

13. 11. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD  
7 OCTOBER 2008**

**A meeting of the Riccarton/Wigram Community Board  
was held on Tuesday 7 October 2008 at 5pm  
in the Board Room, Sockburn Service Centre.**

**PRESENT:** Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn,  
Judy Kirk, Mike Mora and Bob Shearing.

**APOLOGIES:** Nil.

These Board minutes report that:

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

**1. SMOKEFREE PLAYGROUNDS PROJECT TRIAL RESULTS AND FUTURE POLICY  
DEVELOPMENT**



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Richard Holland, Planning and Investigations Team Manager

**PURPOSE OF REPORT**

1. The purpose of this report is to advise the Council of the results of the three smokefree playgrounds trial and to request that the Council support the future implementation of more smokefree playgrounds/parks within the Riccarton/Wigram ward by supporting a city wide policy.

**EXECUTIVE SUMMARY**

2. Following a presentation by representatives of Smokefree Canterbury, the Riccarton/Wigram Community Board on 4 February 2008 approved a three month trial of three smokefree playgrounds in Hornby (Wycola, Branston and Helmore Park playgrounds). Research into the community's acceptability of smokefree playgrounds and parks was to be reported back to the Board to further inform the Board for any future implementation. This was approved by the Council with the following resolution:
  - (a) That the Council give approval to Smokefree Canterbury to undertake a three-month trial at Wycola, Branston and Helmore Park playgrounds in Hornby to gauge community support for, and identify issues for, smokefree playgrounds, and that in the trial the playgrounds used as controls be Carmen Reserve and Waitohi (Davidson Crescent) playgrounds.
  - (b) That an analysis of the trial be reported back to the Council to consider whether or not the initiative is to be continued and/or considered for possible introduction in other playgrounds.
3. Smokefree Canterbury is a network of over 20 agencies committed to reducing tobacco related harm in the community. Smokefree playgrounds is an initiative championed by Smokefree Canterbury, focussed on reducing the uptake and effects of smoking on young people and children. The project was funded by Partnership Health Primary Health Organisation (PHO) with the research, administration and project management being undertaken by representatives of Smokefree Canterbury.

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4. The primary reason for the introduction of smokefree outdoor areas is to provide positive role modelling, especially for young people and children. Role modelling of family/whanau is a powerful predictor of adolescent smoking. Since children mirror what they see, smokefree playgrounds is thought to provide positive role modelling resulting in fewer young people taking up smoking. It is not about "banning" smoking or "demonising" smokers.
5. Similar initiatives have been and are being implemented around New Zealand by other Territorial Local Authorities (TLAs) including Upper Hutt, South Taranaki, Queenstown Lakes, Ashburton, Invercargill and South Wairarapa.
6. The trial was carried out March–July 2008. A total of 26 signs with the slogan "BE A SMOKEFREE ROLE MODEL" were installed at each playground (four post and 22 placards). Other publicity was gained through the local media, national television ("Campbell Live") and World Smoke Free Day at Wycola Park on 31 May 2008.
7. A survey designed to assess the community's attitudes, behaviours and acceptability of smokefree playgrounds, was organised by Smokefree Canterbury and undertaken by public health professionals at Wycola Park and a few at Hagley Park. A total of 148 people were surveyed and the data entered for analysis:
  - 64 per cent were female and 36 per cent male
  - 40 per cent were aged between 35-44 years
  - 25 per cent Maori
  - 21 per cent current smokers
8. The two main questions asked whether people found smokefree playgrounds and smokefree parks acceptable or unacceptable. Several questions assessed their understanding of the trial – their awareness of the trial, how they found out, what they thought was the main reason for the trial (options provided) and what they thought was the main reason that children start to smoke (options provided).
9. Several questions asked them to strongly agree or strongly disagree (sliding scale) on statements – smokefree playgrounds was an infringement of smokers rights, smokefree playgrounds would have no influence on whether children take up smoking, smokefree playgrounds will need enforcement.
10. Questions were posed around what signage they preferred (three options shown to them). Other questions were statistical – age, gender, current smoker, ex-smoker (quitter) and ethnicity.

Key results indicate that:

- Over 90 per cent of those surveyed thought that the introduction of smokefree playgrounds in Christchurch was acceptable.
- Almost 75 per cent of those surveyed thought that the introduction of smokefree parks in Christchurch was acceptable.
- Over 60 per cent of those surveyed thought that the main reason for the trial was to set a good example (role modelling) to young people.
- Nearly 60 per cent of those surveyed strongly disagreed that smokefree playgrounds was an infringement of smokers rights.
- Almost 45 per cent of those surveyed agreed that smokefree playgrounds will need enforcement.
- There was no significant difference in the results from smokers as opposed to non smokers and those who answered surveys at a trial playground versus other playgrounds.
- There was a good mixture of ages, gender and ethnic backgrounds from those who participated in the survey.

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11. As part of the survey, the public was also asked their view of three different smokefree playground signs. Interestingly, the most popular option was Option 3 with cartoon graphics and not the sign that was installed as part of the trial (Option 1).
12. The survey sample was a small number (148) of people from the local community. Only users from one local park, Wycola, was surveyed and some surveys of users of Hagley Park which was outside the study area. Overall, the results indicate that there is an overwhelming acceptability by those surveyed for smokefree playgrounds and parks within the Hornby area. The results also indicate that there is a good understanding of the rationale for the project. Although there seems to be a belief that the project may require enforcement, it is acknowledged that this is not practicable nor in keeping of the spirit of the proposal, and the Council would not have the resources to police such a provision if it was included in a bylaw. It is to the best of Smokefree Canterbury's knowledge that no other Council has elected to implement smokefree parks and playgrounds by enforcement.
13. The Council will need to decide if it now wishes to implement the programme by developing a policy for the whole Riccarton/Wigram Community Board area and if this includes playgrounds or total parks or a selection of parks. The Council will need to endorse this approach and invite other Community Boards to consider the proposal. The survey sample undertaken is very small, in order for the Council to consider implementing this policy development of smokefree playgrounds or total parks a wider survey by an independent provider will need to be undertaken.
14. It is proposed that three scenarios be considered if smokefree environments are to be considered across the city. Firstly, high profile parks such as all sports parks (102), secondly all playgrounds (326), and finally all parks (953). The support of the sporting associations and codes would be needed if sports parks were to become smokefree.

**FINANCIAL IMPLICATIONS**

15. There are three options available for the implementation of smokefree parks and playgrounds policy development. Option one is to make all high profile sports parks city-wide Smokefree. Option two is to make all 326 playgrounds Smokefree. Option three is to make all 953 parks (including playgrounds) smokefree. Smokefree Canterbury supports these options, although option three is more preferable given feedback from the community survey and current work by Smokefree Canterbury to encourage smokefree environments. Option one is also more practicable to implement in terms of a communication plan and signage on site. Option two is a way of gaining community support for all children's facilities city-wide.
16. The costs to supply and install placards, fixed directly to playground wooden surrounds by four-by-eight gauge zinc screws, \$48.41 each plus GST and four per playground, and supply and install posts and signs, includes the following: pre-fix signage to post using two galvanized coach bolts, excavate hole, place post with heel attached to secure the post in place, \$173.80 plus GST with two per playground.
17. The costs involved in rolling out these options city-wide are the design, manufacture and installation of signage and promotion of the project. The following table identifies the approximate costs. Estimates are based on two post signs for each park and four placard sign for each playground. It is worth noting, however, to reduce cost it may be possible to add a placard sign to an existing park bylaw sign, thus avoiding the cost of installing a post sign.

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Ward	No of Sports Parks	Option 1 Sports Parks Signage	No. of Play-grounds 326	Option 2 Playgroun d Signage	No. of Parks 953	Option 3 Parks Signage	Total Cost of Parks and Play grounds Signs
Riccarton/Wigram	17	\$5,916	72	\$26,424	172	\$59,856	\$86,280
Fendalton/Waimairi	14	\$4,872	41	\$15,047	86	\$29,928	\$44,975
Shirley/Papanui	17	\$5,916	54	\$19,818	130	\$45,240	\$65,058
Burwood/Pegasus	15	\$5,220	54	\$19,818	105	\$36,540	\$56,358
Hagley/Ferrymead	18	\$6,264	47	\$17,249	181	\$62,988	\$80,237
Spreydon/Heathcote	13	\$4,524	47	\$17,249	119	\$41,412	\$58,661
Bank Peninsula	8	\$2,784	11	\$4,037	160	\$55,680	\$59,717
<b>Total cost of installing signs</b>	<b>102</b>	<b>\$35,496</b>	<b>326</b>	<b>\$119,642</b>	<b>953</b>	<b>\$331,644</b>	<b>\$451,286</b>
Design		\$5,000		\$5,000		\$5,000	
Promotion		\$10,000		\$10,000		\$10,000	
Maintenance (per year)		\$7,099*		\$23,928*		\$66,328*	
<b>How Costs Assigned</b>	Two signs per park		One sign plus four plaques per playground			two signs per park.	

\* Based on 20 per cent of signs sustaining damage.

Smokefree Canterbury would welcome the opportunity to work alongside nominated officers to assist in implementing either of the above options.

#### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

18. There is currently no funding in the LTCCP to undertake an extensive signage programme.

#### LEGAL CONSIDERATIONS

19. The Council will need to consider a wider policy decision such as smokefree playgrounds/parks city-wide. The proposal for a trial although based in one particular Community Board area has wider implications for all 953 parks and 326 playgrounds in Christchurch. No current policy exists and the Community Board does not have delegated authority to introduce smokefree parks and playgrounds. It is therefore a decision of the Council as to whether or not the matter should be progressed. The next stage of the process would be to consider the results of the trial on future policy development for Council parks and playgrounds. Policy development would require consultation with the wider community and Community Boards and reporting back to the Council. There could be implications for the development of a wider policy covering other public places including certain footpaths/malls etc.

**1 Cont'd**

20. Territorial Authorities have a duty to improve, promote and protect public health and enhance community well-being (Ref Section 145 of the Local Govt Act 2002).
21. Currently, open spaces such as parks were an alternative location to indoor areas for smoking where harmful effects dissipate in the open air. However, there is community support in Hornby for making parks/playgrounds smokefree.

**Have you considered the legal implications of the issue under consideration?**

22. This will be the development of a Council Policy to be consulted with the wider community under the Local Government Act provisions and with a further city-wide survey to determine community support for the policy.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

23. Activity Management Plans or Asset Management Plans have not considered the development of smokefree playgrounds or parks.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

24. There is not a direct level of service in the LTCCP regarding creating a smoke free environment on parks and within playgrounds. However, the initiative is part of the Healthy City Collaborative through a charter to promote protect and improve the health and well-being of the people of Christchurch.
25. There is no current project or funding in the LTCCP and will need to be considered for the review of the 2009/19 Plan.

**ALIGNMENT WITH STRATEGIES**

26. The initiative aligns with the Strengthening Communities Strategy and promotes collaboration between government agencies the local community and groups like Smokefree Canterbury.
27. The Healthy Christchurch Charter to which the Council is a signatory with Ecan, Ministry of Health, Canterbury District Health Board, Christchurch School of Medicine, Pegasus Health and Te Runanga o Ngai Tahu has a priority "To reduce health inequalities by working to improve the health status of people in disadvantaged groups in Christchurch".

**Do the recommendations align with the Council's strategies?**

28. Establishing smokefree playgrounds is one collaborative intervention that can help achieve the Community Outcome of a 'Healthy City'. Smokefree playgrounds will mean that 'more people in Christchurch live a healthy lifestyle' and that the city will be 'supporting the health of the community'. The Community Outcome "A Healthy City"; we live long, healthy and happy lives. We all have access to affordable health services that meet our needs. More people in Christchurch live healthy lifestyles. Our city environment supports the health of the community.

**CONSULTATION FULFILMENT**

29. It is proposed to undertake a city-wide survey through an independent provider as part of a planned customer satisfaction survey for the parks key performance indicators. This will give further credit to the Hornby community survey undertaken by Smokefree Canterbury. The developed policy will also need to be communicated to the wider community for feedback.

**1 Cont'd**

**STAFF RECOMMENDATION**

That the Council recommend:

- (a) That the Board note the results of the three playgrounds smokefree trial and request that the Council support the future implementation of more smokefree playgrounds/parks by implementing a city-wide policy.
- (b) Consider with the proposed policy the implementation of smokefree areas outside of parks and playground areas.

**ENVIRONMENT COMMITTEE RECOMMENDATION**

That the Board:

- (a) Note the results of the three playgrounds smokefree trial.
- (b) Recommend to the Council that it support the future implementation of more smokefree playgrounds/parks by implementing a city-wide policy.
- (c) Recommend to the Council that the three trialled playgrounds continue as smokefree playgrounds pending the Council confirmation of a citywide smokefree playground/parks policy.
- (d) Recommend to the Council that it consider a policy for the implementation of smokefree areas outside of parks and playground areas.

**BOARD RECOMMENDATION**

That the Committee recommendation be adopted.

(Mike Mora asked that his vote against the recommendation be recorded).

