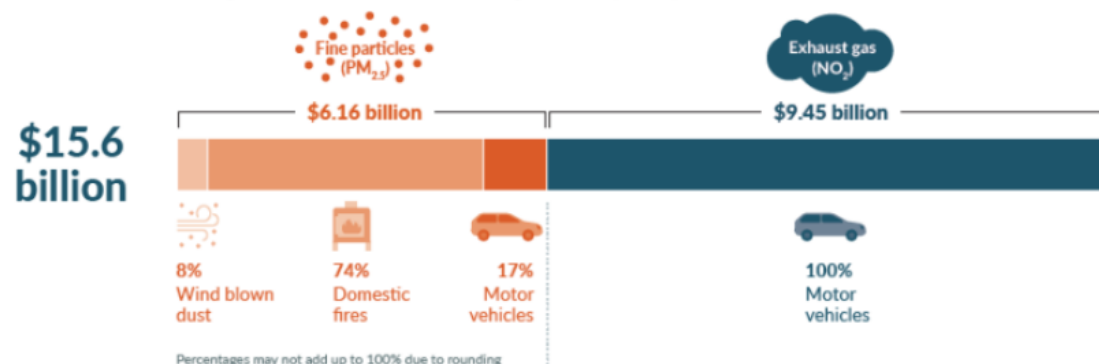
Christchurch traffic pollution:

- 316 deaths p.a.
- Highest rate in NZ
 - (141/100,000 aged 30+)
- Social cost - \$1,466m p.a.

Health impacts from human-made air pollution (2016)



Social costs of health impacts from human-made air pollution (2016)

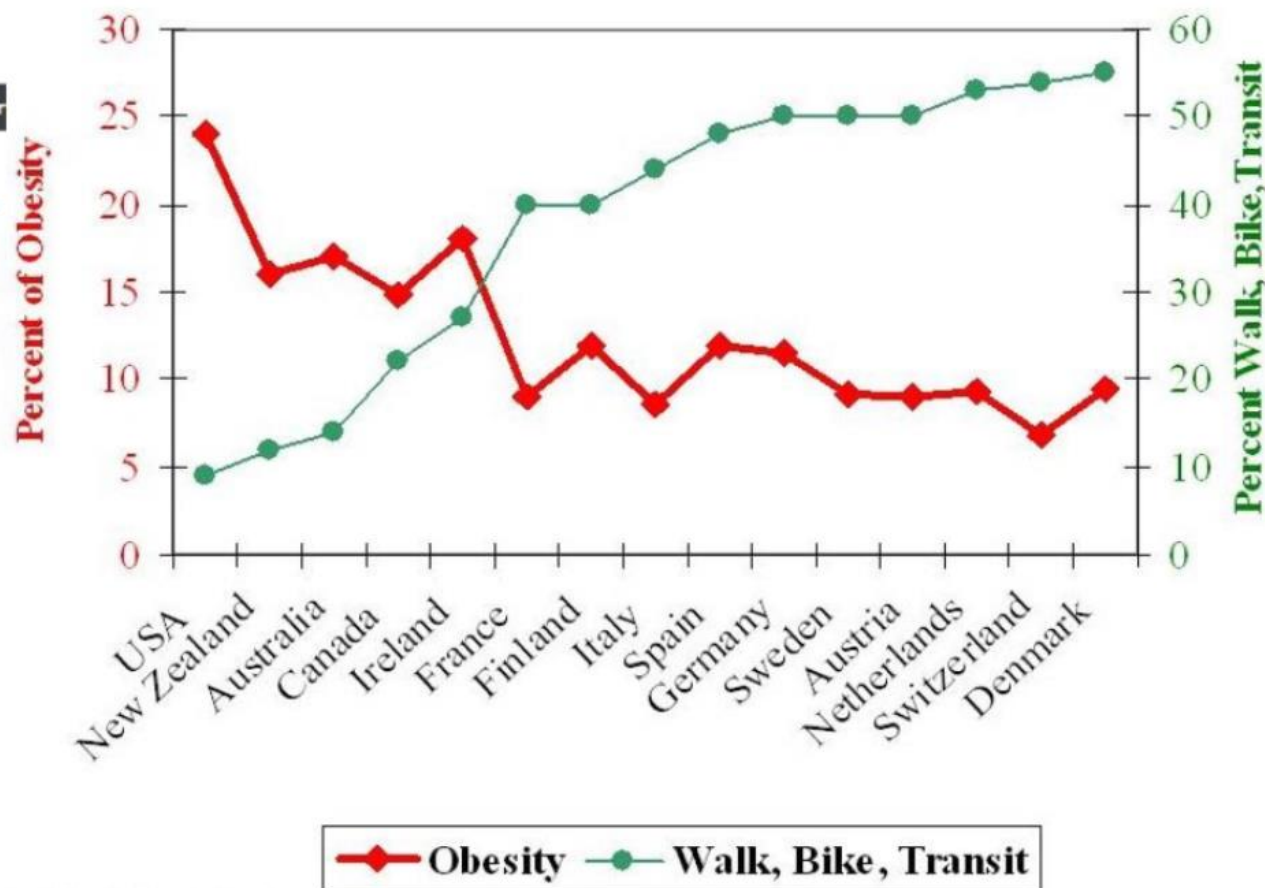


<https://www.ehinz.ac.nz/assets/HAPINZ3>

Physical health



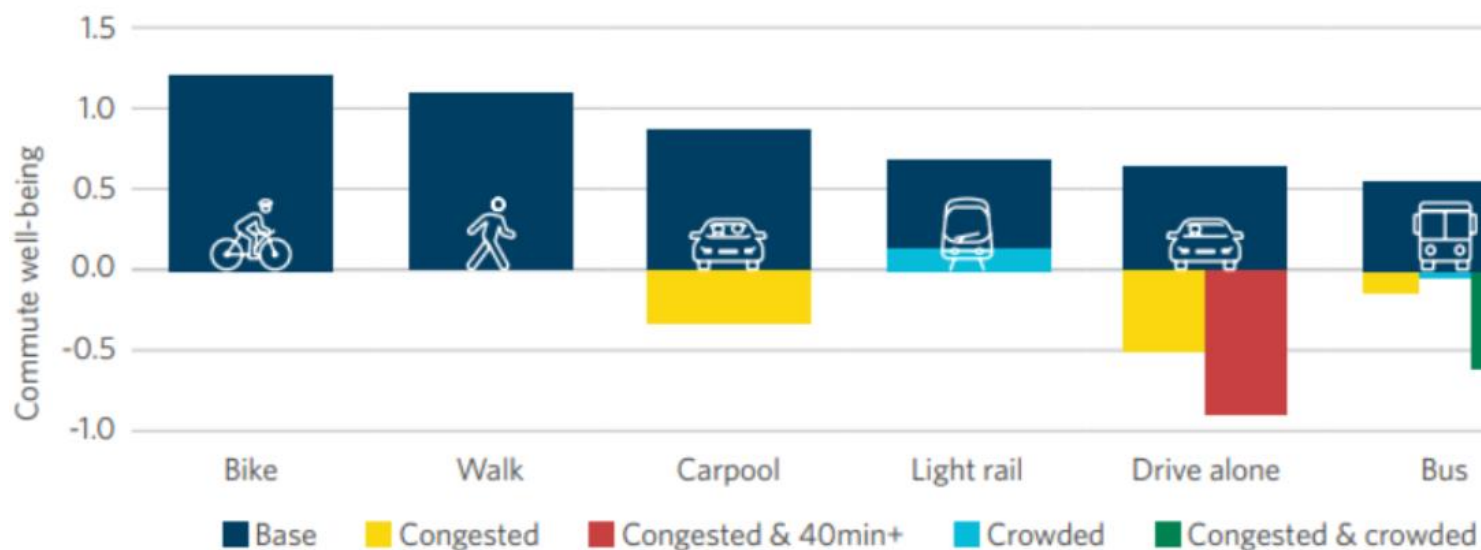
Active commuters 'have lower BMI'



Credit: John Pucher

Mental health

Commute wellbeing by transport mode (Adapted from source: Smith, 2017)



The relationship between transport and mental health in Aotearoa New Zealand

March 2021

K Wild, University of Auckland
A Woodward, University of Auckland
S Herbert, University of Auckland
J Tiatia-Seath, University of Auckland
S Collings, University of Otago
C Shaw, University of Otago
S Ameratunga, University of Auckland

NZ Transport Agency research report 675
Contracted research organisation – The University of Auckland



Climate change

Cycling is ten times more important than electric cars for reaching net-zero cities

March 30, 2021 1:59am AEDT



Global Environmental Change

Volume 67, March 2021, 102224



The climate change mitigation impacts of active travel: Evidence from a longitudinal panel study in seven European cities

<https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-15716>
<https://doi.org/10.1016/j.gloenvcha.2021.102224>

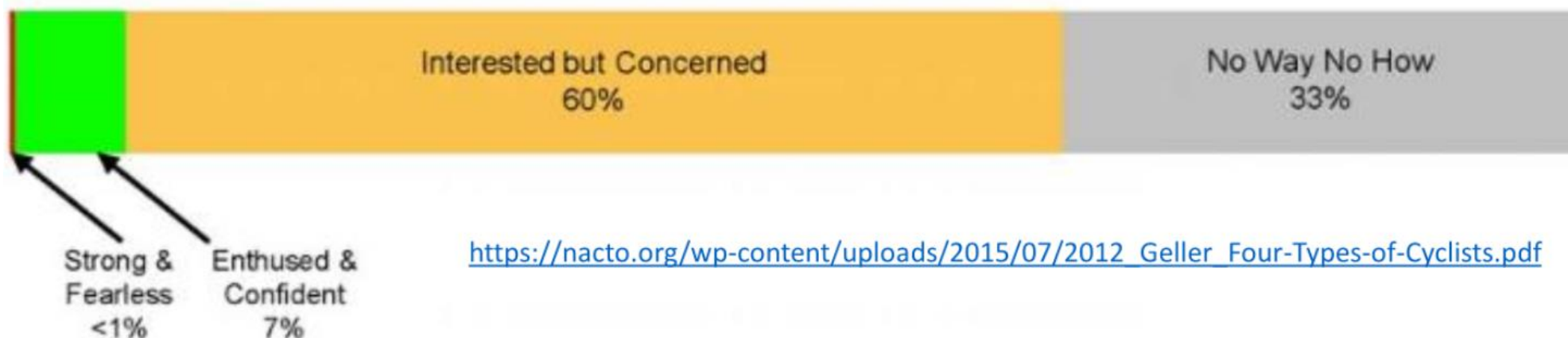
Christian Brand ^{a,✉}, Thomas Götschi ^b, Evi Dons ^{c,d}, Regine Gerike ^e, Esther Anaya-Boig ^f, Ione Avila-Palencia ^{g,h}, Audrey de Nazelle ^f, Mireia Gascon ^{g,i,j}, Mailin Gaupp-Berghausen ^k, Francesco Iacorossi ^l, Sonja Kahlmeier ^{m,n}, Luc Int Panis ^{c,d,s}, Francesca Racioppi ^o, David Rojas-Rueda ^{g,q}, Arnout Standaert ^c, Erik Stigell ^r, Simona Sulikova ^a, Sandra Wegener ^p, Mark J. Nieuwenhuijsen ^{g,i,j}

How to encourage cycling

What does the evidence say

Types of people / 'cyclist'

Four Types of Transportation Cyclists in Portland By Proportion of Population



Works in Christchurch too

https://viastrada.nz/sites/default/files/Koorey-Teather-2WC-4Types_0.pdf

Encouraging the '*Interested but concerned*'

Christchurch
research for
Waka Kotahi

- Biggest barrier – *people don't feel safe*
- Away from traffic
 - Separated infrastructure on busy roads
 - Sometimes it needs to be engineered, sometimes cheap (like Park Tce)
 - Can be slow speed/quiet streets - 'bike boulevards' / 'greenways'
- Shared paths least effective and least liked
 - With cars is least liked, with pedestrians only when no choice

Source: Kingham S, Koorey G and Taylor K, 2011, Assessment of the type of cycle infrastructure required to attract new cyclists. NZTA Research Report 449. <https://www.nzta.govt.nz/resources/research/reports/449/>

Build and they will come

If you build them, they will come: record year for cycle counters

Laura Laker

<https://www.theguardian.com/environment/bike-blog/2019/apr/26/if-you-build-them-they-will-come-record-year-for-cycle-counters>

New superhighways and better networks are helping cycle lane usage boom across the UK

If You Build It, They Will Bike: Pop-Up Lanes Increased Cycling During Pandemic

<https://www.nytimes.com/2021/04/01/climate/bikes-climate-change.html>

Provisional COVID-19 infrastructure induces large, rapid increases in cycling

Sebastian Kraus  and Nicolas Koch [Authors Info & Affiliations](#)

