

## **Waihoru**

### **Spreydon-Cashmere-Heathcote Community Board**

### **MINUTES ATTACHMENTS**

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**Date:** Thursday 12 September 2024  
**Time:** 4 pm  
**Venue:** Boardroom, Beckenham Service Centre,  
66 Colombo Street, Beckenham

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## Vision for a Native Bush Restoration Project

Along the southwestern slopes of Westmorland from 19 Ennerdale Row to 122 Penruddock Rise, all the way down to Cashmere Road.

Planned to be led and spearheaded by the **Environmental Group of South-West Baptist Church** in conjunction with local residents' groups (Westmorland, Bushland Park, etc) and youth and sports groups.

### Background

After the devastating Port Hill Fires of 2017, a group of members of South-West Baptist Church committed themselves helping to restore a large burnt-out area of native bush remnant. The area in Early Valley near Lansdowne is private land under a QE2 covenant. For the last 7 years a large group of volunteers has made the annual effort of organising a planting day. This project has now come to an end.

The group is now looking for another environmental project and in particular something in native forest restoration. The aim is to commit long term to the whole process of establishing native bush within Christchurch and in an area of closer proximity to the church's geographical home. The vision is to be able to engage more regularly, on a monthly basis and thereby taking some "ownership" over the project. Being involved not only with planting days, but also with the ongoing maintenance (weeding, etc.) of the project. It is also envisaged that they could engage with local residents' groups (Westmorland, Bushland Park, etc) and possibly youth and sports groups.

### Location

The location of the land in question has been chosen for a number of reasons, which makes it a rather unique choice.

- The land is public land, owned by the Christchurch City Council.
- It is in the southwestern part of Christchurch.
- The land has great work access through the existing Stormwater Management Area.
- The land has a good balance of public exposure, while not being too much 'in anybody's face'.
- While the whole project would be a large undertaking, it can easily be adjusted on a yearly basis and would last for many years of engagement.
- Stages 2 to 4 are currently grazed by sheep and the amount of planted area can easily be adjusted on a yearly basis.
- Some 85% of the land is relatively steep and erosion prone and would greatly benefit being stabilised by native bush cover.

- Some 8ha of the Heathcote River catchment could have an up to 50% reduced runoff by creating a tree canopy.
- By planting fire-resisting native species, the fire risk to the adjoining neighbourhood (Westmorland) could permanently and significantly be reduced.
- The area is situated in a straight flightpath of native birds moving between Hagley Park in the city center and Kennedys Bush on Banks Peninsula.
- It directly adjoins a private native planting of several hectares, that in itself joins the extensive native bush planting in the Te Kuru Wetlands.
- The land will accommodate a future direct access path from Westmorland (Penruddock Rise) to the 109-hectare Te Kuru Park and Wetlands.

#### **Resources, funding and labour for planting and ongoing maintenance**

- The bulk of labour input will be provided by voluntary labour (Youth Groups. Environmental Group and wider membership of Southwest Baptists Church as well as adjoining neighbourhood resident's like Westmorland and Bushland Park)
- Trees for Canterbury
- Trees That Count
- Tanes Tree Trust
- Christchurch Biodiversity Fund

#### **Materials required:**

Plants, weed mats, spray guards, stakes, spates, back-pack sprayer, Roundup, brush cutters, chainsaw, fuel

#### **Work program (proposed)**

|                                          |                                                                                            |
|------------------------------------------|--------------------------------------------------------------------------------------------|
| Tree orders:                             | September before planting                                                                  |
| Clearing of exotic trees and shrubs:     | Summer before planting                                                                     |
| Fencing if required:                     | April before planting                                                                      |
| Spot Round-up spraying                   | March before planting                                                                      |
| Last hard grazing with sheep             | Immediately before planting                                                                |
| Planting days                            | May – June                                                                                 |
| Weed control (Brush cutting and Roundup) | Monthly working bee, first weekend of every month from September to April and as required. |

Native Re-Vegetation Project from 2025 to 20??

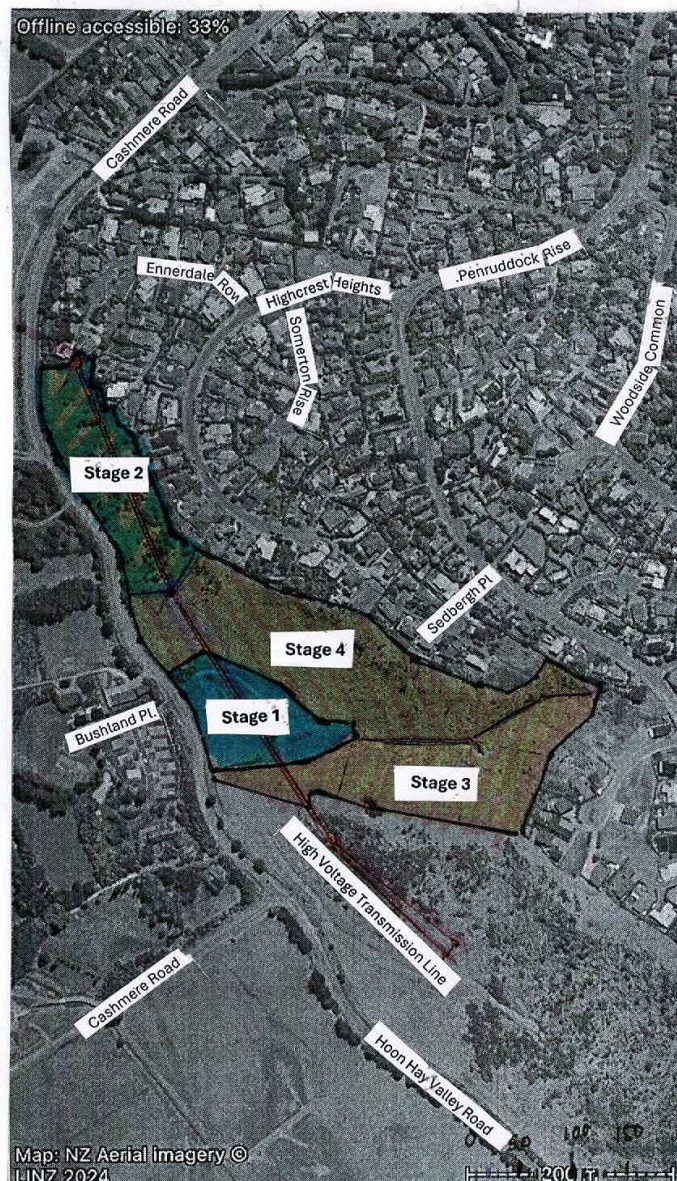
## Southwestern slopes of Westmorland along Cashmere Road

### **Stage 1, Stormwater Management Section**

Mainly flat to minor sloping ground,

Total area 1ha, area to be planted ca 4000 m<sup>2</sup> (up to 3000 seedlings)





## **Native Bush Restoration Project**

### **Southwestern slopes of Westmorland along Cashmere Road**

**Total project area approximately 8 ha**

#### **Stage 1, Stormwater Management Section**

Mainly flat to minor sloping ground, total area 1ha, area to be planted ca 4000 m2 (up to 3000 seedlings\*)

#### **Stage 2, Northern Section**

Relatively steep ground, mainly W/SW facing, total area to be planted 1.5 ha, (10,000 seedlings\*)

#### **Stage 3, Southern Section**

Relatively steep ground, mainly N facing, total area to be planted 2 ha (13,300 seedlings\*)

#### **Stage 4, Eastern Section**

Relatively steep ground, mainly SW facing, total area to be planted 3.5ha (23,300 seedlings\*)

\*Assumed average planting density: 1 seedling per 1.5 m2

View towards NORTH

Bushland Place

Cashmere Road

Native Re-Vegetation Project from 2025 to 20??

**Southwestern slopes of Westmorland along Cashmere Road**

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Total area 1ha, area to be planted ca 4000 m<sup>2</sup> (up to 3000 seedlings)

