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6 March 1998

Liquid Waste Management
Christchurch City Council
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CHRISTCHURCH 1

Attention: Mr N Stewart
Liquid Waste Manager

FILE REF: 530-17				
DOCUMENT				
No				
10 MAR 1998				
Mr N Stewart				
ACTION	INFO	DISCUSS	REPORT	

Dear Sir,

RE: WAIMAKARIRI EMPLOYMENT PARK
SEWERAGE CONNECTION TO KAINGA PUMPSTATION

Description of Employment Park Proposal.

Waimakariri Employment Park consists of about 45 ha of land, of which 30 ha will be developed for the purpose of providing a motorway service centre and a range of wholesale, commercial, light industrial, retail and business activities. A more detailed description of the proposal is included in the *Waimakariri Employment Park, Assessment of Effects on the Environment (Section IV)* report attached to this letter.

Types of industry and Sewage Quality and Quantity

It is intended that the type of industry in the park be limited to those that do not produce large amounts of difficult to treat waste. To ensure this, standards for permitted and controlled activities have been included in the proposed plan change document (*Application for Change to the Eyre County Plan Section of the Waimakariri Transitional District Plan*). Those that are relevant to sewage and the type of industry are (see attached extracts):

- 10.2.4 *Standards for Permitted and Controlled Activities, (Clause x page 13)* which restricts permitted discharges to sewer to equivalent to 30m³/ha/day and quality not significantly different from the quality of normal domestic sewage.
- 10.2.4 *Standards for Permitted and Controlled Activities, (Clause xvii, ii page 16)* which limits the types of activities that may take place in the motorway service area.

- 10.2.8 *Non Complying Activities, (Clause ii page 17)* which lists a number of activities that produce offensive wastes as non-complying activities.
- 10.2.9 *Assessment Matters, (Clause x Sewage Output Page 23)* defines the sewage related factors to be considered when assessing a resource consent.

It is considered that these rules will adequately control the type and quality of sewage produced so that it will not be dissimilar to that produced from a residential subdivision. On the basis of these controls it is estimated that the maximum wet weather sewage flow from the development will be less than 16 l/s and that the average daily flow will be about 280 m³/day.

Choice of Discharge to Christchurch City Council Sewer.

In considering the options for discharge of sewage a number of options were considered. These included:

- discharge to the Kaiapoi sewerage system,
- discharge directly to the Kaiapoi Sewage Works via an independent pipeline,
- treat on site and discharge treated effluent directly to land or the Waimakariri River, and
- discharge to the Christchurch City Council (CCC) sewerage system at Kainga.

The options involving discharge to the Kaiapoi sewerage system were pursued first as being the most logical options. Discussions with Waimakariri District Council (WDC) staff revealed that the southern portion of the reticulation system into which the system was seeking to connect is presently overloaded during the winter months and would not be able to accept the additional flow unless a major upgrade of the reticulation system was undertaken. Investigations into this upgrading are presently underway but the WDC was unable to provide assurances as to when the upgrade will be completed. In addition to the reticulation capacity problem the wetland disposal system at the Kaiapoi Sewage Works also experiences capacity problems during wet periods. This results in overflows to the Waimakariri River at times. In the light of these problems it was decided that discharge to the Kaiapoi sewerage system was not practical or environmentally suitable.

The option of on-site treatment and land disposal was rejected as, due to the high water table in the area in winter, no suitable land for year round land disposal could be found. The option of disposal to the Waimakariri River was not considered to be environmentally suitable and consent would be extremely difficult if not impossible to obtain.

The option of disposal to the CCC sewerage system at Kainga was chosen as the most suitable option from both a technical and environmental perspective. This option also has the additional advantage in that the discharge of sewage from the development to Kainga can assist in solving odour related problems related to the reticulation system through Kainga being under utilised. The increased flow from the development will reduce the residence time for sewage flows from Kainga and thereby reduce the chances of odours being produced in the pipeline.

Odour Control Measures

To ensure that the sewage being discharged to Kainga will always be fresh so odour problems are not experienced it is proposed that the following control measures will be included in the system. These measures will ensure that sewage arriving at Kainga is never more than four hours old.

- The pump sump at the development will be sized such that each pump cycle will completely replace the volume within the delivery main to Kainga.
- A freshwater tank will be situated next to the sewage sump. If, after the set time, the sump has not yet filled to the level at which the pump activates, a valve on the freshwater tank outlet will be opened and the sewage sump rapidly filled to the level at which the pump automatically starts. The valve from the freshwater sump will then close allowing the tank to refill before the end of the next time limit.
- The pumping rate, pipeline size, pump sump volume and time limit for the sump filling with freshwater will be designed so that the sum of the travel time in the gravity reticulation, plus maximum time to fill the sump, plus pumping time to Kainga, plus residence time in the pipeline between pumping will be less than four hours. Preliminary calculations show that this can be achieved with the following specifications:

Pipeline length		3.0 km
Pipeline diameter	1	25 mm
Pump delivery rate		16 l/s
Pump sump volume		18 m ³
Maximum time to fill pump sump		50 min

This will activate the following travel time to Kainga:

Travel time in gravity system	30 min
Time to fill sump	50 min (max)
Pumping time	2 x 20 min
Standing time in pipeline	<u>2 x 50 min (max)</u>
Total	3 hr 20 min (max)

This will ensure that at all times sewage will be less than four hours old when it reaches Kainga. In addition to this during the night when odour problems in the present Kainga system are most likely to occur the system will receive flushes of very dilute sewage for 20 minutes out of every 70 minutes. This should ensure that sewage originating from Kainga is flushed through the system reducing the residence time in the system and assisting the abatement of odours.