<https://doi.org/10.1073/pnas.2024399118>

Edited by Susan Hanson, Clark University, Worcester, MA, and approved February 18, 2021 (received for review November 26, 2020)

March 29, 2021 | 118 (15) e2024399118 | <https://doi.org/10.1073/pnas.2024399118>

How does *Build It and They Will Come* work

- In waves / surges
- As new cycleways or sections open up new routes for the *Interested but Concerned*
 - Not building for existing cyclists
- Park Tce is a new connector
 - Connects existing cycleways to north of city centre
 - “great that we didn’t have to share the space with the pedestrians”

Reputational risk

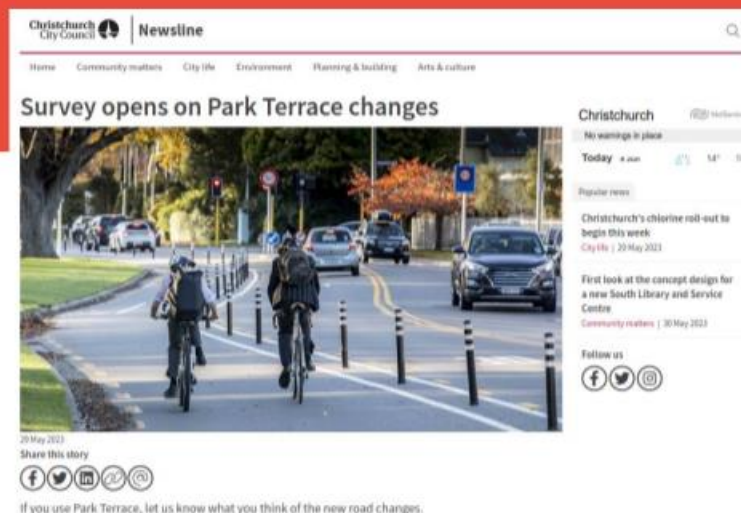
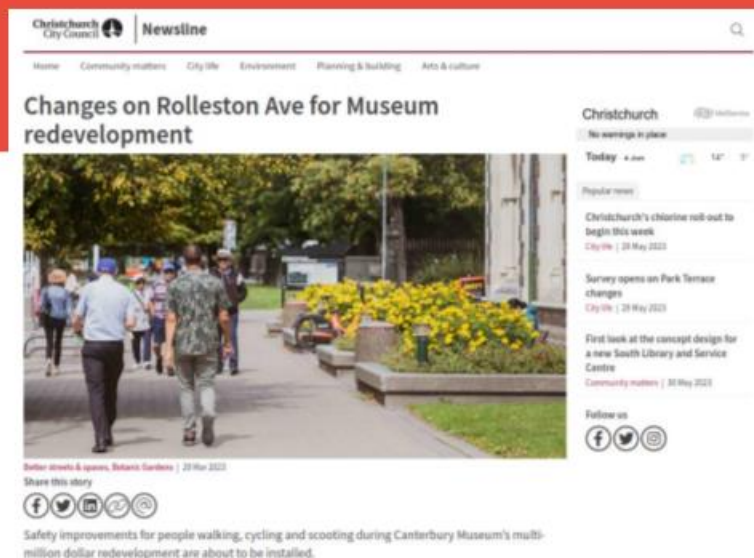
- Christchurch is a great city to cycle in
 - *Build and they will come* works
 - We have a global reputation for cycling
 - But Wellington is just been announced as one of 10 *Bloomberg Initiative for Cycling Infrastructure (BICI)* cities (<https://bloombergcities.jhu.edu/bici>)
 - Let's keep, and grow our reputation!
- More people cycling has multiple benefits.
- Good cycle infrastructure is the key.
- *We're building it and they are coming*

Presentation to CCC on the trial cycle lane on Rolleston Avenue & Park Terrace Dr Stephen Wood 2023

7 June



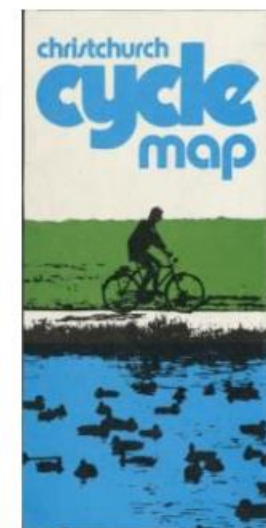
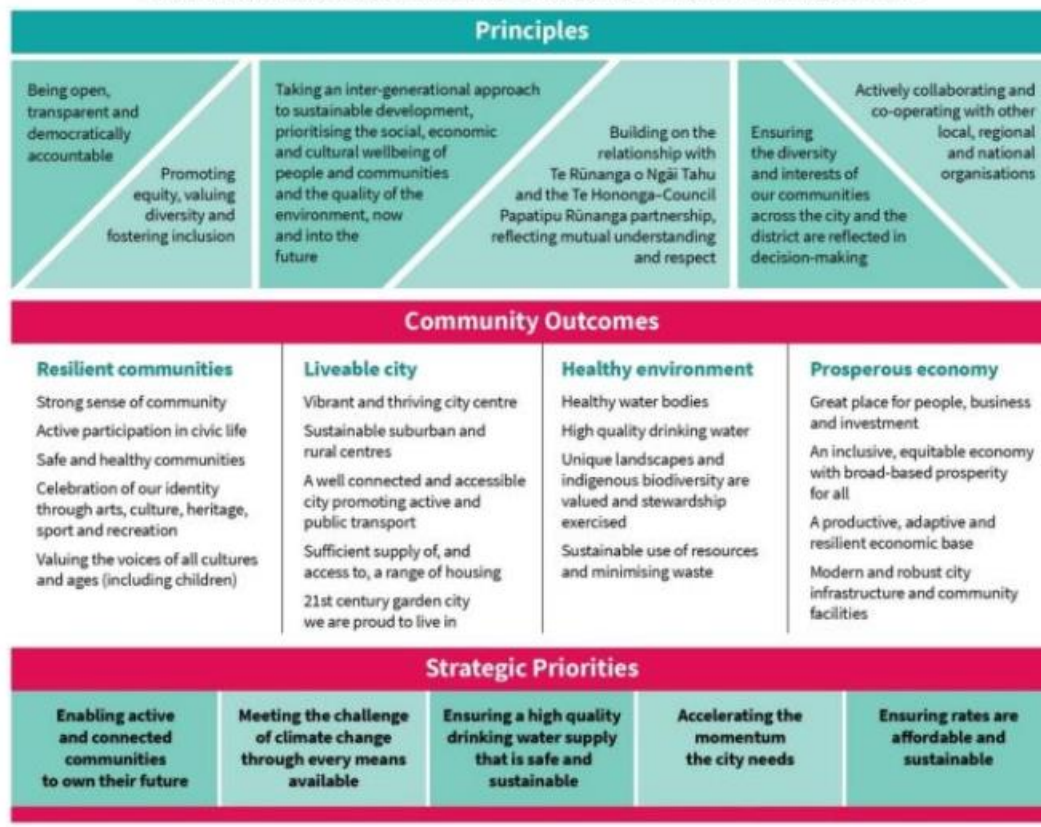
**CYCLING
ACTION
NETWORK**
PAI TE HAERE PAHIKARA



Ōtautahi - Christchurch

Ōtautahi-Christchurch is a city of opportunity for all

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



Why was it done?

5. Detail Te Whakamahuki

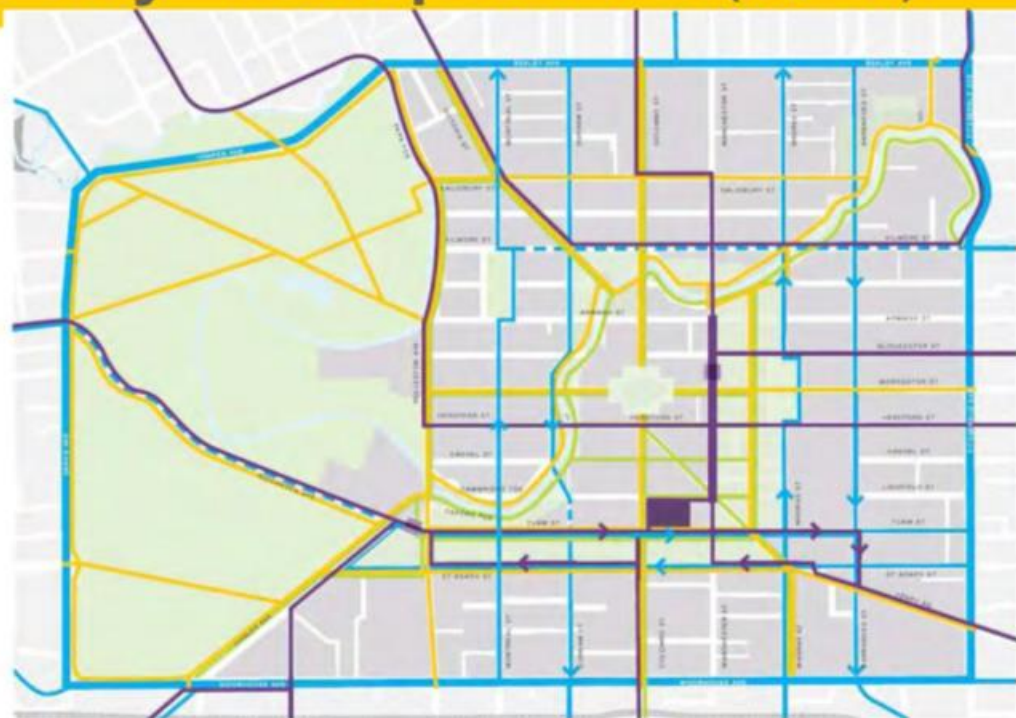
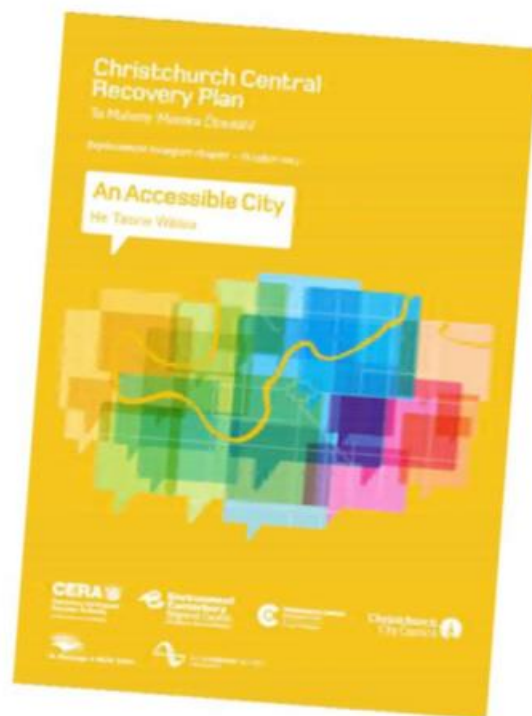
5.1 To support the closure of the museum, and the reduced space available outside the museum on Rolleston Avenue due to construction requirements, it is proposed to introduce a number of changes for people travelling on Rolleston Avenue, which will extend north on Park Terrace to the intersection of Salisbury Street. These include:

- Moving cyclists from the existing shared path to a two-way on-road cycleway on the western side of Rolleston Avenue to reduce the demands on the remaining path width for pedestrian safety. It is proposed to extend the cycleway to Salisbury Street and the bridge into Hagley Park, this provided an opportunity to improve the crossing point on Park Terrace at Salisbury Street. Groups of school children have been observed crossing at this point where there are two lanes of northbound traffic travelling at speed making it difficult to judge a safe crossing opportunity.
- Providing a new crossing point south of the museum as the existing zebra crossing will be closed and the pedestrian crossing markings will be removed.
- Traffic calming to support lower speeds in locations where there are lots of people travelling on many different modes.
- Changes to the Salisbury Street intersection to improve safety for the large number of active users that cross the road at this point by removing a northbound lane. The temporary lane reduction requires amendments on Kilmore Street at the intersection with Park Terrace.

Item 8

Courses for horses – access to the CBD

“An Accessible City” Transport Plan (Oct ‘13)



 Cycling  Car travel  Walking  Public transport  Bus interchange

4

Also pedestrians? tour buses? trams?

Waka Kotahi Cycle Action Plan (Interim) March 2023

A pathway to significantly increase the safety and attractiveness of cycling in towns and cities across Aotearoa New Zealand.

The vision: In ten years, people of all ages and abilities will be able to get to where they need to go using connected networks of safe and attractive cycleways and quiet streets.

To support this vision the focus will be

- Helping to deliver quick build cycle networks and building momentum for change in all our main urban centres
- Supporting reallocation of existing street space to help complete urban cycling networks
- Supporting investment in short trips to key destinations such as schools, town centres and public transport hubs in our investment priorities.

Christchurch has a considerable head start ...



Could it have been done like this?



Questions?