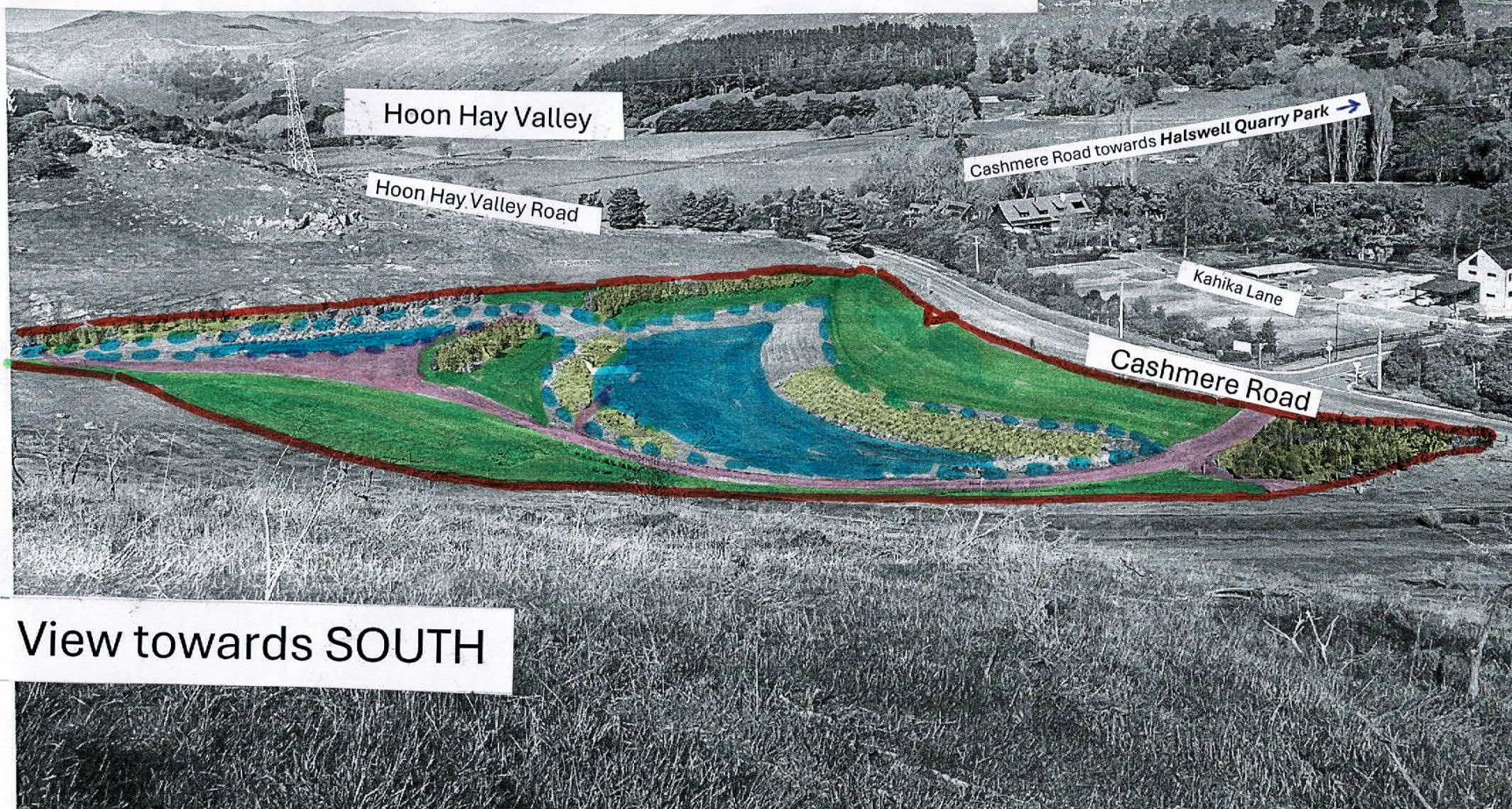
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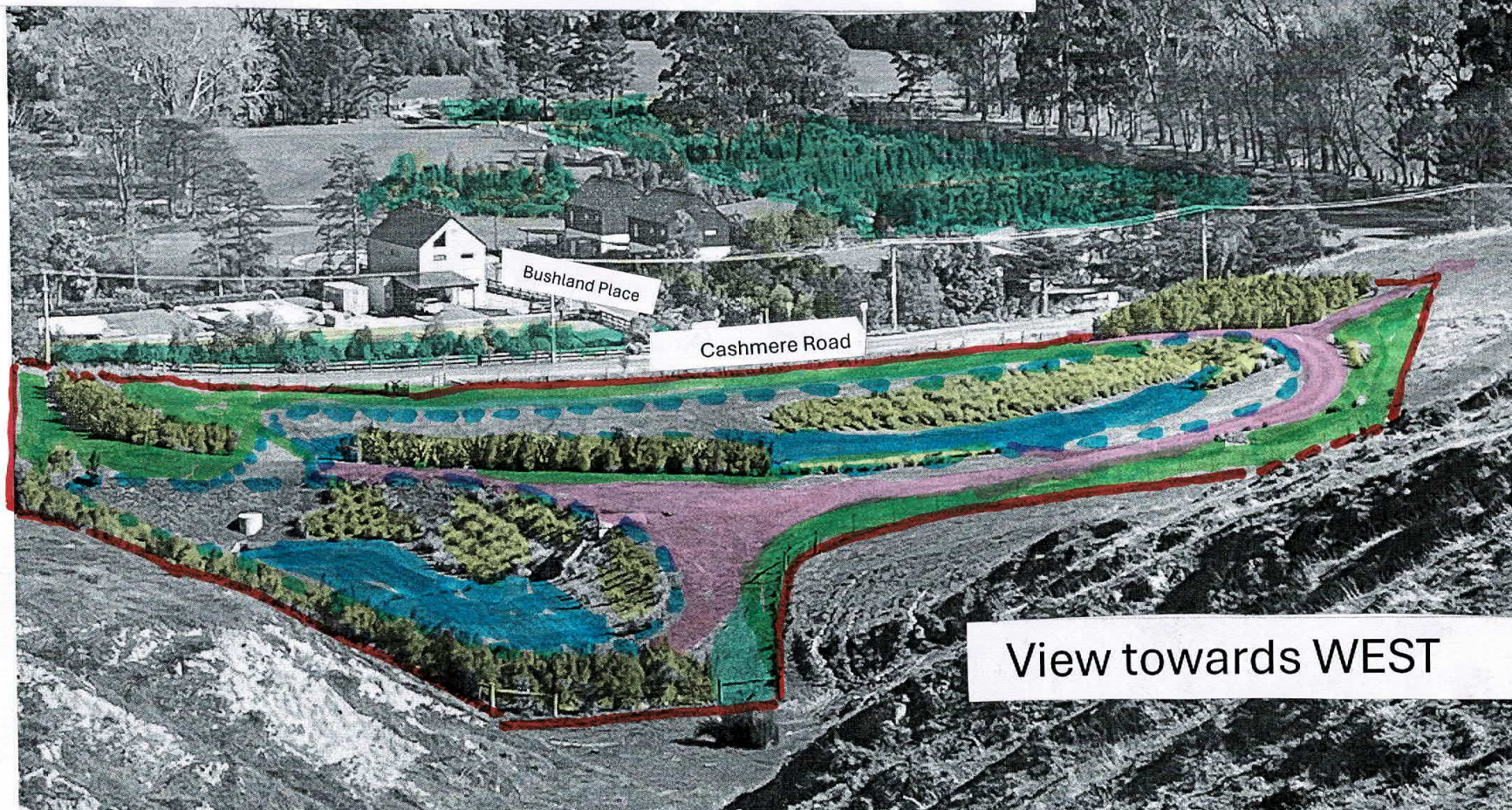
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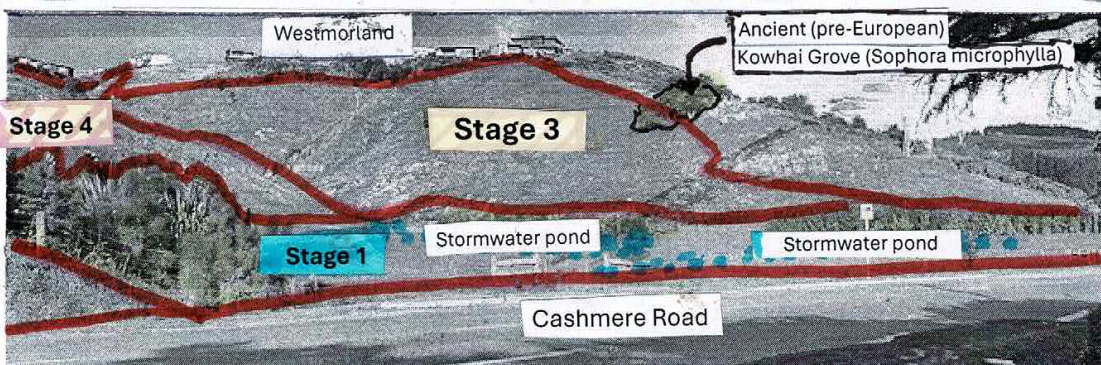
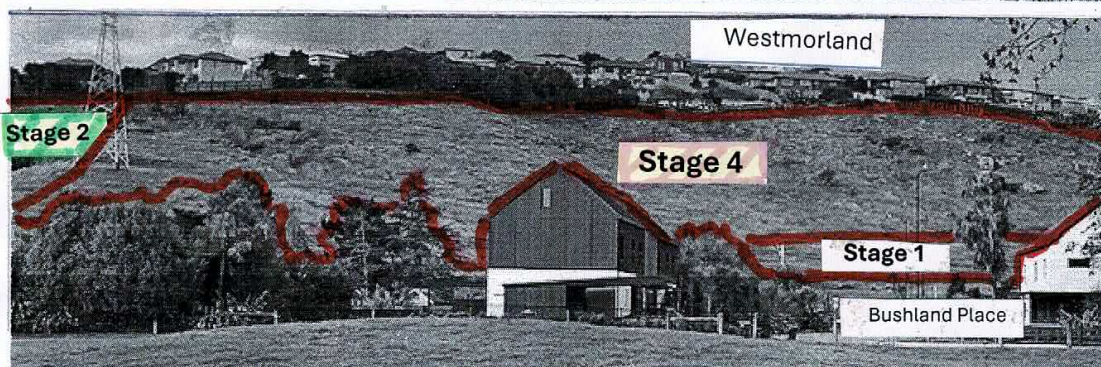
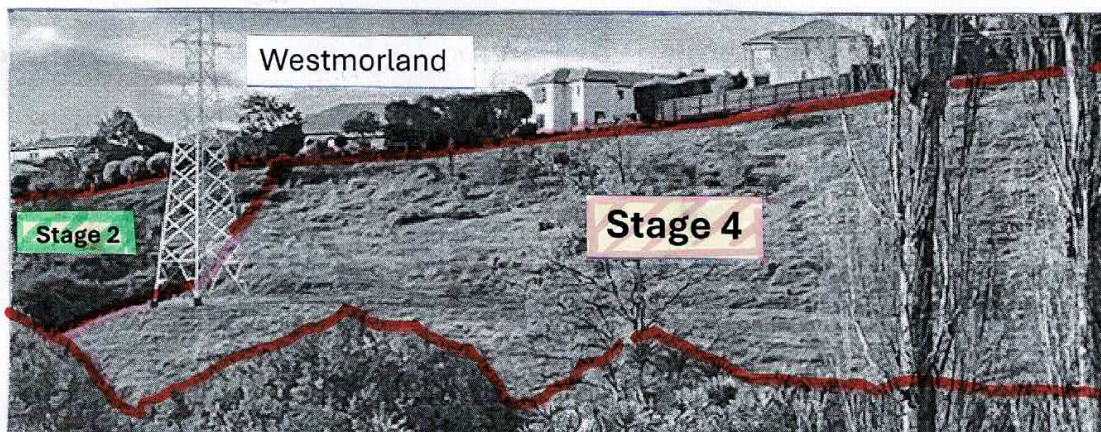
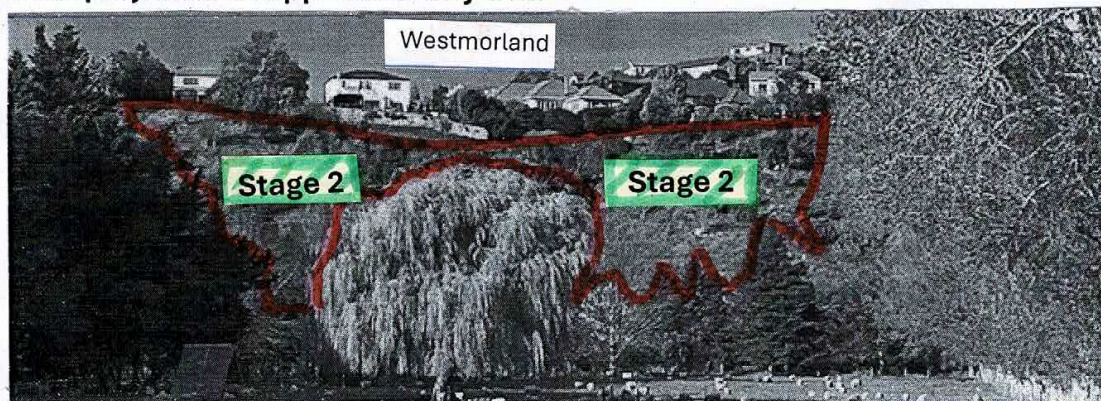


