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**RICCARTON/WIGRAM COMMUNITY BOARD  
4 MARCH 1998**

**A meeting of the Riccarton/Wigram Community Board  
was held on Wednesday 4 March 1998 at 5.00 pm**

**PRESENT:**

David Buist (Chairperson),  
Graham Berry, Helen Broughton, Mary Corbett,  
Ishwar Ganda, Lesley Keast, Mark Kunnen,  
Mike Mora and Bob Shearing.

Lesley Keast arrived at 5.04 pm and was present for all clauses except clause 8.

Mark Kunnen arrived at 5.05 pm and was present for all clauses except clause 8.

Mike Mora retired at 5.22 pm and was present for clauses 8 and 10 only.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

Nil

**PART B - REPORTS FOR INFORMATION**

**1. REPORT OF THE COMMUNITY AFFAIRS COMMITTEE**

The Board received the deliberations of the 24 February meeting of its Community Affairs Committee.

The main item of business was in relation to the community consultation project (following the receipt and presentation at the Board meeting held on 24 November 1998).

The Committee received a presentation from Jane McLachlan (Community Activities Officer, Beckenham Service Centre) on the process followed by the Spreydon/Heathcote Community Board in addressing issues raised by a similar exercise with the Spreydon/Heathcote community.

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The Committee agreed that a similar process, with some refinements, could be followed by this Community Board.

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In acknowledging the possible difficulties in how to best handle 'health' and 'education' (being two of the top three community-identified issues) the Board agreed that an emphasis should be given to the third (of the top three issues), that of 'community safety'.

A report is to be prepared for the next meeting of the Committee with a recommended process, framework and timeline. Substantial progress by the end of the current term of this Board (September 1998) was seen as most important.

Outcomes from the community consultation project would also be the subject of consideration by the Board in 1999/2000 objectives.

Other matters for ongoing deliberation by the Committee included an invitation for the recently appointed Youth Worker to address members, and meeting with the Riccarton and Hornby Youth Liaison Committees. This would give members the opportunity to view the 'big picture' of community-based social services currently being provided.

The Board **received** the information.

**2. REPORT OF THE ENVIRONMENTAL COMMITTEE**

The Board had before it a report from the Environmental Committee on its consideration of on-site stormwater disposal options at Kyle Park.

The Committee had met at Kyle Park on 26 February where Council officers provided an in depth explanation of the three options identified. Of these, the Committee recommended that the Board should endorse option 1 which provided for a retention/treatment pond east of the existing BMX track. The Committee also suggested that option 3 should be chosen as a second preference.

The Committee's further recommendation was that the Water Services Unit conduct appropriate consultations with the community, and provide a further report advising of the outcome of this consultation.

At the Board meeting the Community Manager advised that officers from the Water Services and Parks Units had given further consideration to the matter since the meeting of the Committee and had developed an additional option which they considered would more appropriately address the wish of the Committee to utilise and enhance the central area of the park, and to retain the existing trees at the western end of the park. While a costing had not as yet been completed it was expected that the new option would be cheaper than the preferred option 1.

The Board **decided** that the matter should lie on the table pending the receipt of full details of the new option.

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**3. CITY STREETS PROGRESS REPORT ON 1997/98 CAPITAL WORKS**

Members were in receipt of an extensive schedule of City Streets works currently being undertaken within the two wards.

One matter of concern was the delay in construction for the threshold treatment at the Springs Road/Garvins Road intersection.

A tabled letter from the Wigram Residents Association on this matter was also received.

In receiving the report the Board **agreed** that the concerns of the Association be acknowledged and referred to its Works and Traffic Committee for further consideration.

**4. PARKS PROGRESS REPORT ON 1997/98 CAPITAL WORKS**

Members received an extensive schedule of Parks works currently being undertaken within the two wards.

A need for public seating at Harrington Park was acknowledged; the Board **agreed**, by resolution, to allocate \$1,000 from its 1998/99 discretionary fund for the provision of two seats at this location.