## 2. LITTLE RIVER RAIL TRAIL (BLAKES ROAD TO SHANDS ROAD)



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941- 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	Brian Boddy, Consultation Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to request that the Council approve that the Little River Rail Trail (from Blakes Road to No. 171 Shands Road) project (as shown in the **Attachments**) proceed to final design, tender and construction. The Board has made a decision under delegated authority to approve the installation of a Give Way sign against Sir James Wattie Drive at its intersection with Shands Road. Please refer to clause 14 of these minutes.

**EXECUTIVE SUMMARY**

2. The project involves the construction of an off-road shared path for the use of cyclists and pedestrians that will link to the existing on-road cycle lanes and footpaths in Prebbleton that connect to the existing Prebbleton to Lincoln section of the Little River Rail Trail (LRRT). The project has been done jointly with the Christchurch City Council (the Council), the Selwyn District Council (SDC), Environment Canterbury, and the Christchurch-Little River Rail Trail Trust.
3. The objectives for the project are:
  - (a) To provide an off road cycle link preferably along the rail corridor from Hornby to Prebbleton.
  - (b) To provide a suitable connection with the next section of the cycleway.
  - (c) To provide a safe facility for cyclists and pedestrians.

**FINANCIAL IMPLICATIONS**

4. The proposed Little River Rail Trail Cycleway project is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.

Full financial breakdown as below

2004/05 Budget	\$3,750	Spent	\$1,438
2005/06 Budget	\$46,569	Spent	\$12,681
2006/07 Budget	\$24,224	Spent	\$29,845
2007/08 Budget	\$86,816	Spent	\$86,816
2008/09 Budget	<u>\$636,612</u>	Predicted spend	<u>\$634,710</u>
Total Budget	<u>\$757,971</u>	Total Estimate	<u>\$765,490</u>

(The total budget for 2008/09 includes the funds forward from 2007/08 and additional funding approved by the Transport Programme Control Group in January 2008).

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

5. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

2 Cont'd.

**LEGAL CONSIDERATIONS**

6. The cycleway is established by the power of the Council under Section 332 of the Local Government Act 1974. Under Section 332 a cycle track is also a cycle path, defined as:  
  
*"(a) means part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and (b) includes a cycle track formed under section 332 of the Local Government Act 1974".*
7. Signage will be provided will be provided as required in the Traffic Control Devices Rule under Schedule 1.
8. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic restrictions. No resource consents are required for the proposed work.
9. There is a property purchase associated with this project. The property purchase is detailed in the public excluded part of this agenda.
10. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

**ALIGNMENT WITH STRATEGIES**

**Do the recommendations align with the Council's strategies?**

11. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a Collector Road as defined within the City Plan.

**CONSULTATION FULFILMENT**

12. A seminar was presented to the Riccarton/Wigram Community Board on 10 March 2007 advising the Community Board of the proposed route. The Board considered that:
  - (a) *"The staff proposal be adopted subject to the route not travelling down Goulding Avenue."*
  - (b) *"Staff continue to work with the Board's Transport and Roding Committee on developing a detailed concept plan around option 3 for community consultation."*
13. Further seminars were presented to the Community Board in the development of the consultation plans on 6 July 2007 and 4 February 2008. A presentation was also made to the Prebbleton Community Association meeting of 7 March 2008, prior to a publicity pamphlet (including concept plans) being distributed to the community and stakeholders. The feedback period for the publicity pamphlet was from 14 May until 3 June 2008. A total of two hundred pamphlets were distributed along this section of the LRRT and the surrounding area plus other interest groups. Seventeen responses were received. Sixteen respondents were in general support of the proposal. One was in opposition. The key issues raised related to landscaping, pedestrian concerns outside Prebbleton School, and traffic control (see **Attachment 2** for a summary of feedback and the project team's responses).
14. The Rural Mail Service advised during consultation that they would not deliver to more than two groupings of mail boxes on the north side of Marshs Road. The Consultation Leader visited all affected properties in July 2008 with a new plan of the proposed mail box locations and gained all affected residents approval for the relocation of their individual mail boxes.



**2 Cont'd**

**STAFF RECOMMENDATION**

That the Council approve the plans shown in the Little River Rail Trail (Blakes Road to Shands Road) **Attachment 1** for final design tender and construction.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**BACKGROUND (THE ISSUES)**

15. Permission was requested from Ontrack to construct a pathway along the rail corridor from the Main South Road to Marshs Road initially in 2005. Ontrack advised that the existing rail corridor was too narrow for a pathway to be constructed in this section with the existing track. Consequently a feasibility study was completed to look at alterative routes.
16. Seven options were presented to the Community Board for the Hornby link. The favoured option was briefly described as commencing at the Goulding Avenue library car park and travelling through Goulding Reserve, across Shands Road at kerb build outs or a median island, then on road to the Halswell Junction roundabout. This option was preferred with the condition that the Council could secure a shared pathway through Goulding Reserve in conjunction with the Council Housing Unit.
17. The meeting agreed that the project should in the future be focused on developing a shared pathway option between the roundabout at the intersection of Halswell Junction Road and Shands Road intersection and Prebbleton Township. The second stage to Hornby will be done at a later date when funding allows.
18. There have been eleven crashes recorded on the Shands Road and Marshs Road section adjacent to the proposed shared pathway between 2003 and 2007. There were no crashes for the section of Springs Road between the railway line and Blakes Road. Most of the crashes listed (nine of 11) occurred at intersections. One of these crashes involved a cyclist that was north bound on Shands Road and was struck by a vehicle turning right out of Edmonton Road. There was no age given for the cyclist and this was a non injury crash. Six of the eleven crashes were minor injury crashes which are considered a consequence of the higher traffic speeds on Shands Road. Three of these crashes were loss of control, with one further loss of control crash recorded. It is noted that the three loss of control crashes on Shands Road were city bound vehicles on the opposite side of the road to the proposed shared pathway.
19. The aim to provide a safe facility for cyclists is achieved with this proposal. Further, the 2.5 metres shared pathway will also be safe for pedestrian users. This has been achieved by design features including narrowing intersections, which reduces traffic speed and reduces exposure time to pathway users, provision of signs, and markings to clarify expected use. The expectation is that this shared pathway will be popular and the subsequent increased use will lift the profile of 'pathway users' in this location, also making this facility safer.

**Discussion of Options**

20. The project is broken into four sections, Shands Road, Marshs Road, the Railway corridor, and Springs Road. There are several options considered along these routes.

## 2 Cont'd

### 21. Halswell Junction Road Roundabout

The original proposal was to have an off-road shared pathway along the full length of the south east side of Shands Road starting just north of Halswell Junction Road. There was to be kerb and channel used for the first 350 metres (approximately) from Halswell Junction Road. It is also proposed to have raised kerbs where the pathway enters and exits Shands Road. City bound cyclists would have had to cross Shands Road just south of Halswell Junction Road to continue towards Hornby. The proposal was to increase the size and shape of the splitter island on the approach to the roundabout. This would have provided a larger physical barrier which would slow approaching vehicles and provide some shelter to crossing cyclists in the centre of Shands Road.

### 22. No. 153 to 163 Shands Road frontage options

This section has several wide open accesses along property frontages. The current situation is informal entry and exit points with some road side parking being taken up by truck and trailer units. This situation is clearly undesirable for cyclists and pedestrians using this area whether at a commuting or leisurely pace. Ideally the road should be kerbed past this frontage to restrict vehicle crossing to formal driveways and eliminate the use of this area for operational parking. It is likely that not having kerb here will see the trucks continuing to use this area. It will only take some wet weather and trucks access to ruin this facility in this location.

Three options were considered.

#### (a) Option One construct the pathway close to kerb line.

This section of Shands Road will have the pathway a constant 1.5 metres from the edge of the kerb line. This is essentially the same offset all the way from Halswell Road. It will be cheaper and more efficient to construct option one as it does not involve property resumptions and associated administration and physical costs. The real disadvantage of option one is that the pathway will be beside this busy road forever and several of the adjacent businesses will continue to operate from public land.

#### (b) Option Two Construct the pathway midway between kerb and boundary.

This section of Shands Road will have the pathway shifted to the centre of this wider berm area in front of a truck depot. This option is likely to cost more and may be contentious with the truck depot fence being well over their property boundary. This could have additional costs associated with any property negotiation delays.

#### (c) Option Three is the preferred option terminating outside No. 171 Shands Road as shown on **Plan J in Attachment 1**.

This alternative provides an off-road parking facility for recreational riders and avoids trying to access the pathway from the Halswell Junction Road/Shands Road roundabout. It is intended that this car park will be removed in the future when the trail is extended into Hornby and a "terminus" point with parking formed in Hornby.

### 23. Edmonton Road intersection

The T intersection of Shands Road and Edmonton Road is to be converted to a four leg roundabout when the area on the west side of Shands Road is subdivided. Roundabouts are not cycle friendly and work has been done by the Council with the developer to create the framework for an off road cyclist and pedestrian friendly environment. This layout uses the reserve land to the south-east as shown on **Plan I in Attachment 1**.

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24. Sir James Wattie Drive intersection

The intersection of Sir James Wattie Drive and Shands Road is wide with a significant number of heavy commercial vehicle movements here. There is a 100 metre long approach slip lane that creates a squeeze location for cyclists between the road and the legal boundary. Ideally the slip lane would be removed giving more off road space to cyclists and pedestrians. However, this slip lane is required to be retained in this location as part of the development.

Two options were considered.

(a) Option One

Remove the slip lane into Sir James Wattie Drive, creating a five metre wide grass berm area that can accommodate the three metre wide shared pathway. This option keeps the path away from the fence line and the fast moving traffic in this location. However, the slip lane is considered necessary as a deceleration lane for left turning traffic.

(b) Option Two (the preferred option)

This option has the slip lane separated from the shared pathway with standard kerb and channel. The width of the slip lane is 2.8 metres and the pathway width is 2.5 metres. The intersection radiuses are reduced which will make the intersection safer for all road users as the cornering speeds will be reduced and the pedestrian/cyclist crossing distances also are reduced.

25. Shands Road and Marshs Road intersection

Cyclists and pedestrians will have to cross Marshs Road when they enter or exit Shands Road. The road side berm on the Shands Road approach to Marshs Road is very narrow. The proposal is to have full height kerb on this approach to physically separate the traffic from the cyclists and pedestrians. The property boundary is close to the carriageway and compromises the pathway facility in this location.

Two options were considered.

(a) Option One (the preferred option)

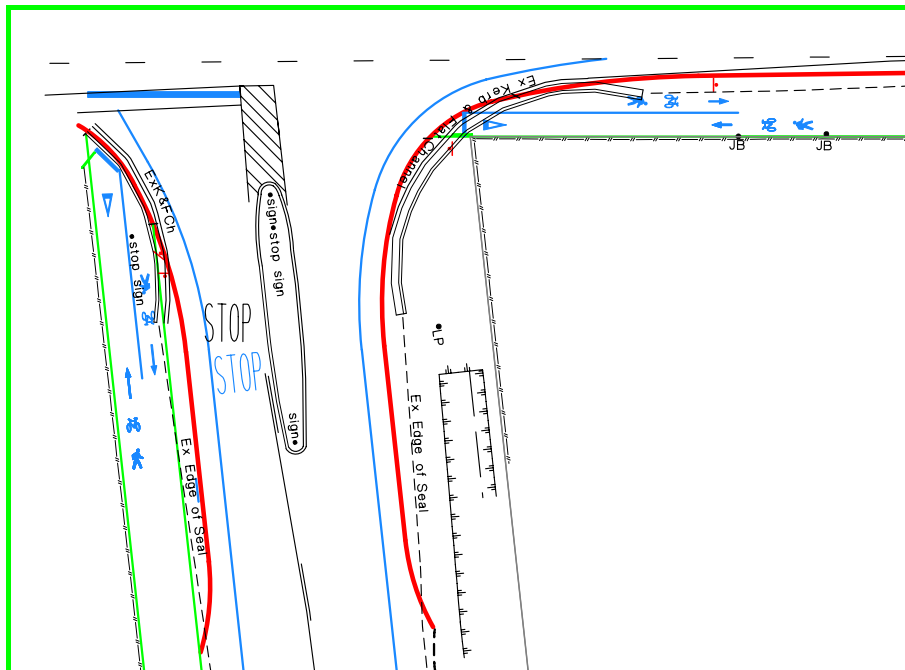
This proposal creates a crossing point 25 metres from the intersection needs to negotiate a suitably sized wedge shape parcel of land to create a safe and comfortable manoeuvre around this intersection. This option would have a smooth radius curve around the inside of the intersection, away from the kerb line, that delivers cyclists and pedestrians to a crossing point on Marshs Road.

If a suitable piece of land can not be negotiated an alternative is for the Council to require the standard intersection splay when the property comes up for development. This will achieve a minimum level of service for this location. This will also require the relocation of the existing power pole and the extension of the culvert to create some space for the shared pathway as shown on **Plan E in Attachment 1**.

(b) Option Two

It is possible to have all cyclists and pedestrians travel directly along Shands Road then across the face of the Marshs Road intersection as shown in the following plan. This has advantages and disadvantages. It is the most direct route and it keeps cyclists and pedestrians out where most approaching drivers can see them. However, it does mean that cyclists and pedestrians are exposed over 18 metres or up to 18 seconds. This is a long time in a rural environment.