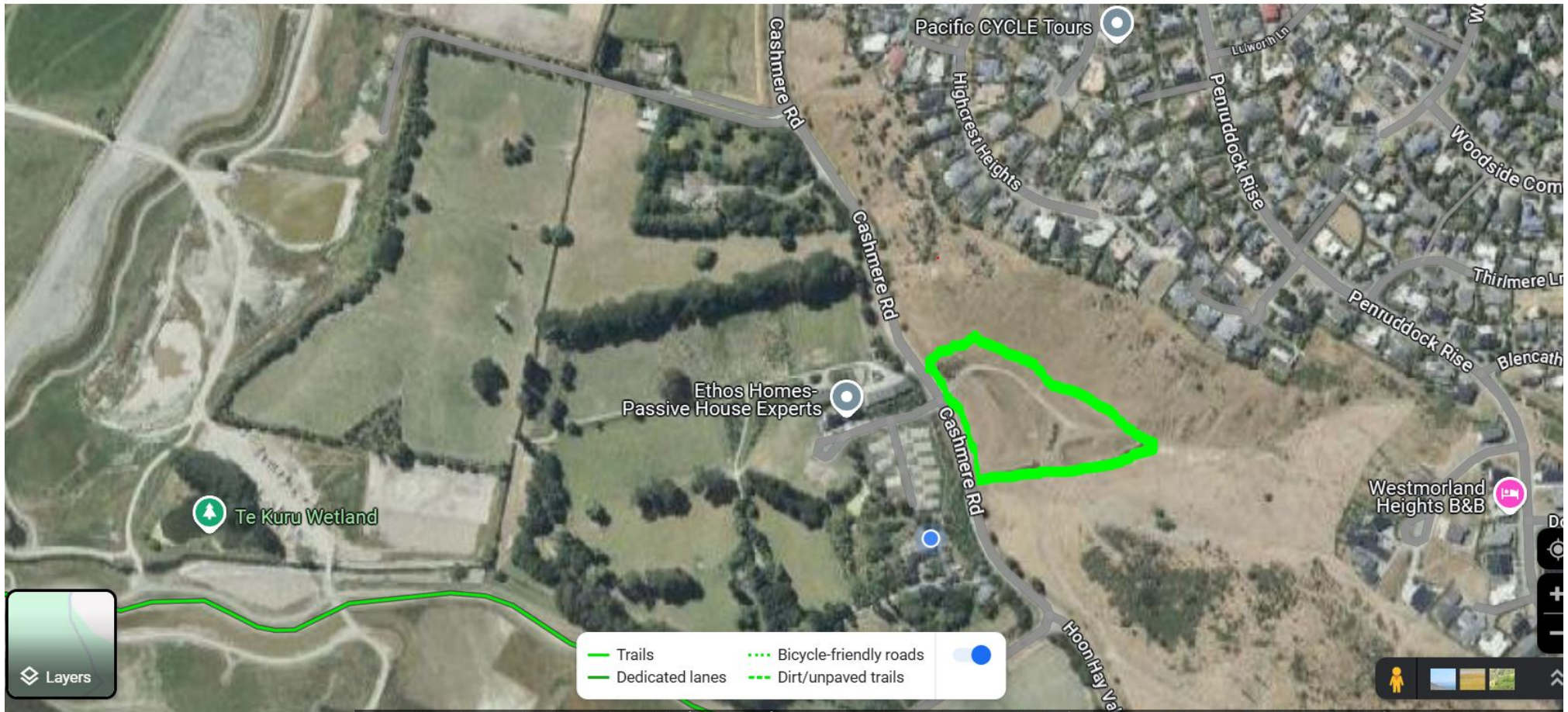
View towards WEST

## Native Re-Vegetation Project from 2025 to 20??

### Southwestern slopes of Westmorland along Cashmere Road

Total project area approximately 8 ha

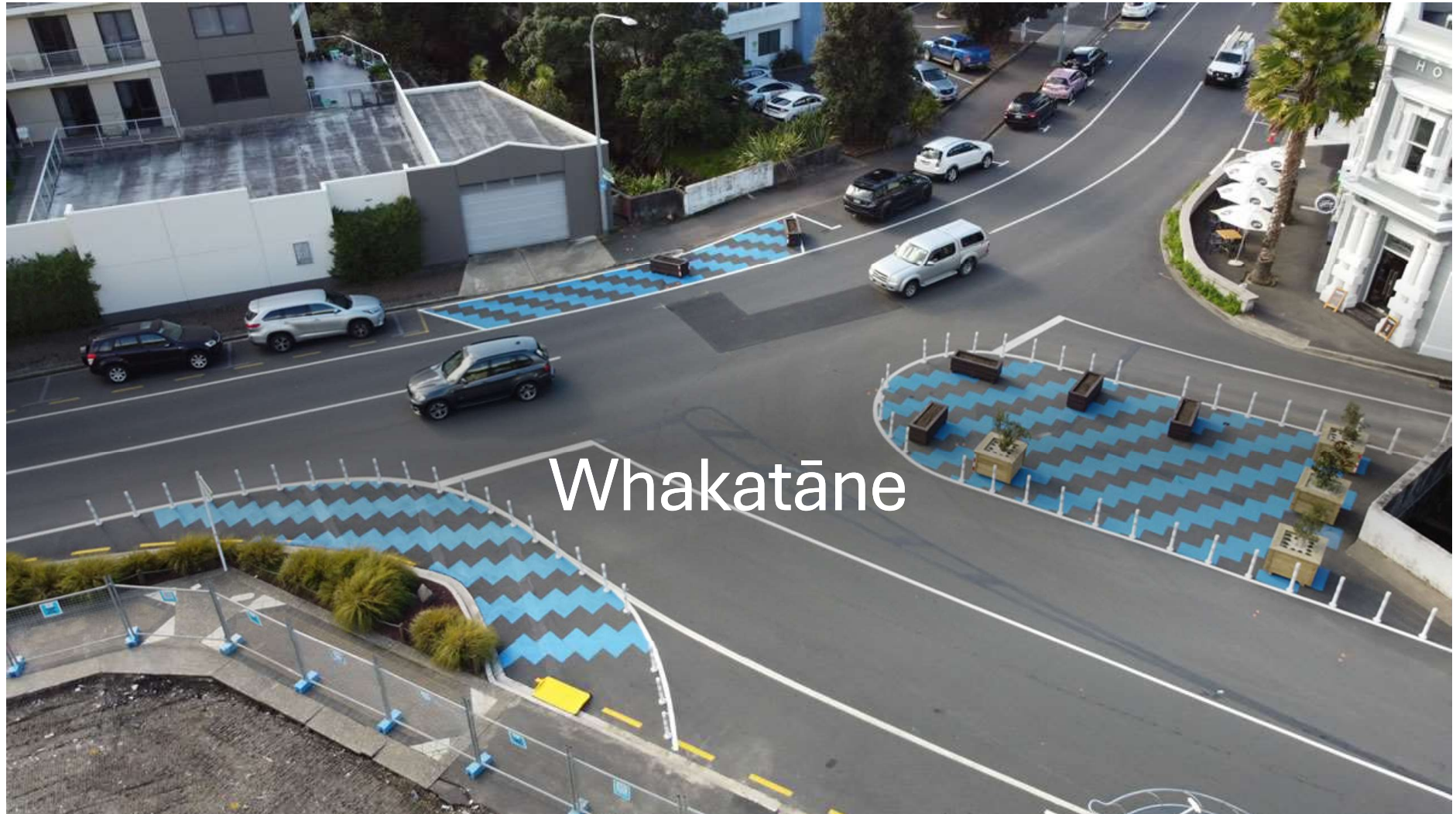


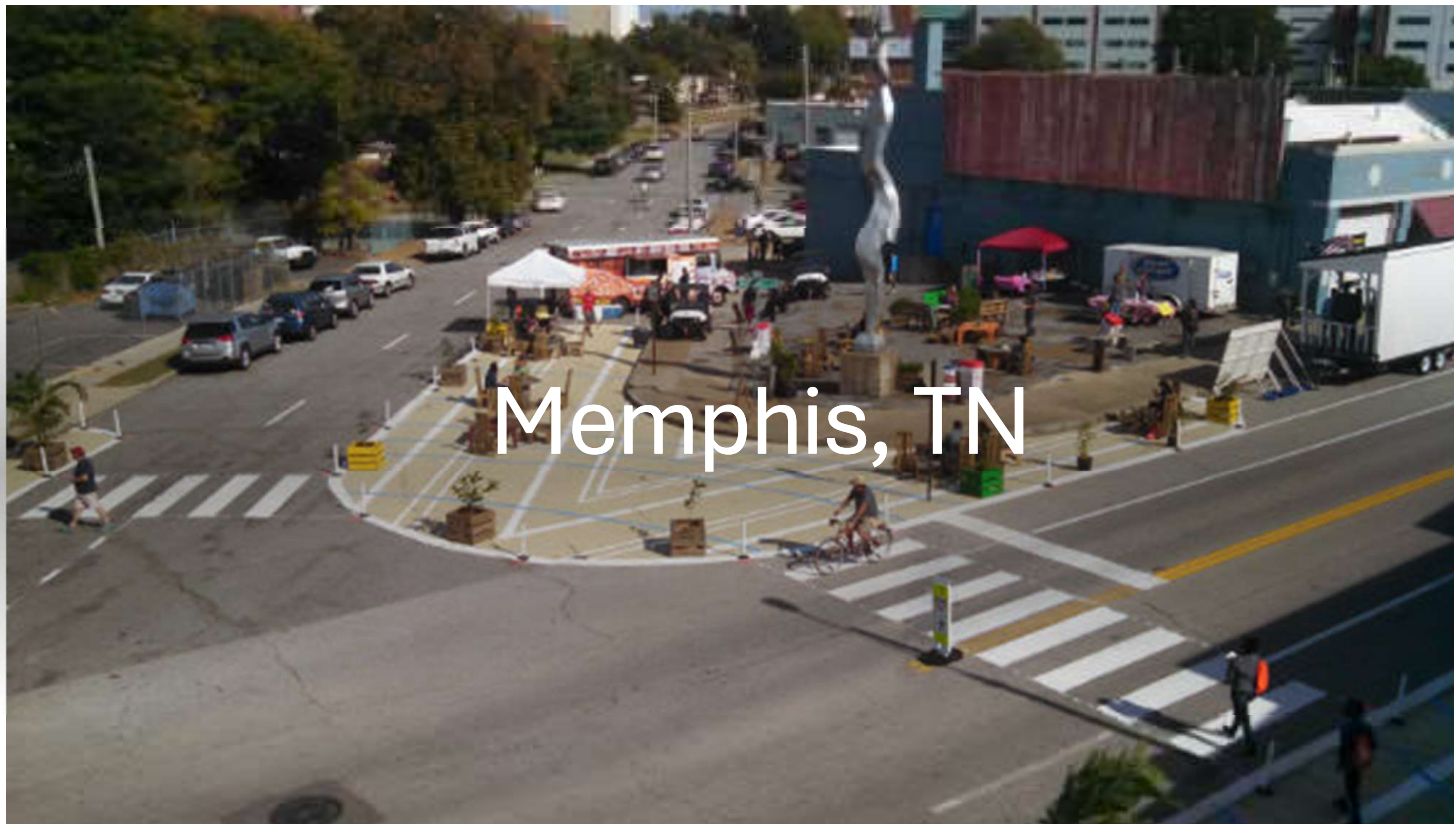


## Creating Community with better urban design

- Reimagine urbanism, away from grey concrete and congestion
- Towards space for people, freedom to move safely, embrace imagination, and enjoy nature
- Kerb build-outs can build community
- Award winning design en route to Lyall Bay School, Wellington
- We can win these too, so why don't we?