1. Why not use the shared path by Park Terrace?
2. What tweaks could improve the cycleway?
3. Big cost cycleways, e.g. Major Cycle Routes, vs. quick build cycleways?
4. “Real cyclists” don’t need cycleways, do they?
5. Why promote cycling?





TRANSPORTATION
GROUP NEW ZEALAND

Submission on the recently installed Park Terrace and Rolleston Avenue cycleway

Engineering NZ - Transportation Group Canterbury Branch Committee – on behalf of Transportation Group Branch members

Submission delivered: Tuesday 6 June 2023

Transportation Group

This submission is made on behalf of Engineering New Zealand (formerly Institution of Professional Engineers New Zealand (IPENZ)) Transportation Group, by the Canterbury West Coast Branch. The Branch Committee members have compiled this submission. We have not had time to seek feedback from Branch members, but have measured our response to be confident that this submission is representative of our members' views.

Firstly, the local Transportation Group members are grateful for this opportunity to make a submission for this project. The members felt it was worthwhile to do so, given that this project has been subject to media scrutiny and public discourse, and perhaps not balanced by sufficient comment from the wider transportation profession. It is hoped that this focus can be harnessed for improved public awareness and perspective on the function and purpose of dedicated cycleway infrastructure. It is also understood that Councillors are keen to hear from technical experts on the merits of the project, and this submission attempts to address both.

Cycling in Christchurch

Dedicated cycleway infrastructure is critical to supporting the multi-modal transport network of a developing modern city. This is especially true for Christchurch, being flat in topography and of a scale that much of the city can be reached by cycling. Cycling is a rapidly growing transport mode in our city, and offers many benefits for the individual and society. Notable benefits include: reduced congestion by removing single-occupancy vehicles, less road pavement damage, less land required for parking, a safer more 'people orientated' road environment, better urban form, reduced carbon emissions, mitigation of obesity, and a cheaper more accessible form of transport. These benefits will compound as our city develops and intensifies.

The reference section at the end contained supporting evidence with regard to these benefits.

Survey question 1: *How do you most often travel on Park Terrace?*

We have included Rolleston Avenue for the purpose of fuller response.

The committee has direct personal experience here, and we also can observe the general movements on this corridor from a transport network perspective.



TRANSPORTATION GROUP NEW ZEALAND

- This location is essential as iconic urban area that is quintessentially Christchurch | Ōtautahi. Rolleston Ave is busy due to the attraction of the Botanic Gardens for which we are well known, Hagley Park, the riverside, the Arts Centre, and the hospital nearby.
- We note that our city has a legacy of cycling that we are increasingly being known for, which goes back to the 1890's for the suffrage movement, to the 1920's when our city was proudly known as Cyclopolis, and the current modern resurgence shown in cycle count data exceeding forecasts. Ongoing investment in cycle infrastructure in our city makes sense, and offers demonstrable benefits for all road users, on bikes or not.
- The volumes on Rolleston Ave is about 6,000 vehicles per day and on Park Terrace volumes range between 10,000-22,000 vehicles per day. The average speeds on Rolleston Avenue and Park Terrace are very close to the speed limits (as recorded in Waka Kotahi MegaMaps), suggesting that the 85th percentile operating speeds will be exceeding the speed limits. This generally indicates that speed management is appropriate for this context, to get vehicle speeds down towards the 'survivable' threshold of 30 km/h.
- The existing shared path links to major cycle routes and walking paths throughout the central city and greenspaces. It's currently a very attractive place and includes some of the most iconic heritage sites in our city. It's clear from observations of any given day, weekday and weekend, that this area is busy with residents, commuters, school students, visitors to our city, and those using the recreation and amenity. All road users have a right to feel safe and enjoy this scenic core centre of our city.
- These users travel variously by: bike, bus, coach, scooter, foot, car, tram, or mobility device. They have different ages, familiarity, confidence, ability, purpose, and options. They all have a right to be there, to feel safe, and to participate in the amenity on offer.
- During the Canterbury Museum's multi-million dollar redevelopment along Rolleston Avenue, there will necessarily be major changes for all road users. This will continue to be a major tourist and recreational area.

Survey question 2: How have the recent changes on Park Terrace affected your journey?

There are committee members who have experienced and identified safety issues at the Park Terrace/Salisbury Street intersection, and these are informed by their knowledge as transport professionals.

The Branch Committee members strongly support the new cycleway on Park Terrace.

- **Width of the existing footpath**

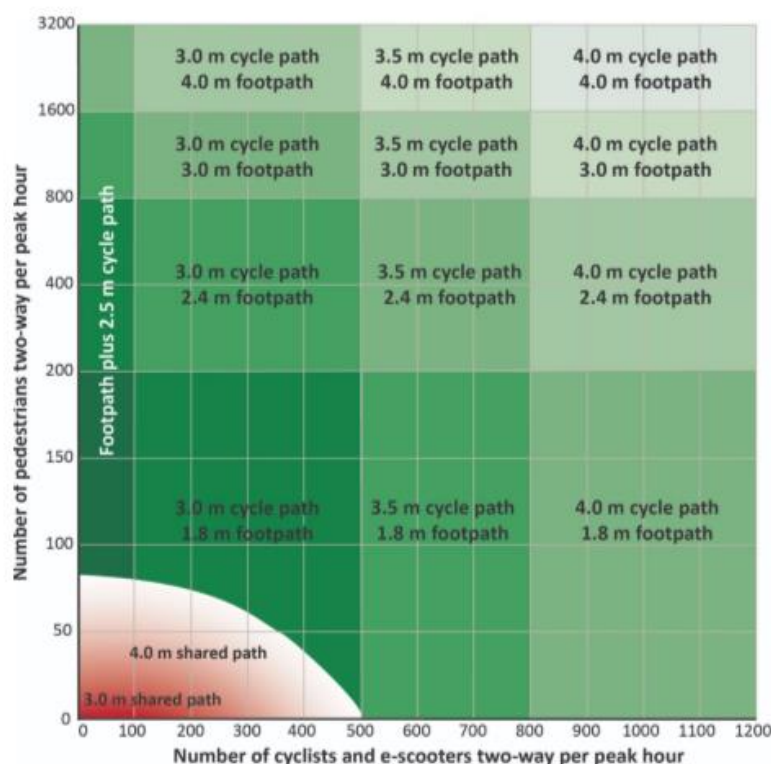
The Branch Committee members strongly support the new cycleway. We consider it a notable improvement in terms of safe and clear provision for people on bikes, a coherent consistent space, and addresses conflicts with the shared path (noting this is busy with people walking).

The existing Park Terrace 2.0 m wide footpath is not wide enough for shared use. **Waka Kotahi Pedestrian Network Guidance stipulates at least 4.0 m for such a high volume path, and preferably separate paths for people walking and cycling.** Conflicts between people walking and people cycling have been commonplace along here for years. Note that data on conflicts and injuries is not available because the national Crash Analysis System reporting is biased towards Police-reported incidents that involve motor vehicles.

By creating a smooth, attractive space for cycling with the kerbside cycleway, this project has substantially improved pedestrian safety. Removing faster path users from the narrow pathway enables vulnerable pedestrians to access the network. Similarly, the cycleway design is safe and optimises the space available.



TRANSPORTATION GROUP NEW ZEALAND



- **Crossing Park Terrace at the Salisbury Street refuge island**

Before the cycleway, it could be intimidating to get across two lanes with a bike, pram or just walking, then wait in an awkwardly shaped refuge island, to then across another busy traffic lane, with many drivers appearing to exceed the speed limit.

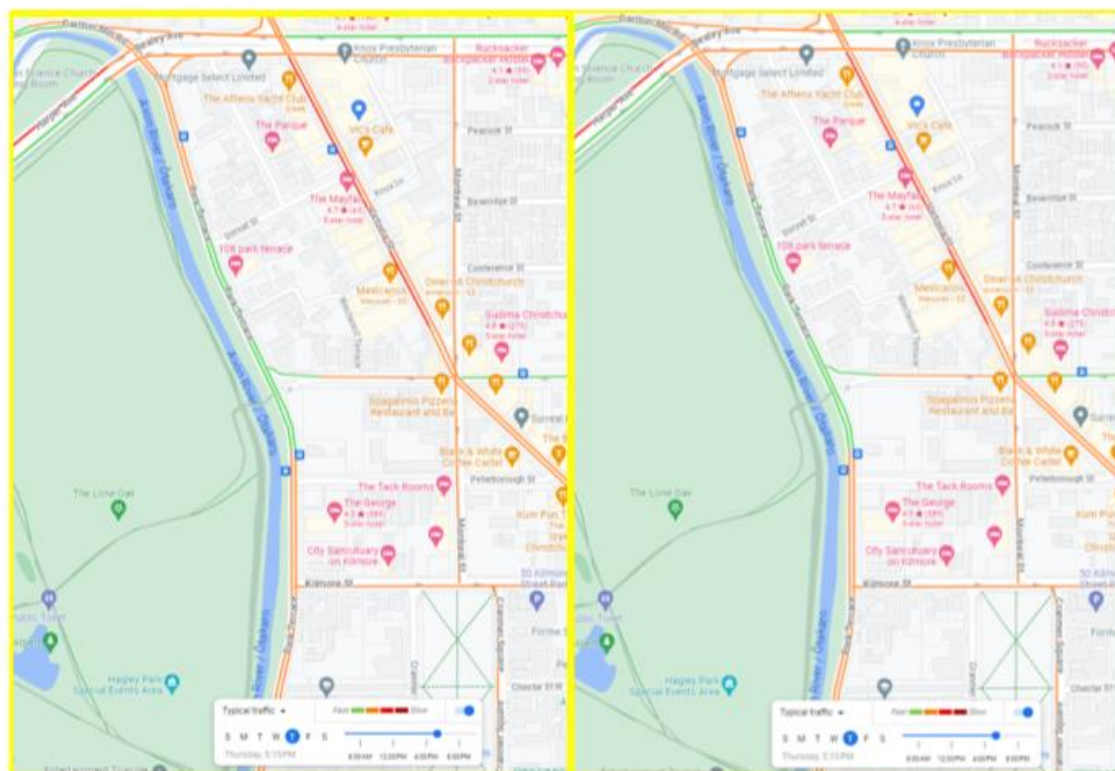
The new layout means that pedestrians only have to cross one lane from the park to the median refuge crossing at Salisbury Street. This makes the crossing substantially safer for people crossing Park Terrace. Referring to the Austroads Pedestrian Facility Selection Tool, https://austroads.com.au/pedestrian-tool/_nocache, this indicates a median crossing (with kerb extensions ideally) is a suitable treatment here, but the tool also indicates that this crossing would be best to be signalised. This tool is confirmed with intuitive observations that it is safer and easier to cross on foot one lane at the route from the bridge to Salisbury Street, and the island shape is now improved. This is a busy desire line for commuters and recreational users walking and cycling alike, particularly with the shared path river bridge opposite. Now, we observe that due to the single lane and narrowing effect of the separator devices, more drivers might be travelling closer to the speed limit along Park Terrace, and travel more safely as they approach the 30 km/h speed limit threshold into Rolleston Avenue.

We observe that the separation devices used are appropriate, being safe and clear, and positioned well behind solid white marking, and reflect this high-amenity urban context. There is good use of coloured surfacing and line marking, although even more would assist at this location. The cycle transitions across kerbs are smooth and functional. The road transport network is not unduly impacted for this central city context, and the cycleway form is compatible with the existing observed demand.



TRANSPORTATION GROUP NEW ZEALAND

Park Terrace operation with one lane is not expected to have a major impact on congestion. We observe that the vehicle queues are normally heading into town in the morning peak period, in the direction that the road is already one lane. The evening peak traffic heading north out of the CBD is not congested at the Park Terrace crossing of Salisbury Street, and queuing before this location is associated with the Kilmore Street signals, rather than throughlane capacity constraints, such that operating the northbound direction as one lane is not expected to worsen queuing at Park Terrace. Over time, motorists will find the most optimal route (e.g. Montreal Street one-way system as intended for cross-town trips). The Kilmore Street signals could be considered for possible phase timing to increase the Park Terrace 'green time', acknowledging that this will disbenefit Kilmore Street right turns. This is supported by evidence via the google tool for typical traffic conditions on the corridor.



This road is now substantially safer and more pleasant to cycle. We support retaining this cycleway infrastructure and making it permanent, including more permanent materials that will generate less maintenance (we understand the temporary constraints imposed on material selection to date).

The photo below shows how busy this area can be:



Survey question 3: *Do you have any comments on Park Terrace?*

We strongly support the project, as transport professionals.

We add the following considerations. *We have included Rolleston Avenue for the purpose of fuller response.*

- **We feel that the Council should let the Waipapa/Papanui-Innes-Central Community Board decide, informed by our engineering input and the voices of people who walk and cycle in this environment. This is their neighbourhood, and they understand the context and complex challenges of this space.**

Firsthand experience of walking or riding bikes or scooters is important here, in this complex environment, in terms of users and land use. This complexity will only increase with the upcoming Museum construction works.

