



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD AGENDA

TUESDAY 14 FEBRUARY 2006

AT 5.00PM

IN THE BOARDROOM, UPPER RICCARTON LIBRARY, 71 MAIN SOUTH ROAD
SOCKBURN, CHRISTCHURCH

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1. APOLOGIES

2. CONFIRMATION OF THE PREVIOUS MEETING, 25 JANUARY 2006

The report of the Riccarton/Wigram Community Board meeting of 25 January 2006 has been circulated to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Riccarton/Wigram Community Board meeting of 25 January 2006, as circulated, be taken as read and confirmed.

3. DEPUTATION BY APPOINTMENT

3.1 RANNERDALE VETERANS HOSPITAL AND HOME LIMITED

Stephen Shamy, General Manager, Rannerdale Veterans Hospital and Home would like to address the Board to seek funding towards holding a gala in spring 2006. The home is celebrating both fifty years at the current site on Hansons Lane and the Government has also declared 2006 to be "The Year of the Veteran".

4. RUAPUNA NOISE ISSUES

General Manager responsible:	General Manager, Regulation & Democracy Services
Officer responsible:	Jason Rivett, Acting Environmental Services Unit Manager
Author:	Jane Anderson, Planner City Plan Team DDI 941-8164

PURPOSE OF REPORT

1. The purpose of this report is to respond to the request for information from the Board regarding the noise levels at Ruapuna. The report refers to four attachments, a-d, which have been circulated separately.

EXECUTIVE SUMMARY

2. The Board has requested that the Council provide information related to the noise levels at Ruapuna. This report provides responses to the five issues raised by the Board in December.
 - (a) "Background to the changes to the City Plan relating to Ruapuna" – the rules were established in 1995 when the City Plan was publicly notified. When the Plan was publicly notified, a number of submissions were made, the majority of the submissions received requested that the noise standards be relaxed. The Council officers prepared reports on these submissions which were heard by a Hearings Commissioner (see attachments B and C). The Council then adopted the recommendations from the Commissioner in June 1999.
 - (b) "Whether mufflers are currently being used" – the Council's Environmental Effects team has confirmed that the use of mufflers varies between vehicles. However, the monitoring process has established that those vehicles without mufflers comply with the rules of the Plan.
 - (c) "What other sound-proofing opportunities are available" – some attenuation of noise at the boundary of the zone could be achieved by additional fencing or mounding, however, it is unlikely that any noticeable reduction would be achieved at a distance from the park.
 - (d) "Protection of the trees at the southern end of the site" – the mitigation of noise provided by the trees at the southern boundary is negligible. In order that these trees may provide a level of attenuation to the noise levels there would need to be a number of rows of trees around the boundaries of the entire park.

4 Cont'd

- (e) "Information on the steps involved with a variation to the City Plan" – any party may apply for a plan change to modify the noise levels for Ruapuna, or for the Council itself to modify the rules. It should be noted that because the activities at Ruapuna are long-established, they have existing use rights under the Resource Management Act. This means that they would be entitled to continue at present levels, whatever the City Plan rules provided.

FINANCIAL AND LEGAL CONSIDERATIONS

3. None known.

BACKGROUND TO THE 1999 CHANGES TO THE CITY PLAN RELATING TO RUAPUNA

4. The rules concerned were established in 1995 when the City Plan was publicly notified. The City Plan is a document that the Council is required to produce under the Resource Management Act 1991. Its basic purpose is to control the environmental effects of land use. One of the many environmental effects the City Plan deals with is noise. Attachment "A" is a copy of the noise rules relating to Ruapuna in the 1995 City Plan.
5. When the City Plan was publicly notified people were entitled to make submissions on it, and to seek changes. Many organisations and individuals made submissions seeking that the noise standards for Ruapuna be relaxed. Although it would have been possible for people such as local residents to submit asking for greater restrictions, no one did so.
6. As required by the Resource Management Act, the Council then published a summary of all these submissions, giving people the opportunity to either support or oppose the first set of submissions. A number of people and organisations then supported the submissions seeking relaxed noise standards. Only one person opposed these submissions.
7. The Council officers then prepared reports on the submissions, and a hearing was conducted. The Council appointed a Hearings Commissioner to hear the submitters, consider the reports, and make a recommendation on the issues. Two hearings were held, on 17 December 1996 and 19 March 1997. In between a supplementary officers report was produced. Attachment "B" are copies of the officers reports to the hearings.
8. Following the hearings, the Commissioner produced a recommendation, Attachment "C". The Commissioner seems to have been influenced by the fact that the Raceway was long-established, there was little or no history of complaint about it, and that the limited changes proposed could be justified. The Council adopted his recommendation on 22 March 1999 and publicly notified the changes on 08 May 1999. No appeals were lodged with the Environment Court so this version of the rules has been in effect since June 1999. The current version of the rules is attachment "D".