## 2 Cont'd



Marshs/Shands Intersection Option 2

## 26. Marshs Road

This section of the Little River Rail Trail is very similar to the Selwyn District Council's off road pathway between Prebbleton and Lincoln, along Birchs Road. The design for Marshs Road will mirror that of Birchs Road for consistency of shared off-road facility. This length will see the pathway run along the west side of Marshs Road as there are new power poles and a significant waterway along the east side of Marshs Road. The waterway is against the property boundary and the poles are located generally down the centre of the berm area. Unfortunately, there are many property accesses along the west side, but careful design will make these safer for all users. The driveway widths will be reduced to limit speed in and out; the mail boxes will transfer to the opposite side of the road along the pathway to remove this conflict (between delivery, and cycle use) on the pathway. Trimming of road side hedges will be undertaken to improve driveway sight lines where required.

## 27. The Railway Corridor (located in Selwyn District Council).

Two options were considered.

## (a) Option One (the preferred option)

This option has the shared pathway between the railway line and fence line to the north. There is sufficient room for a 2.5 metre wide pathway here. There are two possible water ways that require traversing either with earthworks (if there is no transfer of water between ponding areas) culverts or a boardwalk bridge structure. Any significant trees will need to be retained as a condition of the railway lease agreement with Selwyn District Council. This is not considered an obstacle as no significant trees were observed during the site visit.

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(b) Option Two.

This option (a pathway on top of the railway line) was developed as there was concern that having the railway line remaining in-situ may require additional maintenance that would be an annual financial encumbrance on Selwyn District Council.

There were three different alternatives for the shared pathway considered. The idea of retaining some memory of the railway line meant that the railway lines were to be included within the design. The first option had the pathway centred over the railway lines with the lines exposed through the centre of the pathway. The second option uses one of the railway lines as the outside edged of the shared pathway and the third option has one of the railway lines as the centre line of the shared pathway. All options have exposed railway lines. This was considered desirable, even if it meant having to modify the railway line surface to make it non slippery. However, option two was disregarded as option one would create a better 'rail environment'.

28. Springs Road

Two options were considered.

(a) Option One (the preferred option)

This option has the pathway continuing along the northern berm of Springs Road from the railway corridor to the pedestrian median island crossing facility just west of Blakes Road. There is sufficient room here for a three metre wide pathway which is considered desirable due to the anticipated high use associated with the school in this location.

(b) Option Two

This option also has the pathway continuing along the southern berm of Springs Road from the rural road speed threshold to the pedestrian median island crossing facility just west of Blakes Road. There are property negotiations required to secure land for this option. Advice from the Selwyn District Council suggests that the (negotiations) are not likely to be successful. Therefore we have the option of getting the 'experienced riders' across Springs Road west of the threshold, where they can then continue along Springs Road on the on road cycle facility.

29. Lighting options

Three options were originally considered for each section.

(a) Shands Road

A lighting upgrade is proposed as a separate project under the Lighting Upgrade budget. The current lighting is minimalist and would not comply with AS/NZS 1158.3.1. There are different levels of upgrades required along Shands Road which may be included in the current Council street light upgrade. If this upgrade was to be included in this project the cost is estimated to be \$41,900.

(b) Marshs Road

- (i) Do minimum – no cost and this precedent has already been set for sections between Lincoln and Prebbleton.
- (ii) Provide lead lighting for the shared pathway at the Rail Reserve and at Shands Road - \$21,750.
- (iii) Provide full road lighting complying with AS/NZS 1158.3.1 category P3 for the length of Marshs Road and category P4 for the off road pathway - \$54,600.

2 Cont'd

(c) Railway Reserve

- (i) Install 19 HPS luminaries on existing poles at 5.5 metres high with a 1.5 metre outreach arm. This achieves above category P4 light levels - \$103,800.
- (ii) Install 14 HPS luminaries on new poles at 6 metre high to P4 level - \$95,000.
- (iii) Install 23 HPS luminaries on new poles at 6 metre high to P3 level - \$105,200.

30. Reduced lighting levels

Connetics was asked about a reduced level of lighting for the shared pathway. Their response is quoted as follows, "the proposed lighting levels in our assessment are the minimum Christchurch City Council accepted levels, as recommended in the Lighting Standard for a cycleway / pathway. The cycleway through the rail reserve is close to a residential area and yet quite secluded. The purpose of the lighting would be to orientate users, detect hazards, discourage crime and reduce the fear of crime. It is not recommend reducing levels or staging installation along this section of the cycleway. It would be better to dissuade night use and not light the area at all, than provide a substandard level."

31. In response to this advice and in regard to existing lighting standards the proposed lighting proposal is:

(a) Shands Road

- (i) The lighting will be upgraded as part of a Separate Lighting upgrade project.

(b) Marshs Road

- (i) Lighting will be upgraded along Shands Road to Marshs Road, and a light will be installed on Marshs Road at the entrance to the rail corridor.

(c) The Rail Corridor

- (i) This will ultimately be Selwyn District Council's decision. The project team agreed that it would be best not to light the corridor for the following reasons:
- (ii) There is a safe alternative route (Springs Road and Marshs Road).
- (iii) Unnecessary power consumption when the use of the facility during darkness will be very low.
- (iv) Because of the one kilometre length, lighting will not ensure personnel safety.
- (v) There are no 'escape routes' along the length of the corridor.
- (vi) Experienced and regular commuters will still be able to use the facility between 7am-8am and 5pm-6.30pm with bike lights.
- (vii) Consideration was given to the guideline 'Crime Prevention Through Environmental Design.'

**Recommended Option (see Attachment One)**

32. The recommended option has the following features:

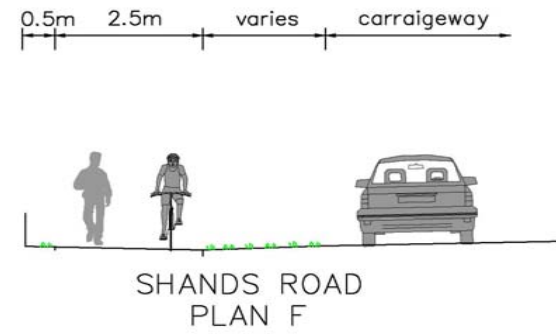
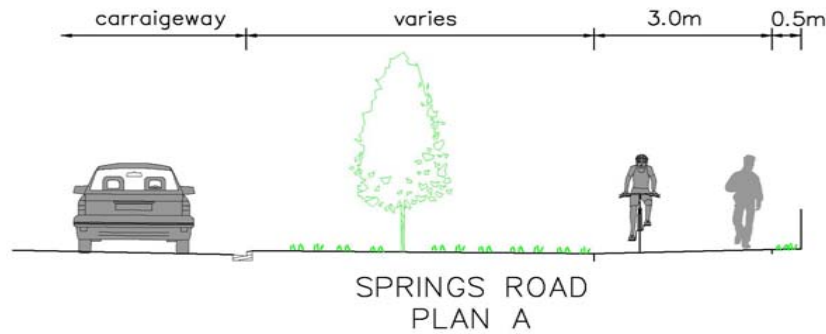
A 2.5 metre wide pathway. This width complies with the Austroads Design Guide with respect to shared pathway widths with both local access and commuter use. The path width on the approaches to the road crossings is three metre to allow for increased numbers and queuing path users in these locations.

33. This proposes an off-road single entry car park on the south eastern side of Shands Road approximately 400 metres to the south of Halswell Junction Road. The car park will provide for six parallel parks. The southern end of the car park will connect to the 2.5 metre wide shared off-road pathway. There will be appropriate signage and markings on the shared path. There will be an alternative access for commuter cyclists from Hornby via the car park exit. North bound commuter cyclists will be able to exit via a right angled pathway south of the car park exit. This pathway exit will have a holding rail, Give Way sign and be marked with limit lines as shown on Plan J in Attachment 1.

2 Cont'd

34. The shared off-road pathway continues to the proposed roundabout at the intersection of Shands Road and Edmonton Road. The shared pathway cuts across existing berm either side of Edmonton Road. The proposal allows for a traffic island on the northbound Edmonton Road approach to the proposed roundabout which will give pedestrians and cyclists a refuge to two stage crossing as shown on **Plan I in Attachment 1**.
35. The shared pathway continues along the south side of Shands Road. There is a tree in the line of the proposed path, but the pathway will split around the tree with an elliptical drip zone inside the pathway. This shape would also add to the aesthetic pleasantry of the route and retain the tree.
36. The shared pathway then crosses the vehicle access road to the Watties factory. It is proposed to implement a build out on the eastern side of this access road to reduce the width of road pedestrians and cyclists have to cross. The kerb corner splays will also be reduced to keep low vehicle speeds at this point as shown on **Plan H in Attachment 1**.
37. The kerb either side of Sir James Wattie Drive will be realigned with reduced radii corner splays. The shared pathway continues on the south side of Shands Road and across Sir James Wattie Drive. A decision to reduce the left turn slip lane was also made to reflect the reduced speed restriction in this location. Slip lane reduced to 80 metres as shown on **Plan G in Attachment 1**.
38. The shared pathway continues along the south side of Shands Road to the intersection with Marshs Road. The shared pathway then continues into Marshs Road, on the east side. At this point the shared path will cross the corner of existing farm land as shown on **Plan E in Attachment 1**. This will require property purchase as described in clause 9 as there will be a conflict with power poles, which will need to be relocated as these are hazards. There will be a short section of ditch that will be piped before the shared pathway crosses Marshs Road to the west side. The existing traffic island will be extended, as will the existing kerbs on either side of Marshs Road. The shared pathway will then continue along the western side of Marshs Road.
39. This proposal involves the relocation of rural post boxes on the same side as the existing pathway to the opposite side of the road as shown on **Plan D in Attachment 1**. The shared pathway will have pedestrian and cycle symbols marked at the driveways, with the driveways themselves marked with a limit line at the end. There will also need to be some local clearing of vegetation at several entranceways to improve indivisibility between path users and drivers exiting properties.
40. The shared pathway then runs from the western side of Marshs Road along the northern side of the disused railway track. The shared pathway will be 2.5 metres wide along the edge of the railway track. The rural post access path across the railway lines will be shifted to the east side of the railway tracks as shown on **Plans C and D in Attachment 1**.
41. The shared pathway continues along the northern edge of the railway track. The path runs down and across the ditch where the railway bridge is located. This will be bridged by a boardwalk style bridge as shown on **Plan B in Attachment 1**.
42. The shared pathway then connects with Springs Road, to the east of Blakes Road. A new roundabout has been constructed at the intersection with Blakes Road. There will be pedestrian and cyclist crossing points on each arm of the roundabout. On the northern side there is an option for the pathway to continue through the churchyard to reach the existing crossing point over Springs Road to the west of the roundabout as shown on **Plan A in Attachment 1**. The pathway will be three metres wide from the old railway to Blakes Road due to its use by school children before and after school.
43. The preferred option meets all project objectives, the Christchurch City Council's commitments under the LTCCP and provides a safe cycle and pedestrian facility for the community.

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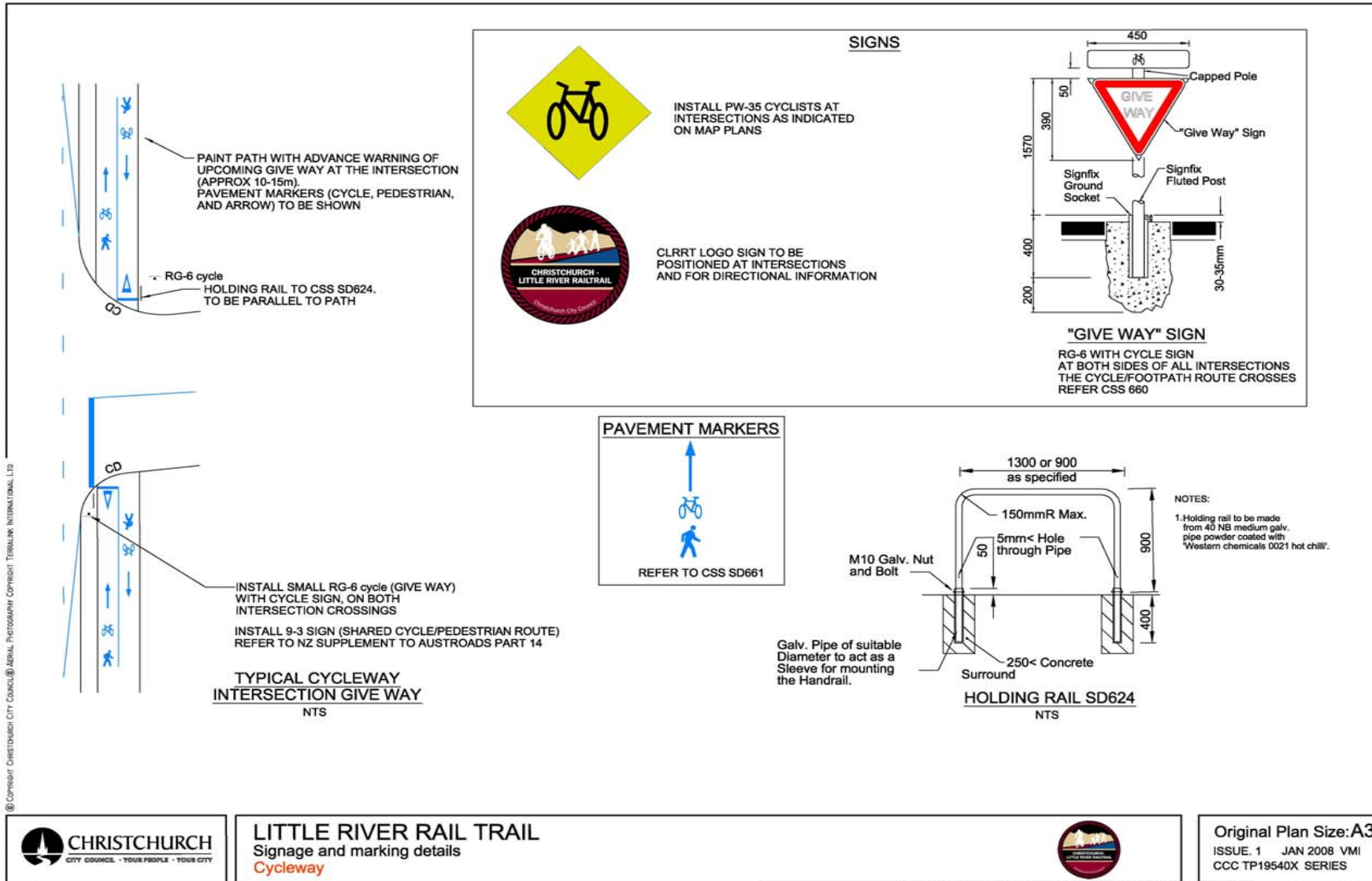