Additional Benefit to Christchurch City Council

A further benefit to the residents in the Kainga area is achieved through the ability of residents on the southern side of the Waimakariri Bridge, currently serviced by private on-site septic systems, to connect to the line. This will eliminate both odour and environmental concerns associated with this method of disposal.

We feel that the information given in this letter adequately addresses the concerns raised by your department and we therefore request that formal approval to connect to the Kainga sewerage pumping station be granted.

Yours faithfully

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R.M.BERREY
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except that this standard shall not apply to:

- signs and structures associated with, and necessary for, the construction of roads and vehicle access, parking and manoeuvring areas, provided that the structures do not extend more than 150mm above the levels shown on the cross-section of the "Floodways" contained in Appendix Q; and
 - structures erected for the purpose of noise attenuation, which run parallel to the direction of the "Floodways" and do not exceed 1m in width.
- c The areas shown as "Floodway" on the Outline Development Plan shall not be used for the storage of any goods or materials, other than for the storage and parking of motor vehicles and motorised equipment which can be moved under their own propulsion.
- d The finished level of any land within the areas shown as "Floodway" on the Outline Development Plan shall not extend above the levels shown in the cross-section of the "Floodways" included in Appendix Q.
- e Within the areas shown as "Floodway" on the Outline Development Plan, landscape plantings shall be limited to grass and individual trees with single trunks kept free of branches to a height of 1m above ground level and planted no closer than 5m between the centres of the tree trunks. No shrubs or bushes shall be planted.

(x) Sewage Output

- a No activity shall result in the output of sewage from any site which:
- i. exceeds an equivalent discharge volume of 30m³/ha/day; or
 - ii. has a quality significantly different from the quality of normal domestic sewage.

(xi) Stormwater Management

- a On every site, all stormwater from roofs and areas of hardsurfacing shall be collected and discharged to kerb edge channels or to an underground reticulated stormwater drainage system.
- b All stormwater collected from any service station forecourt and/or truck stop area within the Motorway Service Area shall be passed through an oil-water separator with an isolator shut-off valve before discharging from the site.

- ii. *Activities within the area shown as Motorway Service Area shall be limited to the following:*
- *service stations*
 - *truck stops*
 - *truckers accommodation and rest facilities*
 - *restaurants, take-away food outlets and refreshment facilities*
 - *produce retail facilities for the sale of agricultural, horticultural or other farm and/or garden produce grown or produced predominantly in Canterbury*
 - *retail sale of food, groceries, stationery, gifts and toilet requisites from a floor area not exceeding 150m²*
 - *facilities and premises for the provision of information for travellers and tourists*
 - *rest and picnic areas and facilities, public toilets, showers and laundry facilities, telephones, postal/fax and banking facilities*
 - *vehicle parking and storage areas*
 - *vehicle-wash facilities*
 - *emergency and transport-related regulatory services*
- iii. *No buildings shall be located with the areas shown as lakes, and activities within these areas shall be limited to activities on the surface of the water.*
- b *No activities shall commence operating within the zone until such time as the lakes are constructed in general accordance the provisions of the Outline Development Plan.*

10.2.5 Controlled Activities

The following activities shall be Controlled Activities, provided that they also comply with the Standards specified under 10.2.4 above:

- (i) *Buildings on sites outside of the Motorway Service Area, which adjoin the reserve shown on the Outline Development Plan to be set aside along the boundary of the zone with the Northern Motorway (in accordance with Ordinance 12.7A(b)(xi)), with respect to:*
- a. *the visual appearance of the buildings as viewed from the Northern Motorway; and*
 - b. *the nature and visual appearance of the planting and landscape development of the land between the reserve along the Northern Motorway and "Building Line" shown on the Outline Development Plan.*

- (ii) *Activities within the Motorway Service Area, with respect to:*
- a. *the design and appearance of the buildings and other activities on the site;*
 - b. *landscape design and site layout;*
 - c. *the location and design of vehicular access to, from and within the site;*
 - d. *the placement and effects of on-site lighting;*
 - e. *the means of mitigation of noise effects as a result of activities on the site;*
 - f. *parking design and location;*
 - g. *the scale, placement and design of signs.*

10.2.6 Discretionary Activities

The following activities shall be Discretionary Activities:

- (i) *Any activity, which does not comply with one or more of the Standards specified under 10.2.4 above, and which is not specified as a Non-Complying Activity.*

10.2.7 Standards Relating to Discretionary Activities

The standards for discretionary activities shall be set by the Council, having regard to the circumstances of the application, the policies contained in the District Plan, and the assessment matters specified in 10.2.9 below.