NOISE LEVELS IN THE RUAPUNA ENVIRONMENT

9. The Council's Environmental Effects team has been monitoring the noise levels at a number of points around the Ruapuna area. Throughout this process, the team has measured the noise levels produced by a number of different activities occurring in the area. Specifically related to the questions from the Riccarton Wigram Community Board:
10. **The use of mufflers:** The use of mufflers varies between vehicles. A number of the vehicles using the Ruapuna Park do have mufflers, however, the monitoring process has established that those vehicles without mufflers do comply with the noise standards established by the rules of the Plan (Volume 3, Part 11, Rules 1.3.1-1.3.4).
11. **Other soundproofing options:** The 4-5 metre bunds that surround both the race track and the speedway provide a high level of noise mitigation. The noise from the park is generated from a number of sources, and as such further noise mitigation is difficult. As the "Supplementary Report", provided in "B", states "although some attenuation of noise at the boundary of the zone could be achieved by additional fencing or mounding, it is unlikely that any noticeable reduction would be achieved distant from the park". Therefore, due to the nature of the activities occurring at Ruapuna, there are limited options available for soundproofing.

4 Cont'd

12. The Environmental Effects team is continuing to monitor the noise levels and a report regarding its findings will be available later in the year.

PROTECTION OF THE TREES AT THE SOUTHERN END OF THE SITE

13. The trees that are located on the southern boundary of the Ruapuna Park are not protected by the Plan. The trees are sparsely planted, with a maximum of two rows in places. The level of noise mitigation provided by these trees for surrounding residents is negligible. In order that trees provide a level of attenuation to the noise levels, there would need to be a number of rows around the boundaries of the entire park. The bunds are a more effective approach in mitigating noise.
14. The five kowhai trees, located in the south of the Park, have been identified as notable trees and as such are protected by the rules of the Plan.

COUNCIL LED PLAN CHANGE

15. It is possible for the Council to investigate a plan change regarding the noise rules at Ruapuna. A Council led proposed plan change would be assessed against the Council's prioritisation process as outlined in the table below. According to this assessment, it is likely that the plan change would be assessed as being priority 1. However, according to Section 10 of the Resource Management Act, land may be used in a manner that contravenes a rule in the district plan if the use was lawfully established before the rule become operative (existing use rights). The activities occurring at Ruapuna have lawfully established existing use rights. Therefore, any proposed change to the noise rules would be subject to the influence of Section 10, creating difficulties for enforcing changes to the noise level rules.

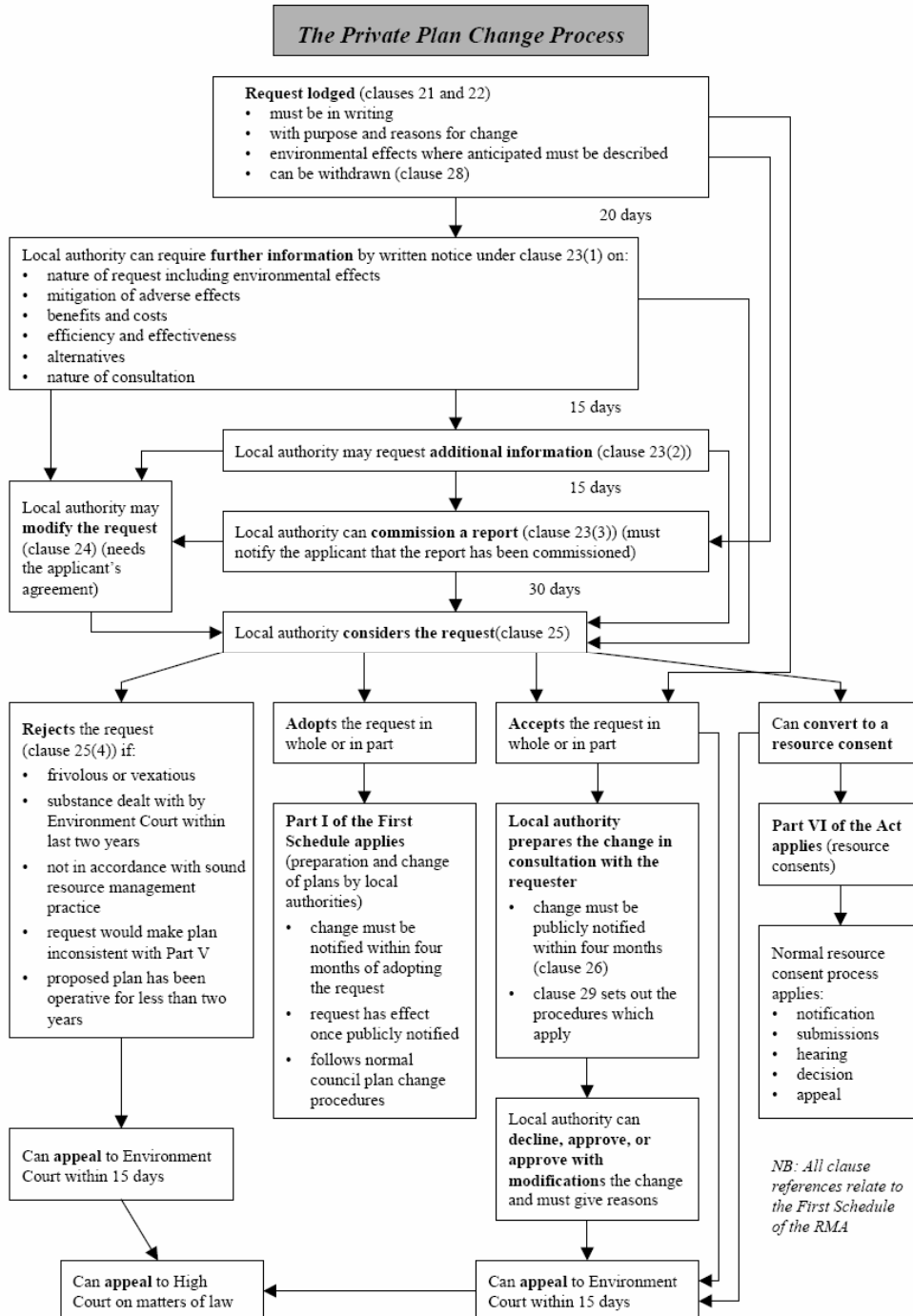
<p>Prioritisation Process for Plan Change Workloads</p> <p>The approach to prioritising workload is as follows;</p> <p>Priority 1</p> <ul style="list-style-type: none">• Environment Court Process• Council statutory process• Existing Council commitments• Essential Projects• Investigations involving matters with either significant environmental effects or significant community or public benefits <p>Priority 2</p> <ul style="list-style-type: none">• Private Plan changes• Other investigations <p>Priority 3</p> <ul style="list-style-type: none">• Database of potential plan changes (approx 400 items)
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WHAT STEPS ARE INVOLVED IN A PRIVATE PLAN CHANGE PROCESS?

