

19. 4. 2007

**RICCARTON/WIGRAM COMMUNITY BOARD
13 MARCH 2007**

**A meeting of the Riccarton/Wigram Community Board
was held on Tuesday 13 March 2007 at 5.00pm**

PRESENT: Peter Laloli (Chairperson), Neville Bennett, Mike Mora, Bob Shearing and Tony Sutcliffe.

APOLOGIES: Apologies for absence were received and accepted from Helen Broughton and Lesley Keast.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CHRISTCHURCH TO LITTLE RIVER RAIL TRAIL – CHRISTCHURCH LINK

General Manager responsible:	General Manager City Environment, DDI: 941 8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Ferigo, Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council the preferred option for providing a pathway link from Christchurch to the developing Christchurch to Little River Rail Trail.

EXECUTIVE SUMMARY

2. The intention is to establish a combined walkway/cycleway from Christchurch to Little River, following the alignment of the original rail line where practical. The concept arose as a “new millennium” project, and was developed by a working group involving a number of agencies, councils and interested parties. Subsequently the Christchurch to Little River Rail Trail Trust (CLRRT) was established. The Trust is made up of a broad group of enthusiastic community supporters who are the driving force in planning, fundraising and developing the trail.
3. In September 2002 the Council resolved to support the Christchurch to Little River Rail Trail, and subsequently approved capital funding to develop linkages as part of the trail within the Christchurch boundaries.
4. This report is focused on the development of the first linkage to the trail from Hornby to Prebbleton, and specifically focuses on the section within the Christchurch boundaries which is located within the Wigram ward.
5. A decision on a preferred option will allow staff to develop a detailed concept plan for community consultation and report back to the Riccarton/Wigram Community Board and the Council towards implementation.
6. All three proposed options have been discussed with relevant Selwyn District Council staff and the Christchurch to Little River Rail Trail Trust. Both parties are agreeable to the options and the recommended preferred option. The part of the section of the trail that is within the Selwyn District Council’s boundary will be funded by the Christchurch to Little River Rail Trail Trust with support expected through Land Transport New Zealand subsidies via the Selwyn District Council. The Christchurch linkage will not be implemented until the Selwyn District Council’s area funding is confirmed and a coordinated implementation plan is established.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The funding for this project is identified within the capital cycleways budget for the years 2007/08/09 and totals \$600,000. Ongoing maintenance costs have also been budgeted for in the operational budget to cover the cycleways capital programme.

1 Cont'd

8. There are no legal considerations.

BACKGROUND ON THE CHRISTCHURCH TO LITTLE RIVER RAIL TRAIL – CHRISTCHURCH LINK

9. The Christchurch to Little River Rail Trail offers an opportunity to create a continuous trail from Christchurch to Little River, and has come about through collaboration from a broad range of organisations and interests. Most of the path will be off-road, and will provide a range of benefits for better commuting, recreational opportunities, tourism and health. The Council resolved to support the Christchurch to Little River Rail Trail Trust's development of the Trail by resolving to plan and fund the development of improved city links to the proposed Trail.
10. The Trail mostly follows the route of a twentieth century railway line between Hornby Junction and Little River via Prebbleton, Lincoln, Motukarara and Birdlings Flat which closed in 1962. The Trail passes Lakes Waiwera and Waihora, which are of immense cultural importance to Ngai Tahu and formed major parts of the cultural redress within the settlement of the Ngai Tahu claim.
11. Several major sections of the trail have been completed, with several more nearing completion and the remainder progressing at various stages of planning towards completing the 45 kilometres of the Trail.
12. An open day was held in August 2006 to celebrate the completion of two connected major sections of the Trail, totalling 20 kilometres. The open day attracted a large crowd that, following the formalities, rode and walked the trail alongside both Ellesmere and Forsyth Lakes, from Motukarara to near the Little River township.
13. The Lincoln to Prebbleton off road section was opened in November 2006. This is a seven kilometre section of off road pathway along the roading corridor.
14. After several years of promotion by a working party comprising the Department of Conservation, Environment Canterbury, Christchurch City Council, Selwyn District Council, Banks Peninsula District Council, Transit New Zealand and others, a group of enthusiastic supporters came together in November 2003 with the Christchurch to Little River Rail Trail Trust to develop a cycleway/walkway from Christchurch to Little River. The Trust, which is incorporated, is also recognised as a charitable organisation. The Trust has around ten core members including local area representatives, who collectively have a range of very relevant skills to meet the considerable demands required to successfully undertake such a large project.
15. In September 2002 the Council resolved:
- (a) That the Christchurch to Little River walking/cycleway project be supported subject to funding approval.
 - (b) That the Council consider capital provision for the Christchurch section of the Christchurch to Little River Cycleway/Walkway project as part of its 2003/04 annual plan process.
 - (c) That the Council investigate alternative linkages and routes to join up with the cycleway.