10.2.8 Non-Complying Activities

The following activities shall be non-complying activities:

- (i) **Residential Buildings**, *other than for use by the owner, operator and/or caretaker of other activities being undertaken on the site where the residential activity is incidental to and forms part of an activity being undertaken on the site.*
- (ii) Any of the following **potentially offensive activities**:
- *Processes requiring offensive trade licenses under the Health Act 1956.*
 - *The manufacture and processing of chemical fertilisers.*
 - *The slaughtering of animals and the processing of meat and meat byproducts or co-products, including rendering, fellmongery, tanning, casing and pelt processing and any associated chilling, freezing, packaging and storage of meat and associated products;*
 - *Fish curing, cleaning, treatment, preserving and storage.*
 - *Cement and concrete products manufacture.*

- Hot-mix asphalt paving manufacture.
- Glass or fibre-glass manufacture.
- Wood-pulp manufacture and processing.
- Foundry processes, electro-plating works, melting of metals, steel manufacture and galvanising.
- Natural gas, oil or petroleum distillation or refining.
- Manufacture of hardboard, chipboard or particle board.
- Timber treatment.
- Wool scouring.
- Auto dismantling.

(iii) The following Retail Activities:

a Supermarkets.

b Retail activities, which do not fall within the definition of "Large-scale retail facilities" (refer to General Ordinance on Interpretation); except for the following which are not non-complying activities:

i The following activities within the Motorway Service Area:

- service stations
- truck stops
- retail facilities for the sale of agricultural, horticultural or other farm and/or garden produce grown or produced predominantly in Canterbury
- retail sale of food, groceries, stationery, gifts and toilet requisites from a floor area not exceeding 150m².

ii The retail sale and display of:

- goods produced or processed on the site,
- ancillary products to goods produced or processed on the site, or
- ancillary products to the provision of services on the site.

iii Restaurants, take-away food outlets and other refreshment facilities.

iv Outdoor sales and display of goods, together with associated indoor retail display and sales within a building located on the same site as the outdoor display and sales, provided that the building does not occupy more than 20% of the area of the site.

(iv) Factory Farming.

- Any available information regarding flooding and ponding levels, and frequency of flooding events, in relation to the site of the building.
- The quality of assets that will be vulnerable to flooding, as a result of the erection of the proposed building.
- The effect of development in the "Floodway" on the ability of floodwaters to pass through the zone and any consequent effect of obstructions in the floodway on the likely inundation levels on adjoining properties.

(x) Sewage Output

- The capacity, availability, and accessibility of the public reticulated system to serve the proposed activity;
- Whether the sewage reticulation, treatment and disposal system, to which the outfall will be connected, has sufficient capacity to service the activity, and if not, whether the consent holder should contribute towards the upgrading of the system;
- Whether the quality of the sewage output from the activity can be accommodated by the sewage reticulation, treatment and disposal system and whether there is a need for on-site sewage treatment prior to discharge to the public reticulation system.

(xi) Stormwater Management

- The adequacy of the proposed means of disposing of collected stormwater from the roofs of all buildings and impermeable surfaces, in terms of stormwater retention and quality;
- The adequacy of any proposed means for screening out litter, the capture of chemical spillages, the containment of contamination from roads and paved areas and of siltation;
- The effects of the proposed means of stormwater disposal on the water quality and stream flows in the Kaikainui and Courtenay Streams.

(xii) Protection of the Kaikainui Stream

- The degree to which the activity threatens indigenous plants or animals or their habitat identified in the waterway bed and margin;

Section IV

The Development Proposal

4. THE DEVELOPMENT PROPOSAL

4.1 DEVELOPMENT PHILOSOPHY

The population of the Waimakariri District is increasing rapidly and it is anticipated that this will continue for at least the next twenty-five years. Statistics New Zealand predictions for population growth within the Waimakariri District are for a population of 46,000 by the year 2016. The Waimakariri District Council itself is anticipating an even greater population increase to 53,000 by this time.

1996 census data indicates that only 54% of the workforce accommodated within the Waimakariri District is employed within the Waimakariri District. The effects of this on transport patterns, energy consumption, air pollution and social cohesion are significant.

The aim of this plan change is to provide opportunities for the Waimakariri District to employ more of its population.

Outline Development Plan

The Outline Development Plan included in the Plan Change Application is attached as Figure 1.

The development plan provides for approximately 30ha of developable area with the remaining 15ha utilised by roading, reserves and lake area.

Motorway Service Area

WAIMAKARIRI EMPLOYMENT PARK *Assessment of Effects on the Environment*

The development plan provides for a 5ha Motorway Service Area ("MSA") which is intended to comprise:

- fuel sales
- takeaway restaurant
- crescent of 10-12 retail shops serving the travelling public
- toilet/shower facilities
- boat/campervan parking
- portable toilet emptying facilities
- fresh water filling
- truck parking

Travellers Accommodation

In association with the MSA, the proposed change provides for travellers accommodation which will provide motel style facilities for the travelling public.