16. The Christchurch City Plan was made partially operative on 21 November 2005. As a result, any changes to the Plan may be made under the processes established in Part 2 of the First Schedule of the Resource Management Act. Whilst the Council may reject applications for Plan Changes within two years of the City Plan becoming operative, it will consider any applications in the manner set out in the First Schedule of the Act.
17. Under the First Schedule, any person (including companies and incorporated organisations) may request a change to the District Plan. The form of this request should be made to the Council in writing, outlining the purpose and reasons for the proposed plan change. Where it is anticipated that the proposed plan change may have environmental effects, these must be described in an 'Assessment of Environmental Effects' report. This is outlined in the Fourth Schedule of the Act. The degree of information provided is at the discretion of the applicant, however, the Council may request that further information is provided. The Council staff will provide the applicant with constructive guidance on their request. This will ensure that this process remains transparent and that costly delays are avoided wherever possible.

4 Cont'd

18. Once all information has been received, the Council will make a decision within thirty working days. The decision will either; adopt the plan change request as its own, accept the request in whole or part, decide to deal with it as a resource consent, or reject the request on certain grounds. However, these decisions may be appealed in the court system. The diagram below shows the path a private plan change progresses through:



Source: MFE, 2000.

19. It would therefore be possible for any party to apply for a plan change to modify the noise rules for Ruapuna. Whether this was to increase or reduce the noise limits, it can be almost guaranteed that this would be extremely controversial. It should also be noted that because the activities at Ruapuna are long-established, they have existing use rights under the Resource Management Act. This means that they would be entitled to continue at present levels, whatever the City Plan rules provided.

4 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the report be received.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

5. LESLIE PARK – PROPOSED EASEMENT BY ORION TO INSTALL A 33KV CABLE CIRCUIT ALONG THE EDGE OF LESLIE PARK

General Manager responsible:	General Manager, City Environment Group
Officer responsible:	Richard Holland, Acting Greenspace Unit Manager
Author:	Tony Hallams, Policy and Leasing Officer, DDI 941-8701

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval to grant an easement over part of Leslie Park, Pt RES 332, a recreational reserve covered under New Zealand Gazette Notice 1965 1167, in which to lay a 33 Kv cable circuit. Orion New Zealand Limited has indicated the application is necessary to provide for the increased electrical energy demands in the Hornby area. The details of the proposed easement are provided in the attached plan.

EXECUTIVE SUMMARY

2. Orion New Zealand Limited requires an easement in Leslie Park in which to place a cable circuit to convey electricity.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The Board has the delegated authority from Council to make the decision on behalf of Council whether to grant the easement or not.
4. Leslie Park is a recreational reserve subject to the Reserves Act 1977. Orion New Zealand Limited is seeking an easement in which to place a 33 kV cable circuit to increase the electric network in the Hornby area. Council officers are of the view that the proposed easement route will have little impact on the existing reserve, and that with the intended widening of the carriageway by Transit New Zealand in the period 2006-2007, (please refer to the attached statement from Transit New Zealand dated 13 December 2005), the applicant will be legally entitled to place the cable circuit at the side of the carriageway as covered under Section 24 of the Electricity Act 1992. It is considered that it would be unreasonable for the Council to seek compensation at this stage from Orion New Zealand for the right to have an easement, but compensation through the Council's Corporate Services Unit will be sought by the Council from Transit New Zealand for the acquisition of the land prior to road widening.
5. Part 1 of section 48 of the Reserves Act 1977 allows for the granting of rights of way and other easements across reserves. Part 2 of this section requires that before granting the easement, the Council publicly advertise its intention to grant the easement. Part 3 of this section allows these advertising provisions to be dispensed with, if the proposed easement is not likely to 'materially alter or permanently damage the reserve, and the rights of the public are not likely to be permanently affected'. It is considered that both these tests will be satisfied, because no structures will be built above the ground, and therefore the rights of the public will not be affected by the proposal. Public advertising will therefore not be required, although the consent of the Department of Conservation will be required.
6. Orion New Zealand Limited will pay all costs associated with the establishment of the easement, which will include Council officers time spent preparing reports, attending Council meetings and preparing legal documentation, together with the fees of outside agencies required to complete the process, which will include the Minister of Conservation's approval fee.