We know it is important to listen carefully to the users of a space, i.e. those who travel along this transport corridor and use the amenity it offers. They are ratepayers and tax payers, and people to whom the Council, as a road controlling authority, has a duty of care. Cycle infrastructure helps all with more travel choice – separated facilities are considered safer for those concerned about cycling but want to do it more i.e. the group classed as 'interested but concerned'.

- **The decision made here must acknowledge the upcoming Museum construction works, and the pre-existing infrastructure deficiencies that the cycleway addressed.**



TRANSPORTATION GROUP NEW ZEALAND

This cycleway work has been well timed to also help manage the width constraints likely imposed by hoardings associated with the Museum construction works, as well as addressing existing deficiencies. Before the cycleway, we are aware of safety and connectivity infrastructure deficiencies, relating to:

1. Pedestrians (including older or impaired people) being spooked by close passing on the narrow riverside footpath on Park Terrace
2. Difficulty for people crossing Park Terrace at Salisbury Street, and Rolleston Avenue generally
3. The narrow path is the only option for cycling on the city side of the river on Park Terrace, given the road environment is very hostile (due to two lanes, vehicle speeds appearing to exceed 50 km/h), high volumes and lack of any other dedicated cycle facilities such as on-road cycle lanes).
4. People on bikes travelling along Rolleston Avenue having few options when the narrow footpath is busy or blocked, including few places to smoothly transition from the road or vice versa.
5. People on bikes conflicting with parked cars and the tram tracks on the road on Rolleston Avenue

The cycleway design has addressed these infrastructure deficiencies. We suspect that the cycleway designers must have first-hand experience of using bikes themselves to understand and deliver infrastructure that is needed here, and we applaud them as fellow transport Practitioners.

We note also that the new cycleway is already being remarked upon as a positive industry example by others in country (by industry professionals who are specialists in urban design for all modes). We as local transport professionals are proud of this, and the contribution our city is making to the national knowledge pool.

- **The decision made here must acknowledge the central city high-amenity context, and needs of our vulnerable road users.**

We classify streets with the One Network Framework, to help create and reinforce coherent network, and decide what streets make most sense to be used for what.

- Park Terrace is an Urban Connector. This means that through vehicle traffic is important. Again, separating cyclists from vehicles to travel safer a bit further away from vehicles makes sense.
- Rolleston Avenue is a busy Activity Street, so infrastructure should create clear access areas and have enough space for all the various movement directions and modes. Separating some space for cyclists to travel safer a bit further away from the frontage areas makes sense.

These streets function for many types of road users. There are parallel streets designed to carry vehicles travelling through at higher volumes, specifically Victoria Street and Durham Street, which are both Main Streets. These make more sense to be used by drivers wanting to travel through the central city, instead of Park Terrace.

- **Tram tracks pose a unique hazard not always recognised by people less experienced with riding bikes.**

On Rolleston Avenue, one committee member has noted that they had been “tram-tracked” outside Christ's College, resulting in minor injury. These incidents are anecdotally common around tram tracks, and generally mean that cyclists feel unsafe travelling longitudinally around tram tracks and the need to avoid the high number of on-street parking movements made here. It is noted that the parking provision here is high for the high amenity context, and is used by tourists coaches, school traffic, visitors to the Botanic Gardens, and shoppers. This high parking turnover makes for frequent parking movements and potential for conflicts with people on foot.

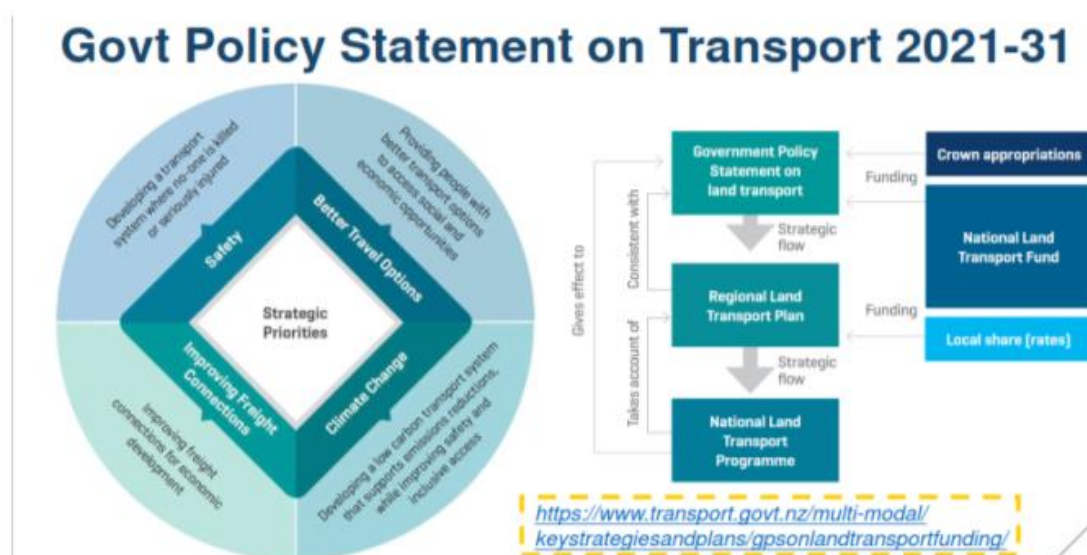


TRANSPORTATION GROUP NEW ZEALAND

References

A few references are given below, to reinforce the need for and benefits of cycle infrastructure:

1. Cycling infrastructure ticks three of the GPS four priority areas, where investment should be targeted:





TRANSPORTATION GROUP NEW ZEALAND

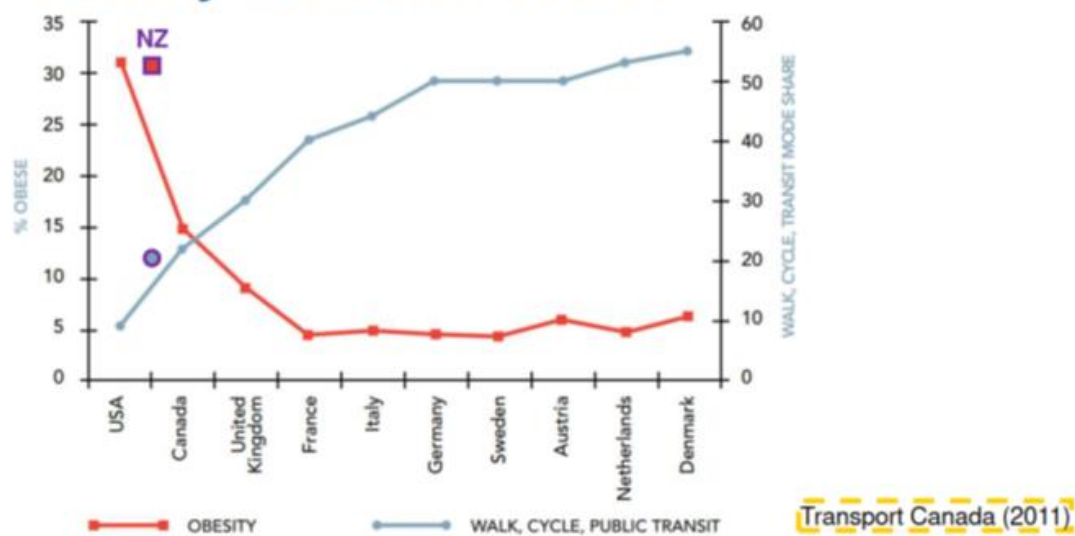
2. Supporting walking / cycling / PT infrastructure is what we need much more of, and these infrastructure types dovetail in well together

Emissions and space for various modes



3. There is a clear link between functional exercise and body composition – health outcomes of supporting cycling infrastructure are clear across the developed world, and New Zealand is no exception.

Obesity vs. mode choice





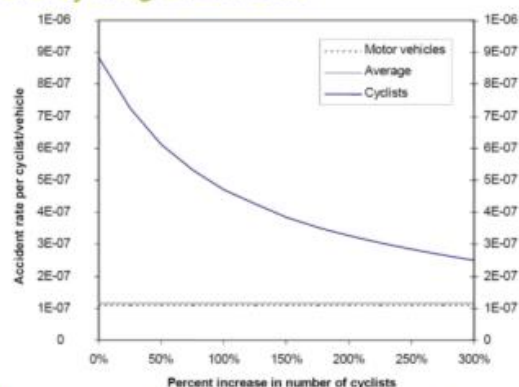
TRANSPORTATION GROUP NEW ZEALAND

4. The safest thing for cyclists – is more cyclists! We need more cycle infrastructure that targets the largest number who want to cycle but are concerned about safety: the 'interested but concerned'

Safety in numbers!

"But if more people cycle, there'll be more cycling crashes..."

- As numbers go up, crash rate goes down
- With safer engineering as well, crash numbers may stay constant



Beca (2006), NZTA Research Report 289

Cycle crash model: signalised crossroads

5. Cycling is not unsafe! But there needs to be better infrastructure where conflicts are known as these will continue to contribute to cycle crashes and will deter cycling.

Safer than a car

Cycling safer than driving in three senses:

- Very low threat to others
- Health gains in life-years
- High-risk drivers are safer on a cycle

Young high-risk drivers

- In the Netherlands under-30 year olds are safer on a cycle
- In NZ: 16-19 year-olds would be safer cycling than driving a car

Actual average cycling risk in NZ:

- One serious injury (hospital/doctor) every ~**20,000 hours** cycled
- One fatality every **2.5 million hours** cycled





6. The ends of the user spectrum are the loudest, but we know we need to targeting the middle of the spectrum – especially the largest group who are 'interested but concerned'

Target Groups: Four attitudes to cycling



7. Coherence is most important principle of cycle design – the facilities need to be clear, consistent and intuitive. Separated cycleways are more intuitive than narrow shared path facilities.

Needs of people who cycle – The 5 main requirements

From Dutch "CROW" Guide:

- (1) Coherence / Cohesion
- (2) Directness
- (3) Attractiveness
- (4) Safety
- (5) Comfort

CROW (2016)





PlanCreative

Mail: PO Box 10318, Christchurch, 8145
Phone: (029) 963 8727
Email: ray@plancreative.co.nz

Christchurch City Council
PO Box 73013,
Christchurch 8154
Attention: Katie Matheis

Via email: Katie.Matheis@ccc.govt.nz

7 June 2023

Dear Katie,

RE: PARK TERRACE WORKS NOTICE OF MOTION

Deputation of Ray Edwards – Traffic Engineer

On behalf of – Storm McVay and others

INTRODUCTION

1. My name is Ray Edwards and I am a Christchurch based traffic engineer with over 37 years' experience including 6 years employed by the Christchurch City Council initially as a road engineering officer and as assistant area traffic engineer, and then a further nine years employed by the Christchurch City Council as a Transportation Planner and Senior Transportation Planner. I am a qualified road safety auditor.
2. I am a cyclist. It is my favourite exercise activity. I own a selection of high-end road bikes and mountain bikes. I have not yet made the leap to electric bikes!
3. I fully support the concept of promoting increased cycle usage across the city through the provision of a network of cycle paths both on-road, shared on-road, and off road. However, I am also a strong opponent of many of the designs implemented by the Council to date. Most of the designs are over-engineered, many of the designs are inherently unsafe, and some designs, such as St Asaph Street, are not only unsafe, but I understand were implemented without following proper safety audit processes.



4. This deputation relates to the recently installed works on Rolleston Avenue that seek to improve cyclist and pedestrian safety along this route. I do not want to get involved in the 'legality' of the process that resulted on the recent works along Rolleston Avenue. I understand what Council staff are trying to do here, and I am really pleased that some of the solutions being 'trailed' are not only more innovative, but undoubtedly more cost effective than some of their designs implemented elsewhere. How Council staff went about implementing these works is for others to decide upon.
5. But, and it is a significant but, my morning and evening peak hour traffic surveys show that the removal of a right turn discharge lane from Kilmore Street into Park Terrace in order to accommodate the on-road cycle lanes, and also to provide one northbound traffic lane on the approach to bus stop located near the Peterborough Street intersection, is resulting in significant congestion and unsafe merge manoeuvres on Kilmore Street and prevalent red-light running at the intersection owing to the lack of discharge capacity at this intersection to cater for the arriving Kilmore Street traffic flow.
6. Noting the extremely limited time to present this submission, I offer the following points:

PLANNED ROAD FUNCTION

7. Kilmore Street runs one-way westbound and is classified as a *main distributor* road up to Montreal Street and then a local road between Montreal Street and Park Terrace.
8. Park Terrace is classified as a *local distributor* road between Hereford Street and Bealey Avenue.
9. These road hierarchy classifications are nonsensical as they ignore the fact that the western-most block of Kilmore Street provides the primary connection to Park Terrace, and then onwards to Carlton Mill Road and Harper Avenue both of which are classified as arterial roads.
10. In other words, the Kilmore/Park route is a critical network link between the central city and the north-western suburbs. It too should have an arterial classification (If I recall correctly, it was an arterial route prior to the earthquakes).
11. Across the flat topography of Christchurch, the arterial road network has tended to evolve from the shortest routes possible between the CBD and surrounding suburbs. Being the shortest routes, it is no surprise that these routes tend to also carry the highest cycle volumes.