Multiplex Cinema Complex

The rules for the proposed Zone provide the opportunity for a 2ha multiplex entertainment facility. A site of this size would accommodate two 120 seat theatres and two 80 seat theatres.

Balance of the Zone

The balance of the Zone will be developed as an employment park comprising a range of wholesaling, commercial, light industrial, retailing and business activities.

The development of a wider range of employment and business enterprises in the District is seen as important in reducing the dependence of the District on

people commuting to Christchurch City each day for work and for their commercial and entertainment needs. It will assist in ensuring the long-term sustainability of the District as an attractive and efficient place to live and work.

The area is zoned as District Employment Zone and development within the zone will proceed in general accordance with an Outline Development Plan included in the District Plan. The zone sets aside an area of approximately 5ha for a Motorway Service Area enabling the establishment of a range of activities servicing the travelling public and the road transport industry. The balance of the zone is available for the development of a wide variety of light industrial, commercial and other employment-generating activities.

Roading and Access

Access to the zone is to be directly from the Northern Motorway by way of new on- and off-ramps on the western lane of the motorway. Access is also to be provided from Tram Road, with access from the Motorway to Tram road being improved by the construction of a south-bound off-ramp and the widening of the Tram Road overbridge. The internal roading layout for the zone is to be generally in accordance with the road layout in the Outline Development Plan. This requires a main avenue connecting Tram Road with the new Motorway on- and off- ramps, as well as a ring of Distributor roads, which have the additional function of providing flood-ways through the zone.

The District Employment Zone provides for a very wide range of activities, in order to provide ample opportunity for employment-generating activities to establish in the District. Polluting and potentially offensive industrial activities are restricted from establishing in the zone, in order to protect the character and amenity values within the employment park and to protect the surrounding area

WAIMAKARIRI EMPLOYMENT PARK
Assessment of Effects on the Environment

from adverse effects from such activities. Activities that need to dispose of large quantities of sewage effluent cannot be accommodated in the zone, due to limitations on the capacity of the sewage reticulation system through Christchurch City. Residential use of the zone is limited to owners, operators and caretakers of other activities in the zone, in order to avoid potential conflicts between residents and the effects of the light industrial and commercial activities being undertaken in the zone.

Retailers

The scale of retailing permitted in the zone is generally limited to very large-scale retail outlets, outdoor retail sales, and the sale of goods ancillary to other activities on the site. This is intended to avoid adverse effects on the functioning, vitality and convenience of the town centres of Kaiapoi and Rangiora, where such activities would be unlikely to establish or would not be compatible with the built environment sought in these town centres. The range of activities permitted in the Motorway Service Area is limited to activities serving travellers and the transport industry, in order to ensure that other activities do not establish in a way that adversely effects the safe and efficient operation of this area. Other activities which are restricted include factory farming, forestry and quarrying, the effects of which are not considered to be compatible with the character and amenity values anticipated in the zone.

Standards

The standards for permitted and controlled activities within the zone are intended to enable a wide range of employment-generating business activities to develop and function in an urban-scale environment, whilst ensuring that the amenity values and environmental quality of the surrounding rural area are not adversely affected. The standards for this zone give considerable flexibility in

WAIMAKARIRI EMPLOYMENT PARK
Assessment of Effects on the Environment

the design and arrangement of buildings and in the types of activities that can be undertaken. Limitations are generally related to effects on:

- the visual amenity of the main avenue and distributor roads through the zone,
- the general coherence, tidiness, and safe and efficient operation of activities in the zone,
- the effective functioning of the flood routes through the zone,
- the natural character and values of the Kaikainui Stream,
- the water quality and functioning of the Courtenay Stream,
- the safe and efficient operation of Christchurch International Airport, and
- the visual and general amenity values of the surrounding roads and rural area.

The zone is located within a rural area, with views into the zone from the Northern Motorway and Tram Road. The performance standards have been designed to minimise the effects of building development within the zone on views from these roads and from adjoining properties.

The zone is located under the approach path to the main runway of Christchurch International Airport and activities in the zone can expect some noise from aircraft approaching the airport during southerly wind conditions. Standards have been included for insulation of noise-sensitive activities in the part of the zone most likely to be affected by this noise. Use of low reflective finishes on roofs within the zone is also a requirement to avoid development within the zone causing distractions to aircraft approaching the airport.

WAIMAKARIRI EMPLOYMENT PARK
Assessment of Effects on the Environment

The zone is potentially in the floodpath of a major breakout from the Waimakariri River. The performance standards for the zone have been designed to avoid adverse effects to activities within and outside the zone, as a result of floodwaters passing through the zone. Floor levels of buildings are required to be above the height of the probable maximum flood, as are areas where hazardous substances are likely to be stored or used. Wide flood paths are to be retained through the zone, which will allow the passage of floodwaters, alleviating any potential increase in the height of floodwaters on adjoining properties as a result of the development of the zone.