5 Cont'd

7. Survey plans of the easement shall be provided within three months of granting of the easement, so the easement can be registered as required by the Reserves Act 1977.

BACKGROUND

8. The applicant has indicated that Orion New Zealand Limited needs to lay an additional cable circuit from the Transpower substation at Islington to Orion's Hornby substation in Halswell Junction Road to provide for the increased electrical load which is developing in the Hornby area.
9. The applicant proposes laying a cable along the east side of Halswell Junction Road along part of the existing periphery of Leslie Park as shown on the attached plan number 506785 sheet 4.

OPTIONS

10. The applicant has considered two possible routes for the new cable circuit, one being southwards along Halswell Junction Road, and including Shands Road, Seymour Street, Parker Street, Waterloo Road, and Fulham Street. The other route considered, and the preferred option, is northwards along Halswell Junction Road, and includes Waterloo Road and Fulham Street.

THE APPLICANT'S PREFERRED OPTION

11. The preferred option referred to above is a significantly shorter route than the first route considered. The applicant seeks to lay the cable along the east side of the road and a small peripheral part of Leslie Park, (an area not yet acquired by Transit New Zealand) because there are no remaining offsets available for the laying cables in the west side footpath
12. The applicant has indicated that Orion would normally lay cables in the existing footpath, but in this case, Transit New Zealand plans to widen Halswell Junction Road in this area, as detailed under the attached plan. If any cables were laid in the existing footpath they would end up in the future carriageway with road widening. This would be an undesirable situation for the following reasons:
 - the need to impose traffic management procedures on a busy road in order to gain access to these cables in future, in the event of a cable fault
 - the difficulty in accurately restoring the surface of a carriageway after the repair of a cable fault
 - the repeated stress on buried cables, especially joint cables, when many heavy vehicles drive over them.
13. Any works on Leslie Park will be consistent with Council policy. Before any tenders are let or work commences on Leslie Park, discussions will be held with the Parks and Waterways advocate (Riccarton/ Wigram Ward) and the Greenspace Unit to ascertain the Councils requirements through the construction phase of the laying of the cable circuit.
14. It is considered that there will be no detrimental long-term environmental effects as an outcome of the proposal because of the small area of land sought, and the applicant indicating that the future boundary line of the carriageway will encompass the easement area sought. The proposal will not adversely affect any future utilisation and development of the reserve.
15. Orion New Zealand will be required to pay all costs associated with the establishment of the easement, which will include Council officers' time spent preparing reports, attending council meetings, preparing legal documentation, together with the fees of outside agencies required to complete the process. These will include the Minister of Conservation's approval fee, survey fees, and the Land Information New Zealand documentation fees.

5 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board resolves to grant a registered easement to Orion New Zealand Limited as provided for in Section 48 of the Reserves Act 1977, over approximately 76m² (the easement being approximately 2m wide by 38m long), of part of Pt RS 332, as shown in the attachment subject to the following conditions:

- (a) That the applicant lodges a survey plan of the proposed easement with Land Information New Zealand within three months of the granting of the easement.
- (b) That the approval of the Minister of Conservation is obtained.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

6. HALSWELL DOMAIN WAR MEMORIAL – FLAGPOLE INSTALLATION

General Manager responsible:	General Manager, City Environment Group
Officer responsible:	Michael Aitken, Greenspace Unit Manager
Author:	Rod Whearty, Parks and Waterways Area Advocate, DDI 941-6510

PURPOSE OF REPORT

1. The purpose of this report is to outline a community initiative promoting the installation of a flagpole adjacent to the War Memorial on Halswell Domain. The report also contains a recommendation seeking Board funding for the proposal.

EXECUTIVE SUMMARY

2. Board members will recall a deputation from Ron Fensom (Halswell Residents Association) to the Board on 12 July 2005, where he outlined a proposal to install a flagpole adjacent to the war memorial on Halswell Domain. In response to that deputation the Board resolved to "*Support, in principle, the proposal for a flagpole and associated enhancement works at the Halswell War Memorial site, and requested staff to provide a report to the Environment Committee on the proposal*".
3. A number of years ago the Papanui Returned Services Association approached the Halswell Residents Association seeking support and assistance with holding an annual Memorial Ceremony at the Halswell War Memorial on ANZAC Day. The Halswell Residents Association through Ron Fensom took up the opportunity, and have organised and coordinated the ceremony at the Halswell War Memorial for the last 5 years.
4. The ceremony is a joint community project involving other community service organisations, community leaders and local churches. There are specific Transit NZ traffic management requirements due to the location of the War Memorial, being adjacent to a State Highway. The Residents Association receives assistance from the local Lions Club for Traffic/Crowd management on the day, while the Council has previously assisted with developing and submitting the Traffic Management Plan to Transit NZ for approval.
5. The raising of the New Zealand flag is a traditional and standard feature at ANZAC Memorial Services and is considered to be an important part of the proceedings. Unfortunately the absence of a flagpole at the Halswell War Memorial has prevented this from occurring. Nationally, the numbers of people attending ANZAC services has been increasing over the last few years. The current situation is far from ideal, due to the inability to carry out this important and symbolic part of the ceremony.
6. The current proposal is to install the flagpole within a small paved area adjacent to the War Memorial. The paved asphalt area will be in the shape of a Poppy and coloured accordingly, to further symbolise and strengthen the ANZAC connection.