PROVIDING FOR CYCLISTS

12. The 'shortest route' also means that these routes will create the highest demand for available road space to provide for motorised traffic, cycle traffic and pedestrian traffic within the finite road space available.
13. Proper road management would allocate the available space based on the expected demand for the various transport modes. For cyclists, this can be done in several ways:
 - a) Have the cyclist share the motorised traffic lane with no specific provision for cycle lanes or the like (do nothing);
 - b) Have painted cycle lanes along the road shoulder and outside of any parking lanes (the historic approach);
 - c) Have painted cycle lanes along the road shoulder inside any on-street parking lanes (the St Asaph Street approach – in my opinion inherently dangerous);
 - d) Have painted cycle lanes along the road shoulder with no on-street parking lanes (the Rolleston Avenue north of Armagh Street approach (a good idea in areas of low-on-street parking demand and high pedestrian activity);
 - e) Provide cycle lanes behind the kerb as a shared facility with pedestrians (what used to be provided along Rolleston Avenue);
 - f) Provide cycle lanes behind the kerb as an exclusive facility for cyclists (the ultimate if there is road space available).
14. Unfortunately, my observation of the Council's cycleway designs to date is that a disproportionate amount of road space is allocated to the cycling mode, or opportunities are not properly taken to provide exclusive cycle facilities that are not part of the road space shared with motorised traffic.
15. Proper road design practice would be to evaluate existing traffic flows and to observe on-site traffic conditions. Here I note that the Council's traffic count website does not list mid-block count data for either Kilmore Street or Park Terrace in the immediate vicinity of their intersection, nor is there any intersection count data published on the website. So, I am left unclear what the network capacity



justification for what the Council has done on both roads has been. Surely, they undertook peak hour traffic counts? It appears not.

16. I also note that my search of the Waka Kotahi reported crash database for the 2013-2022 period (the last ten years) did not reveal any cycle crashes relating to the operation of the shared cycle facilities provided along the length of Rolleston Avenue. So, there doesn't appear to be any safety based concerns based on reported data to justify the expenditure that has occurred.
17. My overall conclusion of what has been recently implemented by the Council is that it is not an 'improvement' for any particular road user when the overall function of the road network is considered.

RECOMMENDED IMPROVEMENTS

18. I reiterate that I am a cyclist and support the concept of the cycle network. I do not want to see the recent Rolleston Avenue works removed. That would be a waste of even more money.
19. I want to see the best design solution for all road users. Having walked the length of the recently installed Rolleston Avenue works, and having undertaken peak hour traffic surveys to observe traffic behaviour (which is now particularly poor along Kilmore Street), there are several things I would change.
20. In my opinion, the key improvement would be to reinstate the two lane discharge from Kilmore Street into Park Terrace and then two lanes north along Park Terrace. This can be easily achieved by:
 - a) Realigning the cycle lanes back behind the kerb;
 - b) Returning the bus stop near Peterborough Street back to its original position;
 - c) Increasing the sealed width of the existing footpath noting that this might require very minor retaining walls to be constructed as a result of the existing riverbank slope.
21. As an experienced civil engineer and road designer, there is nothing along the western side of Rolleston Avenue that would prevent the above being achieved at relatively little cost.
22. I am happy to answer any questions.



*Park Terrace Works Notice of Motion
Deputation of Ray Edwards – Traffic Engineer*

I trust the above is sufficient, however if you require any further information then please do not hesitate to contact me directly on [REDACTED]

Yours faithfully,

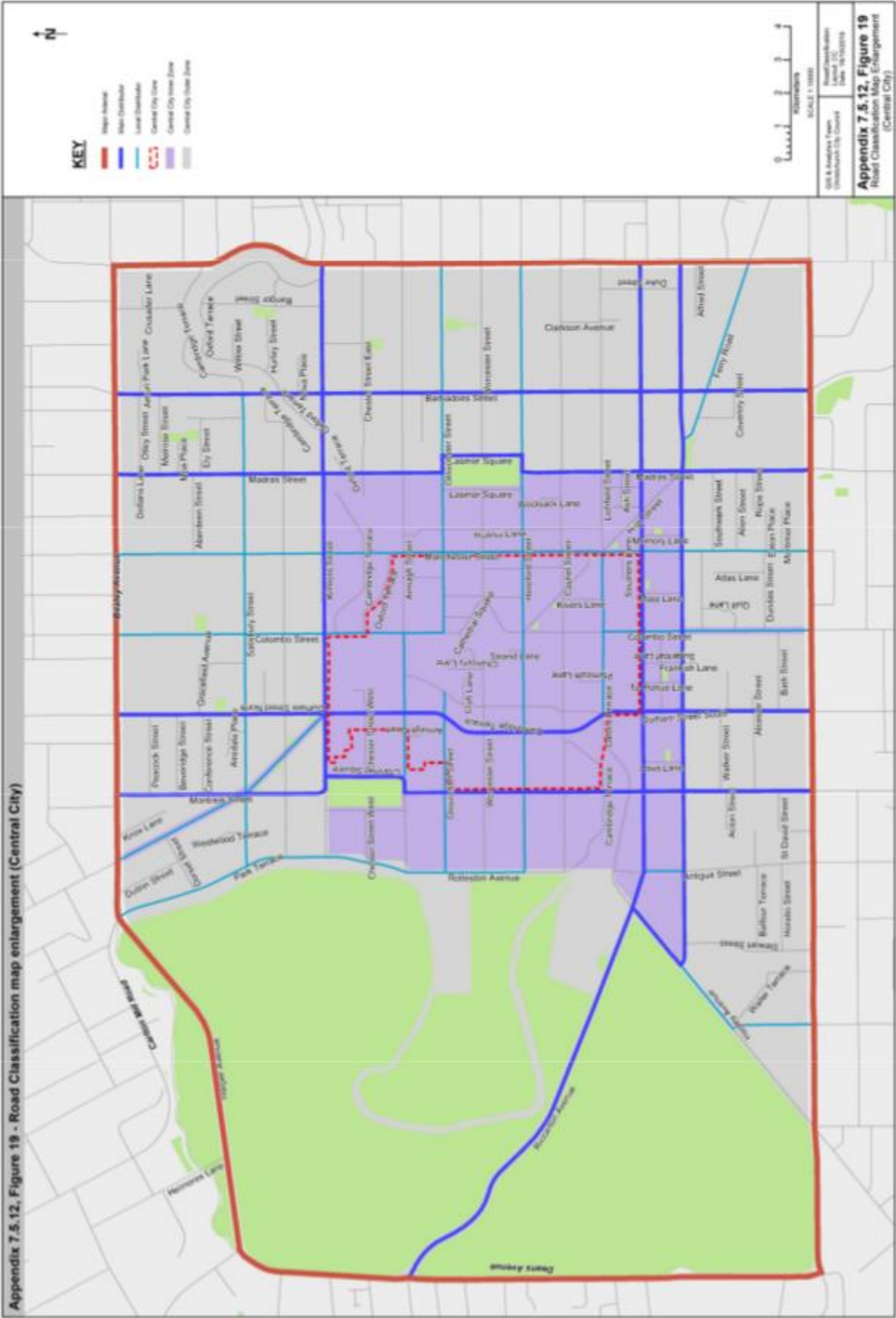


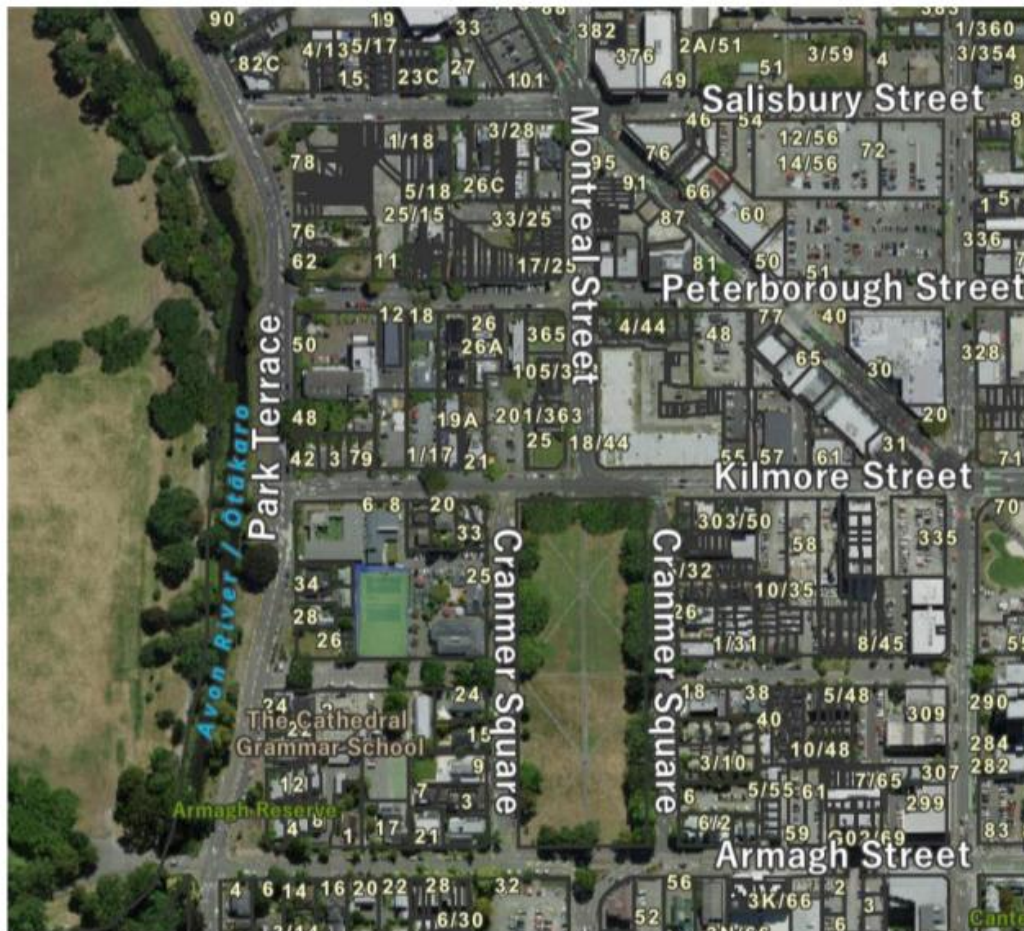
Ray Edwards

Managing Director

PLANCREATIVE LIMITED







ITS TREE CANOPY VANDALISM – HORNBY WARD

**URBAN FOREST SUBMISSION PRESENTATION –
GREATER HORNBY RESIDENTS ASSOCIATION – JUNE 2023**



URBAN FOREST SUBMISSION

2016 = 7.15%

2019 = 6.51%

- **2023 = 4.90%?**

- **HORNBY WARD**

LOWEST TREE

CANOPY COVERAGE

URBAN FOREST SUBMISSION

**HOUSING INTENSIFICATION HAS SEEN
FURTHER DESTRUCTION OF THE HORNBY TREE
CANOPY.**

**FINANCIAL CONTRIBUTIONS PAID FROM
DEVELOPERS - IF THEIR DEVELOPMENTS LEAVE
A SITE WITH LESS THAN 20% TREE CANOPY
THEN COVER NEEDS TO BE TARGETED BACK TO
THE WARDS WITH LOW TREE CANOPY AND
THAT ARE BEING AFFECTED MORE THAN
OTHERS WITH INTENSIFICATION**



URBAN FOREST SUBMISSION

**COUNCIL FUNDING ON TREE PLANTING-
PROJECTS SHOULD BE TARGETED TO THE
WARDS THAT HAVE LOW TREE CANOPY RATES
AND/OR EFFECTED BY INTENSIFICATION**



URBAN FOREST SUBMISSION

**PUT FORWARD BY RESIDENTS IN 2018
WE WOULD LIKE TO SEE THE BROOMFIELD
COMMON BECOME “HORNBY BUSH”.**

**PLEASE FIND FUNDING OR REPRIORITISE
OTHER TREE FUNDING IN THE UPCOMING
LONG TERM PLAN TO ALLOW THIS TO
HAPPEN.**

**BE PRO-ACTIVE NOT VANDALS. HORNBY
IS ALLOWED TO BE “NICE” AS WELL.**



URBAN FOREST SUBMISSION

**WE NEED TO ENSURE OUR PLANTINGS ARE
NATIVES AND BRING BACK THE BIRDLIFE TO OUR
SUBURBS.**

MĀ TE HURUHURU, KA RERE TE MANU
'FEATHERS ENABLE THE BIRD TO FLY'
(BE PREPARED, HAVE THE RIGHT TOOLS
TO ACHIEVE).



