

# Summary submission form

## Instructions

### Please read before completing your submission

It will help us process your submission if you clearly state the issue you want the Council to consider, what specific action you think the Council should take, and why that should be done.

If you wish, you can present your submission at a hearing. (If that is the case, please tick the box). The hearings will be held between Thursday 25 May and Wednesday 7 June 2006. Generally, 10 minutes are allocated for hearing each submission, including time for questions.

It will help us if your submission also refers to the page of either the full version or the summary version.

Please note: we are legally required to make all written or electronic submissions available to Councillors and to the public. This includes the name and address of the submitter. All submissions will be published on the Council's website from 10 May 2006.

No anonymous submissions will be accepted.

You may send us your submission...

### By mail

Please mail your submission (no stamp is required) to:

Freepost 178  
Our Community Plan  
Christchurch City Council  
PO Box 237  
Christchurch 8003

### By email

Please email your submission to:

ccc-plan@ccc.govt.nz

Please make sure that your full name and address is included with your submission.

### On the internet

You may enter your submission using the form provided on the Council's web site at:

http://www.ccc.govt.nz

Please follow all the instructions on the web site.

Please remember to indicate if you wish to present your submission in person at one of the hearings.

Please ensure your submission arrives no later than Friday 5 May 2006.

## Your submission

You may use this form for your submission on the draft Our Community Plan if you wish. Whether you use this form or not, please include your name, address and contact telephone number with your submission.

Tick  I do NOT wish to present my submission at the hearing, and ask that this written submission be considered OR  
one  I wish to talk to the main points in my written submission at the hearings to be held between Thursday 25 May and Wednesday 7 June 2006

Are you completing this submission: For yourself  On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent? 45 households (see attached statement)

My submission refers to: Full version  Page No.  Summary version  Page No. 4

Do you also want to respond to: Development Contributions  Aquatic Facilities  Other

Contact Name William Shepard  
Organisation name (if applicable) Richmond Hill Residents' Group  
Contact Address 3 Cecil Wood Way  
Sumner  
Phone No. (day) 326 5050 Phone No. (evening) 326 5050  
Email (if applicable) w.shepard@ext.canterbury.ac.nz  
Signature William Shepard Date 3 May 2006

see covering letter for alternate

Richmond Hill Residents' Group.  
Convener: William Shepard  
3 Cecil Wood Way, Christchurch 8008  
Tel: 326 5050. E-mail: w.shepard@ext.canterbury.ac.nz  
Committee: Alister Smith, John Abrahamson,  
Donna Koekemoer, Teresa Dana, Erik Ellis, Ian Wood

24 May 2006

Freepost 178  
Our Community Plan  
Christchurch City Council  
PO Box 237  
Christchurch

Dear Sirs and Mesdames

The attached recommendations constitute our submission to Our Community Plan. They have also been submitted to the Hagley-Ferrymead Community Board.

The Richmond Hill Residents' Group consists of residents and property owners on Richmond Hill in Sumner, including Richmond Hill Road, Cecil Wood Way, Elworthy Way, de Thier Lane, and Sanscrit Place. There are about 110 residences at present in this area and we represent their interests. Approximately 45 of these have had some involvement in the preparation of these recommendations.


We are very much concerned about the present and future condition of Richmond Hill Road, including the footpaths, and the implications of this for the safety of all who live in this area and use this road, and particularly for the large number of children living there. This concern has been increased by the anticipated construction of another 120 residential units at the top of Richmond Hill road, for which Council consent has been given. The resulting increase in traffic will have very detrimental effect on the road.

The City Council has no plans that we know of to make any significant improvements in the foreseeable future. Some suggestions for improvements were made by the former Chief Planner, Ivan Thompson, in March of 1998, but were not acted on. Reference to these is made in the attached recommendations. We believe that action on these will improve the situation significantly. We will be happy, of course, to consult with Council engineers with a view to improving these recommendations.

Various parts of this submission relate to the following major projects and proposals as listed on page 4 of the Summary of the *Draft of Our Community Plan 2006 to 16*:  
Essential Projects: Replacing ageing stormwater pipes, replace old waste water pipes;  
Discretionary priority projects: Streets and transport improvement.

Since the convener of our Residents' Group will be travelling overseas from the end of May, the contact person from May 25 will be Donna Koekemoer, (88 Richmond Hill Road, Phone: 326-6146, E-mail: [donna.boetic@xtra.co.nz](mailto:donna.boetic@xtra.co.nz)).