**5. BROOMFIELD/HEI HEI/ISLINGTON LOCAL AREA TRAFFIC MANAGEMENT SCHEME**

The Area Engineer presented the draft Local Area Traffic Management Scheme to the Board. The local community had been very supportive and involved in the process undertaken to date.

Some of the community issues identified in the draft included heavy vehicle use on residential roads and their speed, road widening to meet industrial expansion, specific intersection problems. Parking pressure around Wycola Park with organised weekend sport activities was also identified by the Board.

The Board **agreed** that the draft Local Area Traffic Management Scheme be now circulated for public comment.

**6. SURPLUS PROPERTY - 84/86 AND 94 BUCHANANS ROAD**

In accordance with the Property Manager's flow chart process these three properties had been identified as being surplus to Council requirements.

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**6 Cont'd**

Consideration was now sought of options for disposal, lease, or redevelopment. The sections had been acquired in 1976 for possible future road widening but were now not required for this purpose.

The Board agreed that these properties were surplus to requirements and **decided** to endorse their disposal.

**7. REPORT OF WORKS AND TRAFFIC COMMITTEE**

The Board considered the following items referred from the 17 February meeting of the Board's Works and Traffic Committee:

**7.1 Rotherham Street  
Mall and Smiths City Access/Egress Points**

Concern was expressed at the ongoing safety issue arising from traffic using the exits from the Riccarton Mall and Smiths City Market car parks. With these exits being directly opposite each other there was often unsafe behaviour by motorists crossing Rotherham Street from one park to the other, sometimes at speed.

The Works and Traffic Committee agreed that there are essentially two options for improving or removing the current problem of vehicles "cutting through" Smiths City from the Riccarton Mall access ramp.

The first is to relocate the Smiths City vehicle entrance. This is already proposed as part of a car park redesign and building alterations planned in around two years time.

The cost of this is estimated at around \$8,000.

The second option is to construct an island across the intersection. This would prevent anyone from travelling straight through from the ramp into Smiths City and vice versa. Unfortunately it would also prevent legitimate right turns into either property. The mall management has indicated some concern at this but it has not been fully debated with them.

The cost of this option is also estimated at around \$8,000.

There was some discussion on who should finance any work, and, in particular, whether this should be the property owners or the Council.

The Board **decided** to facilitate a meeting to which the residents association and property owner(s) be invited to discuss the relocation of the Smiths City vehicle entrance.

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**7 Cont'd**

**7.2 Burdale Street Parking**

Concern was expressed at the continuing practice of employees in the area parking in Burdale Street, often preventing residents or guests utilising the street for their own purposes.

The Works and Traffic Committee agreed that the installation of further parking restrictions on one side of the other streets now affected by “all day” parking is an issue which requires further investigation.

The Board **decided** that the area east of Clarence Street bounded by Riccarton Road and Burdale Street to include Mandeville Street be subject to an on-street parking study and that the outcomes be brought back to this Committee for consideration.

The Board also **decided** that a letter be sent to the City Streets Manager and the City Services Committee Chairperson expressing concern that parking issues had not been adequately addressed by the Riccarton Road Traffic Management Study.

**7.3 Maxwell Street Crossing Opportunity**

The Association had received a petition seeking urgent action in overcoming present difficulties for pedestrians crossing Maxwell Street when visiting Riccarton Mall.

The Pedestrian Advocate (Mike Thomson) had reported his support to the residents’ request for a pedestrian facility crossing Maxwell Street at the Mall frontage.

He considered a refuge island located just east of the Division Street intersection was the most appropriate. This option is the most cost effective (\$7,500 including design, supervision, management and construction). The facility could be built without affecting driveway access, through movements, or Mall traffic. Refuge islands are considered to be the safest option whereby pedestrians need to consider other road users rather than simply stepping out into the roadway hoping that the vehicle driver will yield.”

There was discussion on the best traffic management option; the refuge island or a raised platform between the extended kerbs (currently in place) at the Division Street intersection.