Activities in the zone are to be provided with fully reticulated urban-standard services. These include a reticulated water supply for potable water, irrigation and fire-fighting. Sewage effluent is to be reticulated to the Christchurch City sewage treatment and disposal system. Stormwater collection and disposal is to be fully reticulated to a system of swales and ponds, with associated litter traps and oil-water interceptors to ensure adequate treatment and retention of stormwater before it is discharged to the Courtenay Stream. This will ensure the protection of the water quality and ecological values of that stream and that the rate of stormwater discharge is not increased over that currently experienced from the site. Stormwater is not to be discharged to the Kaikainui Stream. The natural character and conservation values of this stream is to be significantly enhanced through the setting aside of a densely planted reserve along its margins. Public access is to be provided for along the margin of the Kaikainui Stream.

WAIMAKARIRI EMPLOYMENT PARK
Assessment of Effects on the Environment

4.2 SITE SELECTION

The site was chosen for its strategic location within the fast growing Waimakariri District. The site is 13km north of central Christchurch and 15 minutes from Christchurch International Airport making it an attractive base for a wide range of business activities. A Business Locational Analysis carried out by McDermott Fairgray has been used to assess the attribute ranking of the site. The results of this analysis are shown in Table 21.

Table 21
Business Locational Analysis

Attribute	Score
Proximity to:	
Port	-3
Arterial Road	3
Rail	2
Airport	2
Local Physical Amenity	2
Suppliers	-1
Workforce Residence	2
Services for Workforce	-1
Related Activities	-1
Public Transport	-1
Regional CBD	-1
Subregional Centre	2
Location of MD	-1
Consumer Population	2
Business Population	-1
Primary Producers	3
Site Values:	
Aspect/View/Profile	1.5
Distance from Competition	1

WAIMAKARIRI EMPLOYMENT PARK
Assessment of Effects on the Environment

Locational requirements differ across business activities therefore the levels of importance placed on each of these characteristics will differ. For example, companies reliant on an air freight operation will treat proximity to Christchurch airport as highly desirable. By matching the attribute listing to business sectors, a list of the most likely industries to be attracted to the site can be developed. From this, the suitability of the site for development has been determined.

Road Safety Administration Projects (All figures are Net of GST)

	Budgeted Expenditure and sources of funding				Actual Income & Expenditure			Balance of Funding Available
	Accrued Funding Ex 9/6/97	Funding NZRSP	Funding City Council	Total	Revenue YTD (Jul - Feb)	Expenditure YTD (Jul - Feb)	Total YTD (Jul - Feb)	
Unallocated Contingency Fund			\$35,756	\$35,756		\$0	\$0	\$35,756
Transfers From Suspense			\$53,238	\$53,238		\$19,674	\$19,674	\$33,564
General Non Specific Project Expenditure			\$2,500	\$2,500		\$0	\$0	\$2,500
Shared Liason Officer with Parking Unit (B/P)			\$15,000	\$15,000		\$0	\$0	\$15,000
Road Safety Co-ordinator		\$35,000	\$9,000	\$44,000	\$27,349	\$27,349	\$27,349	\$16,651
Speeds outside schools			\$37,000	\$37,000	\$13,265	\$13,265	\$13,265	\$23,735
Kidsafe Week		\$10,000	\$5,000	\$15,000	\$14,430	\$14,430	\$14,430	\$570
Child Restraint Campaign		\$15,000	\$2,000	\$17,000	\$14,425	\$14,425	\$14,425	\$575
Display at A&P Show		\$15,000	\$15,000	\$30,000	\$2,956	\$2,956	\$2,956	\$2,000
Cycle Safety		\$10,000	\$7,244	\$17,244	\$0	\$0	\$0	\$17,244
Winter Driving	\$10,000	\$10,000	\$10,000	\$20,000	\$0	\$0	\$0	\$20,000
Intersection safety		\$10,000	\$10,000	\$20,000				\$20,000
Urban speed campaign			\$10,000	\$20,000	(\$600)	\$4,156	\$3,556	\$16,444
Alcohol Projects								
Sober Driving Resources	\$20,000	\$5,000		\$25,000	\$825	\$825	\$825	\$24,175
Sober Driving Campaign	\$2,531	\$15,000		\$17,531	\$3,935	\$3,935	\$3,935	\$13,596
Maori targeting Maori		\$3,000		\$3,000	\$3,000	\$3,000	\$3,000	\$0
Crash Bash	\$1,052	\$5,000	\$5,000	\$11,052	\$1,640	\$1,640	\$1,640	\$9,412
Community Alcohol Action Programme	\$37,396	\$35,000		\$72,396	\$72,218	\$72,218	\$72,218	\$177
CAAP Co-ordinator	\$1,000		\$32,000	\$33,000	\$21,074	\$21,074	\$21,074	\$11,926
Pedestrian Safety			\$50,000	\$50,000	\$5,762	\$5,762	\$5,762	\$44,238
Safe Routes to School			\$60,000	\$60,000	\$30,256	\$30,256	\$30,256	\$29,744
Cycle Safe training			\$70,000	\$70,000	\$43,463	\$43,463	\$43,463	\$33,005
Safe with Age	\$6,468			\$6,468	\$0	\$0	\$0	\$6,468
Safe Start		\$3,000		\$3,000	\$0	\$0	\$0	\$3,000
Community Support		\$3,000	\$15,000	\$18,000	\$386	\$386	\$386	\$14,614
	\$78,447	\$149,000	\$438,738	\$666,185	(\$600)	\$278,815	\$278,215	\$387,970

Report on seminar by Victorian Police

Two members of the Victorian Police held a seminar in Christchurch at the end of February to explain enforcement methods used in Victoria. This was part of a national tour, with most presentations being made to members of the NZ Police..