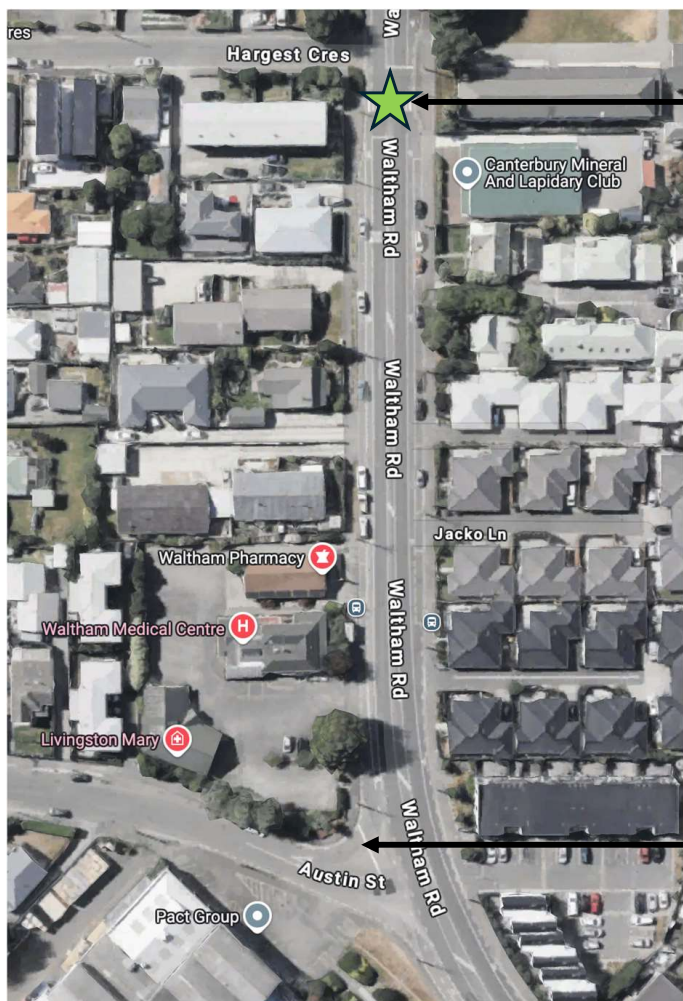








★ Existing marked or signaled crossings

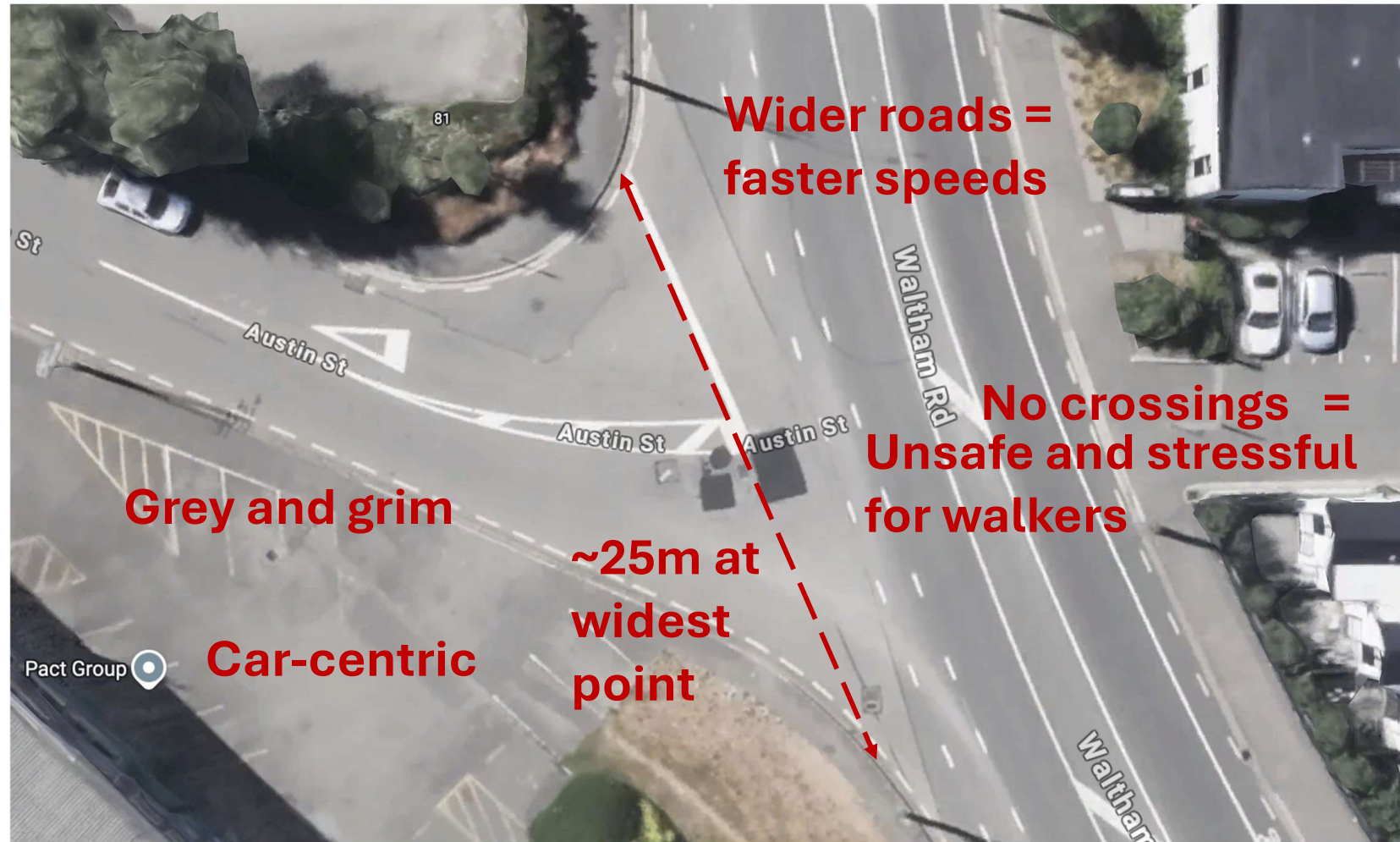


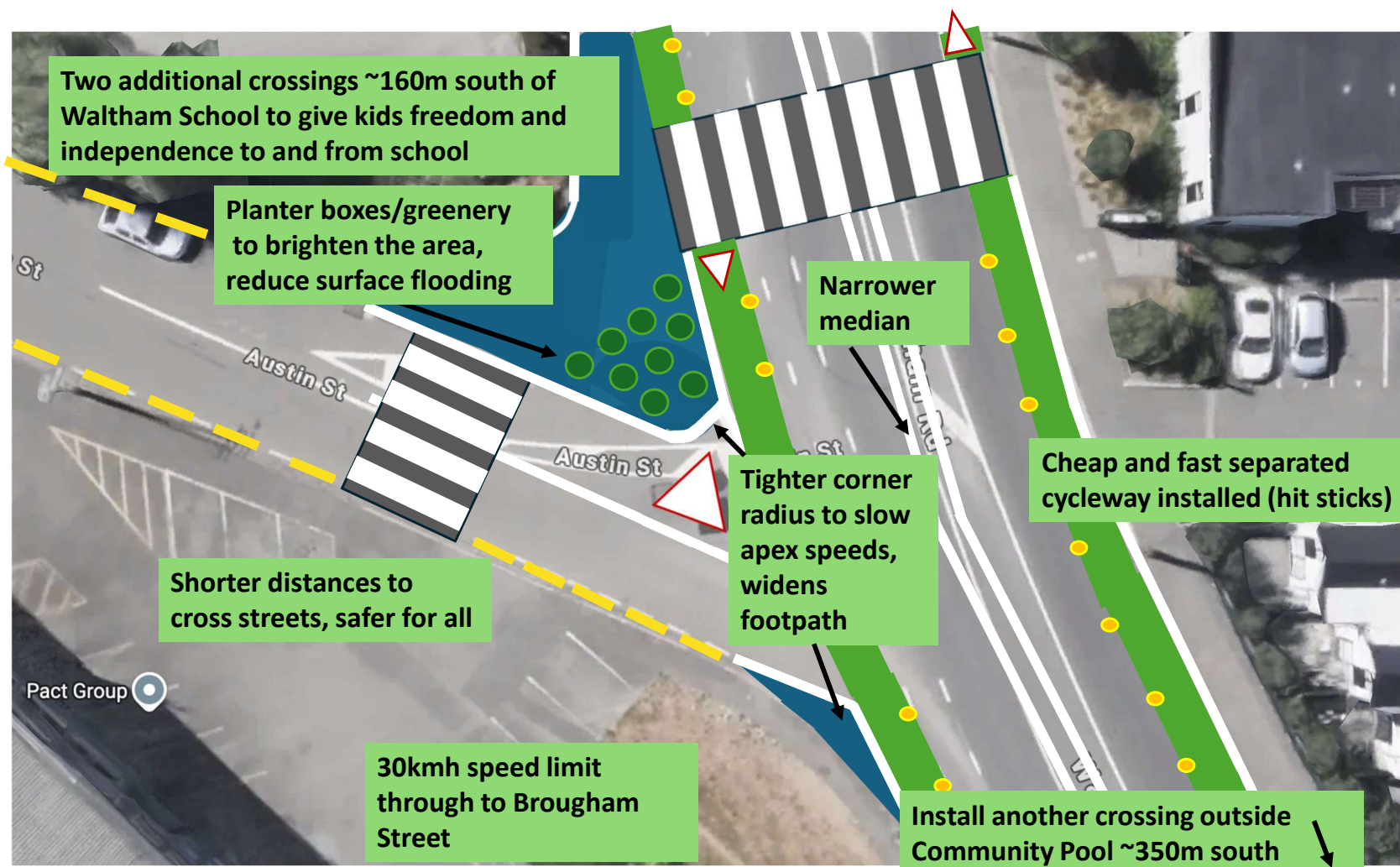
Upgraded crossing goes here (woo!)

- Next crossing south is 940m away  
outside St Martins C3 Church (boo)

- Let's give people options to walk safely in  
their community by installing more crossings  
(create a walking network, more woo!)