**LITTLE RIVER RAIL TRAIL**  
Cross Sections  
Cycleway



Original Plan Size: A4  
ISSUE. 1 JAN 2008 RAH  
CCC TP19540X SERIES



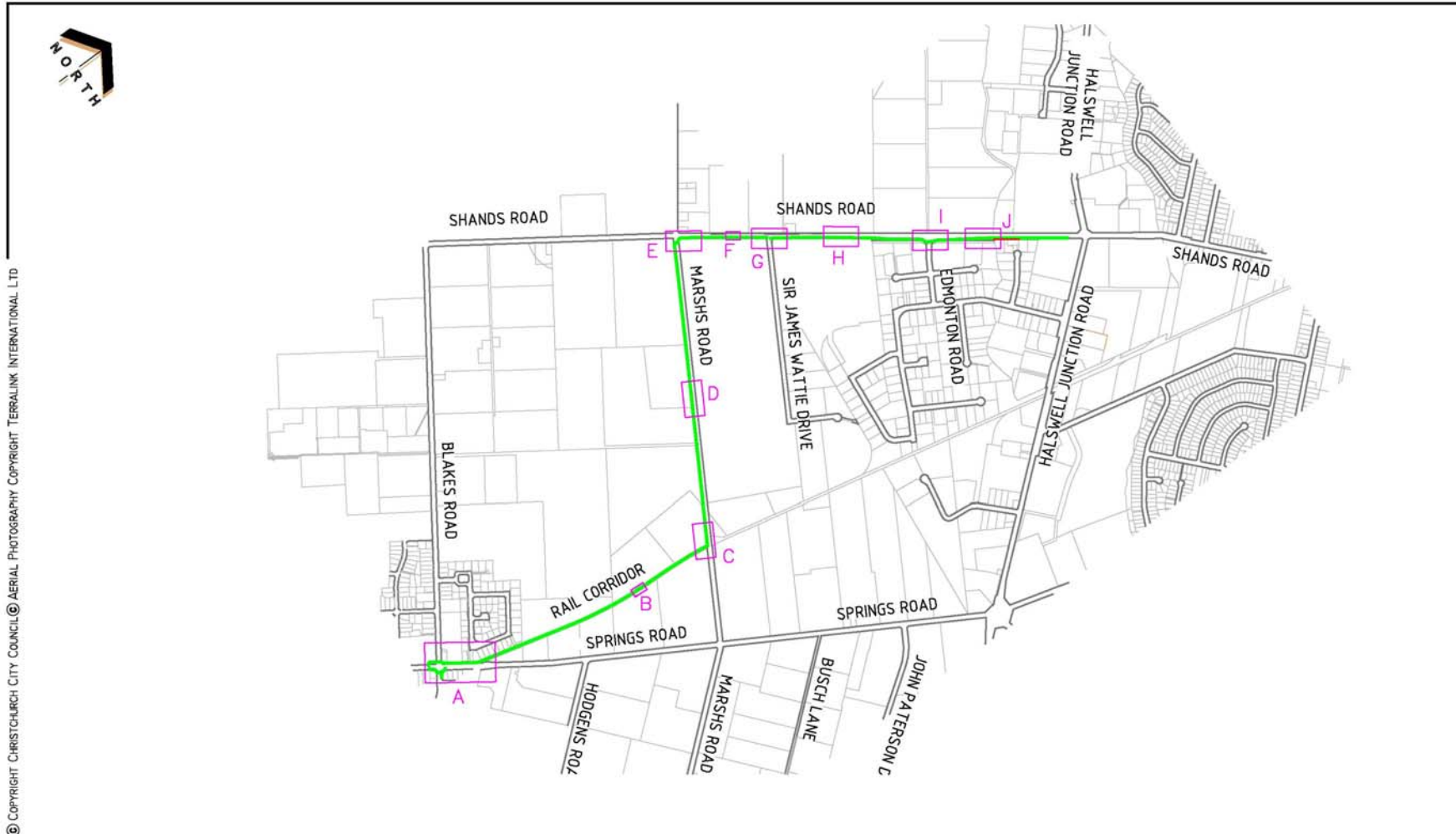


13. 11. 2008

Riccarton/Wigram Community Board 7.10.2008

Clause 2 – Attachment 1

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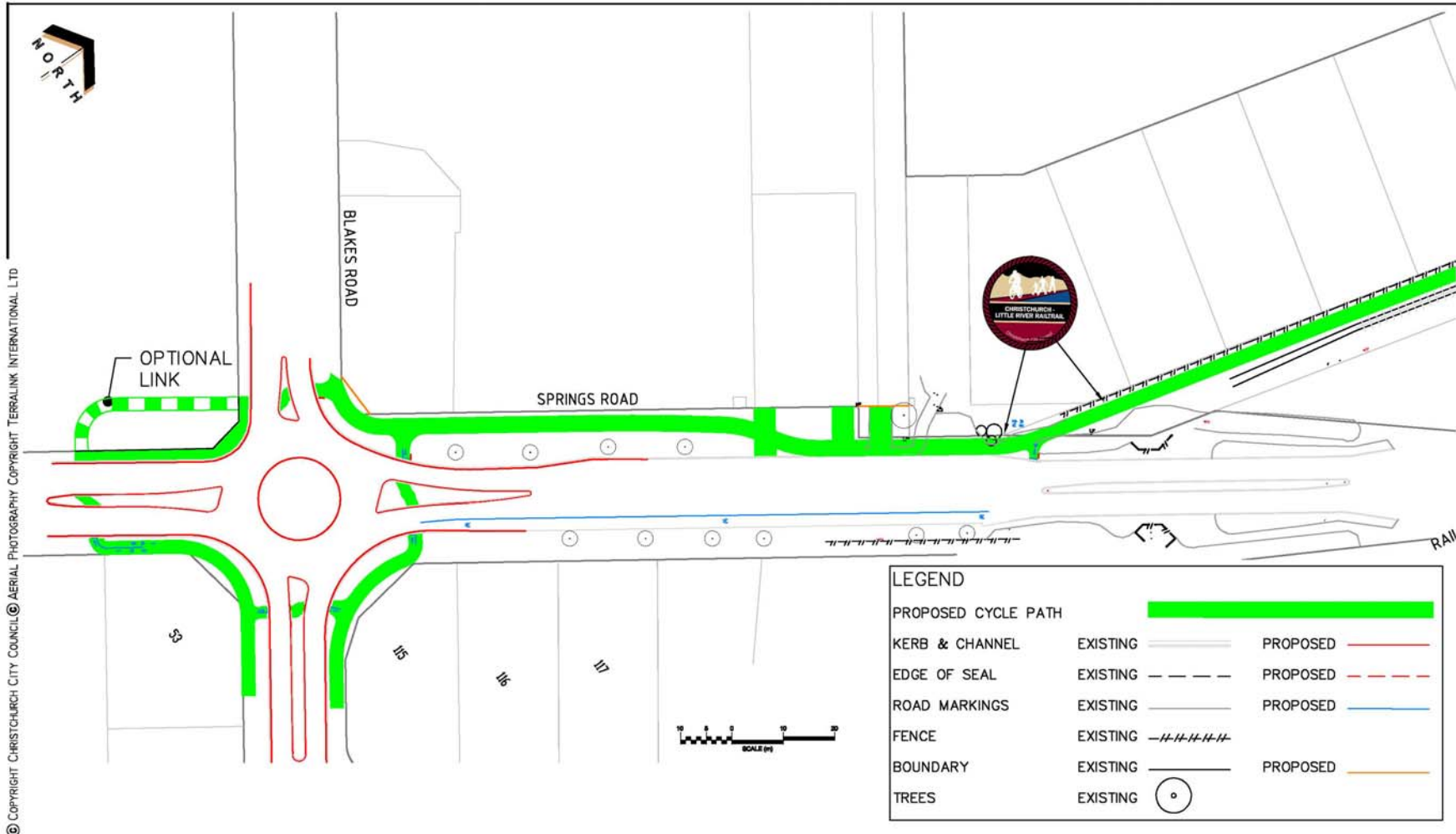
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**LITTLE RIVER RAIL TRAIL**  
 Shared Pathway  
 Cycleway



Original Plan Size: A4  
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**LITTLE RIVER RAIL TRAIL**  
 Springs Road / Blakes Road - Plan A  
 Cycleway



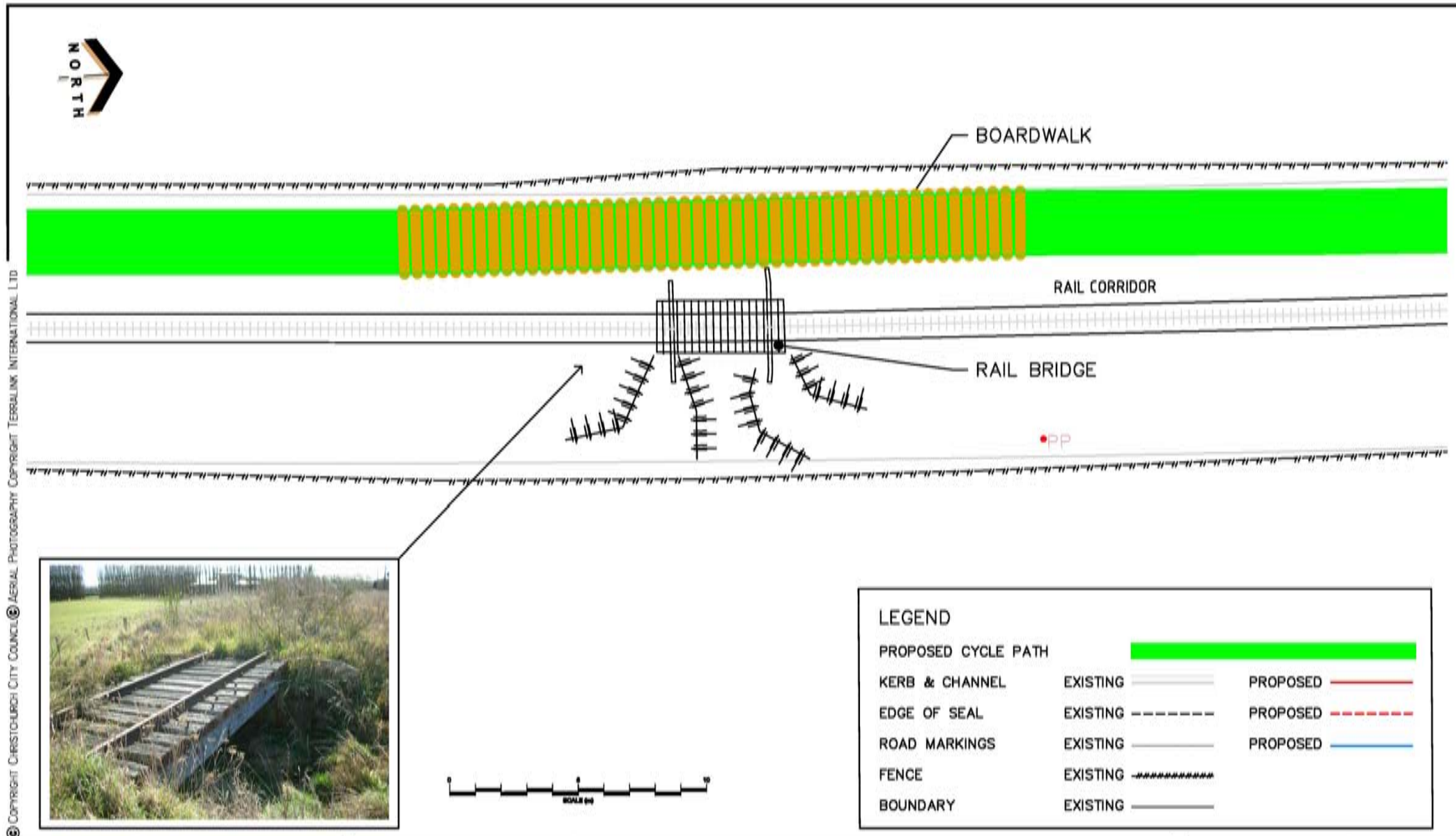
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13. 11. 2008

