

Community Forum
Private Bag 4999
Christchurch 8140

Meeting notes for the meeting of the CERA Community Forum
Thursday 21 August 2014, 6pm
Cambridge Room, Canterbury Club, Christchurch

Present:

Community Forum members:

Weng Kei Chen, Martin Evans, Tom McBrearty, Trevor McIntyre, Jocelyn Pappill, John Peet, Patricia Siataga, Emma Twaddell, John Wong, Darren Wright

Apologies

Richard Ballantyne, Leah Carr, Gill Cox, Wendy Gilchrist, Maria Godinet-Watts, Deborah McCormick, Faye Parfitt, Brian Vieceli, Rachel Vogan

Chair

Darren Wright

In Attendance

Hon Nicky Wagner, Associate Minister for Canterbury Earthquake Recovery (left at 7pm)

Phil Clearwater, Christchurch City Councillor (arrived at 7pm)

Ivan Iafeta, General Manager, Residential Red Zones, CERA (first item only)

Anne Pattillo, Consultant, Pattillo Limited, Engagement Advisor on Red Zone Future Use (first item only)

Ariana Smith, General Manager, Christchurch Central Development Services, CCDU, CERA

Rob Kerr, Development Director – Anchor Projects, CCDU, CERA

Michael Blyleven, Transport Planning Manager, New Zealand Transport Agency, seconded to CCDU

Melizza Morales-Hoyos, Urban Designer, CCDU, CERA

Ruth Hudson, Policy Planner - Transport, Christchurch City Council

Karli Bristed, Senior Advisor, Christchurch Central Development Services, CCDU, CERA

Amanda Wall, Manager, Ministerial and Executive Services, CERA

s9(2)(a), Advisor, Ministerial and Executive Services, CERA

Agenda

1. Future Use of Residential Red Zone, Public Engagement Process

Ivan Iafeta from CERA and Anne Pattillo presented to the Forum about Canvas, the public engagement process for the future use of the residential red zones in Waimakariri. Their presentation is attached as **Attachment A**.

- The presenters and Forum discussed the business community's engagement in the process, and noted that it had been low. The Forum noted that perhaps out of respect business owners think that the engagement should be driven by the community, not businesses. The presenters noted that something about the phrase 'public engagement' seems to exclude businesses. The presenters stated that they were looking at ways to increase the participation of local commercial business.
- The presenters emphasised the fact that this process will not be the only opportunity to provide feedback.
- The presenters noted that one of the guiding principles for the engagement was about honouring and respecting the community, and recognising that for some this is a personal/private conversation and others are prepared to have a more open conversation.
- The Forum raised concerns that those who had previously lived in the red zone and have now moved to other areas may not have the opportunity to contribute to the engagement process. The presenters noted the practical difficulties of contacting all of those former residents, as no one agency holds that data. The Forum suggested contacting community leaders and using their networks.
- The Forum noted that the Waimakariri red zone will have different issues to other red zones, particularly the Port Hills. The Forum suggested that before the Port Hills community is approached about future use of the red zones that the engineering information is advanced, as the discussion is likely to centre on engineering.
- The presenters agreed that it is important that different areas are approached differently, there is no 'one size fits all'. The presenters also noted that the different areas may not be ready to have these discussions at the same time.
- The Forum also noted that Waimakariri has a high level of trust for its civic leaders, but a concern was raised that this may not be the case in Christchurch City, and a focus may need to occur on having a bottom-up approach.
- The Forum queried whether any thought has been made about rationalising infrastructure, for example, in the flat lands where residents have not accepted the Crown offer or in the Port Hills where there are small pockets of red zone.
- The Forum suggested that the learning activity guides be shared with teachers around the Christchurch area, particularly so that teachers of senior students can start planning
- The Forum suggested that the best way to engage people is to physically visit suburban areas. As some communities are receiving lots of information it is easy to ignore notices or websites. The Forum considers that better traction is gained from having a presence in all parts of the city.