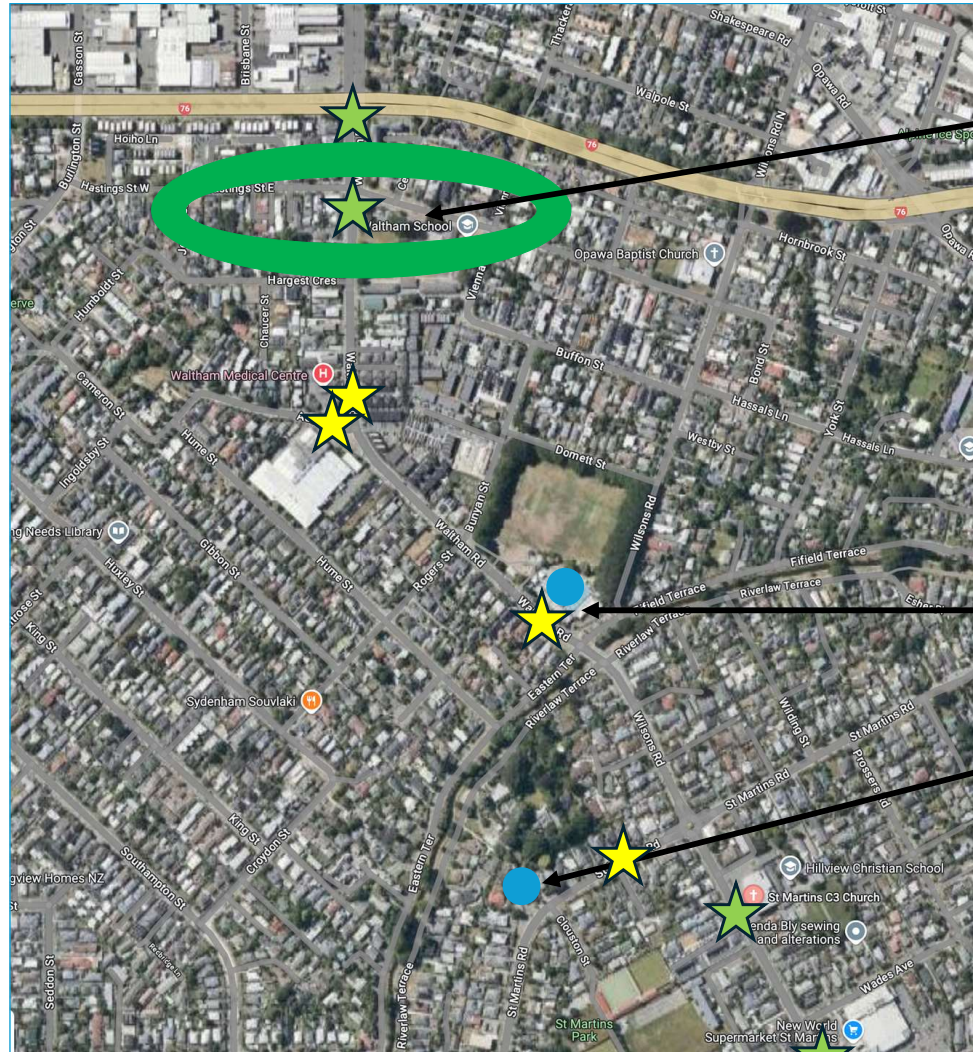
Austin St meets Waltham Road =  
a rather problematic area, inefficient,  
unattractive space







Existing marked or signaled crossings



Waltham School crossing  
upgrade

Waltham Pool

Poppies Preschool

- Existing marked/signaled crossings
- New marked crossings





ST PETER'S SCHOOL  
TE KURA HAOIKA

**Student Council Presentation on the St. Peter's  
Crossing Upgrade by Leonor, Alexandria, Luana, & Ben**

# LEONOR

Our junior students deserve to feel safe coming to school and going home



# ALEXANDRIA

The current wide road is a problem. This is because it takes a long time to cross and it encourages cars to travel quickly.



# LUANA

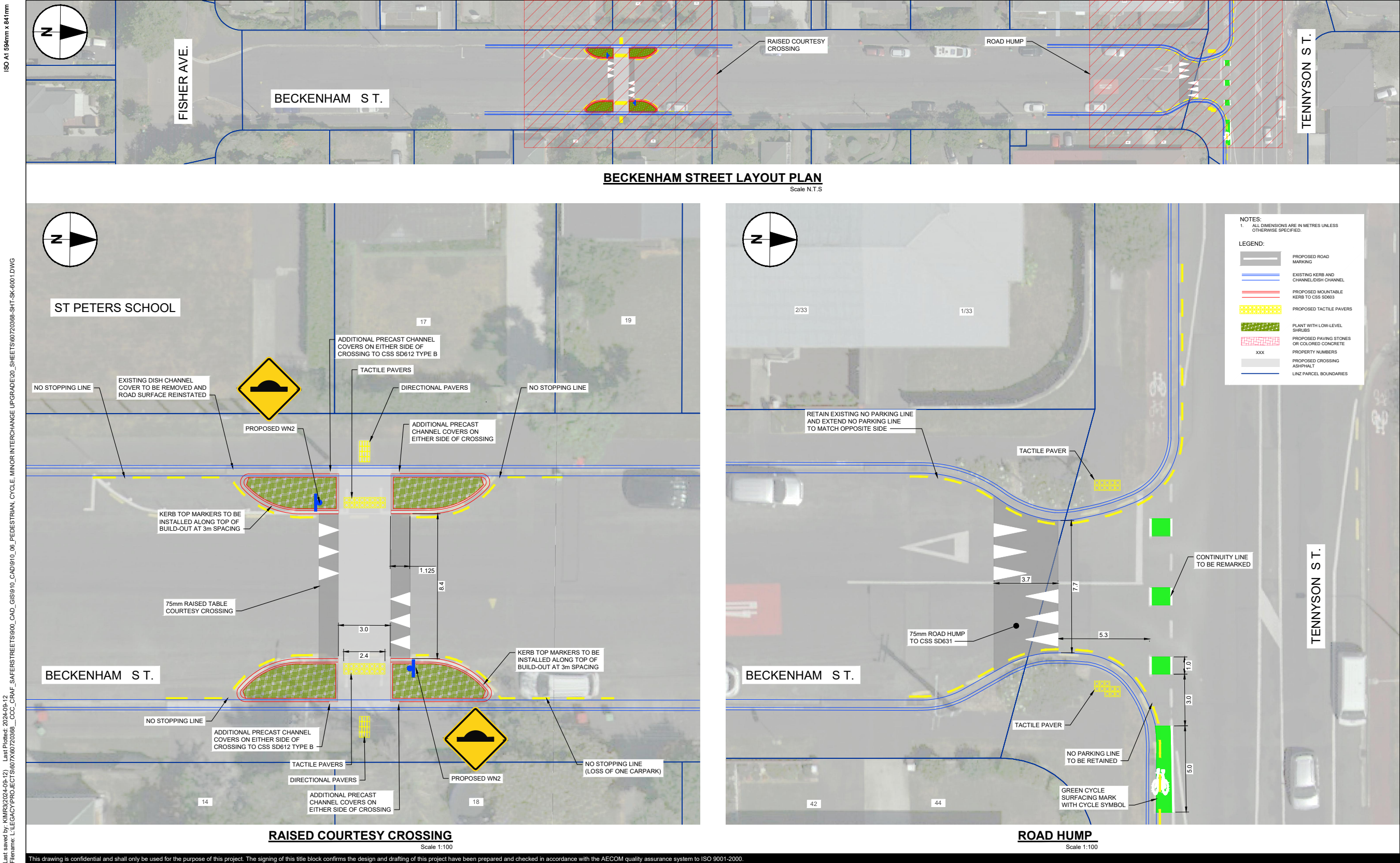
We need the changes to encourage drivers to travel slower.

We need the raised crossing so that little kids can be seen.



BEN

“I don’t like Beckenham street at the moment because there is lots of traffic and it moves really fast. It is really hard at the moment for cars to move around. I want to be safe going home.”



This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001:2000.

**AECOM**

CONSULTANT

AECOM New Zealand Ltd  
NZ.B.N 942 903 209 1335  
www.aecom.com

PROJECT

CCC CRAF Safer Streets  
Beckenham St

Christchurch City Council

PROJECT MANAGEMENT INITIALS

| DESIGNER   | CHECKED | APPROVED |
|------------|---------|----------|
| RK         | AL      | NB       |
| 0          | 2.5     | 5        |
| 1:100 @ A1 | 5       | 10       |
| 1:200 @ A3 |         |          |

FOR APPROVAL

ISSUE/REVISION

| DATE         | DESCRIPTION           |
|--------------|-----------------------|
| F 12/09/2024 | UPDATE LINEMARKING    |
| E 15/08/2024 | UPDATE RAMP           |
| D 13/08/2024 | UPDATE CROSSING       |
| C 22/04/2024 | CHANGE VIEWPORT       |
| B 18/04/2024 | REVISED PAINT MARKING |
| A 08/04/2024 | CONCEPT DESIGN        |

PROJECT NUMBER

60720368

SHEET TITLE

BECKENHAM STREET  
SAFETY IMPROVEMENT  
CONCEPT DESIGN

SHEET NUMBER

60720368-SHT-SK-6001

# Beckenham Street (St Peters School)

## Pedestrian safety

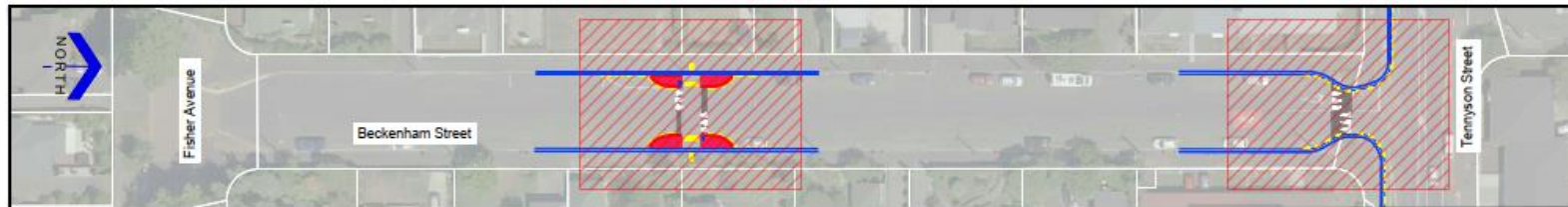
Ann Tomlinson – Project Manager

## Background

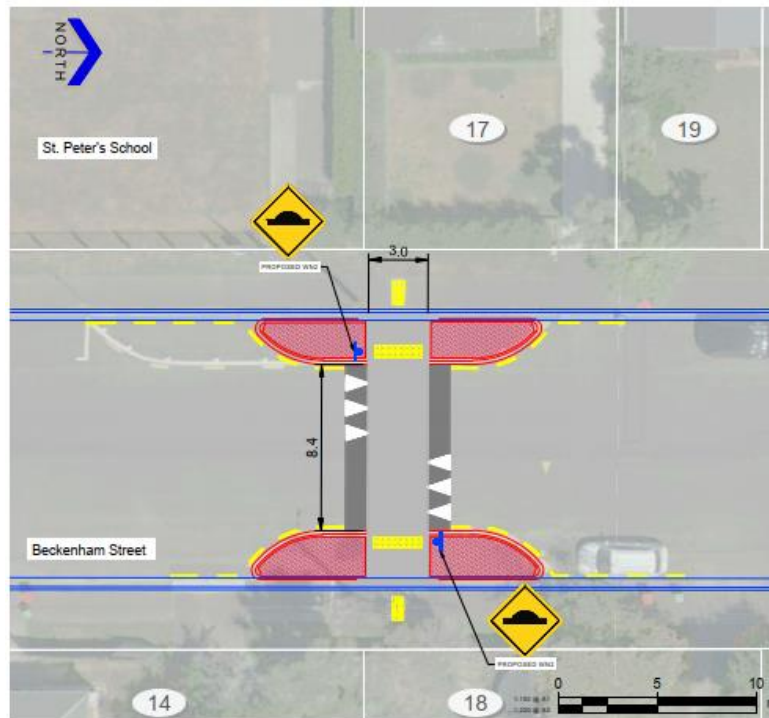
- Temporary crossing in place for three years – Innovating Streets project
- The crossing has been successful for the school community
- Funding – CRAF – Package of pedestrian, cycle and intersection improvements