OPTIONS

16. Ideally there could be a number of linking cycle and walking routes to match up to the Christchurch to Little River Rail Trail at various points. However, initially this project is looking to create the first formalised linkage that will provide a level of service that matches the expected type and level of demand. It is recognised that whilst this section of the trail will mainly be used by recreational cyclists there will be a significant demand by commuting cyclists, and in any off-road pathway section there will be considerable local pedestrian recreational use.
17. Some of the route being investigated falls within the Selwyn District Council's boundaries, and as such the final decision rests with that authority for those parts. Staff have been in consultation with Selwyn District Council in developing these options.

1 Cont'd

18. It is expected that the opportunity for a further significant Christchurch linkage will come about with the extension of the Southern Motorway corridor that will include a shared cycle and walking pathway scheduled for construction within the next five years.
19. At an early stage in this process the project team explored an option to use the railway corridor commencing from near Main South Road through to Prebbleton. Initial discussions with the owners of the corridor, OnTrack, proved positive. However, further into the process when written agreement in principle was requested following a joint site visit, the Southern Regional Manager advised that it was not possible to use the corridor in the sections where the track is still in use. This is the majority of the length of track from the Main South Road up to just before the Marshes Road intersection. At the time it was advised that there was a national OnTrack policy being developed that required clear way from the track of five or six metres. The majority of the rail corridor is 10 metres wide with the tracks in the centre.
20. Whilst this is a disappointment to the project team, the width available was always going to be very narrow based on previous agreed track clearway widths and may well have not been chosen as the preferred option. The option to purchase strips from the adjacent properties to widen the corridor path provided a complicated, expensive and only partial solution as there are areas that could not be purchased with buildings, vehicle turning areas and access to loading areas on the properties that would result in a number of pinch points on the pathway.
21. It is possible that OnTrack will reconsider its stance at some stage in the future, however, at the time its representative was adamant that we could not proceed. Hence the team focused on the other options that are immediately available.
22. The three options presented below share a common starting point – Denton Park, which provides for car parking demand and makes a logical starting point in the rail trail journey. All three options travel along the road/footpath on Chalmers Street crossing the signalised intersection at the Main South Road to continue along Goulding Avenue. All three options have been proposed towards linking up to the newly built off road pathway in Birchs Road corridor that travels all the way to the Lincoln township, which is a part of the Christchurch to Little River Rail Trail.
23. It is proposed that cycle lanes be used for Chalmers Street and Goulding Avenue, that the existing layout at the intersection with Main South Road be reviewed, and that no stopping be implemented on one side of Goulding Avenue. This will affect all day on street parking for some staff in the area and will result in some employees having to park further away from their work.