6 Cont'd

7. The proposal requires the removal of a small oak tree and an existing Hawthorn along with some other smaller and undesirable self sown shrubs. These removals are not considered significant due to the presence of other existing and more desirable trees adjacent to the site. Some thinning of the self sown species has already taken place as part of our routine park maintenance operations.
8. The Greenspace Unit is supportive of the proposal and believe it will be a worthwhile and valued addition to the existing War Memorial. Accordingly, staff will be recommending that the Board approve this proposal and funding application.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The proposed plan has been seen by representatives of the Paparua Returned Services Association and staff have received written confirmation that they are comfortable with and supportive of the proposal.
10. The Greenspace Unit has the responsibility for the day to day maintenance of the Halswell War Memorial. Funding for this is provided within the Greenspace Unit's operational maintenance budget. Funding for the removal of the three trees is also provided for, and will be undertaken within the Unit's operational maintenance budget.
11. However, the installation of the new flagpole and paving etc is a capital item and there is currently no budget provision for this work within the Greenspace Unit's 5 year Capital Works Programme.
12. The Halswell Residents Association has obtained a quote for the supply of the flagpole. The Greenspace Unit has met the design costs of preparing the plan and obtained a quotation for the implementation of the plan. The quotation covers installation of the flagpole, paving and associated minor landscaping. The costs are shown below and all prices are exclusive of GST.

Supply Flagpole

- 7.5 metres high, powder coated white with internal halyard. \$ 866.00

Construction/Installation

- Paving, installation of flagpole and associated landscaping. \$3,415.00

Total \$4,281.00

13. The Board has \$25,000 within its 2005/06 Environment Committee Fund which is currently unallocated to any specific projects. Funding for this proposal could be allocated from that budget if the Board Members wished to support this community initiative.
14. All work will be carried out by a Council approved contractor with the appropriate health and safety and work site management controls in place.

STAFF RECOMMENDATION

That the Board:

- (a) Approve the Halswell Residents Associations application to install a flagpole adjacent to the War Memorial in Halswell Domain as shown in the attached plan.
- (b) Allocate \$4,281 from their 2005/06 Environment Committee Fund to cover the cost of the installation.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

7. COMMUNITY PRIDE GARDEN AWARDS IN RICCARTON/WIGRAM 2006

General Manager responsible:	General Manager, Community Services
Officer responsible:	Lesley Symington, Community & Recreation Unit Manager
Author:	Clare Quirke, Community Engagement Adviser, DDI 941-6501

PURPOSE OF REPORT

1. The purpose of this report is to request \$3,370 funding from the Board's discretionary fund to provide for the annual Community Pride Garden Awards. The awards are a celebration and acknowledgement of the contribution residents make to the beatification of the ward by caring for their gardens and street frontages. The Board has funded the awards in previous years. The event is also an important local networking opportunity.

EXECUTIVE SUMMARY

2. The Community Pride Garden Awards are looked forward to each year by residents as an occasion where those selected by the Christchurch Beautifying Society to receive an award are given an opportunity to celebrate with family, friends and neighbours.
3. The requested amount of \$3,370 for the Board's consideration includes:

Riccarton Ward
 Riccarton Racecourse (Showgate)
 150x guests @ \$8 p/person (club sandwiches, savouries, slices, tea and coffee) = \$1200
 Venue hire \$280
 Printing of certificates 150x 90c each = \$135
 Sub Total \$1615

Wigram Ward
 Hornby Working Men's Club (Westfield Lounge)
 150x guests @ \$9 p/person (club sandwiches, savouries, tea and coffee) = \$1350
 Venue hire \$0
 Printing of certificates 150x 90c each = \$135
 Sub Total \$1485

+ postage costs

300 letters (outgoing) x 45c
 300 letters (return envelopes that will contain photos of gardens) x 45c
 Sub Total \$270

Total \$3370

STAFF RECOMMENDATIONS

It is recommended that the Board approve funding of \$3,370 for this year's Community Pride Garden Award ceremonies in Riccarton and Wigram.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. SUBURBAN PUBLIC TRANSPORT INTERCHANGES CRITERIA

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Unit Manager
Author:	Robert Woods, DDI 941-8060

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's feedback on certain proposed criteria to identify locations for the development of three suburban bus interchanges. A further report will then present an analysis of potential locations using these criteria (once approved by Council) and a request for Community Board comment on a recommendation of the three locations for scheme development, prior to seeking a resolution of such from Council.