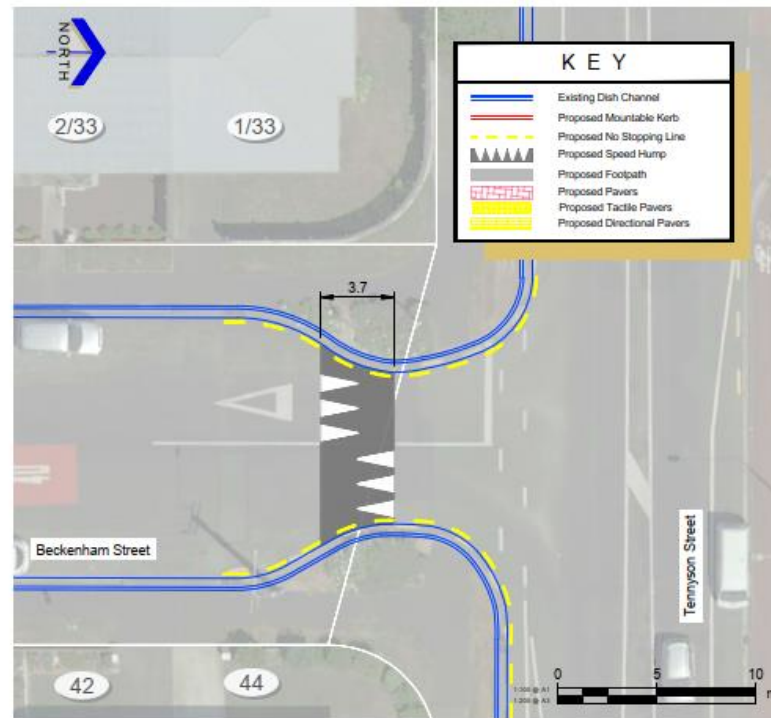
## Consultation plan – Beckenham Street



Beckenham Street Layout Plan  
Scale N.T.S.



RAISED COURTESY CROSSING



SPEED HUMP

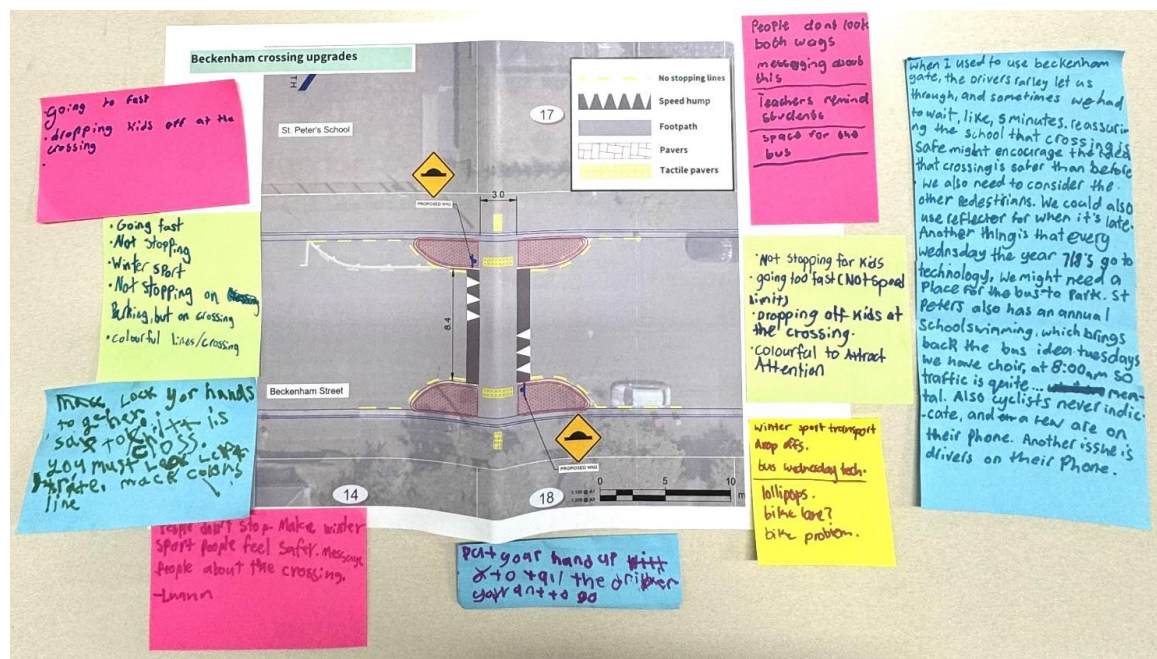
| KEY |                             |
|-----|-----------------------------|
|     | Existing Dish Channel       |
|     | Proposed Mountable Kerb     |
|     | Proposed No Stopping Line   |
|     | Proposed Speed Hump         |
|     | Proposed Footpath           |
|     | Proposed Pavers             |
|     | Proposed Tactile Pavers     |
|     | Proposed Directional Pavers |

## Engagement tactics – Beckenham Street

- Project team met with St Peter’s School before engagement
- Flyers were delivered to all residents of the street, which included the plans and invited submissions, as well as an offer to meet if interested
- A workshop was held with student council leaders
- The consultation was marketed to parents via the St Peter’s School newsletter twice
- Emails were sent to key transport stakeholders, including FENZ, NZ Police, St John and Spokes



## Student workshop – Beckenham Street

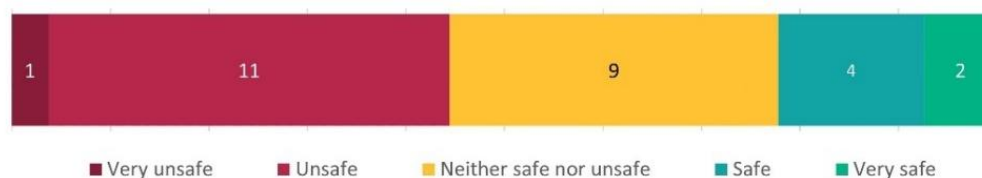


- **Safety issues:** Tamariki don't currently feel safe using this crossing, resembles a normal road and causes confusion
- **Crossing use:** Getting into school, travelling to sports, other school students use it
- **Suggestions:** Add colourful stripes, LED lights, better signage, restart road patrol programme, address visibility and bus parking

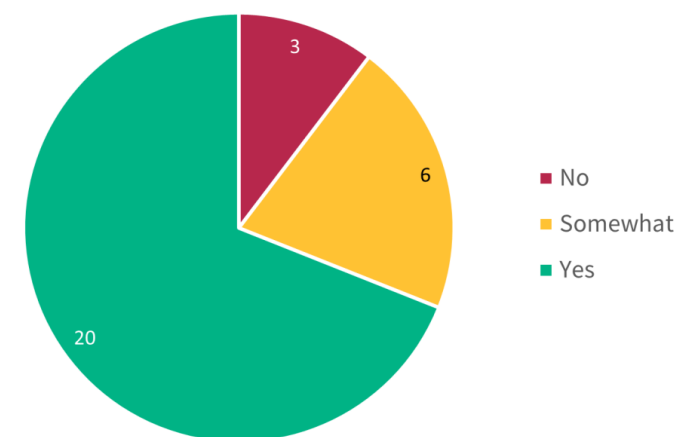
## Engagement feedback – Beckenham Street

- Six submitters currently feel safe or very safe, 12 feel unsafe or very unsafe
- The majority of submitters support the plan (20/29)

How safe submitters currently feel on Beckenham Street (N=27)

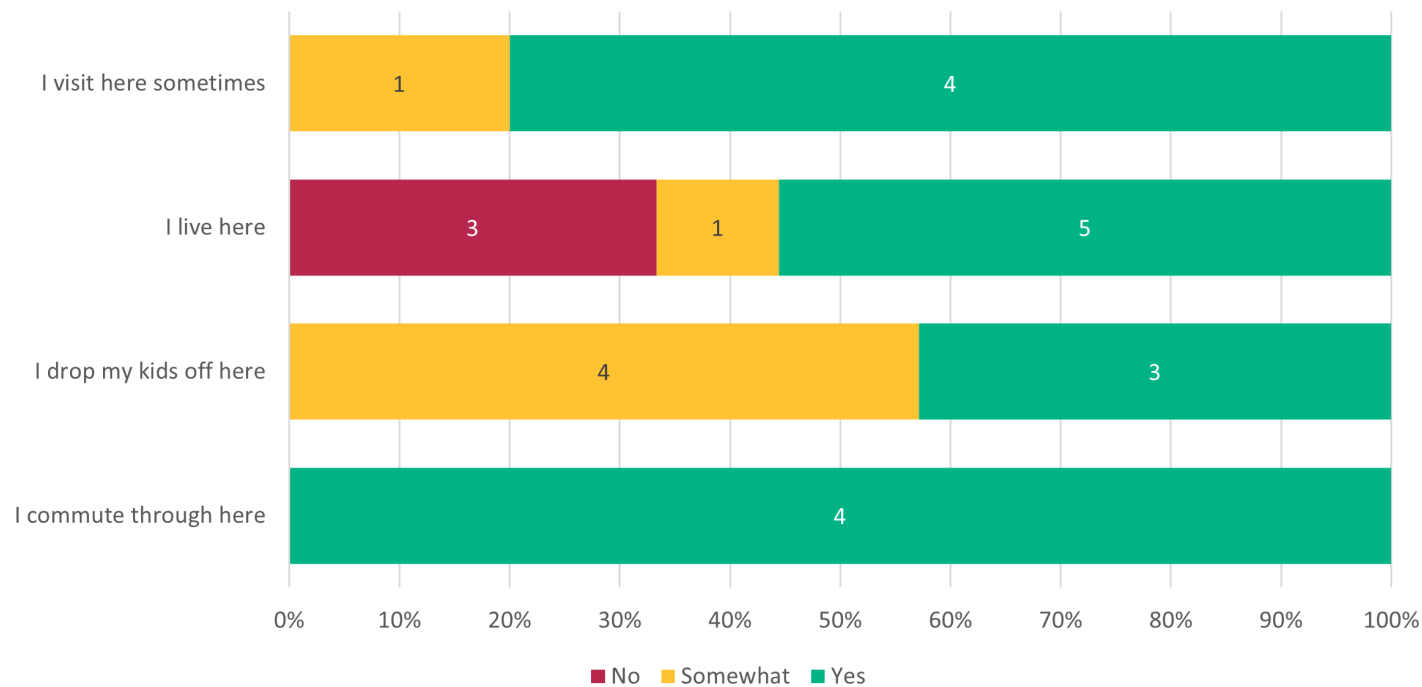


Support for the upgraded crossing on Beckenham Street (N=27)