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**7 Cont'd**

The Board **decided:**

1. That the Pedestrian Advocate be requested to provide more detailed information by way of a report, addressing the benefits and/or hazards of the raised platform option and median option: such report to include details of pedestrian movement numbers, pedestrian desireline, etc.
2. That this information be available for the 17 March meeting of this Committee.
3. That the Community Board give favourable consideration to funding the raised platform option in the sum of \$20,000 from 1998/99 Project Funds.

**7.4 College of Education**

Responding to residents' concerns about the effects of on-street parking around the College of Education, the Community Board facilitated three public meetings.

In total 70 residents attended and gave their comments.

The Works and Traffic Committee received the community's feedback. It was evident that the degree of concern was not as high as what may have initially been thought.

The Works and Traffic Committee had formulated a scenario incorporating measures and restrictions. The clearest message received was that parking ticks would be welcome by the majority of residents.

Parking bans were identified in Ilam Park Place (due to narrow carriageway width) and the bends within Rutherglen Avenue.

Dovedale Avenue and Solway Avenue had the width to allow angle parking at 90° to the kerb without altering the kerb position.

All existing restrictions would be rescinded and Council approval (through the City Services Committee) would be required for the installation of parking ticks.

Communication back to the residential catchment would be by letterbox drop.

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**7 Cont'd**

The Board **decided** that parking ticks be installed (subject to City Services Committee approval). Also, that the College of Education be approached with the view to a cost-sharing partnership to the installation of angle parking on Dovedale Avenue and Solway Avenue.

The proposed letterbox drop to residents advising the Board's decisions was endorsed.

**7.5 Public Transportation Strategy  
Canterbury Regional Council Discussion Document**

At its February meeting the Board decided that a submission on the discussion document "*Two Futures - One Choice*" be made via this Committee and referred back to the 4 March meeting of the Community Board.

While agreeing that it was important that there should be a long term strategy developed for public transport in Christchurch, the Board was extremely concerned that the discussion document only provided for two particular options with one, apparently, obvious outcome.

In **deciding** not to prepare a submission the Board expressed strong disappointment that more detailed options were not offered, and also considered that the particular consultation process was not a cost effective exercise on behalf of the ratepayers of the city. Officers were asked to advise the Canterbury Regional Council accordingly.

**7.6 Other Matters for Information/Later Consideration**

1. **Blenheim Road Overbridge/Realignment**
2. **SH1 Carmen Road, Hornby, Level Crossing**
3. **Riccarton Car Parking**
4. **Riccarton Road Traffic Management Plan**
5. **Halswell/Halswell Junction/Kennedys Bush/Sparks Road Intersection**

Unfortunately there is still no budget for the project. This is contrary to advice received from Transit New Zealand in 1997, at which time information was received that construction was planned in the 1998/99 financial year.

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**6. Meeting with Transit New Zealand**

As resolved by the Community Board (4 February), a meeting with Transit New Zealand is being arranged. The question of kerb and channel on the Main South Road (Chalmers to Parker) will be on the agenda for that meeting, as will be the Southern Motorway Arterial option and the Halswell/Halswell Junction/Kennedys Busy/Sparks Road intersection.

The Board **received** this information.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**8. CONFIRMATION OF BOARD REPORT OF 4 FEBRUARY 1998**

The Board **resolved** that the report of the meeting held on 4 February 1998 be confirmed.

**9. ALLOCATION OF PROJECT AND DISCRETIONARY FUNDING FOR 1998/99**

Three meetings of the Board's Finance and Policy Committee (the third being an informal meeting of the Committee) had addressed the process of allocating the Board's project and discretionary funds for 1998/99.

Members discussed the identification of 'high leverage community initiative' items/opportunities as well as 'bricks and mortar', and generally supported the "projects" identified at the informal meeting held on 19 February.

Mark Kunnen moved "*that \$20,000 be used in a 'trees for parks' scheme throughout the Board area*".