EXECUTIVE SUMMARY

2. The development of suburban interchanges are integral to achieving the Council's vision and goals for public transport as set out in its Christchurch Public Passenger Transport Strategy. In this Strategy, the Council has a target for the adoption of a plan identifying locations of interchanges and construction of three interchanges by June 2006.
3. In December 2005 staff conducted a seminar for Council and Community Boards on the role of interchanges and highlighted the particular functions of them in Christchurch (attachment 1). The seminar outlined the aim of achieving positive community outcomes through transport improvements that encourage increased suburban transfer between services forming the metro network and also between public transport and other modes of travel. This is currently an under-utilised aspect of the system because despite the metro services being largely in place for people to move around the network, there are not the appropriate passenger interchange facilities at key points in the network to encourage transfers. By encouraging people to maximise the flexibility of the system by interchanging between services and modes, they will be able to make better use of the metro system to access a wider range of destinations, rather than be limited to just a single bus trip. This will improve the convenience of the system to present customers whilst also allowing new customers to take advantage of an improved metro system as the overall level of service becomes more aligned with their travel requirements and expectations.
4. The success of suburban interchanges depends upon improvements in a number of key areas. These improvements may be considered the key objectives for the development of the interchanges and comprise :
 - the provision of quality interchange passenger facilities at the right locations
 - appropriate passenger services to facilitate interchange
 - the provision of good access and arrangements for other modes
 - strong ongoing marketing and promotion of the facility once it is up and running
5. Success in these areas will require the Council to engage with other key stakeholders, such as Environment Canterbury, local businesses and the surrounding local Communities.
6. In order to identify a fair and technically robust process for selecting the first three interchange sites, a number of different criteria options were considered. These comprised site selection by:
 - (a) geographical spread.
 - (b) existing passenger demand.
 - (c) existing level of passenger services.
 - (d) surrounding population catchment.
 - (e) importance of the suburban centre in comparison to other centres.
 - (f) status of the centre within the metro network.

8 Cont'd

- (g) land availability and complexity of procurement.
 - (h) traffic management implications and impacts on other road users.
 - (i) extent of changes required to the existing metro services and for existing passengers.
 - (j) impacts on neighbouring land owners and uses.
 - (k) project cost.
 - (l) time to complete and time implications with other projects.
7. Having assessed these options it is recommended that criteria (d) to (l) form the criteria for selecting interchange sites as these are the most important aspects to achieving positive outcomes on the aims and objectives of the project. Criteria (d) to (f) cover matters of site significance, (g) to (j) cover matters of project feasibility and criteria (k) and (l) cover issues of project deliverability. Whilst criteria (a) to (c) qualify as equitable in one way or another they would not have any supporting technical rationale to indicate they would be the best opportunities for Council to take. If however assessments using (d) to (l) result in equal ratings of sites, (a) to (c) could be used to separate them by a second tier assessment.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Funding for interchanges was first identified through adoption of the Metropolitan Christchurch Transport Statement stage 1 in December 2003. Budgets for suburban interchanges are currently identified in the Council's current draft LTCCP 2006/16.

BACKGROUND ON SUBURBAN INTERCHANGES

9. The development of three suburban interchanges by June 2006 is a City Council target of the Christchurch Public Passenger Transport Strategy. It sits amongst a range of other targets for both the City Council and Environment Canterbury, emphasising the importance of ongoing and combined improvements in passenger services and infrastructure to achieve the vision set out in the Strategy.
10. Suburban interchanges aim to encourage people to transfer between different metro services and between metro public transport and other modes. With the availability of an urban network of convenient services and attractive interchanges, people will increasingly be able to move efficiently within it, making public transport a convenient alternative to most private car journeys. Interchange is a concept where customers can hop on and off different routes to reach their destination, as well as to join and leave the system via another mode. This will occur at its most optimal when the services have sufficient coverage and are of an appropriate cost, reliability and frequency to make their use realistic, supported by passenger interchange facilities that provide attractive surroundings of sufficient quality and functionality to make interchanging easy and convenient. The bus exchange is an excellent example of such a facility (albeit on a larger scale).
11. Interchanges and the supporting passenger services must therefore support the needs of people moving efficiently within a network and must also recognise where and how customers choose to join and leave the network (whether it be on foot, by bike or other mode¹) and what other business they may undertake on the way, such as shopping, entertainment, leisure or personal business. Interchanges thus operate on a number of levels, with the locations that will deliver the greatest benefits being those that can most effectively deliver the interchange concept in an area with a high passenger catchment. Criteria are needed to identify the extent to which any given location is likely to perform on these fronts and therefore their priority in terms of achieving the Council's aims and objectives.

¹ Park 'n' ride is a form of 'interchange' not suited to the urban environment - which is the context for these bus interchanges. P&R is effective generally only on the edge of an urban area and along the line of a major high volume radial corridor such as a motorway, where car journeys can be readily intercepted. Typically, features of P&R include substantial managed free parking areas, low cost high frequency express services direct to the destination, supported by dedicated bus priority facilities. Parking controls in the urban centre, such as time limits, limited availability and price increases are also used to encourage transfer from the car at the P&R station. Park 'n' ride is a separately identified project in the Public Passenger Transport Strategy.