Riccarton/Wigram Community Board 7.10.2008

Clause 2 – Attachment 1

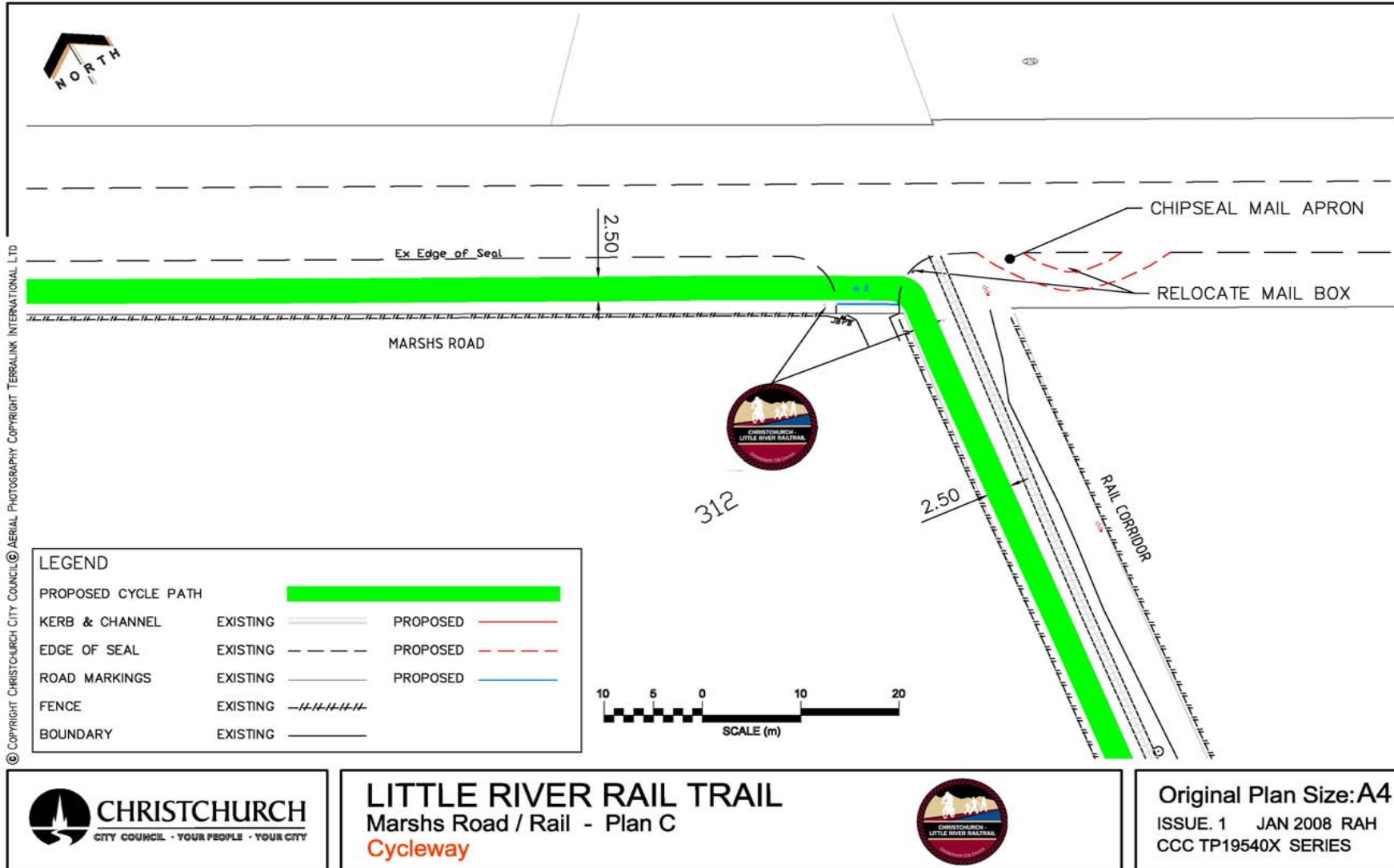
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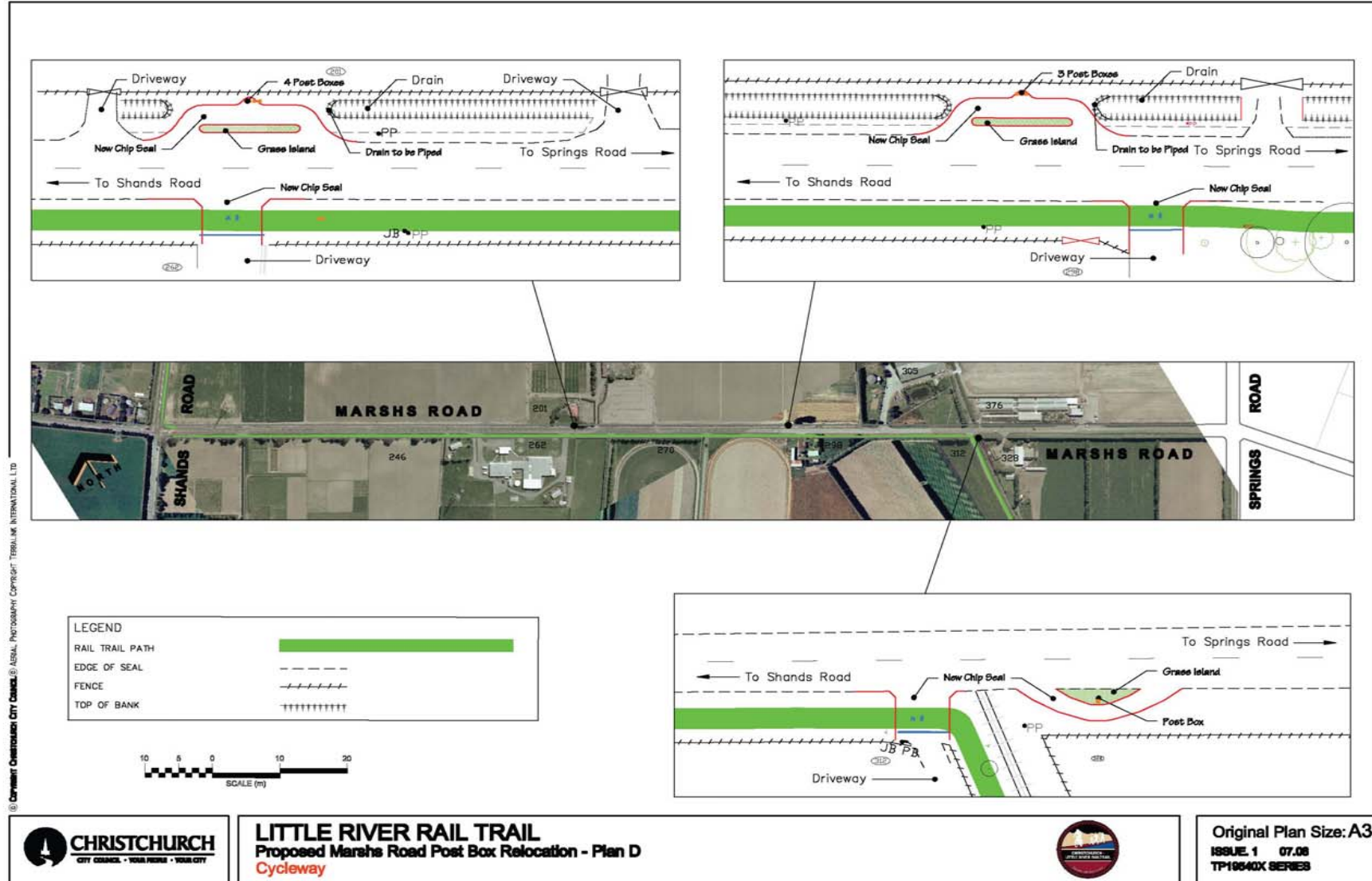


**LITTLE RIVER RAIL TRAIL**  
 Rail Crossing - Plan B  
 Cycleway



Original Plan Size: A4  
 ISSUE. 1 JAN 2008 RAH  
 CCC TP19540X SERIES





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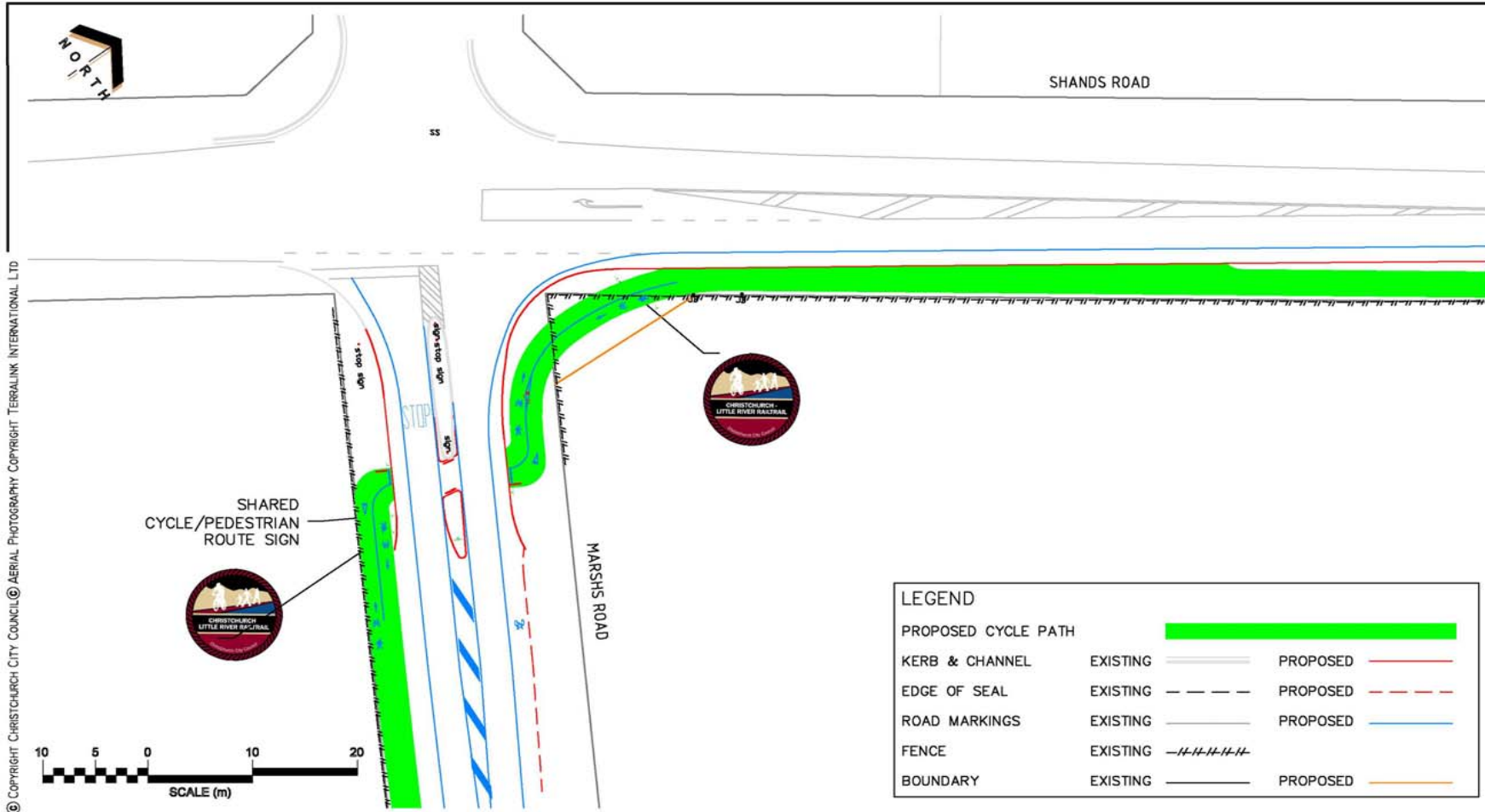


**LITTLE RIVER RAIL TRAIL**  
Proposed Marshs Road Post Box Relocation - Plan D  
Cycleway



Original Plan Size: A3  
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TP10640X SERIES

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**LITTLE RIVER RAIL TRAIL**  
 Shands Road / Marshs Road - Plan E  
 Cycleway