**Harry Hayes, Chief Inspector Traffic Liaison Officer Operations Department,
Victoria Police**

Prevention of Crashes

The purpose of traffic enforcement is to prevent crashes and that Police should be familiar with the data showing where and why crashes are happening. Enforcement should concentrate on the issues where casualties will be reduced, such as speed, alcohol and restraints.

Police culture needs to change so that traffic enforcement is seen as important. There are more traffic fatalities than murders. If these figures were the other way around there would be an outcry.

Advertising in New Zealand such as the Danny and Tessa ads are excellent but their impact is reduced if they are not backed up by enforcement.

Police have limited resources. In Victoria there are never as many resources as Police would like. It is important to make the best of what you have, and use it as effectively as possible.

Consistency

One problem is a lack of consistency throughout the country and over time. There needs to be less tolerance of driving over the speed limit and the tolerance level should be consistent. There should be fewer warnings and more consistent fines. Drivers need to get the idea that they will be stopped anywhere for speeding.

In Victoria enforcement has been successful because it was

- Unremitting
- Concentrated on identified issues
- Used psychology (stealth and treachery)
- Formed a satellite around booze buses
- Monitored staff's performance

Mike Moloney, Inspector, Traffic Alcohol Section, Traffic and Operations Support Department

Trial campaigns on drink driving in the North Island have had an effect: There was a 47% reduction in night time fatal and injury crashes in Northland.

Rural Drink Drive Campaigns

The use of covert cars in country campaigns has been effective. A Police car sits outside the pub for half an hour. Everyone freaks out. The car drives away and does the same somewhere else miles away. Later a plain car comes back and sits on a side street to catch those sneaking out the back way.

The aim is to create prevention through fear of detection.

To do this you need:

- More Police exposure
- Good publicity
- Highly visible enforcement
- Credible in operation (Can't beat the system)
- Performed regularly

All these factors are vital to success.

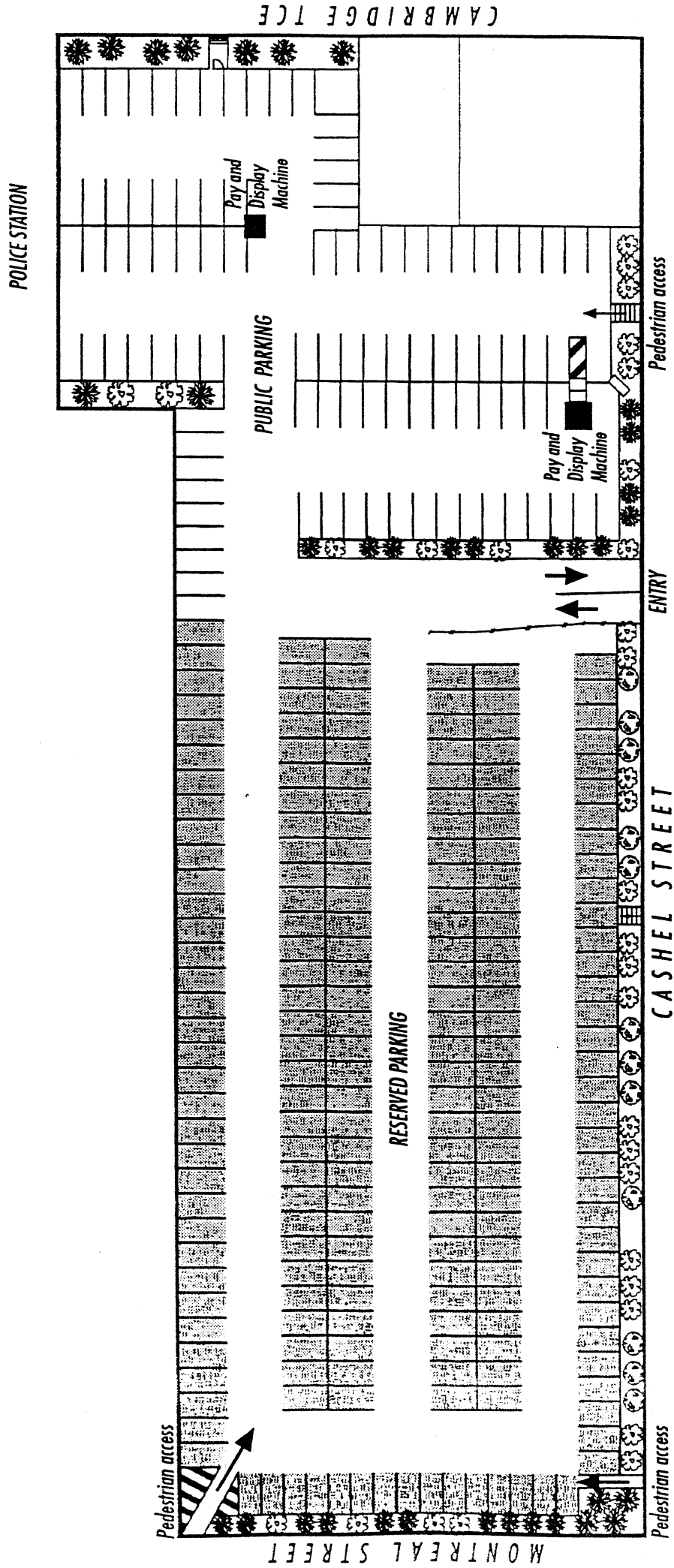
The number of positive tests is not a measure of the success of the campaign. Use of the media can add to visibility of Police campaigns. Enforcement needs to be credible and sustainable. Police need to be near pubs every Friday and Saturday night. To be consistent drivers must be prevented from avoiding the test site. All drivers should be screened without exception. A balance is needed between use of covert and overt enforcement.