8 Cont'd

AIMS

12. The Council works towards the achievement of a number of Community Outcomes, some of which relate directly to improvements in the transport system. These include "An attractive and well designed city", "A safe city", "A city of people who value and protect the natural environment" and "A prosperous city". Contributions to these Community Outcomes through transport improvements should be recognised as an important aim of the interchanges project. To achieve these outcomes interchanges aim to encourage more trips by public transport and less by private car by encouraging transfer between metro services and also between metro and other modes of arrival and departure from the interchange. In this way better use will be made of the existing road network, improving its efficiency and safety and making higher value road trips such as freight movement faster and more reliable.

OBJECTIVES

13. From these high level aims arise certain specific project objectives. The achievement of these objectives depend largely upon addressing the differences between metro and private transport in terms of time, cost, coverage, safety, image and accessibility (being the main drivers of mode choice). The project objectives are outlined below.
14. The first objective is to develop a suitable facility at the right location to encourage people to travel to a defined point in the network (via their chosen mode) where they can then transfer to another mode or service to get to their destination (or to another interchange). This infrastructure can impact upon a persons choice of travel mode by addressing common perceptions of security, image, journey time and accessibility. Feelings of security will be improved through the provision of a comfortable interchange environment, whilst its design and branding will determine its image. The way in which the facility allows the metro services to interact with the passengers (for example all services coming together at one point) also impacts upon journey time, safety and accessibility.
15. Probably as important as providing good infrastructure, is the need to provide the correct services to support the interchange concept. Attention in the areas of time, cost, coverage, image and accessibility will deliver this. Particularly essential are regular local services to get passengers to their interchange, fast and frequent links between interchanges to allow efficient movement within the network, quality buses that are clean with plenty of seats and attractive and accessible bus stops.
16. Recognising that passengers may make their way to and from the interchange using another mode, an objective should include encouragement of these types of journeys by reviewing access arrangements (for example pedestrian crossing facilities and cycle facilities on approach routes) and facilities at the interchange itself like secure cycle parking and secure storage facilities.
17. A final and often under-utilised objective for the project should be to actively inform, educate and promote interchanges before, during and after their development to ensure the maximum number of people are attracted to the facility and services. Only if people within the catchment of the interchange are aware of their options will they make use of them. Research in travel behaviour shows that changes in mode choice occur gradually and over a period of time. It is therefore important to undertake information and promotion work as part of an ongoing marketing campaign so that as people's needs and motivations change, they are regularly reminded of the alternatives available.

OPTIONS

18. A number of criteria were considered as a way to develop a priority list of sites for development. These were as follows:
 - (a) geographical spread.
 - (b) existing passenger demand.

8 Cont'd

- (c) existing level of passenger services.
- (d) surrounding population catchment.
- (e) importance of the suburban centre in comparison to other centres.
- (f) status of the centre within the metro network.
- (g) land availability and complexity of procurement.
- (h) traffic management implications and impacts on other road users.
- (i) extent of changes required to the existing metro services and for existing passengers.
- (j) impacts on neighbouring land owners and uses.
- (k) project cost.
- (l) time to complete and time implications with other projects.

PREFERRED OPTION

19. Having considered each criteria and the aims and objectives of the project, it is recommended that criteria (d) to (l) form the criteria to prioritise a list of interchange locations. Criteria (d) to (f) cover matters of site significance, (g) to (j) cover matters of project feasibility and criteria (k) and (l) cover issues of project deliverability. This option reflects the significance of a location in the context of achieving high level Council aims and project objectives whilst it also recognises practical matters such as the availability of appropriate land and programming with other works². Using these criteria will also likely achieve the equity offered by the remaining options which could be employed if necessary to split options rated equally using the proposed criteria.
20. The following table outlines the proposed criteria recommended for use and how these criteria will be measured. Each criteria will receive equal weighting.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Note the aims and objectives of the project.
- (b) Express their support for the proposed criteria for the development of a priority list of interchange locations. These being:
 - (i) surrounding population catchment.
 - (ii) importance of the suburban centre in comparison to other centres.
 - (iii) status of the centre within the metro network.
 - (iv) land availability and complexity of procurement.
 - (v) traffic management implications and impacts on other road users.
 - (iv) extent of changes required to the existing metro services and for existing passengers.
 - (vii) impacts on neighbouring land owners and uses.
 - (viii) project cost.
 - (ix) time to complete and time implications with other projects.
- (c) Request that staff report back to the Community Board with the proposed interchange location priority list using these criteria (once they are adopted by Council), prior to a resolution being sought by Council for the development of the first three suburban interchange locations.

² The development of interchanges within LTCCP 2006/16 budgets is an underlying assumption.

8 Cont'd

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

**9. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE
REPORT OF 25 JANUARY 2006 MEETING**

General Manager responsible:	General Manager, Regulation & Democracy Services
Officer responsible:	Lisa Goodman, Community Board Principal Adviser
Author:	Roger Cave, Community Board Secretary, DDI 941-5112

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Wednesday 25 January 2006.

The meeting was attended by Tony Sutcliffe (Chairperson), Neville Bennett, Helen Broughton, Lesley Keast, Peter Laloli and Mike Mora.

1. YOUTH DEVELOPMENT SCHEME – APPLICATION FOR FUNDING

The Committee received an application, through the Community Recreation Adviser, for financial assistance to Olivia Robin, a young person who had been selected to represent New Zealand at the World Irish Dancing Championships, to be held in Ireland from 31 March to 29 April 2006.