Option 1: Amyes Road – Springs Road Route (Ref. Appendix 1)

24. This route travels along Goulding Avenue to the signalised intersection with Shands Road and then proceeds along Amyes Road and turns into Springs Road where it travels south along Springs Road all the way to the Prebbleton township.
25. Cycle lanes are recommended for Amyes Road and Springs Road south to Boston Avenue, and from the speed threshold south an off road pathway is recommended to be constructed up to Prebbleton.
26. This route is relatively direct from Denton Park to the Prebbleton township and follows a direct commuting route along Springs Road to Lincoln. It also has the advantage of connecting, in three or four years' time, to the scheduled extension of the Southern Motorway with its shared cycle and walking pathway at Halswell Junction Road. This option also gives an advantage of providing a more cycle friendly environment on Amyes Road which will benefit a large residential area of Hornby.
27. However, there are significant difficulties on this route, notably having to turn right into Springs Road at a non signalised intersection, negotiating the busy roundabout at Halswell Junction Road, and the volume of traffic on Springs Road which has a seven day average between 10,500 to 17,500 vehicles/day. It also does not allow for the use of any of the Hornby Railway Corridor which the Christchurch to Little River Rail Trail Trust is trying to utilise elsewhere as a fundamental characteristic of the route.

1 Cont'd

Option 2: Shands Road – Blakes Road Route (Ref. Appendix 2)

28. This route travels along Goulding Avenue and will preferably cut through Goulding Reserve near the library to meet Shands Road where a crossing point will be needed, or continue to the signalised intersection with Shands Road and then turn south into Shands Road. It will follow Shands Road to Blakes Road where it turns east to travel along Blakes Road through to Prebbleton township.
29. Cycle Lanes are recommended for Shands Road up to where the posted speed changes from 50 km/h to 70 km/h. A pathway on the east side of Shands Road and on the south side of Blakes Road is recommended until the urban 50 km/h section of Blakes Road where it ideally would revert to cycle lanes again. There is likely to be some need to formalise some parking areas and to reduce some parking along with changes to some existing road markings to accommodate these changes, as a reflection of existing low parking demand the reduction in parking is not considered to be significant.
30. This route uses Shands Road with a comparably lower traffic volume than Springs Road, and it also has a wider road corridor that is more readily able to have a pathway constructed on it. The roundabout at the Halswell Junction Road intersection is comparably less expansive and less complex or as busy as the intersection with Springs Road in option one.

PREFERRED OPTION

Option 3: Shands Road Marshes Road – Railway Corridor (Ref. Appendix 3)

31. This route travels along Goulding Avenue and will preferably cut through Goulding Reserve near the Library to meet Shands Road, where a crossing point will be needed or continue to the signalised intersection with Shands Road and then turn south into Shands Road. It will then follow Shands Road to Marshes Road where it turns east to travel along Marshes Road to the old rail crossing, where it again turns south to follow the disused rail corridor to the Prebbleton township.
32. Cycle lanes are recommended for Shands Road up to where the posted speed changes from 50 km/h to 70 km/h. A pathway on the east side of Shands Road and on the south side of Marshes Road up to the railway corridor where the pathway continues to Prebbleton is recommended.
33. Like Option 2, this option has comparably lower traffic volumes on the arterial road and has a wider and more amenable corridor in which to construct a pathway. The roundabout is again more easily negotiated than the roundabout in option 1. This option also has the advantage over Option 2 in that it utilises the unused section of the Hornby Railway Line. This also provides further options to extend the railway line's use if the Hornby Industrial line should become available in the future.

STAFF RECOMMENDATION

That the Council adopt Option 3 of developing a cycleway route from Denton Park along Goulding Avenue, Shands Road to Marshes Road at the disused railway junction to form a first link from Christchurch to the developing Rail Trail to Little River.

BOARD RECOMMENDATIONS

- (a) That the staff recommendation be adopted, subject to the route not travelling along Goulding Avenue.
- (b) That staff continue to work with the Board's Transport & Roding Committee on developing a detailed concept plan around Option 3 for community consultation.

PART B – REPORTS FOR INFORMATION

2. CORRESPONDENCE

Nil.

3. PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. DEPUTATIONS BY APPOINTMENT

5.1 YALDHURST RURAL RESIDENTS' ASSOCIATION

Representatives from the Yaldhurst Rural Residents' Association addressed the Board to outline their concerns regarding the adverse effects of activities occurring at the contractor's site at 57 West Coast Road, Yaldhurst. The Association expressed its concern at the nature of the activities occurring, site contamination issues and their relationship to the surrounding areas, current discharges to air and lack of monitoring, potential contamination of drinking water supply wells, excessive noise and vehicle movements, noise and dust pollution and the ongoing negative impact these activities are having on nearby residents. Because of the Rural 5 zoning of this area, the Association believes it is unsuitable for intensified industrial activities and requested information on plans for the future zoning of the area.

The Board received the information, and with a view to supporting the proposal **decided** to arrange a meeting between the Council's Enforcement Officers and City Plan staff, Environment Canterbury staff and representatives from the Residents' Association to discuss the abovementioned issues.

5.2 COMMUNITY & PUBLIC HEALTH

Representatives from the Smokefree team at Community & Public Health addressed the Board to present a proposal for Smokefree Parks in the Hornby area as the first step to introducing Smokefree Parks across all of Christchurch.

The Board received the information, and with a view to supporting the proposal **decided:**

- (a) To request information from staff as to whether Community Board support for this proposal would be inconsistent with any Council policy/practice or initiatives planned or underway.
- (b) To continue to liaise with representatives from Community & Public Health and the Smokefree Canterbury team to progress this matter.

6. ELECTED MEMBERS' REMUNERATION 2007/08

The Board considered a report by the Council Secretary on the remuneration and expenses and allowances payable to elected members for 2007/08. **The Board's recommendations on this matter were incorporated in the report to the Council for consideration at its meeting of 23 March 2007.**

6 Cont'd

The Board **decided** to recommend to the Council that:

- (a) All elected member salaries (with the exception of the Mayor) be continued at their present levels until the sitting members go out of office following the October 2007 elections.
- (b) It be recommended to the incoming Council that for the balance of the 2007/08 year following the elections:
 - (i) Salaries for the chairs and members of the Akaroa/Wairewa Community Board and Lyttelton/Mt Herbert Community Board be continued at their existing levels.
 - (ii) The salaries for the Deputy Mayor, Councillors and chairs and members of the six metropolitan community boards be reduced on a pro-rata basis, so that the total payments can be accommodated within the 2007/08 remuneration pool of \$1,581,844.
- (c) That the schedule of elected member allowances and expenses be amended to provide for the:
 - (i) payment of the standard communication allowance of \$120 per month to all Community Board members.
 - (ii) the provision of laptops, printers and full support to all Community Board members.
 - (iii) the provision of a Jetstream/Broadband connection for all Community Board members, with members to receive the standard refund of \$40 per month for such connection.
- (d) That the role description for Community Board members developed by Local Government New Zealand be adopted by the Council, in preference to the role description developed by the HayGroup.
- (e) That the Council make representations to the Minister of Local Government requesting that all elected member salaries be prescribed on a national basis within set population bands, as was previously the case when elected member salaries were set via Determinations issued from time to time by the Minister of Local Government.

(Note: Bob Shearing abstained from the voting on recommendations b and e).

7. BOARD MEMBERS' INFORMATION EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities. Members requested:

- (a) An urgent update from staff on the progress towards providing a report on the proposed parking restrictions for Rotherham Street.
- (b) A report back from staff on the recent Deans Avenue Precinct Society's neighbourhood week event.
- (c) That the report requested by the Council on 20 July 2006 on the New Zealand Police's request to amend the 2001 Christchurch City Traffic & Parking Bylaw as a means to addressing the boy racer activities in the Hasketts Road/Barters Road area be provided with urgency.