2. An Accessible City - update

Ariana Smith, Michael Blyleven, Melizza Morales-Hoyos and Rob Kerr from CERA and Ruth Hudson from the Christchurch City Council presented to the Forum about *An Accessible City*. They were supported by Karli Bristed from CERA. Their presentation is attached as **Attachment B**.

- The presenters noted that they don't get the sense that *An Accessible City* is well understood by the Christchurch Community and welcomed the opportunity to present to the Community Forum about *An Accessible City*.
- The Forum noted that it was good to see cycling and walking being encouraged in the CBD, but raised concerns about the suburbs being unsuitable to walk and/or cycle and thus walkers and cyclists from the suburbs being unable to link into the CBD.
- Councillor Clearwater responded regarding the development of the CCC Major Cycle ways and project plus linkages to the CBD.
- The presenters confirmed that Intercity and other long-distance bus customers would use the facilities of the Bus Interchange and that taxis would also be adjacent.

Public Realm

- Melizza Morales-Hoyos from the CCDU presented to the Forum about the Public Realm Network Plan.
- The Forum queried how private sector developers link in with the public realm plan. The presenters noted that concept designs are being developed as part of the Public Realm Network Plan. These concepts will inform the detailed designs, which will be gradually commissioned over the coming years. The first example of these are the First Phase Transport Projects. It was also noted that partnerships with adjacent developments are welcomed.
- The presenters noted that developers have been recognising the value of laneways and having a public realm around their buildings.
- It was noted that approximately 28% of the total area of the central city will be public realm. The Forum queried whether this is more or less than pre-earthquake? And how does this compare to other similar sized cities? The presenters stated that the public realm is likely to have increased due to the North, East and South Frames.

Action Point

CERA to provide the Forum with information about the size of the public realm in the Christchurch CBD before the earthquakes, and how this compares to what is proposed.

Parking Plan

- Ruth Hudson from the CCC presented to the Forum about the Parking Plan.
- The Forum suggested that provision for charging electric cars and for capturing solar energy should be included in parking buildings. The Forum noted that these provisions should be a 'must have' in the interests of sustainability.
- The Forum suggested that Park and Ride facilities on the outskirts of the central city are further explored and considered within the Parking Plan.
- It was noted that the location of any parking buildings would be carefully considered and that they would be located mid-block, away from any main roads and cycle ways.
- The Forum suggested that alternative uses for car-parking buildings should be considered, so that the building is utilised during off-peak parking periods. An example was shared of a bus station that was also used for concerts and other events when it was not busy.

- The Forum also raised concerns about car parking during the Cricket World Cup next year. The presenters confirmed that a range of options were being considered to cater for the increased demand for parking at this time.

Transport Projects

- Rob Kerr from CERA presented to the Forum about transport projects.
- The Forum queried how hospital patients would get to the hospital from the bus super-stop across the road. The presenters noted that there will be pedestrian crossings and an over-bridge was an option.
- The Forum raised concerns about how the Northern network plan will link up with the central city transport plans.
- The presenters noted that signage in the central city would be improved and there would be less road markings.
- The Forum suggested that smartphone applications should be developed that identify where parking is available at a particular time.
- The Forum praised the work that all three agencies have been doing and consider that *An Accessible City* is headed in the right direction.
- The Forum raised concerns that this narrative is being lost to the general public, and emphasised that it is important that it is seen.
- The Forum encouraged CERA, CCC and the NZTA to present and update the public about *An Accessible City*, particularly in the suburbs. The Forum noted that as well as updating the Forum about what is happening it would also give the public confidence to see the three different agencies working together.