The application met the criteria of the Board's Youth Development Scheme; the Committee was supportive of the application, and their recommendation is recorded under clause 4 of this report.

2. SOCKBURN SWIMMING CUB – REQUEST FOR FUNDING

The Community Recreation Adviser presented a report seeking Board approval to an application from the Sockburn Swimming Club for funding towards teaching and office equipment that was destroyed in a fire at its clubrooms at the Sockburn Pool. The Club had been paying insurance fees to the Council in the belief that its clubrooms and contents were fully insured under Council's insurance cover.

This was not the case, however; the building was insured only.

The Committee was supportive of the application, and their recommendation is recorded under clause 4 of this report.

3. KIDSFIRST KINDERGARTEN LADY MAY – FUNDING APPLICATION FOR COSTS TOWARDS REDEVELOPMENT OF THE OUTSIDE PLAY AREA

The Community Development Adviser presented a report seeking Board approval to an application from the Kidsfirst Kindergarten Lady May for funding towards the redevelopment of their outside playground.

The kindergarten was established in 1957, operating under the Canterbury Westland Free Kindergarten Association. It is the only donation-based "preschool" in the area for Upper Riccarton/Sockburn.

The Kindergarten Committee is keen to commence the first stage of a 5-10 year redevelopment plan. Parents have fundraised, and financial support has been sought from other local philanthropic organisations.

9 Cont'd

The Committee noted that the redevelopment of the playground linked into the LTCCP Outcomes; A City of Inclusive and Diverse Communities, A Learning City, and A Healthy and Active City.

The Committee was supportive of the application, and their recommendation is recorded under clause 4 of this report.

4. COMMITTEE RECOMMENDATIONS

- (a) That the Community Board approve a grant of \$500 to Olivia Robin, towards the cost of her representing New Zealand at the World Irish Dancing Championships, to be funded from the Board's 2005/06 Youth Development Fund.
- (b) That the Community Board approve a grant of \$3,376 to the Sockburn Swimming Club for the replacement of teaching and office equipment, to be funded from the Board's 2005/06 Discretionary Fund.
- (c) That the Community Board approve a grant of \$10,000 to Kidsfirst Kindergarten Lady May towards the redevelopment of the outside play area, to be funded from the Board's 2005/06 Community Initiatives Fund.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

10. RICcarton/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 27 JANUARY 2006 MEETING

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Lisa Goodman, Community Board Principal Adviser
Author:	Roger Cave, Community Board Secretary, DDI 941-5112

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 27 January 2006.

The meeting was attended by Mike Mora (Chairperson), Neville Bennett, Helen Broughton, Lesley Keast, Peter Laloli, Bob Shearing and Tony Sutcliffe.

Neville Bennett arrived at 8.45am, and was absent for clause 3.

1. SPEAKING RIGHTS

The Committee agreed to grant speaking rights to two spokespersons from the Rata Street residents who were in attendance (20 in total).

2. RATA STREET – RECONSIDERATION OF P120 PARKING RESTRICTIONS

Helen Broughton declared a possible conflict of interest on this issue, and withdrew from the discussion as a member of the Committee (and the Board).

At its meeting of 22 July 2004 the Committee agreed that a letter from the Riccarton Business Association, seeking a reconsideration of the current P120 parking restriction in Rata Street, be acknowledged, and that the Transport and City Streets Unit be requested to address the concerns raised in the letter and provide a report back to the Committee.

The Riccarton Bush-Kilmarnock Residents Association had also written to the Board at that time, expressing its objection to the Business Association's request.

10 Cont'd

A presentation was provided to the Committee by Transport and City Streets staff, which summarised the issues raised by both the Business Association and Residents Association, and outlined the results of a parking occupancy survey over Rata Street and nearby Kauri Street, Titoki Street and Rimu Street. The study found an average of 24% car parking occupancy in the restricted parking areas on the days surveyed.

The Committee was then requested to advise what advice or further information it required from staff on this issue.

On behalf of the residents in attendance, Mr Jeff Friend and Ms Helen Broughton addressed the Committee. They reiterated the need to protect the residential amenity; that the Business Association and business employees should not expect all day parking to be provided, and that the current parking restrictions were still relevant and working.

The Committee's recommendation is recorded under clause 4 of this report.

3. CURRENT ISSUES

The Committee **received** the tabled information on progress relating to current traffic/street issues in the Riccarton/Wigram area.

The Committee considered that a meeting with local businesses should be initiated to discuss matters of local concern (including on street and service lane parking).

4. COMMITTEE RECOMMENDATIONS

That the Community Board endorse the continuation of the existing parking restrictions in Rata Street, Rimu Street, Kauri Street, and Titoki Street, and that no advice or further information on this issue is required

CHAIRPERSON'S RECOMMENDATION

That the information be received.

11. BOARD FUNDS UPDATE

Attached is a schedule with up-to-date information regarding the Board's 2005/06 Project and Discretionary Funds (this excludes all financial recommendations contained within the agenda).

CHAIRPERSON'S RECOMMENDATION

That the information be received.

12. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities/Council issues.

13. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

This is an opportunity for the Community Board Principal Adviser to give members an update on various matters of interest.

14. QUESTIONS FROM MEMBERS