8. BOARD FUNDS UPDATE

The Board **received** information on the current balances in its 2006/07 Discretionary, Environment Committee and Transport & Roading Committee Funds.

9. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

9.1 CSR CALLS UPDATE (1 FEBRUARY 2007 TO 28 FEBRUARY 2007)

The Board **received** the information.

9.2 CURRENT ISSUES

The Board received the information.

10. QUESTIONS FROM MEMBERS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORT, 28 FEBRUARY 2007

It was **resolved** that the report of the Board meeting of 28 February 2007 be confirmed as a true and accurate record of that meeting.

12. 2006/07 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY

The Board **received** an update on its 2006/07 Project and Discretionary funding allocations and expenditure.

13. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE REPORT OF 26 FEBRUARY 2007

The Board **received** the report of the Environment Committee meeting of 26 February 2007.

13.1 MONTCLARE RESERVE PLAYGROUND RENEWAL

The Board **resolved** that the report lie on the table until a site visit of the reserve playground has been undertaken, and to request that staff provide information on the current status of the fort and the design changes that would be required in order for the fort to meet the required playground safety standards.

13.2 SHOWGATE RESERVE – MINOR WORKS

The Board **resolved**:

- (a) To allocate \$5,000 from its 2006/07 Environment Committee Fund for minor landscaping and vehicle barrier installation at Showgate Reserve.
- (b) That the City Environment Group implements these projects in the 2006/07 financial year.

13.3 WIGRAM COMMUNITY NOTICEBOARD

The Board **resolved**:

- (a) To approve the application of \$1,770 for the noticeboard at the Harvard Community Lounge and fund this cost from its 2006/07 Environment Committee Funds.
- (b) To note that the Wigram Park Residents' Association will be responsible for maintaining the information available on the noticeboard.

13 Cont'd

13.4 RICCARTON/WIGRAM COMMUNITY BOARD INITIATIVES REPORT

The Board **resolved**:

- (a) To allocate \$12,000 from its 2006/07 Environment Committee Fund to implement the following three Community Board initiated projects:
- \$5,000 – Daffodil plantings
 - \$2,000 – Arbour Day planting scheme in local schools.
 - \$5,000 – BBQ Tables/Park Benches
- (b) That the City Environment Group implements these projects in the 2006/07 financial year as outlined in the report.

13.5 ALLOCATION OF 2006/07 ENVIRONMENT COMMITTEE FUNDS – COMMEMORATIVE PLAQUES

The Board **resolved** to fund the cost of purchasing commemorative plaques and the associated installation costs on a case by case basis, for appropriate projects as and when they arise.

14. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE REPORT OF 28 FEBRUARY 2007

The Board received the report of the Community Services Committee meeting of 28 February 2007 and **resolved**:

- 14.1 To allocate \$800 from its 2006/07 Discretionary Fund for costs associated with sending four members of the Community Watch Riccarton Incorporated Society to a national training seminar being held in Invercargill in June 2007.

(Note: Peter Laloli and Mike Mora abstained from the discussion and voting on this item.)

- 14.2 To allocate \$300 from its 2006/07 Youth Development Fund and \$200 from its 2006/07 Discretionary Fund to Noran Tarek Abaza for costs associated with her attendance at the World University Games in Bangkok, Thailand and preceding camps in July and August 2007.
- 14.3 To allocate \$600 from its 2006/07 Discretionary Fund to Avonhead School towards costs associated with 12 children attending a school camp in Twizel during March 2007.
- 14.4 That in relation to funding new Christmas displays from Board funds, to note that the Community Services Committee has identified priority options for further investigation by staff and Lesley Keast to be the tree at Church Corner, and the tree at St Mary's Church, Halswell Domain, and that Lesley Keast will report back to the Committee on the outcomes of those investigations.

15. RICCARTON/WIGRAM TRANSPORT & ROADING COMMITTEE REPORT OF 2 MARCH 2007

The Board **received** the report of the Transport and Roading Committee meeting of 2 March 2007.