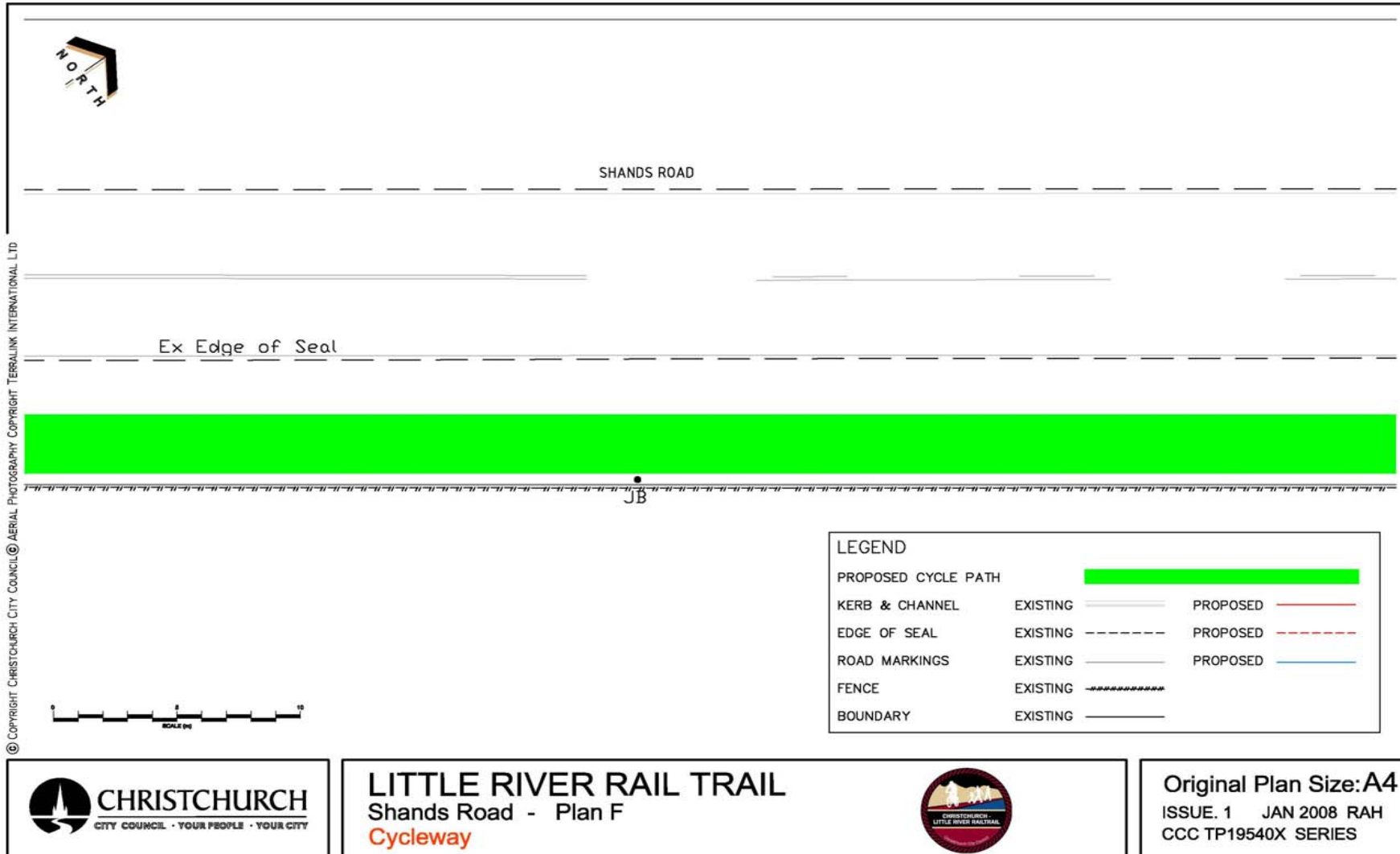
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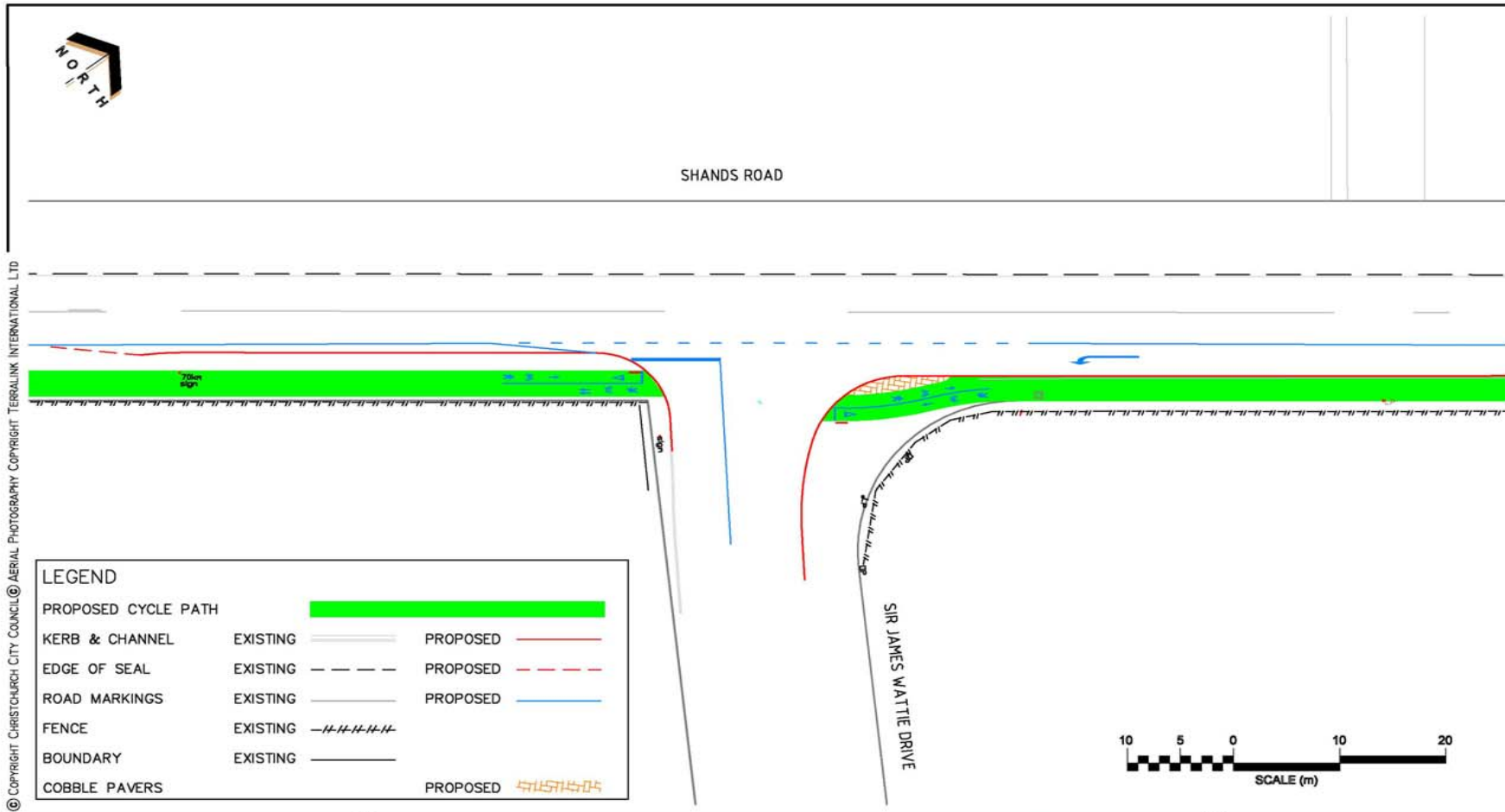
Riccarton/Wigram Community Board 7.10.2008

Clause 2 – Attachment 1

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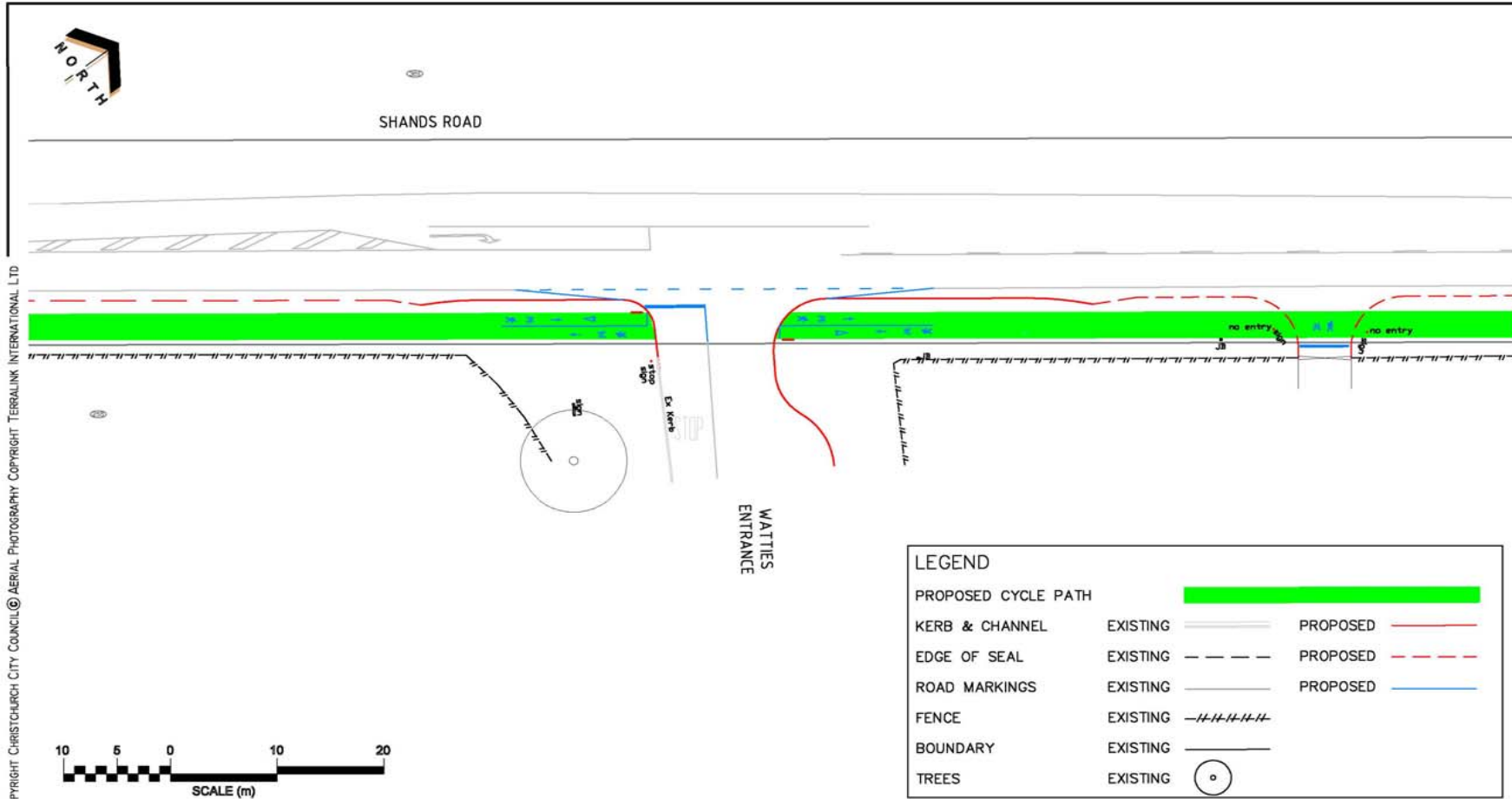