Urban Areas

Patterns are different in urban and rural areas. People drink on more nights of the week in urban areas. Enforcement must be spread over the whole city to give the impression that drivers are likely to be stopped anywhere.

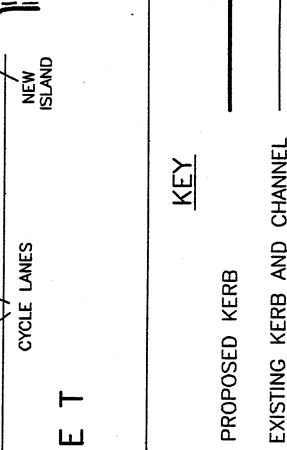
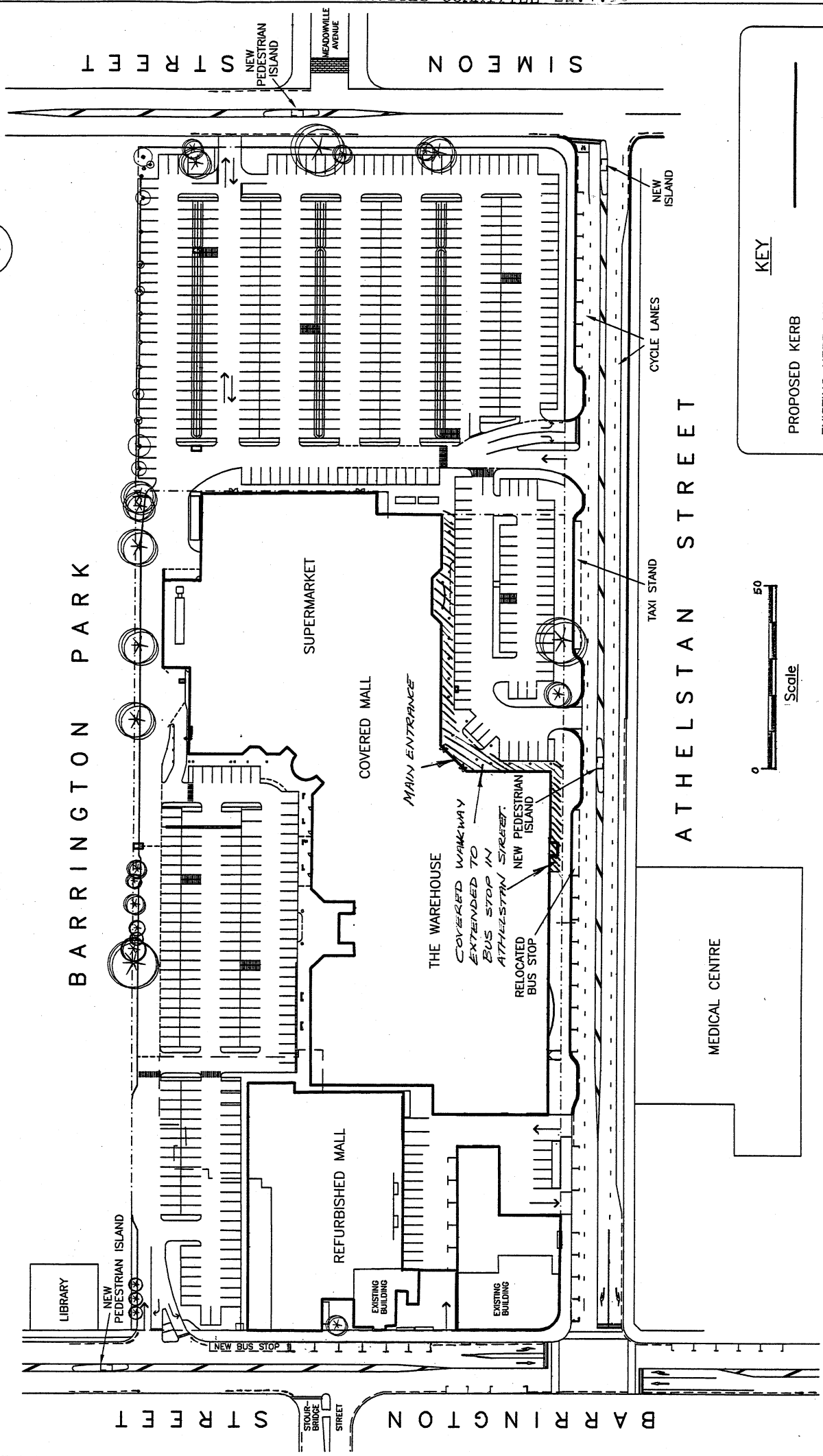
Summary