15.1 CORRESPONDENCE – TEMPLETON RESIDENT'S ASSOCIATION

The Board **resolved** to request that staff take into consideration the concerns of the Templeton Residents' Association regarding the 100km speed limits on Barters Road, Hasketts Road and Waterloo Road, at the appropriate time when speed limits in that area are being reviewed.

15.2 ATHOL TERRACE

The Board **resolved** to request a report from staff on the feasibility of all day parking restrictions, from Monday to Friday, on the west side of Waimairi Road in the vicinity of Athol Terrace, and on both sides of Athol Terrace.

15 Cont'd

15.3 GILBERTHORPES ROAD

The Board **resolved**:

- (a) To request that staff undertake a heavy traffic count on Gilberthorpes Road and on the east end of Buchanans Road.
- (b) To request that staff work with the Combined Owner Driver's Association and Land Transport New Zealand to identify possible means of mitigating heavy truck usage of Gilberthorpes Road.

The Board further noted that the Committee Chairperson will write to Inspector Derek Erasmus, Canterbury Police to request the monitoring and enforcement by the CVIU and Strategic Traffic Unit of speed limits on Gilberthorpes Road.

15.4 RICCARTON ROAD

The Board **resolved** that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at a point 38.5 metres west of the Kauri Road intersection and extending in a westerly direction for a distance of 15.5 metres.

15.5 NGA MAHI ROAD

The Board **resolved**:

- (a) That the parking of vehicles be limited to a five minute maximum on the southern side of Nga Mahi Road commencing at a point 57 metres south of the Blenheim Road intersection and extending 26 metres in a south westerly direction.
- (b) To request that staff report back on whether an additional carparking space can be created north of the existing carparks.

15.6 DOVEDALE AVENUE – NEW BUS SHELTER LOCATION

The Board **resolved** to approve the installation of a bus shelter at Number 5 Dovedale Avenue, provided that:

- (a) The Council approves funding for the bus shelter from its 2008/09 budget, and
- (b) There is no conflict with the position of the private development on the adjoining site.

15.7 PENTONVILLE CLOSE/PENRUDDOCK RISE

The Board **resolved**:

- (a) That a "Give Way" control be placed against Pentonville Close at the Penruddock Rise intersection.
- (b) That the existing "No Stopping" restriction, at the intersection of Penruddock Rise and Pentonville Close be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Pentonville Close commencing at the southeast corner of the Penruddock Rise intersection and extending in an easterly direction for a distance of 15.0 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north side of Pentonville Close commencing at the northeast corner of the Penruddock Rise intersection and extending in an easterly direction for a distance of 16.0 metres.

19. 4. 2007

Riccarton/Wigram Community Board 13.3.2007

- 10 –

15 Cont'd

- (e) That the stopping of vehicles be prohibited at any time on the east side of Penruddock Rise commencing at the northeast corner of the Pentonville Close intersection and extending in a northerly direction for a distance of 25.0 metres.
- (f) That the stopping of vehicles be prohibited at any time on the east side of Penruddock Rise commencing at the southeast corner of the Pentonville Close intersection and extending in a southerly direction for a distance of 12.0 metres.

15.8 LANCEWOOD DRIVE

The Board **resolved:**

- (a) To support, in principle, the proposed concept plan TP190901 for a pedestrian facility to be installed in Lancewood Drive.
- (b) To request that staff undertake consultation with Lancewood Drive residents on the proposed concept plan and report back to the Board so that a decision on the matter can be made.

The Board further noted that there is sufficient funding in the Board's Transport and Roading Committee fund to meet the costs for installation of such a pedestrian facility in the 2006/07 financial year.

The meeting concluded at 7.25pm

CONFIRMED THIS 28TH DAY OF MARCH 2007

**PETER LALOLI
CHAIRPERSON**