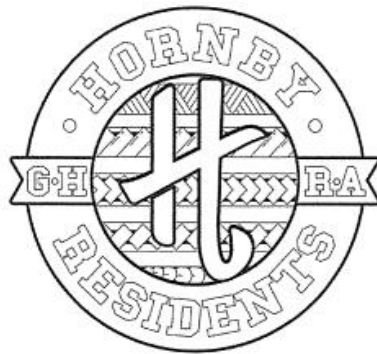
URBAN FOREST SUBMISSION

**THE TREE REGISTER SHOULD BE A PUBLIC
DOCUMENT AND THAT IS OPEN TO THE PUBLIC
FOR VIEWING AT ANY TIME – MAYBE
AVAILABLE ON LINE?**

**THIS WOULD BRING MUCH NEEDED
TRANSPARENCY TO THE REPLACEMENT TREE
POLICY CURRENTLY OF 2 FOR 1.**



Future Tree Scaping For Christchurch



What the city really needs is a fully committed team to investigate how we can plant areas of Native Trees from the likes of Otahuna and/or Omaha reserve by the establishment of bush reserves along the Halswell boundary to Hornby then across the back of Christchurch to the Waimak. This would ensure the spread of Native Birdlife around the outer city and from here corridors of Natives can be planted back into the city to return the Native Birdlife.

The establishment of a corridor into the inner city is not enough, and needs to be wider spread. It has to be remembered that the city does not just consist of the CBD and is much wider.

As a matter of interest, I have received a complaint regarding deciduous trees along the S.W.Cycleway. They are dropping leaves over the

path used by cyclists and creating a slip hazard through rotting and becoming wet in rainy weather. Perhaps Council may have to consider sweeping these before ACC start receiving claims through accidents, or replacing them with Natives.

Of further interest is the fact that it would appear that Council considers low lying shrubs or bushes as a plant that does not qualify as a tree for replacement, hence many shrubs in Waterloo Rd, planted by residents, are at present subject to removal without replacement for a cycleway. So much for a zero carbon climate in this zone right next to a rail line. Maybe a time for a rethink.

Ross Houliston Research / Submissions

Styx Living Laboratory Trust



Styx Vision 2000 – 2040 (CCC)

- Viable Springfed River Ecosystem
- Source to Sea Experience
- **Living Laboratory**
- The Styx as a Place To Be
- Partnerships



General Comments

In addition, the SLLT ***strongly supports*** the following:

- The overall plan of the council to prioritise and encourage planting trees.
- The focus on partnering with community groups and local landowners to accomplish planting goals.
- The commitment in objective 4.1 to promote community planting days



Recommendations

SLLT ***strongly suggests*** that Council consider the following:

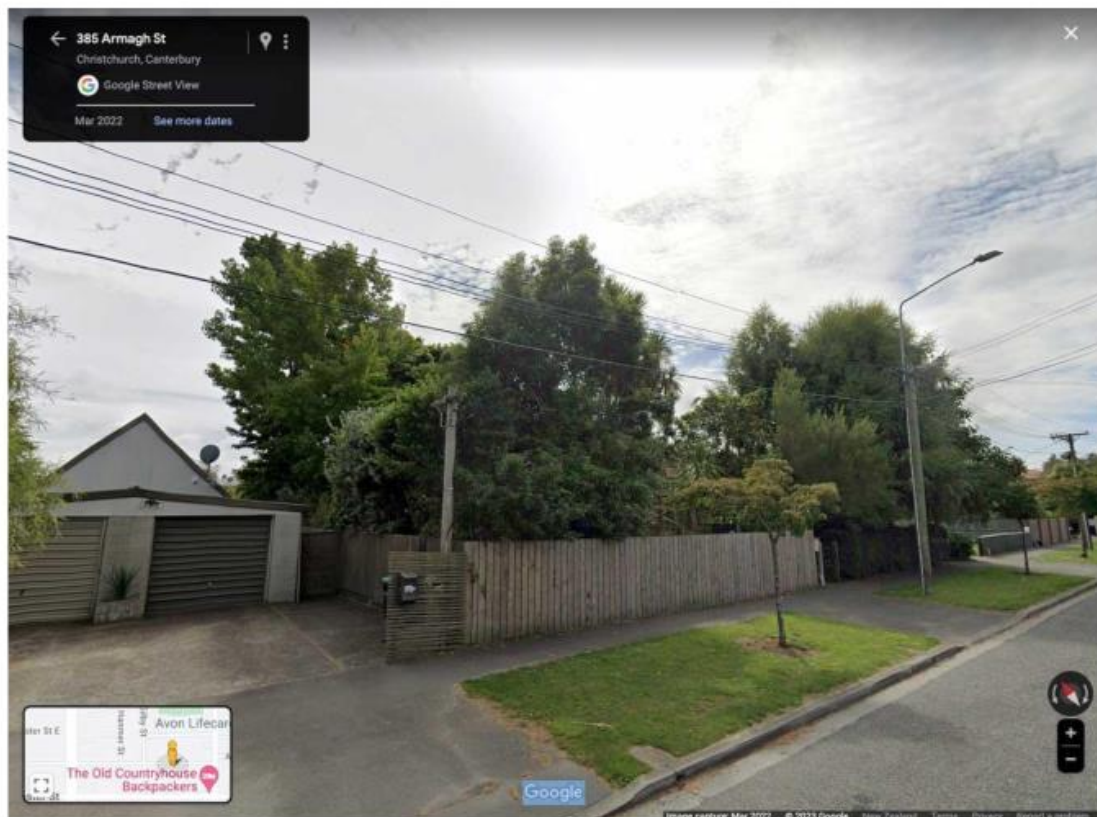
- Planting native tree species should be more strongly and consistently emphasised in the plan.
- The Trust would like the Council to consider acquiring land along the Pūharakekenui and in the red zone.





Questions?









CHCH Urban Forest Plan

the nature of our place



The Ancient

Colin D Meurk
7th June 2023



The ReBirth &
ReDreaming
of a City





Aspirations for an Urban Forest

- CCC get serious about **policing developers** – for every mature tree developers take out they must **plant 100 (tree age/age of seedlings)** and see them through to maturity (a disincentive to felling old trees & incentive to add more).
- Better **oversight & training of contractors** – continual destruction of plants is demoralising community volunteers.
- **Native first** – eco-sourced & ecological input into placement.
- **6th Great Extinction** – this is not a ‘nice to have’ – it’s not negotiable; we are **signed up to international agreements on biodiversity**; ultimately it is our identity, taonga, point of difference, & purpose – together with the unique stories that go with it – that attracts slow tourism.
- For tree dominant landscapes (parks, rivers, streets) **>50% native**. That **is** ‘striking a balance’ that most submitters requested. It’s called partnership!
- **Visibility critical** – not ‘out of sight, out of mind’ ... *Extinction of Experience leads to Extinction of Species!*
- More than planting a tree – **‘Forest’ is an ecosystem** - Need more diversity. Need deer control on BP & Otamahua.
- Trees & Understorey **feeds our wildlife** birds, lizards, & butterflies.
- Need **Eco-Sanctuary** (like Zealandia) free of predators & controlled browsers – so we all **experience our iconic charismatic wildlife**.

GREEN CATHEDRAL SQUARE

cf Te Papa
Bush City

Our **Multi-
layered History** -
Place to Stand
Turangawaewae

All Heritage Layers reflected in Heart of City (Cityhood)

- Geo-tectonic history
- **Canterbury Bush City** (all Canterbury habitats)
- **Tangata Whenua**
- Colonial Cathedral & 1st 4 ships
- Multi-cultures & taonga – respectful fusion

All valid parts of
Historical Tapestry

Deep Slow Time
Travel

...

not out the back,
out of sight, out
of mind!

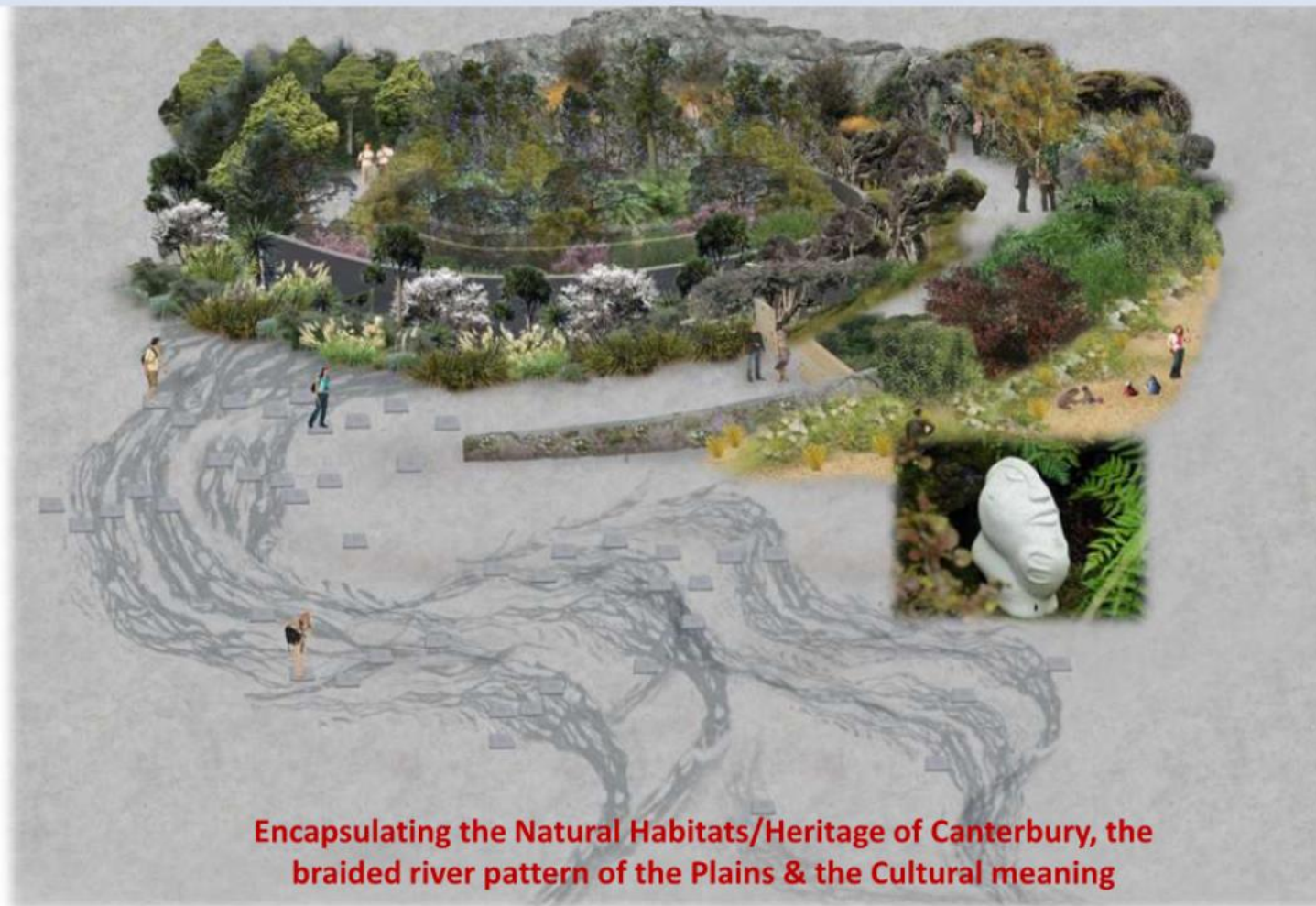
Location, Location, Location !
Visibility, Visibility, Visibility !
= Legibility, Place Identity



Like
Putarikamotu



Bush City Canterbury – Centrepiece (show world we care for our unique *Ngāhere*/Heritage)



Encapsulating the Natural Habitats/Heritage of Canterbury, the
braided river pattern of the Plains & the Cultural meaning

**PATCHWORK -
CONFIGURATIONS &
NETWORKS**
**INTEGRATING PEOPLE
NATURE & LANDSCAPE**
ECOLOGICALLY, SOCIALLY &
CULTURALLY FUNCTIONAL ...

The diagram illustrates the hierarchical structure of a landscape for biodiversity conservation, showing the relationship between different spatial scales and their management implications.

Top Level: Clusters of big trees every 200 m

This level shows two clusters of big trees, each 100 m apart. A person is shown walking between them, with the text "Frequent dispersal" indicating the movement of individuals between these clusters.

Middle Level: The Corridor

This level shows a central house (home) surrounded by three clusters of trees. The distance between the house and each cluster is 1 km. The distance between the clusters is 500 m, which is a 5-10 min walk. The text "The Corridor" is highlighted in yellow.