Next Meeting – 4 September 2014

Meeting closed 8:10pm

Released under the Official Information Act 1982

Attachment A

The cover features a teal background with a large, light-colored circular graphic. The text is centered and reads: 'canvas YOUR THINKING FOR THE RED ZONES Ō WHAKAARO MŌ NGĀ WAHI WHERO', 'Future use of the Residential Red Zones', 'Presentation to Community Forum', and '21 August 2014'. At the bottom, there is a horizontal bar with logos for CERA, Waimakariri District Council, Environment Canterbury Regional Council, Christchurch City Council, Selwyn District Council, and New Zealand Government.

canvas
YOUR THINKING FOR THE RED ZONES
Ō WHAKAARO MŌ NGĀ WAHI WHERO

Future use of the Residential Red Zones

Presentation to Community Forum

21 August 2014

CERA **WAIMAKARIRI** **Environment Canterbury** **Christchurch City Council** **Selwyn** **New Zealand Government**

Items

1. Public Engagement
2. Overview of the different mediums
3. Response received in the first week
4. Questions and Feedback

The footer features a teal background with the 'canvas' logo on the left. On the right, it provides contact information: 'For more information visit canvasredzone.org.nz' and 'Join the conversation #canvasrz'. Below this are icons for Twitter, Facebook, and YouTube.

canvas
YOUR THINKING FOR THE RED ZONES
Ō WHAKAARO MŌ NGĀ WAHI WHERO

For more information visit canvasredzone.org.nz
Join the conversation #canvasrz

Twitter Facebook YouTube

Future Use Context

- 17 April – Prime Minister announced public participation to gather ideas about future use
- Preferred essential infrastructure solutions – including flood management – to be prioritised
- Waimakariri District Council has identified its preferred essential infrastructure solutions
- Minister for Canterbury Earthquake Recovery announced a public participation process for Waimakariri red zones on 30 July

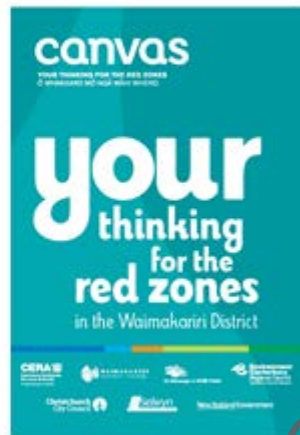


Public Engagement



Canvas: your thinking for the red zones


- a conversation about the future use of Waimakariri's red zones
- Website live canvasredzone.org.nz
- Closes: 12 September



Minister's welcome - we want to hear your ideas


It gives me great pleasure to welcome you to the conversation on the future use of the red zones. [Read more](#)

Latest ideas and comments [Check out what others are saying](#)



Kaipoi Community Board member Chris Greengrass and Kaipoi Promotion Association Coordinator Jacqui Jeffrey talk about canvas: your thinking for the red zones in the Waimakariri District.

Idea for Kaipoi
Admin



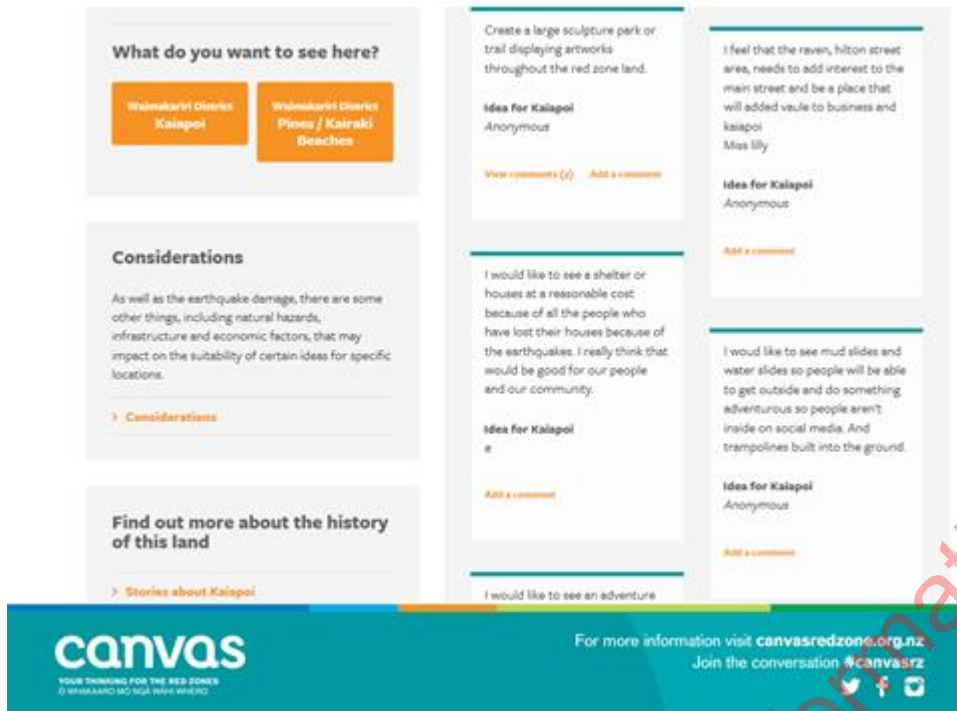
Mayor Agers of Waimakariri District introduces Canvas - Your thinking for the red zones. Canvas is the public engagement campaign encouraging people to join the conversation about the future use of the red zones in the Waimakariri District.