- The perception of the likelihood of detection of speeding and drink driving has to be enhanced. This is enforcement through psychology.
- Advertising changes public attitudes allowing higher levels of enforcement.
- Experience and research indicates that this approach works.

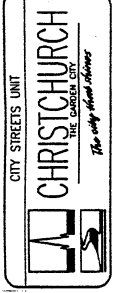


K redevelopment
E retained
B control

KEB Carpark



PROPOSED ROAD & PARKING LAYOUT
BARRINGTON MALL, CHRISTCHURCH



Davie Lovell-Smith Ltd
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Cotton Hill House, 79 Cashmere Ave, Christchurch 1, New Zealand
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SCHEDULE

1. That the 'zebra' pedestrian crossing adjacent to No 247 Barrington Street be removed.
2. That the 'Give Way' control on Athelston street at Barrington Street be revoked.
3. That 'traffic signals' be installed at the Athelston Street/Barrington Street intersection.
4. That all existing parking restrictions on Barrington, Athelston and Milton Streets in the vicinity of Barrington Mall be revoked.
5. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north eastern side of Barrington Street commencing at a point 25 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 5.5 metres.
6. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north eastern side of Barrington Street commencing at a point 42 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 6 metres.
7. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north east side of Barrington Street commencing at a point 54 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 44 metres.
8. That the parking of vehicles be restricted to a maximum period of 30 minutes (at any time) on the south western side of Barrington Street commencing at a point 16 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 6.0 metres.
9. That the parking of vehicles be restricted to a maximum period of 30 minutes (at any time) on the south western side of Barrington Street commencing at a point 28 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 6 metres.
10. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south western side of Barrington Street commencing at a point 15 metres from its intersection with Stourbridge Street and extending in a northerly direction for a distance of 27 metres.
11. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south western side of Barrington Street commencing at a point 67 metres from its intersection with Stourbridge Street and extending in a northerly direction for a distance of 8 metres.
12. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south western side of Barrington Street commencing at a point 81 metres from its intersection with Stourbridge Street and extending in a northerly direction for a distance of 7 metres.
13. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north eastern side of Barrington Street commencing at a point 20 metres from its intersection with Kinver Place and extending in a southerly direction for a distance of 12 metres.
14. That a 'motorcycle stand (time limit) 30 minutes' be created on the north eastern side of Barrington Street commencing at a point 48 metres from its intersection with Athelston Street and extending in a northerly direction for a distance of 6 metres.
15. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north eastern side of Barrington Street commencing at a point 11 metres from its intersection with Athelston Street and extending in a southerly direction for a distance of 52.5 metres.
16. That the parking of vehicles be restricted to a maximum period of 30 minutes (at any time) on the south western side of Barrington Street commencing at a point 27 metres from its intersection with Frankleigh Street and extending in a northerly direction for a distance of 12 metres.

17. That the parking of vehicles be restricted to a maximum period of 30 minutes (at any time) on the northern side of Milton Street commencing at a point 8 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 36 metres.
18. That the parking of vehicles be restricted to a maximum period of 30 minutes on the northern side of Athelston Street commencing at a point 6 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 24 metres.
19. That the parking of vehicles be restricted to a maximum period of 30 minutes on the northern side of Athelston Street commencing at a point 41.5 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 12 metres.
20. That the parking of vehicles be restricted to a maximum period of 30 minutes on the northern side of Athelston Street commencing at a point 79 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 48 metres.
21. That the parking of vehicles be restricted to a maximum period of 30 minutes on the southern side of Athelston Street commencing at a point 73.2 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 72 metres.
22. That a 'bus stop' be installed on the northern side of Athelston Street commencing at a point 127 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 18 metres.
23. That a 'taxi stand' be created on the northern side of Athelston Street commencing at a point 189 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 35 metres.
24. That a 'motorcycle stand (time limit) 30 minutes' be created on the southern side of Athelston Street commencing at a point 64.8 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 2 metres.
25. That the parking of vehicles be restricted to a maximum period of 30 minutes on the southern side of Athelston Street commencing at a point 47 metres from its intersection with Barrington Street and extending in an easterly direction for a distance of 12.5 metres.