## Engagement feedback – Beckenham Street

Support by reason for travel (N=25)



## Submitter requests - Beckenham Street

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- . Make this a priority crossing (7)
- . Include trees/landscaping (5)
- . Retain flexi posts (3)
- . Use red paint (3)
- . Increase the number of signs (3)



# Waltham Road and Hastings Street East (Waltham School)

## Pedestrian safety

## Background

- Identified as a safety project during early CRAF engagement
- Funding – CRAF – Package of pedestrian, cycle and intersection improvements



## Options considered

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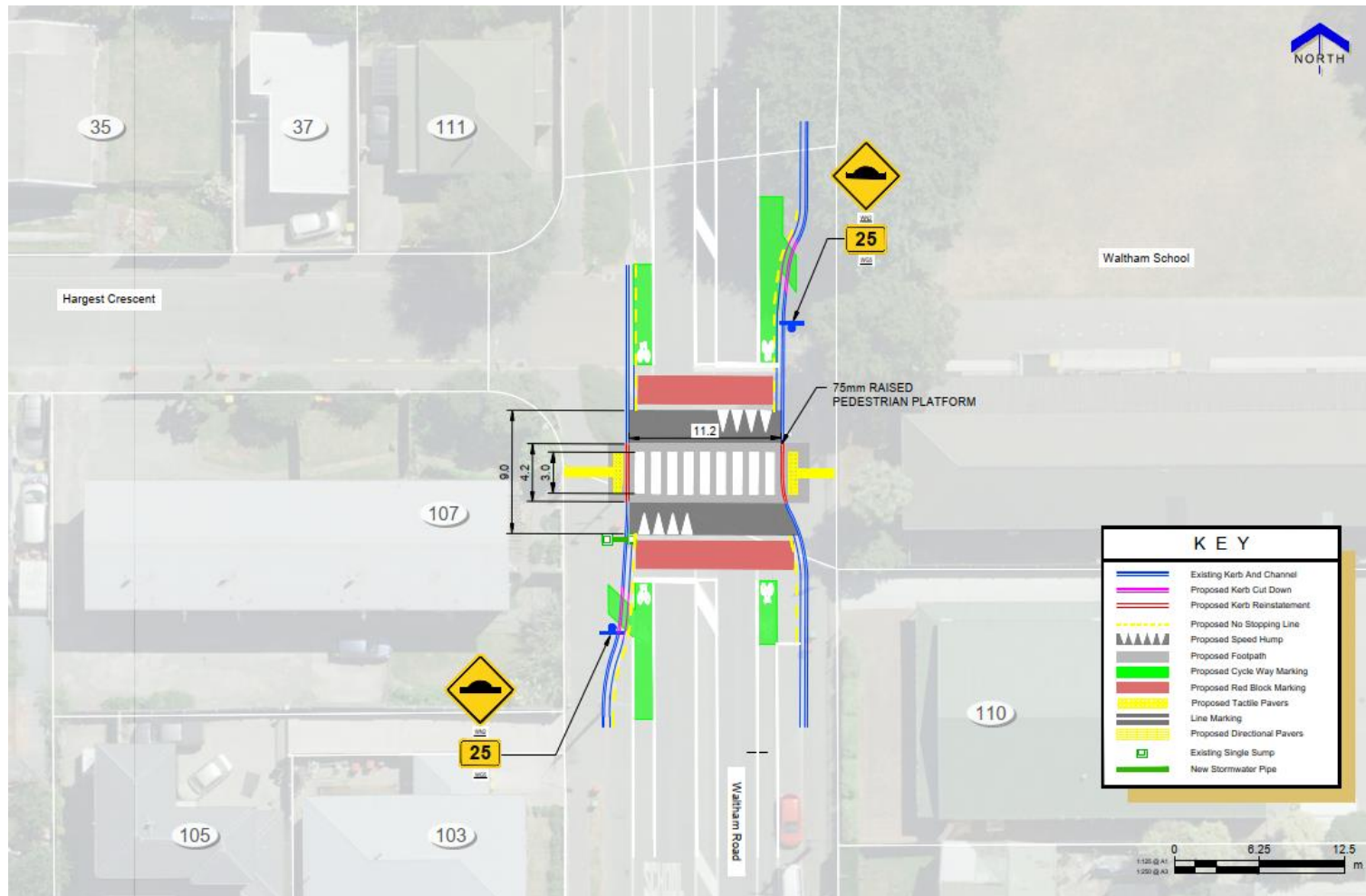
### **Pedestrian refuge island in the middle of the crossing on Waltham Road:**

- Insufficient width to accommodate the cycle lane, vehicle lane and pedestrian refuge island.
- A pedestrian refuge island could lead to additional driver compliance issues as there will be uncertainty around when the driver needs to give way.

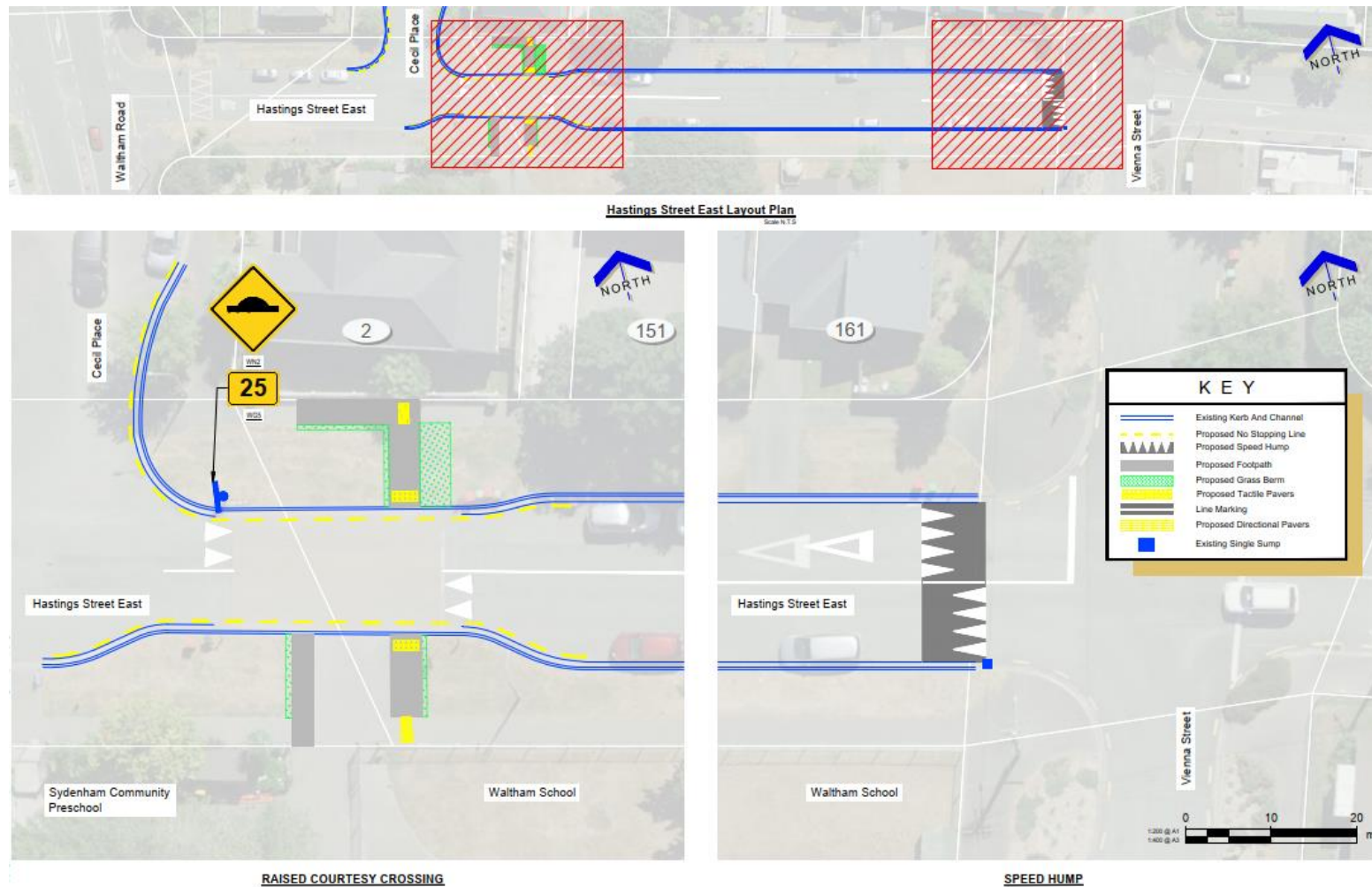
### **Narrow the crossing point by widening the buildouts on both sides of Waltham Road:**

- Will require extensive kerb and stormwater work and changes to the road marking.
- It would require a redesign/relocation of the lighting poles and footpath tie ins.
- This option would be cost prohibitive with additional costs being in the order of approximately \$100,000.

## Consultation plan – Waltham Road

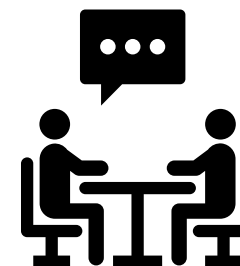


## Consultation plan – Hastings Street East



## Engagement tactics – Waltham School crossings

- Project team met with Waltham School before engagement
- Flyers were delivered to nearby impacted residents, which included the plans and invited submissions, as well as an offer to meet if interested
- A workshop was held with student leaders and road patrollers (over 20)
- The consultation was marketed to parents via the Waltham School newsletter
- The consultation page was translated into Hindi and Filipino to cater to parents
- Staff handed out information about the project to parents at each school gate and answered questions about the project
- Emails were sent to key transport stakeholders, including FENZ, NZ Police, St John, ECan and Spokes



## Student workshop – Waltham Road and Hastings Street East



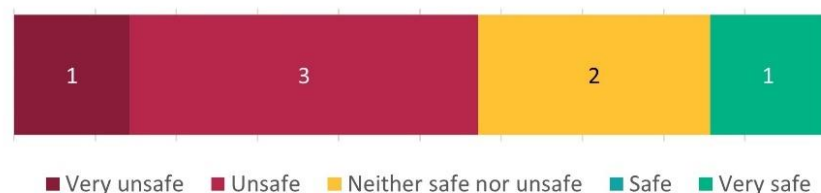
- **Bad driver behaviour:** Drivers not stopping, phone use, road rage, speeding
- **Plan ideas:** Add speed bumps, tactile pavers, traffic lights, better road markings
- **Behaviour changes:** Improved driver patience and compliance, enforce parking rules, encourage safer pedestrian habits, involve school staff/police with road patrollers