Idea for Kaipoi
Admin

How would you shape the future of Waimakariri's red zones?

Currently we're looking for ideas for the two red zones in the Waimakariri District - that's Kaipoi and Pines/Kairaki beaches. There will be an opportunity to provide ideas for the future.





Engagement Approach

- Engagement leadership
 - Lead with Waimakariri District and Kaiapoi Community Board
- Contact and Activation
 - Calls and letters to existing residents in the Waimakariri red zones
 - Letters to existing residents in the Christchurch red zones
 - Invitation and ideas box to community and business leaders
 - Community event & media and social media activity



Engagement Approach

- Engagement opportunities
 - Question card to 20,000 letter boxes in Kaiapoi, Pines and Kairaki Beaches
 - Drop in container in Kaiapoi and Rangiora
 - 3 community workshops
 - Lesson guides to all Waimakariri schools
 - Sports day and main street walk-bys
- Feedback and reporting
 - All feedback received available of website



Questions and Feedback

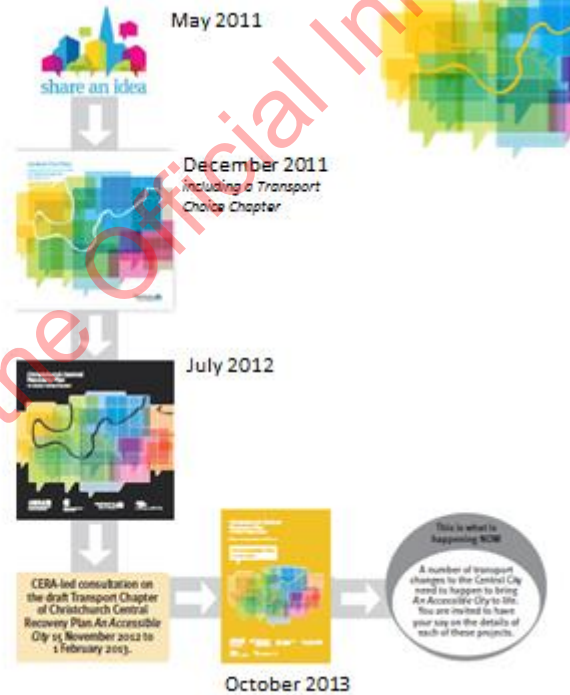


Attachment B



How An Accessible City was developed

- *Developed by CERA, Christchurch City Council, NZTA and Environment Canterbury*



Released under the Official Information Act 1982

Purpose



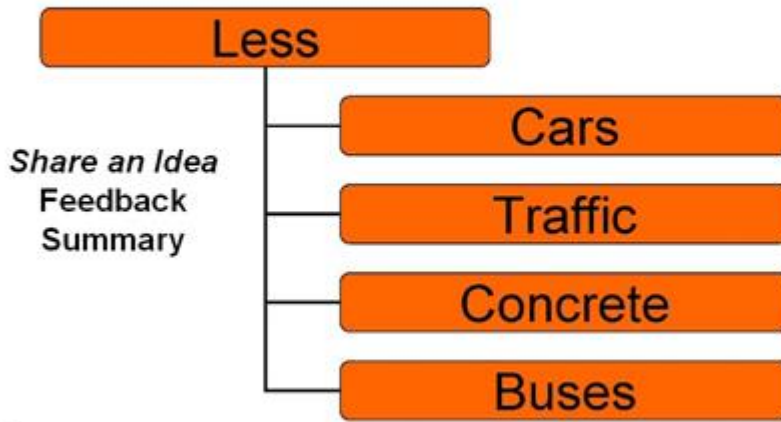
To provide a clear transport framework that ensures linkages with the wider transport network, supports recovery and provides for improved transport options, slower traffic speeds and enhanced streetscapes and environments within the central city.