**LITTLE RIVER RAIL TRAIL**  
 Shands Road / Sir James Wattie Drive - Plan G  
 Cycleway



Original Plan Size: A4  
 ISSUE. 1 JAN 2008 RAH  
 CCC TP19540X SERIES



**LITTLE RIVER RAIL TRAIL**  
 Watties Entrance - Plan H  
 Cycleway



**Original Plan Size: A4**  
 ISSUE. 1 JAN 2008 RAH  
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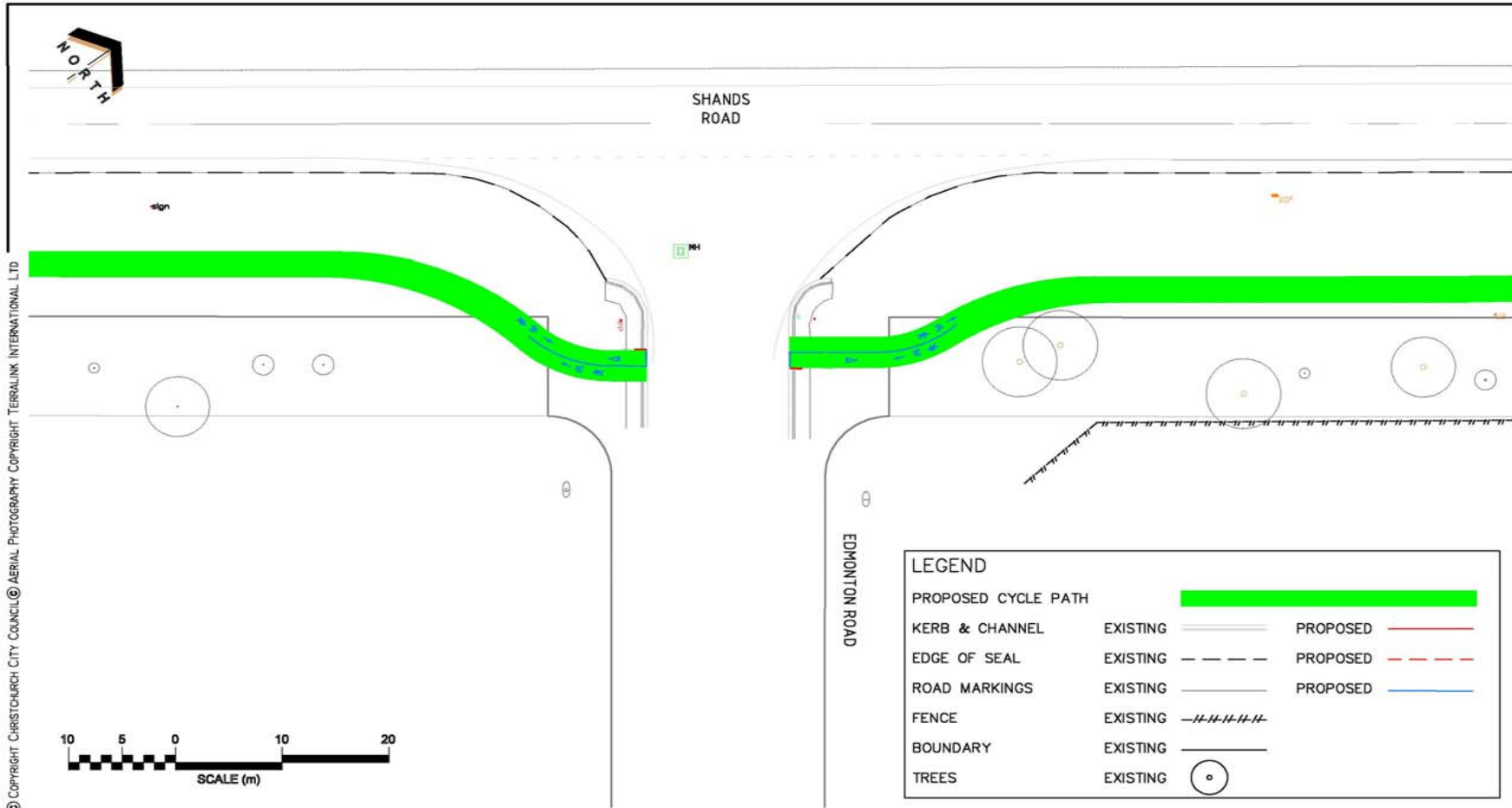
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Riccarton/Wigram Community Board 7.10.2008

Clause 2 – Attachment 1

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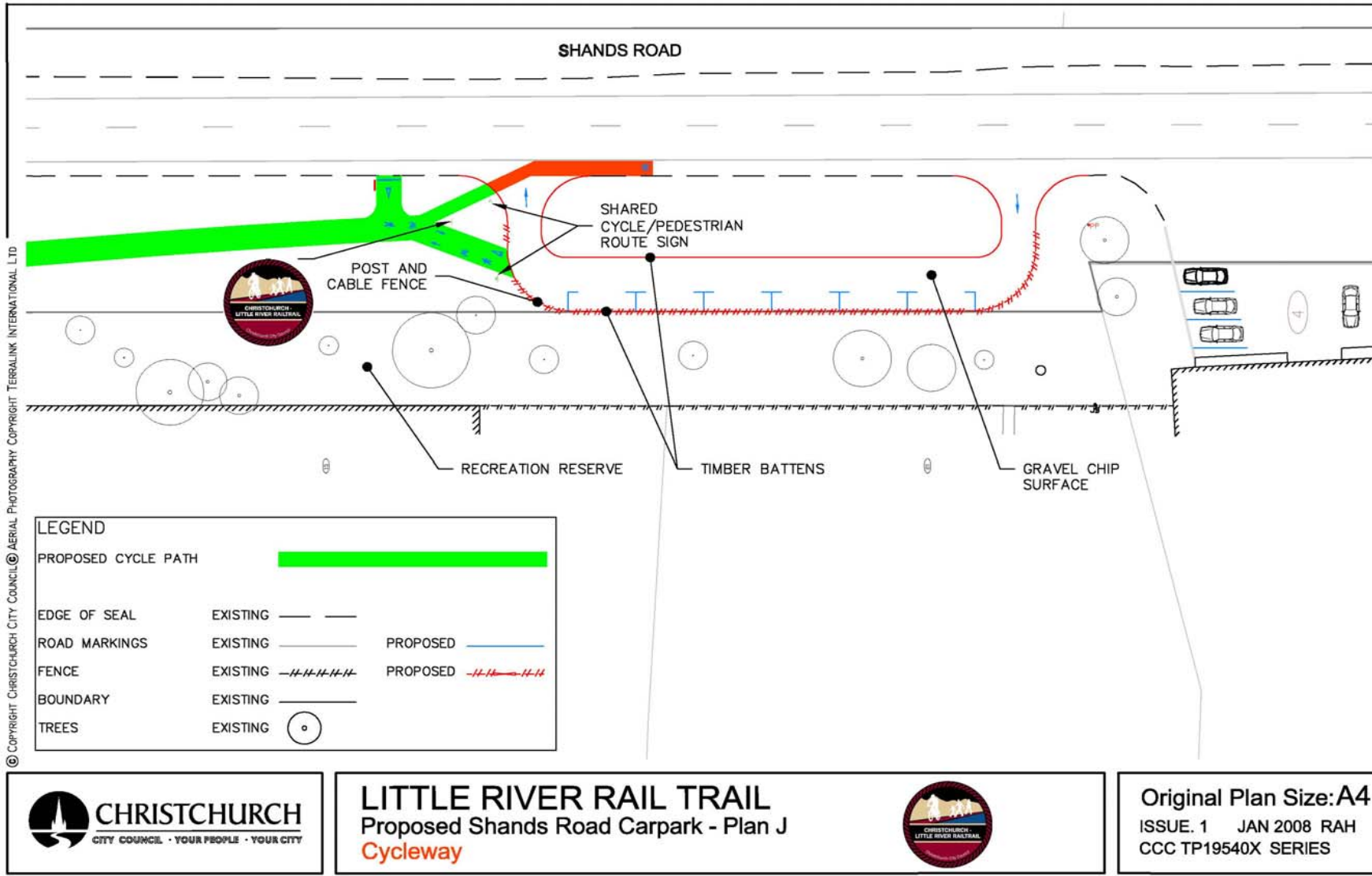


**LITTLE RIVER RAIL TRAIL**  
 Shands Road / Edmonton Road - Plan I  
 Cycleway



Original Plan Size: A4  
 ISSUE. 1 JAN 2008 RAH  
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ViaStrada file location - W:\PROJECTS\001 TO 200\051 TO 075\57 RAIL TRAIL\57-2 RAIL TRAIL DESIGN (HORNBY TO PREBBLETON)\57 OVERVIEW.DWG



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LEGEND		
PROPOSED CYCLE PATH		
EDGE OF SEAL	EXISTING	
ROAD MARKINGS	EXISTING	
	PROPOSED	
FENCE	EXISTING	
	PROPOSED	
BOUNDARY	EXISTING	
TREES	EXISTING	



**LITTLE RIVER RAIL TRAIL**  
 Proposed Shands Road Carpark - Plan J  
 Cycleway



Original Plan Size: A4  
 ISSUE. 1 JAN 2008 RAH  
 CCC TP19540X SERIES

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# Christchurch City Council

## Capital Programme Group

**FEEDBACK TO PROJECT:** LITTLE RIVER RAIL TRAIL

**FEEDBACK AT:** 3/6/08

**Responses received: -**

Support	Number of Responses	% of Total Responses
General Support	5	25%
General Support (with suggestion)	11	55%
No Comment	3	15%
No General Support (with suggestion)	1	5%
<b>Total</b>	<b>20</b>	<b>100%</b>

FEEDBACK SUMMARY:	ACTION:
<b>General</b>	
Discussion/written consent required from Orion for cycleway from Springs Road to Marshs Road along rail tracks if excavation/fill works within 5m of 33,000 volt power poles. (Need to refer to Orion cable maps.) (0)	Noted for inclusion in detailed design
Gas mains in area. Plans provided (2)	Noted for inclusion in detailed design
Disappointed that route follows Shands Road rather than Springs Road (3) Prefers route down Halswell Junction Road than Shands Road and trail should stick more closely to rail corridor route (14) Is the proposed path (Plan A - N, E, and S) necessary at Springs Road/Blakes Road? (3)	The use of the rail corridor northeast of Marshs Road was not feasible given the constraints required by Ontrack. Consideration was given to the use of Springs Road however Shands Road was the preferred route as it provided a direct route into Hornby, was less constrained physically, and had lower predicted future traffic volumes. The path at Springs Road/Blakes Road is considered necessary as it provides a safe passage for less experience cyclists.
Strongly opposed to car parking facilities in Shands Rd because boy racers, tagging, break ins already a problem (8)	The project team do not consider the carpark will provide an area for boy racers, and that it will be too restrictive in size for anti social driving behaviours as it only provides a through lane and parallel parking on one side. While the project team understand the concerns of the property owners they are not uncommon with new path way proposals, particularly when problems already exist in an area. Based on the teams experience of other projects the team considers the concerns expressed are unlikely to eventuate in reality. The cycle path is located next to a main road and is highly visible. It is located approximately half way between the carriageway and the fence, and is not immediately adjacent to the fence. The team is aware there is an existing no stopping restriction in place to keep hoons out of the area at night. If problems were to occur with boy racers then the first action should involve the police. The implementation of bollards could be considered but this is a high cost option and is unlikely to e supported by Councils Network team with solid structures close to an arterial road.

<b>FEEDBACK SUMMARY:</b>	<b>ACTION:</b>
Should be referred to as "pathway" rather than "cycleway" as intended for walkers and cyclists (16) Increase width to 3.5m? (16) Shands Road end of trail needs investment/upgrade (16) More consideration needed for entry/exit points for commuters (16)	Yes a "pathway" is more appropriate. All signage will refer to the Rail Trail. Paths will be marked with both cycle and pedestrian symbols. The term cycleway has come about as it is funded from a "cycleways" budget. The project team would like to see the extension of the Rail Trail into Hornby proceed, however it will have to be prioritised with other projects for funding. The team consider adequate provision has been made for entry/exit points.
<b>Landscaping</b>	
Noxious broom and gorse to be cleared on railway line (9) Maintenance of willow trees to be supervised by private owner. No cutting above 8m (9)	The Little River Rail Trail Trust is having a tidy up of weeds within the rail corridor in the near future. Any trimming of overhanging branches over the legal road is the adjacent property owners' responsibility and the Council would not take responsibility for that. The path is located approximately 1m off the boundary. Trees will need to be trimmed to a height of 2.4m above the path.
Hedge or fence required to ensure privacy (11)	Selwyn District Council would not contribute to half share of hedge. If landscaping were to be implemented in the corridor in the future by the Trust then consideration could be given to screening in conjunction with that landscaping but it is not part of this project and there are no plans for landscaping at this stage.
Letterbox to remain (11)	This can be done by relocating it to the southern side of the rail tracks and this is acceptable to the resident and NZ Post
Should enhance wetland area by boardwalk with native plantings (11)	This is not part of the current project.
Information about fencing and trail generally needed by residents and businesses between Marshs Road and Prebbleton Village (12)	There are no plans on fencing as part of this project and Selwyn District Council would not consider a half share in fencing. It is noted that there is no fencing at present and access to the site is possible from the rail corridor. It may be that Rail Trail and the presence of more people will assist in improving security. Otherwise it is a choice of the property owner. It is noted that this property has a significant encroachment over the rail corridor with storage of materials, pellets etc. SELWYN DISTRICT COUNCIL and the Trust have a lease for the purpose of the Rail Trail and any material that could be considered a safety risk should not be there. If there are items in the rail corridor that are considered to be essential then these can be considered on an individual basis.
<b>Pedestrian</b>	
Concern re danger to school students who access Prebbleton School from Springs Road gate. Proposed cycleway uses same footpath. This should be on opposite side of road or separate path for pedestrians and cyclists. (13) (15)	An option giving cyclists the choice of crossing at the end of the rail corridor onto the east side of Springs Road has been included in the design. The path by the school is 3m wide to allow for the extra traffic. The project team consider that the number of higher speed commuter cyclists using the path at school times will be low and should not cause problems as the presence of pedestrians will control the environment. Experience has shown that separate paths for cyclists and pedestrians don't work unless they can be enforced. The separate paths also facilitate higher cyclist speed and conflicts can occur as pedestrians 'wander' onto the cycle path unaware of its use. This will be a low speed environment and if necessary there will be berm area available adjacent to the path.
<b>Traffic Control</b>	
Crossing at Marshs Road should be well signed (1)	Agreed. Noted for inclusion in detailed design
2.5m path wide enough? (1)	2.5m is considered sufficient, and is wider than the existing path on Birchs Road. A wider path was considered however funding was a constraint on this. The path has been widened to 3m at locations where a higher volume of cyclists are likely to be e.g. crossing

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Riccarton/Wigram Community Board 7.10.2008