Bottom Level: The Matrix Influenced by the Halo

This level shows a central house (home) surrounded by a large area of trees. The distance between the house and the surrounding trees is 2.5 km, which is 10 mins cycling. The text "The Matrix Influenced by the Halo" is highlighted in yellow.

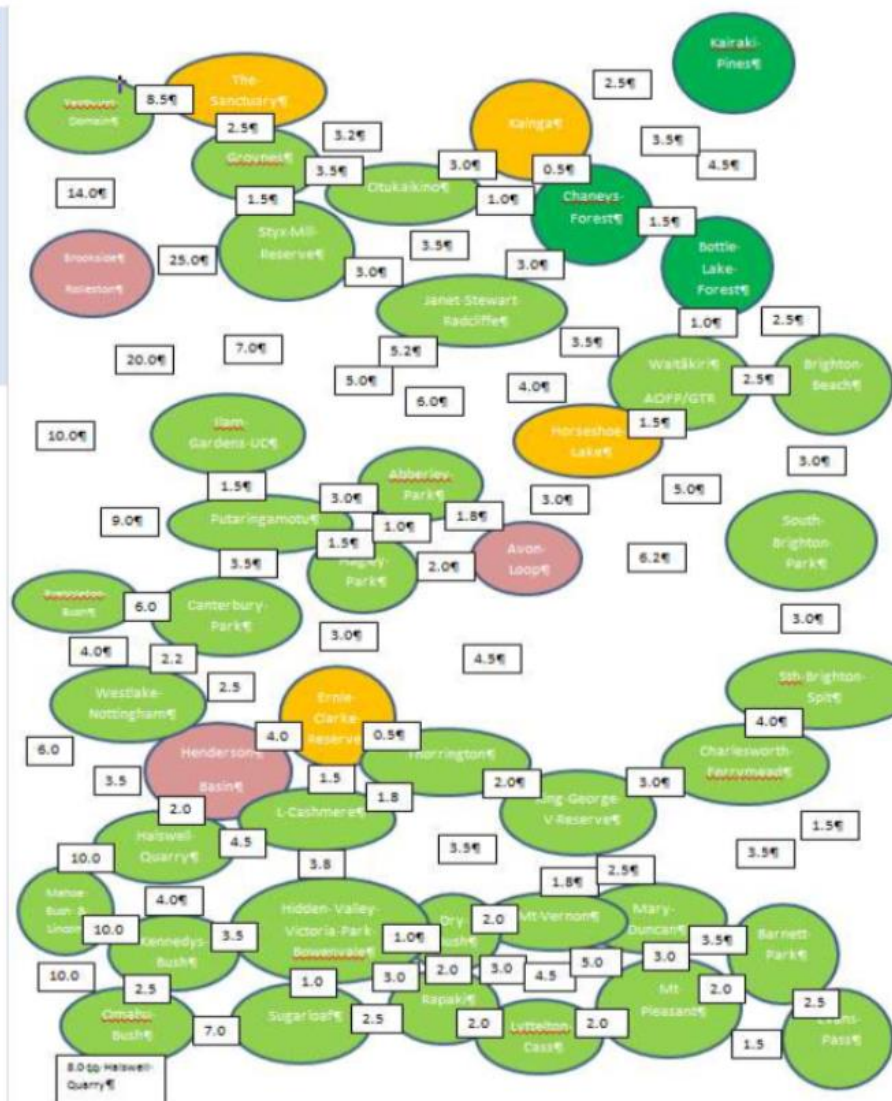
Bottom Level: The Patch

This level shows a large area of trees, representing a patch. The distance between the house and the patch is 2.5 km, which is 10 mins cycling. The text "The Patch" is highlighted in yellow.

Summary of Distances and Management Implications:

- Clusters of big trees every 200 m:** 100 m distance, frequent dispersal.
- The Corridor:** 1 km distance between clusters, 500 m (5-10 min walk) between house and clusters.
- The Matrix Influenced by the Halo:** 2.5 km (10 mins cycling) distance between house and surrounding trees.
- The Patch:** 4-10 ha reserve every 5 km; 30 minutes walk/10 minutes cycling from every home.

	Regeneration/ under planting in Willow
	Primary & Secondary wild-forest & advanced-Restoration
	Pine-forest-with-Regeneration-and-ground-cover
	Planned-Restoration
3.5	Approximate-distances-(km)-between-patches



Ellerslie International Flower Show Experience



**Award
Winning
POCKET
PARK
Design**

Street Tree Corridors: *Totara, Kowhai, Tarata, Manatu, Houhere, Horoeka, Putaputaweta, Kanuka, Ti kouka, Matai, Rata* suitable noble trees for streets, parks & portals! Corridors for birds



**Visibility - Key to
conservation culture**



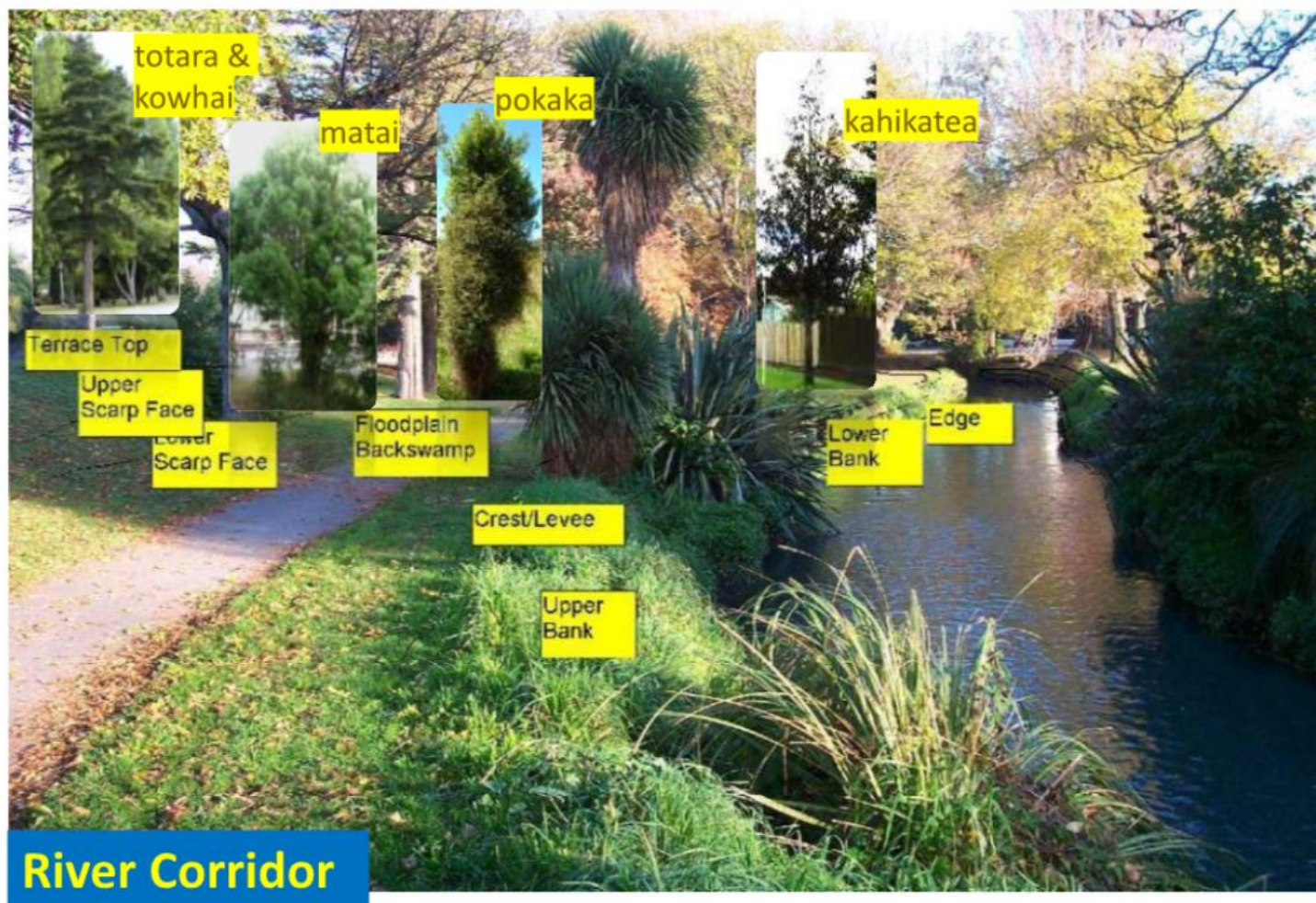
AVON RIVER – embodying the **PEOPLE'S HISTORY**

Weaving Strands criss-crossing the Ōtākaro
**Symbolising Strength of Te Tiriti Partnership &
Respecting DISTINCTIVENESS & Mana**



woven worlds expressed in strands along Ōtākaro

Iconic, **noble trees** representative of each **riparian zone**



We've known how to **increase urban green cover forever ...**
People Want It! >1 citation every day somewhere in world!

- Don't interpret that "only" 10% of prelim submitters want 'more native trees
- **CCC random citizen survey (2003)** showed **58% of citizens want more native plants** in their neighbourhood, only **2.9% want less!!!!**
- **72% want more native birds** (2.5% less). That's **what citizens want** – even tho many are passive about it! **Our Birds need Our plants**
- Cost of leaf fall is enormous. Overcome shade problems by the 50% level (sun doesn't stay still) & appropriate placement.
- Integrate with **Tree Canopy Cover Policy**
- **Urgently cull & stop proliferation of brewing biosecurity** – sycamore, horse chestnut, holly, fatsia etc
- We are the multi-K *Kaitahu* – *Karaitiana* city
- Shout about it – **declare National Park City!!!**



Urban Greening Manual

How to Put Nature into
Our Neighbourhoods

Application of Low Impact Urban Design
and Development (LIUDD) Principles, with
a Biodiversity Focus, for New Zealand
Developers and Homeowners



Maria Ignatieva, Colin Meurk,
Marjorie van Roon, Robyn Simcock
and Glenn Stewart



Manaaki
Whenua
PRESS

Landcare Research Science Series No. 35

**The City of
Golden
Winters
A Free Brand**

tumataKuru
Kumara
Karaka
Kohia
Ko

**The Korimako, Kowhai,
Ti Kouka, Kanuka, Karamu,
Kuaka, Kahikatea, Kereru, miki,
Kamelia Kapital – of Karaitiana
The City of Golden Winters**



Bellbird –
Rob Dalley



London's initiative 2019

National Park City

= Biophilic City

= Eco-City

= Transition Town

= Regenerative City

>50% world & 85% NZ
population live in cities
we tick >14 boxes

A cradle brand that local govts may
endorse for consistent messaging &
operations within council depts; with
communities & people of the land.
So every city can be NPC !
cf emergency declarations
& a Te Ao Maori Rendition essential

Otautahi-Christchurch is National Park City material

Fourteen Great Reasons why we can be a National Park City
– Let's do it Now!!



Yes, NPC is a thing; London was
the first – similar to Biophilic City;
it is a people-nature interaction
– we have dozens of community
groups working for our Ecology



The velvet & soaring
spirit of the city



**Shout-out for our ti kouka -
cabbage trees !!**
Quit demonising them
They are our natural Art !!















Christchurch City Council Urban Forest Plan

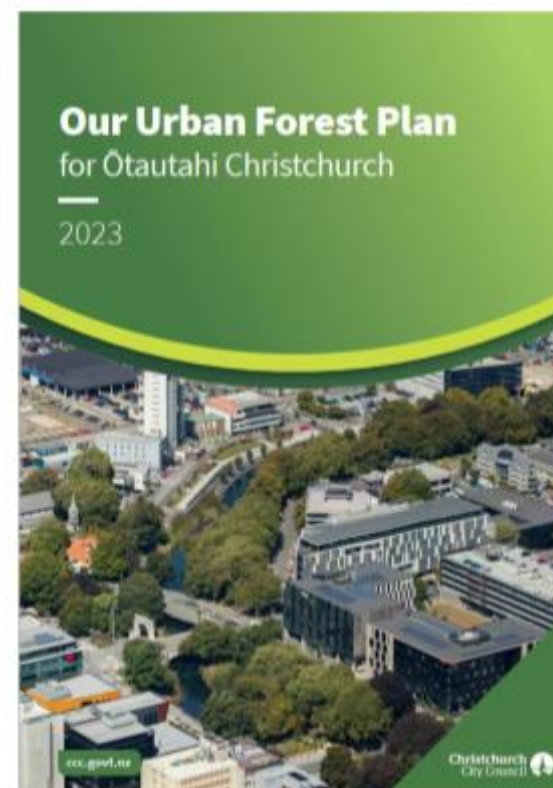
Presenter:

Andrew Rutledge, Head of Parks

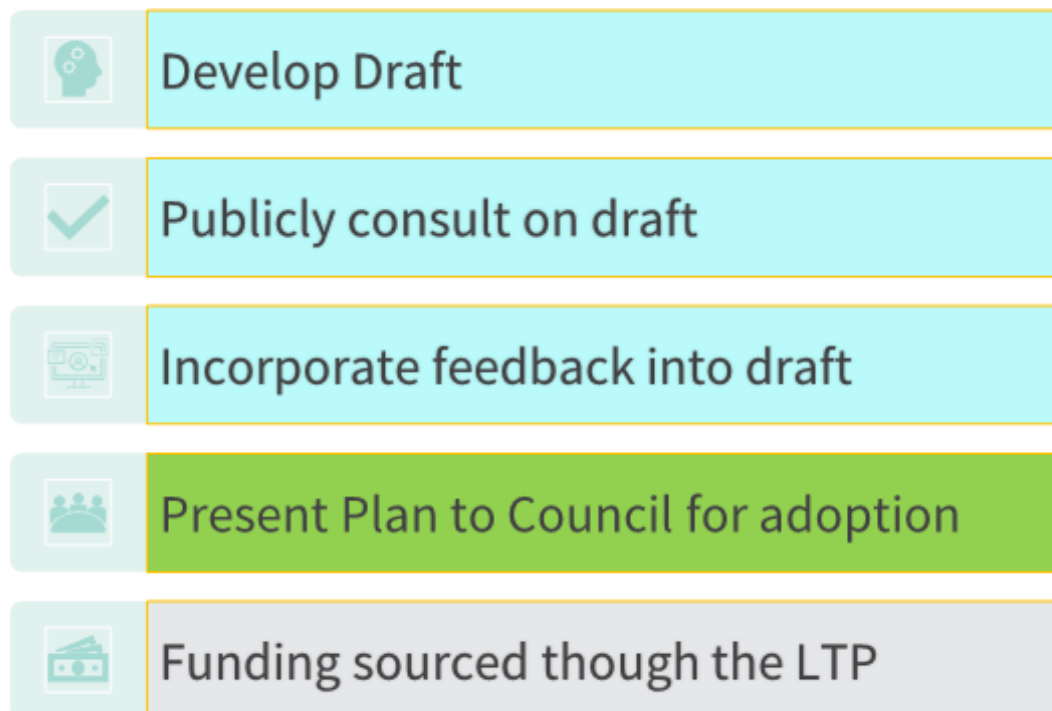
Toby Chapman, City Arborist

Agenda

- Process
- Consultation
- Summary of feedback
- Changes made to draft



Urban Forest Plan Process



Consultation



CONSULTATION
FROM 2 FEB – 6
MARCH



HAVE YOUR SAY
PAGE (2,843)



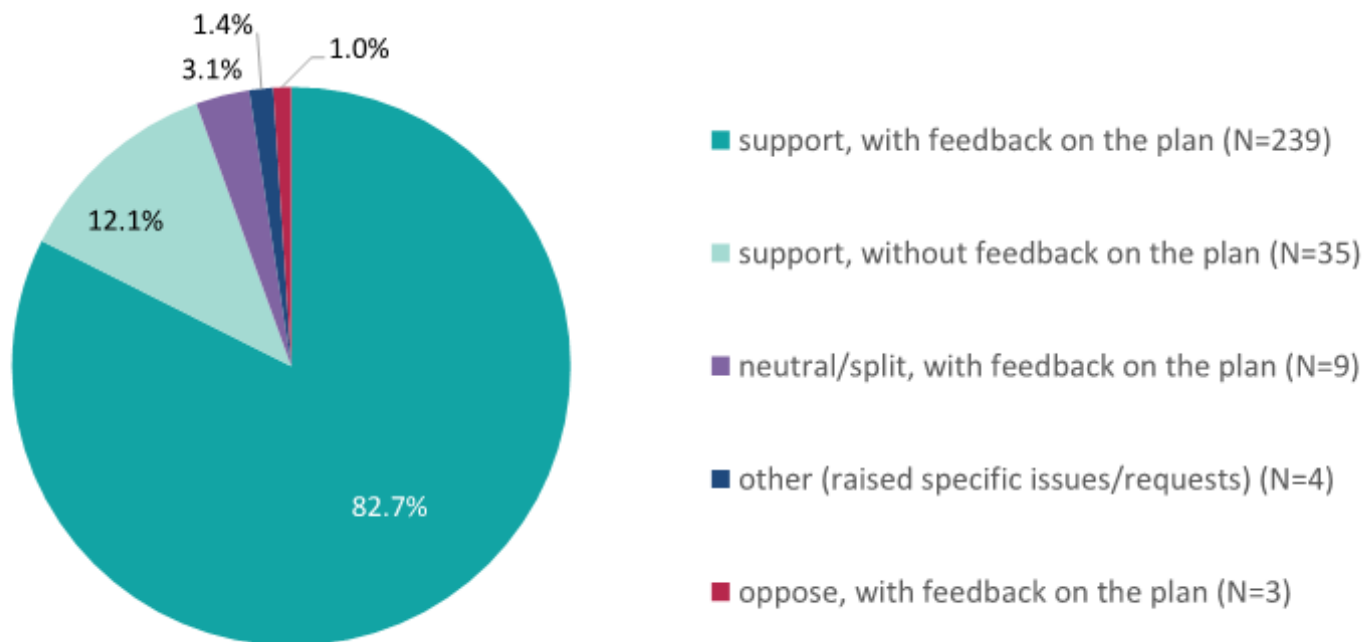
TWO WEBINARS
(OVER 500 VIEWS)



290 SUBMISSIONS
FROM INDIVIDUALS
AND GROUPS

Summary of feedback

Sentiment of Ōtautahi Urban Forest Plan submissions (N=290)



Summary of feedback

Key themes

Ideas on increasing canopy cover

Greater tree protection

Species consideration

More ambitious targets

Engagement with community

Updates to the Urban Forest Plan

- Inclusion of the Redzone
- Additional action to add new trees to significant tree register
- Strengthen focus on planting native species
- Acknowledgement of ecological areas that should not include trees
- Targets have remained unchanged
- Strengthen alignment with IMP
- New action added to investigate and implement programs to increase planting and retention on private land
- Some actions are now funded

6/8/2023

A question was raised related to Action 1.2- Assess suburbs with low canopy cover and determine what can be done.

Response

We have already determined suburbs that currently have low canopy cover. These are being prioritised for planting programmes.

How many submissions related to potential loss of sunlight.

10 out of 290 provided feedback in relation to sunlight. Key questions highlighted were

- Ensuring enough light was able to reach property in winter months
- Consult with local community regarding species
- **Planting schemes will be developed prior to plantings on public land**
- **Recession plane models will be used in the future.**
- **Appropriate delegations exercised pre-planting - Community Board**

Was the plan developed across council

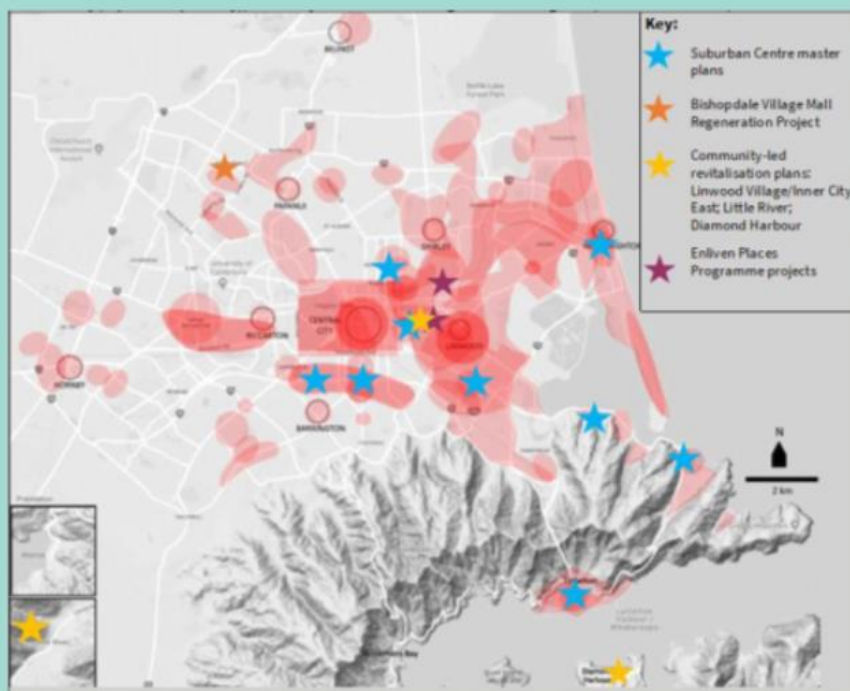
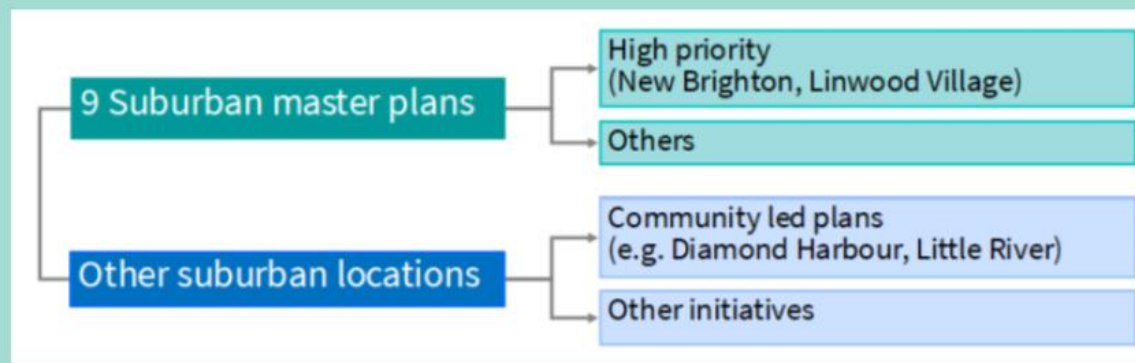
Yes, The following units were actively involved including cross council workshops

- Transport
- Technical design
- Planning
- Urban design
- Property
- Three waters
- Parks

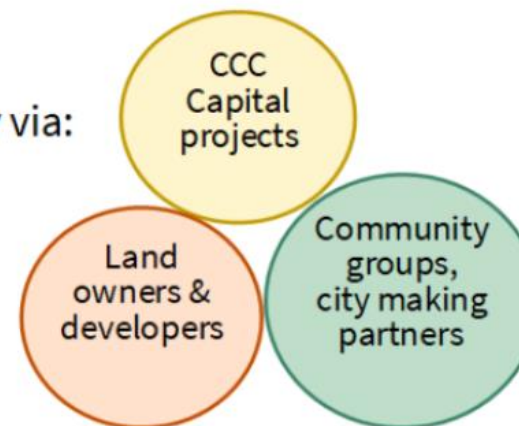
Suburban Regeneration Biannual Report

October 2022 – March
2023





Delivery via:



Home > Council > Plans, strategies, policies and bylaws > Plans > Suburban Centres Master Plans



Edgware Village Master Plan

Adopted in December 2013.



Ferry Road Master Plan

Adopted in May 2014.



Linwood Village Master Plan

Adopted in August 2012.



Lyttelton Master Plan

Adopted in June 2012.



Main Road Master Plan

Adopted in November 2014.



New Brighton Centre Master Plan

Adopted in March 2015.



Selwyn Street Shops Master Plan

Adopted in July 2012.



Sumner Village Centre Master Plan

Adopted in August 2013.



Sydenham Master Plan

Adopted in June 2012.

Home > Council > Plans, strategies, policies and bylaws > Plans > Community-led planning

Little River Big Ideas

Little River Big Ideas is a plan produced by the Little River community.

Diamond Harbour – Getting to the Point

Getting to the Point is a community-led plan that the Council is helping the Diamond Harbour community to implement.

Inner City East Linwood Revitalisation Plan

Prepared by the Inner City East – Linwood Revitalisation Working Group, with and for the local community.

Higher priority suburban regeneration locations



New Brighton: Funding brought forward and large-scale mural



Linwood Village: Streetscape upgrade fully funded

Other Master Plan locations



Ferry Road: Estuary
edge/Coastal Pathway
connection



Sydenham: Brougham St
upgrade benefits



Sydenham: Artists' studio

Other Master Plan locations



Lyttelton: Albion Square and Te Nukutai o Tapoa – Naval Point amenity improvements, Collett's Corner and Lyttelton Orchard Project

Other suburban locations



Diamond Harbour: Commercial hospitality lease on Stoddart Point Reserve

Image source: Glasson Huxtable Landscape Architects

Other suburban locations

Residential Red Zone: Riverlution Eco Hub, Richmond Community Garden and East x East



Waltham: Old Seven Oaks school site

Phillipstown: Phillipstown Hub



Mairehau: Mairehau Neighbourhood Garden

Other suburban locations



South Brighton: Common Ground funded



Phillipstown: Photosynthesis funded

Other suburban locations



Birdlings Flat: Mural refresh funded



Ouruhia: Environmental hub Project Whakapai

Questions?