People want more....



People want less....



Current Accessible City work programme

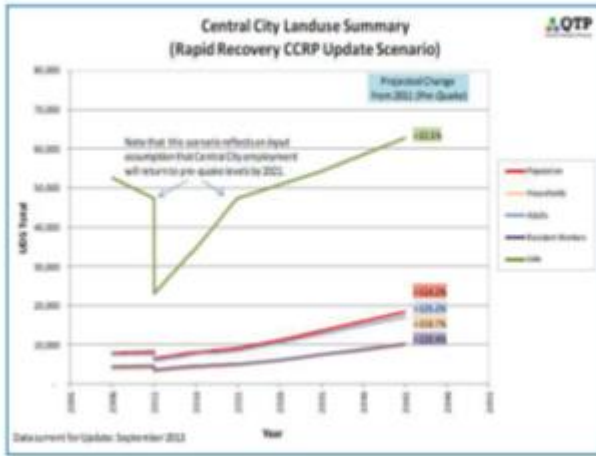


Figure E.1: An Accessible City work programme.



Released under the Official Information Act 1982

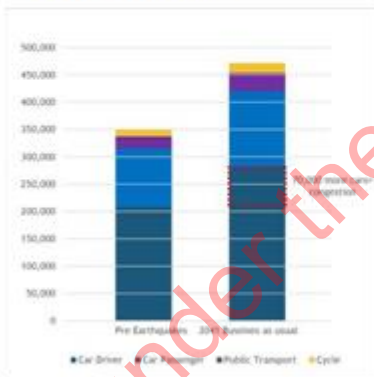
Forecast activity levels in the new central city



Context: Travelling patterns



Mode share



Mode share shift



Released under the Official Information Act 1982

Sharing the street and spaces differently



- Many key destinations will be new and in different places to the old central city
- If we don't change, we will have congestion that means: *difficult to move around in an unattractive, stressful, economically lagging city*
- If we do change :
we will have an accessible, distinctive, vibrant, prosperous city



Christchurch Central
Development Unit
Te Upeka Whakahaere

Key features – Accessible City



1. Use of surrounding avenues for traffic without a destination in the central city
2. New speed zones
3. Preferred routes by mode of travel
4. Improved walking, cycling and public transport facilities
5. People-friendly streetscape elements
6. Seek to support pre-earthquake levels of car use, but encourage more to choose public transport, walking and cycling



Christchurch Central
Development Unit
Te Upeka Whakahaere

Use of surrounding avenues for traffic without a destination in the central city

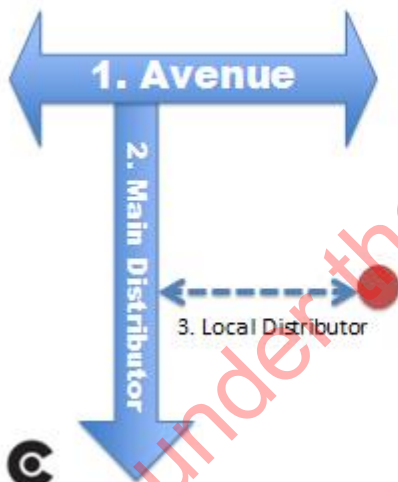


Aim:

Significantly less trips through the central city



Preferred vehicle routes to minimise conflicts on other modes



Released under the Official Information Act 1982

New speed zones



Maximum speeds
Inner zone - maximum 30km/hr (including main streets) Outer zone - maximum 50km/hr