Whilst this idea was supported, the majority of members considered that its inclusion into the project fund schedule had to be by way of the process previously adopted, and that additional "projects" would need to be considered along with all of the other priorities previously identified.

The motion was seconded by Graham Berry and when put to the vote was **lost** by two votes to six votes on division no 1, the voting being as follows:

**For (2)**            Graham Berry, Mark Kunnen

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**Against (6)** Mary Corbett, Lesley Keast, Ishwar Ganda, David Buist,  
Helen Broughton and Bob Shearing

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The Board **resolved** to allocate its 1998/99 project funding as follows:

	\$
Project 2000	15,000
Hornby youth worker	15,000
Gilberthorpes OSCAR	14,000
Riccarton youth subsidies	10,000
Community development facilitation, Hornby	17,000
Community initiatives fund	23,000
Outdoor youth recreation facilities	30,000
Maintenance assistance fund for community sports groups	5,000
Arcon Stream reserve play equipment	15,000
Kyle Park planting	6,000
Buchanans/Vanguard pedestrian improvements	15,000
Pedestrian safety treatment works	20,000
Traffic restraints	45,000
Waterloo Road at Kyle Park - three pedestrian refuge islands	20,000
	<u>20,000</u>
	<u>\$250,000</u>

The Board further **resolved** that its 1998/99 discretionary fund of \$50,000 be retained and allocated during that financial year, noting the commitment to Harrington Park seating of \$1,000 (clause 4 of this report refers).

**10. WADELEY ROAD TRAFFIC RESTRAINT OPTIONS  
WAIMAIRI ROAD INTERSECTION**

Over recent months the Board's Works and Traffic Committee has had discussions with residents of Wadeley Road concerning traffic volumes and vehicle speed.

Wadeley Road is seen as an attractive bypass to the intersection of Maidstone Road and Waimairi Road.

A video-recorded count of traffic movements over a ten hour period on 12 November 1997 revealed an estimated daily traffic volume of around 4,800 vehicles, with an average hourly flow during the ten hours surveyed of around 370 vehicles.

Volumes as identified are about three times the maximum desirable for a local residential street such as Wadeley Road.

The City Services Committee had identified the Maidstone/Waimairi intersection traffic signal work for inclusion in the draft capital works programme for 1998/99. The traffic signals will need to provide 'arrow' facilities so as to 'soften' the impact of turning restrictions at Wadeley Road. There may be the opportunity to finance any work at Wadeley/Maidstone as part of the Maidstone/Waimairi Intersection project.

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Option 2 was favoured, this being a 'left turn in' only at Waimairi Road.

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Full consideration of the report, the options, residents' expectations, and financing this work (through the Maidstone/Waimairi Intersection project) was given.

As Waimairi Road was the responsibility of City Services Committee it was felt that that Committee be informed, as soon as practicable, of the Board's deliberations.

The Committee also agreed that the Area Engineer discuss with the City Streets Unit the option of funding of the Waimairi Road remedial work from the Council's allocation of funds for the signalisation of the Maidstone/Waimairi intersection.

The Board resolved:

1. That option 2 (left turn in only at Waimairi Road) for the Wadeley Road/Waimairi Road intersection be adopted.
2. That the recommended option be subject to a safety audit.
3. That, subject to a satisfactory outcome from the safety audit, the Board inform the City Services Committee of the need for this work to proceed at the earliest opportunity, and that speaking rights be sought if considered necessary.
4. That the recommended option be put out for public consultation (the consultation to include personalised letters to all property owners and/or residents) the outcomes of which be reported to the Works and Traffic Committee at its 21 April 1998 meeting.
5. That confirmation be sought that this work will be included and funded from the proposed Waimairi Road/Maidstone Road Intersection traffic signal installation project; confirmation to be received by the Works and Traffic Committee at its 21 April 1998 meeting.

**11. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the draft resolution to exclude the public, set out on page 39 of the agenda, be adopted.

**CONFIRMED THIS 1ST DAY OF APRIL 1998**

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**CHAIRPERSON**