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FEEDBACK SUMMARY:	ACTION:
Need to prevent access to railway line by motorcyclists (9) (11)	points. We can't give an assurance that they won't but should they start using the cycle path the Council would look at what measures can be implemented to minimise this activity. It is noted that SELWYN DISTRICT COUNCIL introduced a bylaw on the section between Prebbleton and Lincoln to prevent use by motorbikes.
What car parking arrangements along Marshs Road? (11)	None. This is not expected to be a concern and has not been an issue in the previous sections of the Rail Trail already constructed.
What car parking arrangements available at start of trail south of Halswell Junction/Shands Roads?(12)	None. This is not expected to be a concern and has not been an issue in the previous sections of the Rail Trail already constructed.
Following points very busy: Edmonton Road/Shands Road; entrance to Heinz Watties factory; Marshes Road; Springs Road Roundabout. Trail should remain where it is and start at corner of Trices and Birches Road in Prebbleton or else begin in Hornby opposite the Hub and follow present railway to Prebbleton (12)	This route is not an option due to the narrow width of the existing rail corridor being too narrow for a rail tracks and a pedestrian/cycle path.
Along Shands Road pathway should be given priority at Sir James Wattie Drive and Watties factory entrance and possibly Edmonton Road. Could become part of the road for 20m (16)	The 'Tennyson Street' design was considered for the Christchurch to Little River Rail Trail, C.L.R.R.T. However, one of the objectives for the Rail Trail is keeping as much of the pathway off road as practical. We were also specifically asked to design for 'low experience' riders and walkers. This was the primary reason the current design has been proposed.
Concern re Watties entrance. Visibility should be maximised; zigzag speed restriction barriers plus stop sign on cycleway. Give way sign for cyclists at Watties carpark (18).	The proposed intersection control is the standard treatment used at intersections along the C.L.R.R.T. The small chicane or deviation in the path alignment as it approaches the intersection is a signal to cyclists and walkers that they are approaching the intersection. Unfortunately, due to the lack of space available, we have not been able to achieve this type of chicane at every intersection. There will also be standard holding rails for cyclists and walkers to lean on and/or wait at before they cross the road. These holding rails also identify the approach to the intersection. Cyclists use these to lean on so they can quickly cross the road from a riding position and not have to dismount their cycles. Pedestrians also use these to lean on and there is a perceived level of protection associated with the steel bar in this location. Also on these approaches to the intersections are road markings to help identify the approach and position the approaching and departing path users. The markings will involve a centre line, cycle and pedestrian logos printed on both sides of the centre line with directional arrows indicating the expected locations of path users. There will also be limit lines indicating where cyclists are to wait before they enter the road. There will also be a small Give Way sign located on the left hand approach to the intersection. This sign requires approaching cyclists and pedestrians to give way to traffic at this intersection. All of the above 'treatments' are part of this intersection and are considered the current best practice for pathway and road intersections. These comments and descriptions also apply to the Watties car park entrance. One important feature of any 'public use' facility is predictability and consistency of treatments. As these treatments have been successfully implemented along other sections of the C.L.R.R.T and other shared pathway facilities like the Papanui Railway Cycleway. Council considers that they will continue to perform well for path users and road users.

## PART B - REPORTS FOR INFORMATION



### 3. DEPUTATIONS BY APPOINTMENT

Nil.

### 4. PETITIONS

Nil.

### 5. DEPUTATIONS BY APPOINTMENT

Nil.

### 6. PETITIONS

Nil.

### 7. NOTICES OF MOTION

The following Notice of Motion was received from Mike Mora pursuant to Standing Order 2.16.1:

*That the Riccarton Wigram Community Board request the Council to review the Christchurch City Council officer response to the letter from Selwyn District Council relating to Didymo entering the water race system and flowing into the Avon and Heathcote Rivers and Estuary.*

The motion was seconded by Peter Laloli.

The Board requested that a report be referred back to the Community Board for further consideration and action

### 8. CORRESPONDENCE

Board **received** the following correspondence:

- 8.1 **Gordon and Heather Scandrett** – A letter asking the Board to reconsider the removal of Silver Birch trees in Jamell Place
- 8.2 **Hayley Roud** – A letter of thanks for financial assistance provided by the Board through the Youth Development Fund.
- 8.3 **Eliot Sinclair & Partners Limited** – A letter in respect of the upgrading of Masham Road/Neathwest Avenue/Kintyre Drive. Attached to this letter is technical advice Eliot Sinclair had received from Traffic Design Group on the upgrade. This letter was referred to the Board's Transport and Roading Committee.
- 8.4 **Annie Pickersgill** – A letter of thanks for funding assistance for outdoor equipment.
- 8.5 **University of Canterbury** – A letter of appreciation for the opportunity to meet with the Board on 9 September 2008.
- 8.6 **Hornby Anglican Parish** – A letter requesting funding for purchasing a van. The letter was referred to the Board's Community Services Committee.
- 8.7 **Templeton Primary School** – A letter of appreciation about Board members attending the Principal's meeting held on 18 September 2008.



- 8.8 **Minister of Health** – A letter acknowledging receipt of the Board's letter supporting the Community Liaison Chaplaincy continued funding.
- 8.9 **Templeton Residents' Association** – A letter in relation to concerns about the heavy flooding on the corner of Bailey Street and Runneymede Drive. The letter was referred to the Board's Environment Committee.

**9. BRIEFINGS**

Nil.

**10. COMMUNITY BOARD ADVISER'S REPORT**

The Board **received** updates from the Community Board Adviser on forthcoming Board related activities and projects and the status of the Board's funds.

**11. ELECTED MEMBERS INFORMATION EXCHANGE**

Members raised the following matters:

**11.1 Poster Bollards on Rotherham Street**

The Board **decided** to ask staff to investigate and report on the processes for the installation and removal of the bollards.

**11.2 Riccarton Bush Act Amendments**

It was noted that the Act is in the process of being amended and a copy with tracked changes will be forwarded to Board members for comment.

**12. QUESTIONS UNDER STANDING ORDERS**

Nil.

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

**13. CONFIRMATION OF MEETING MINUTES – 16 SEPTEMBER 2008**

The Board **resolved** that the minutes of its ordinary meeting held on Tuesday 16 September 2008 be confirmed as true and accurate records.

**14. LITTLE RIVER RAIL TRAIL (BLAKES ROAD TO SHANDS ROAD)**

Further to clause 1 the Board considered a report seeking Board approval for the installation of a Give Way sign to be placed against Sir James Wattie Drive at its intersection with Shands Road for the Little River Rail Trail.

The Board **resolved** that a Give Way sign be placed against Sir James Wattie Drive at its intersection with Shands Road for the Little River Rail Trail.

**15. HALSWELL DOMAIN – CANTERBURY SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS – LEASE/LICENCE EXTENSION**

The Board considered a report for approval of an application from the Canterbury Society of Model and Experimental Engineers, (CSMEE), for an extension to their leased area to enable them to build clubrooms and extend their train storage shed.

The Board **resolved** to discuss this matter under Section 48, Local Government Official Information and Meetings Act 1987, Section 7 (f)(i) at 6.00pm.

At 6.20pm the public were readmitted to the meeting.

The Board **resolved** that the report lay on the table until consultation has been completed and the report reflect the results of the consultation.

**16. PROPOSED PARKING RESTRICTIONS (WESTFIELD MALL EXPANSION) - DIVISION STREET**

The Board considered a report for approval to formalise the installation of parking restrictions in Division Street.

The Board **resolved**:

- (a) That the parking of vehicles is restricted to a maximum period of 60 minutes on the east side of Division Street commencing at a point 10 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 20 metres be revoked.
- (b) That the parking of vehicles is restricted to a maximum period of 60 minutes on the east side of Division Street commencing at a point 36 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres be revoked.
- (c) That the parking of vehicles is restricted to a maximum period of 60 minutes on the east side of Division Street commencing at a point 64 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 18 metres be revoked.
- (d) That the parking of vehicles is restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 26 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres be revoked.
- (e) That the parking of vehicles is restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 46 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 21 metres be revoked.
- (f) That the "loading zone, five minutes at any time" installed on the west side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres be revoked
- (g) That the parking of vehicles be restricted to a maximum period of 15 minutes at any time on the east side of Division Street commencing at a point 10 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 20 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Division Street commencing at a point 36 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 33 metres.

**16. Cont'd**

- (i) That a "Construction zone authorised vehicles only" be installed on the east side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres.
- (j) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 20 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 26 metres.
- (k) That a "Construction zone authorised vehicles only" be installed on the west side of Division Street commencing at a point 46 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 21 metres.
- (l) That a "Construction zone authorised vehicles only" be installed on the west side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres.
- (m) That the two landscape kerb extensions be removed for the duration of the construction work to enable this parking proposal to be implemented.
- (n) That the Community Board, Westfield NZ Limited, and the Businesses of Division Street develop an upgrade proposal for Division Street.

**17. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE REPORT OF 4 SEPTEMBER 2008 MEETING**

The Board **received** the minutes of the Environment Committee meeting of 4 September 2008 and **resolved**:

**17.1 TOORAK RESERVE TREE REMOVAL AND REPLACEMENT PLANTING PROJECT**

To approve the final landscape plan for Toorak Reserve and proceed with the implementation of the project.

**17.2 WIGRAM VILLAGE GREEN PLAYGROUND DEVELOPMENT**

To approve the final plan for the Wigram Village Green Playground Development and proceed to detailed design and construction.

**17.3 SMOKEFREE PLAYGROUNDS PROJECT TRIAL RESULTS AND FUTURE POLICY DEVELOPMENT**

The recommendations to the Council are recorded in Clause 2 of these minutes.

**17.4 ENVIRONMENT COMMITTEE CHAIRPERSON**

To appoint Beth Dunn as the Riccarton Wigram Environment Committee Chairperson.

**18. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF COMMUNITY SERVICES COMMITTEE – 16 SEPTEMBER 2008**

The Board **received** the minutes of the Community Services Committee report of 16 September 2008 and **resolved**:

**18.1 APPLICATION FOR FUNDING TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – HORNBY HIP HOP DANCE GROUP**

To approve the application to the Board's Youth Development Fund of the Hornby Hip Hop Dance Group and contributed \$100 to each team member (\$800.00) towards the team costs to attend the National Hip Hop Dance Competition in Lower Hutt.

**18.2 APPLICATION FOR FUNDING TO THE RICCARTON/WIGRAM 2008/09 DISCRETIONARY FUND – BRANSTON INTERMEDIATE SCHOOL – SURF SAFE PROGRAMME**

To decline the funding application to the Board's 2008/2009 Discretionary Fund for the Branston Intermediate "Surf Safe" programme.

**18.3 APPLICATION FOR FUNDING TO THE RICCARTON/WIGRAM 2008/09 DISCRETIONARY FUND – HALSWELL COMMUNITY HALL ELECTRICAL REPAIRS**

To approve up to \$1,000 from the Board's 2008/09 Discretionary Fund for remedial electrical work to the Halswell Community Hall.

**18.4 NEIGHBOURHOOD WEEK FUNDING**

That the Committee approved under delegated authority the Neighbourhood Week funding applications and allocated funds.

**19. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 19 SEPTEMBER 2008 MEETING**

The Board **received** the minutes of the Transport and Roding Committee report of 19 September 2008 and **resolved**:

**19.1 PROPOSED PARKING RESTRICTIONS (WESTFIELD MALL EXPANSION) – DIVISION STREET**

That the staff prepare an additional report to the Board's 7 October 2008 meeting discussing the recommendations outlined in the letter from Division Street business owners and incorporating the Committee's agreed consensus on the proposed amendments.

**19.2 PROPOSED 120 MINUTE PARKING RESTRICTION – ROTHERHAM STREET**

That the following be approved:

- (a) The stopping of vehicles prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.
- (b) The stopping of vehicles prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.
- (c) The stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres be revoked.
- (d) The stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres be revoked.

**19. Cont'd**

- (e) The stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (f) The stopping of vehicles be prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (g) The stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres.
- (h) The stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres.
- (i) The stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of six metres.
- (j) The stopping of vehicles be prohibited at any time on the north side of Peverel Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of six metres.
- (k) That the stopping of vehicles be prohibited at any time on the east side of Rotherham Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of six metres.
- (l) That the stopping of vehicles be prohibited at any time on the north side of Peverel Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of six metres.
- (m) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Rotherham Street commencing at a point 31 metres south of its intersection with Dilworth Street and extending in a southerly direction for a distance of 73 metres.

**20. SUPPLEMENTARY REPORT**

The Chairperson referred to the following report which was separately circulated after the agenda had been distributed:

- Little River Rail Trail Project (from Blakes Road to No 171 Shands Road) – Purchase of Land for Path Construction - Corner of Springs Road and Marshs Road

The Chairperson advised that it was not possible to include the item in the agenda, but it was necessary for the item concerned to be dealt with at the present meeting.

The Board **resolved** that the supplementary report be considered at the present meeting.

**21. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the resolution set out on page 58 of the agenda be adopted.

The meeting concluded at 7.05pm

**CONFIRMED THIS 4<sup>TH</sup> DAY OF NOVEMBER 2008**

**PETER LALOLI  
CHAIRPERSON**