Preferred routes by mode of travel

Walking



All streets will have provision for pedestrians Bus interchange

Released under the Official Information Act 1982

Preferred routes by mode of travel

Cycling




Christchurch Central
Development Unit
St. Eperu Whakahaere



Separated cycling facility



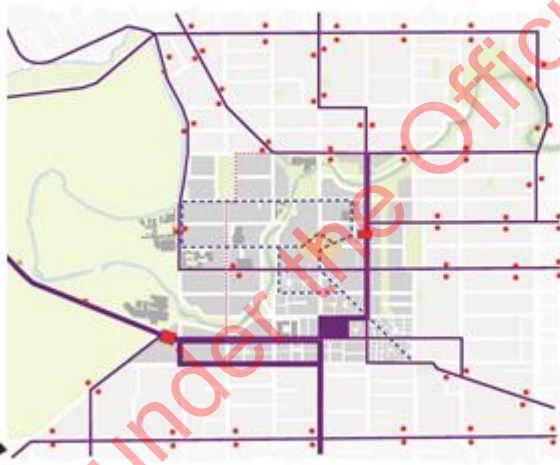
Slow streets - shared streets



On Road cycle lane

Preferred routes by mode of travel

Public Transport



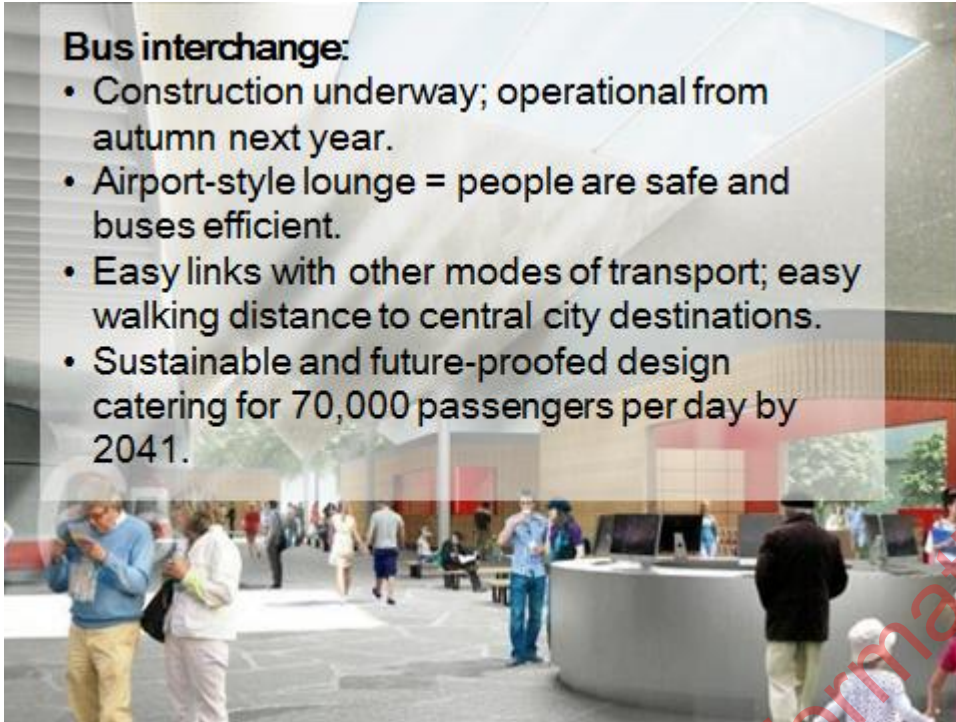

Christchurch Central
Development Unit
St. Eperu Whakahaere

- Fewer bus routes into city centre, but higher frequencies
- New Bus interchange
- Manchester Boulevard (bus priority)
- Two super-stops at Manchester Street and Hospital

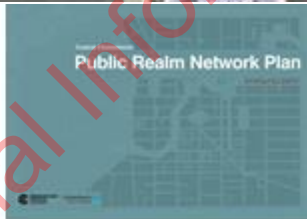
Released under the Official Information Act 1982

Bus interchange:

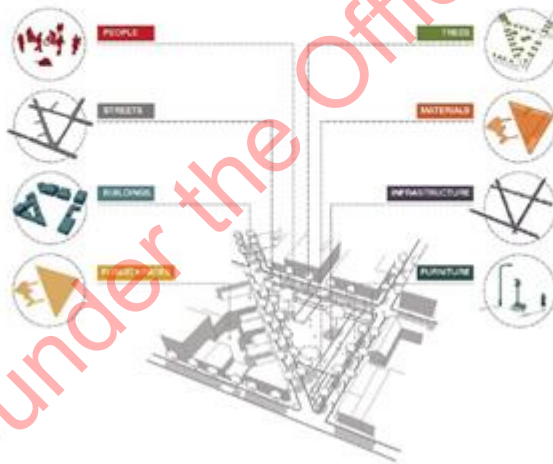
- Construction underway; operational from autumn next year.
- Airport-style lounge = people are safe and buses efficient.
- Easy links with other modes of transport; easy walking distance to central city destinations.
- Sustainable and future-proofed design catering for 70,000 passengers per day by 2041.



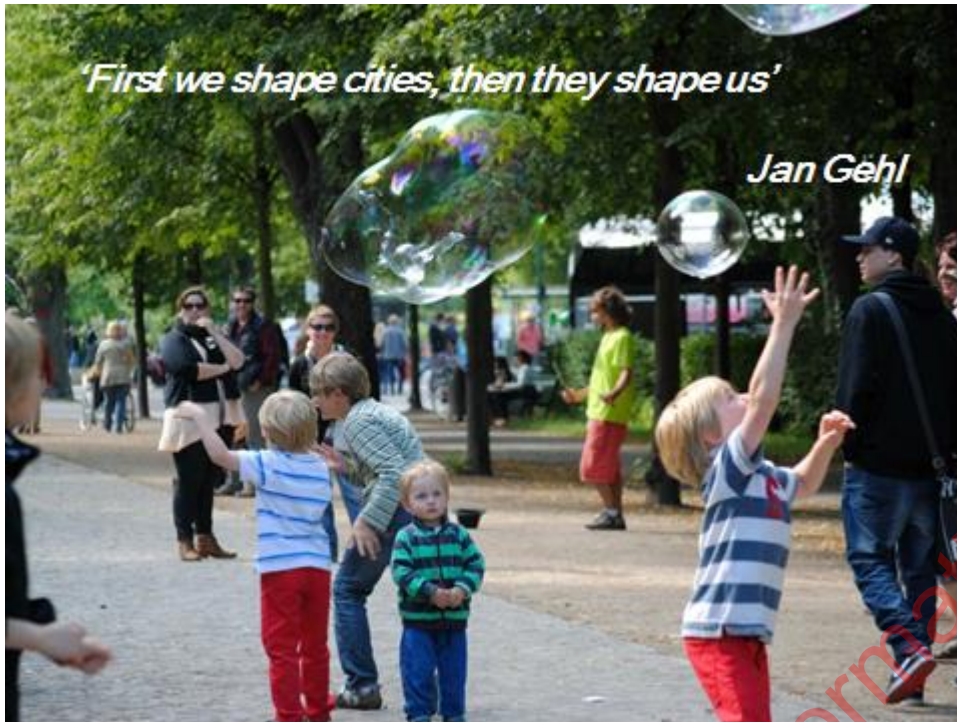
Public Realm Network Plan



What makes the public realm...



Released under the Official Information Act 1982



Draft Christchurch Central Parking Plan

To inform the rebuild so that parking is provided at an appropriate level and location to support recovery.

To increase certainty about the availability and timing of parking facilities.

5 components:

- Guiding principles
- Short term parking tool
- Long term parking tool
- Draft operations plan
- Delivery plan.