## Engagement feedback – Waltham Road and Hastings Street East

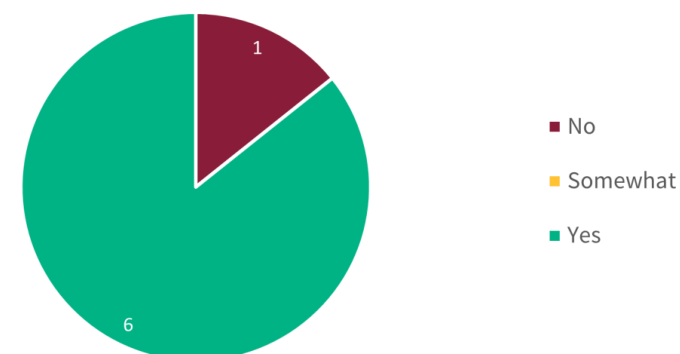
### Waltham Road

- Only one submitter feels safe or very safe, four feel unsafe or very unsafe
- The majority (6) support this upgrade

How safe submitters currently feel on  
Waltham Rd (N=7)



Support for the upgraded crossing at  
Waltham Road (N=7)

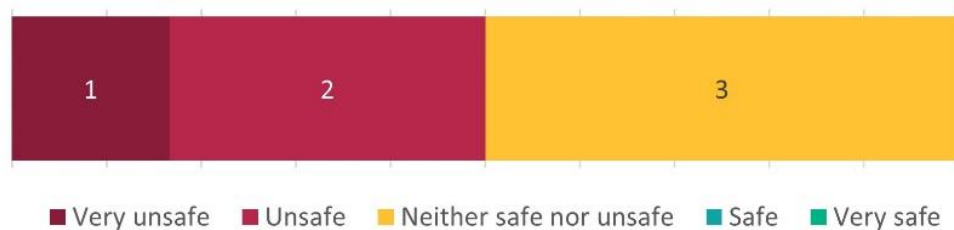


## Engagement feedback – Waltham Road and Hastings Street East

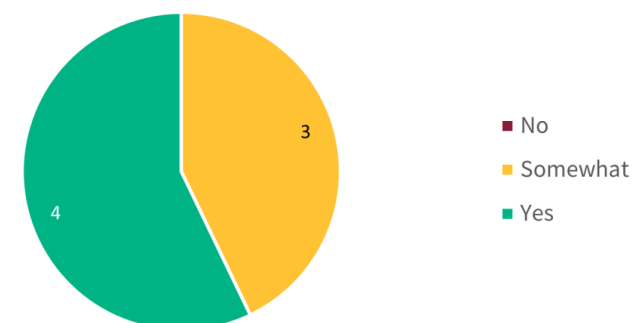
### Hastings Street East

- Three submitters currently feel unsafe or very unsafe on Hastings Street East
- Four feel supportive of the proposal, with the other three partially supportive

How safe submitters currently feel on  
Hastings Street East (N=6)



Support for the proposal for Hastings  
Street East (N=7)



## Submitter requests - Waltham Road and Hastings Street East

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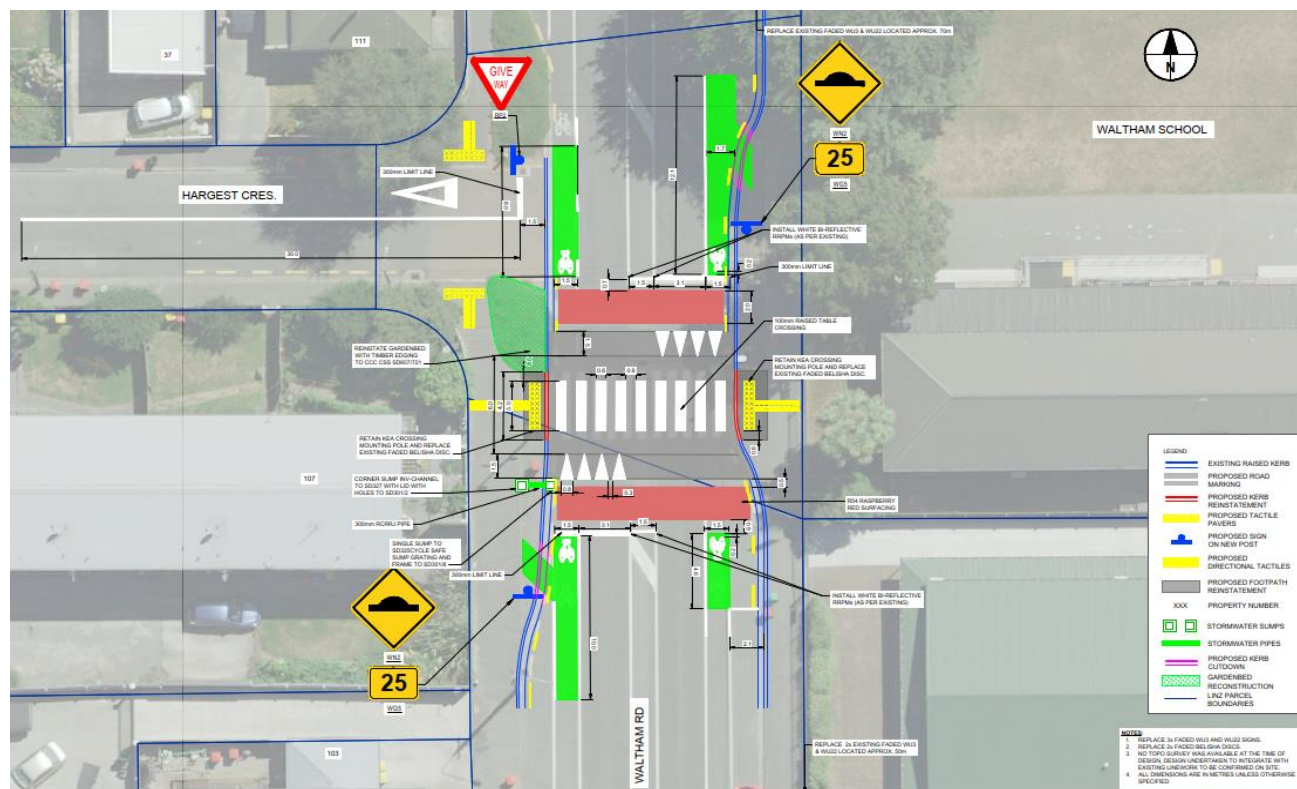
### Waltham Road

- Cyclist crossing with green surfacing (3)
- Improved compliance and monitoring (2)
- Additional signage (2)
- Extend green cycleway paint (2)
- A stop sign and yellow limit line for Hargest Crescent (2)

### Hastings Street East

- Green surfacing in the cycle lanes on Waltham Road at the Hastings Street East intersection (2)

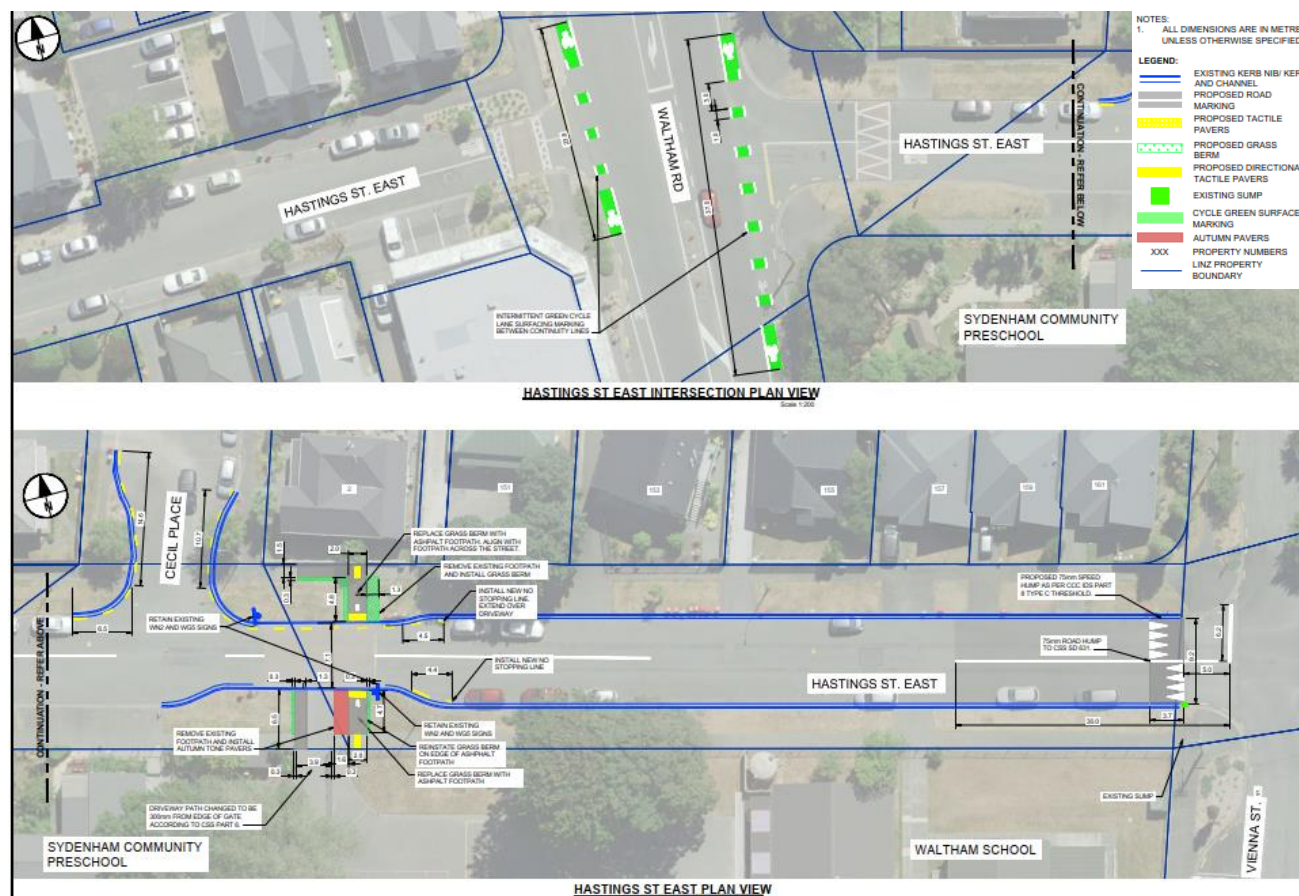
## Final plan for approval – Waltham Road



### Changes made following consultation:

- Widen crossing to 6m for buses
- Included cycle exit points so cyclists can dismount and walk across the pedestrian crossing
- New 'Give Way' control at Hargest Crescent
- New tactiles at Hargest Crescent

## Final plan for approval – Hastings Street East



### Changes made following consultation:

- Autumn tone concrete between courtesy crossing and preschool driveway
- Pedestrian symbols at courtesy crossing
- Green cycle lane marking on Waltham Road at Hastings Street East