Next Steps

- Environment Committee stakeholder workshop

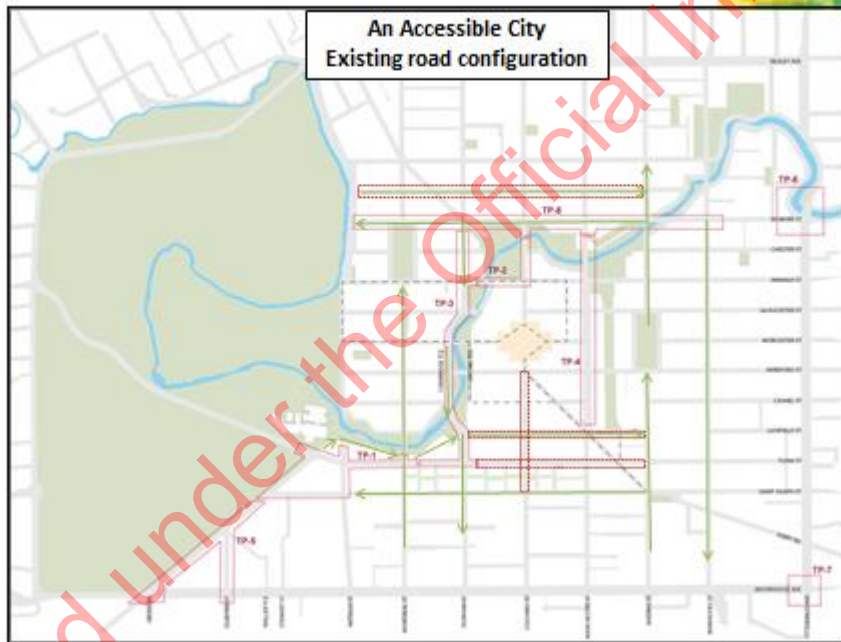


Released under the Official Information Act 1982

First Phase Transport Projects

Projects that need to be delivered ahead of the rest of the Accessible City programme to support activation of Anchor Projects, namely the Bus Interchange.

First Phase Project	Supports Anchor Project
Hagley/Moorhouse Corner	Metro Sport Facility, Health Precinct Te Papa Otakaro / Avon River Precinct
Hospital Corner (Oxford Terrace, Hagley Avenue, St Asaph, Antigus and Tasm Streets) & superstops	Health Precinct, Te Papa Otakaro / Avon River Precinct, Bus Interchange
Tasm Street conversion from two-way to one-way (Hagley Avenue to Barbadoes Street)	Te Papa Otakaro / Avon River Precinct Bus Interchange, Health Precinct, South Frame, Innovation
Lichfield Street conversion from one-way to two-way (Madras Street to Oxford Terrace)	Bus Interchange, Retail Precinct, Justice Precinct
Colombo Street (Hereford to St Asaph Streets)	Bus Interchange, Retail Precinct
Manchester Street improvements (Kilmore to St Asaph Streets) & superstop	Bus Interchange, East Frame, Te Papa Otakaro / Avon River Precinct
Cambridge Terrace and Durham Street	Retail Precinct, Convention Centre Precinct, Te Papa Otakaro / Avon River Precinct
Slow core zone – maximum speed limit in Central City to 30km/h	All Central City Anchor Projects



Released under the Official Information Act 1982

Implementation Plan

- *What is being delivered*
- *How it will be delivered*
- *When it will be delivered*
- *Governance and decision making processes*
- *Communications*
- *Monitoring*



Key Milestones and Schedule

Milestone	Indicative Timing
Parking Plan approved	October 2014
Final AAC Programme Business Case and Implementation Plan	November 2014
Public Realm Network Plan complete	December 2014
Detailed design for Phase 1 transport projects complete	December 2014
Construction for First Phase transport projects to commence	Nov 2014 - Dec 2015
Detailed design and construction for remaining transport projects	Mid 2015 onwards
Construction complete for First Phase transport projects	Mid 2016

Communication and Engagement

- *An Information and Engagement Plan for Accessible City has been prepared by Council and CERA.*
- *The first consultation is underway for some First Phase transport projects.*
- *How can we work with the Community Forum help us inform the community about An Accessible City?*



Purpose

To provide a clear transport framework that ensures linkages with the wider transport network, supports recovery and provides for improved transport options, slower traffic speeds and enhanced streetscapes and environments within the Central City.





QUESTIONS? DISCUSSION



Released under the Official Information Act 1982