Sincerely yours,

  
William Shepard  
Convener

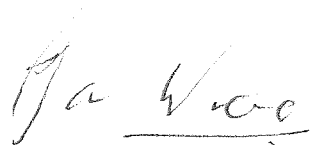
  
Alister Smith,

*N/A*  
Teresa Dana,

  
John Abrahamson,

*N/A*  
Erik Ellis,

  
Donna Koekemoer,

  
Ian Wood

*Two of our members are unfortunately not available at the moment to sign.*

**Richmond Hill Residents' group:**

**Recommendations to the Hagley-Ferrymead Community Board and  
to the Christchurch City Council Community Plan for Improvements  
to Richmond Hill Road**

26 April 2006

**Summary of Recommendations:**

*The primary intent of our recommendations is to improve the safety of those who use Richmond Hill Road and live in its neighbourhood.*

- A. Signage and road markings as detailed below, to improve safety by encouraging traffic to go slow and remain on the proper side of the road.
- B. Placing a 30 or 40 kilometer per hour speed limit on Richmond Hill Road.
- C. Improvement and extension of footpaths so that there is a good footpath the whole length of the road (as there is with Clifton Hill Road).
- D. Modifications to the road or area beside it to improve visibility for drivers.
- E. Significant repair/improvement to the older sections of the road as indicated below.
- F. Removal of power poles and undergrounding of cables as part of the larger Council plan to do this for the whole city. We request that Richmond Hill Road be placed as early as possible in the schedule.
- G. Continuing consultation with affected residents in areas indicated below.

Note: A portion of Ivan Thompson's report of March 1998 is attached.

## Problems and Recommendations: Details by location

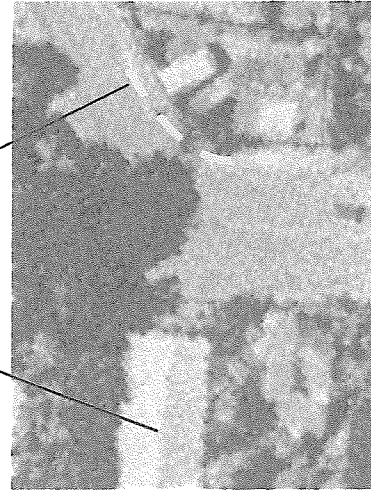
Note: Richmond Hill Road is here abbreviated RHR. Directions are based on the assumption that RHR goes south from Nayland Street (not quite precise but useful for present purposes). Some of our proposals are illustrated by photos and there are some explanatory comments in brackets and italics.

**1. Location:** Bend in Nayland Street (at new apartments):

**Problem:** Blocked view in either direction

**Recommendation:** prohibit parking where Nayland St turns, across from new apartments

*We are pleased to note that, since the preparation of this document, the action recommended in this section (#1) has in fact been carried out by the Council.*



**2. Location:** Corner Nayland/RHR

**Problem:** blocked vision at corner, especially for cars turning right from RHR onto Nayland St, due to configuration of intersection, fence at 1 RHR, cars parked near corner, recently planted trees near corner increasing the problem.

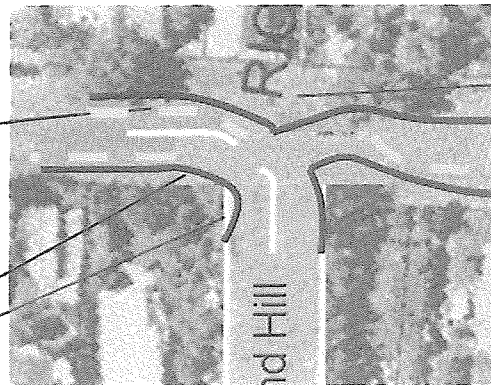
**Recommendations:**

2.1 - Increase the section of prohibited parking from the corner, going W on the N side of Nayland to the driveway, going W on the S side of Nayland to the end of the white fence, and going E on the S side of Nayland to the gate in the fence.

2.2 – Residents to monitor the small trees near the corner and request Council to prune away the lower branches when necessary.

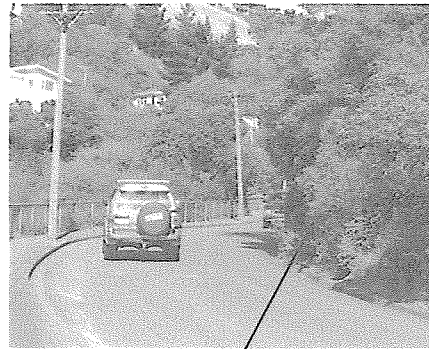
2.3 - Place a mirror high on the power pole across from the entrance to RHR to assist the vision of cars coming out of RHR.

2.4 - Make more prominent the break in the centre line that indicates where cars should turn right onto Nayland in order to be able to see oncoming cars (as this is counter-intuitive; most cars turn sooner)



### 3. Location: RHR first section (to first hairpin)

**Problems:** blocked vision due to rock face at one point; power pole(s) and plants growing through the fence obstruct footpath. Cars tend to go over the centre of the carriageway. Cars tend to go down this stretch of road too fast, especially serious since there are children in some of the houses at the bottom of the hill (nos. 1 to 11)



rockface

Recommendations:

3.1 - Place a sign at start of Upper RHR facing the uphill traffic (just after the last house on the flat, no 11) indicating: "CAUTION: NO EXIT / NARROW ROADS/ WATCH OUT FOR CYCLISTS, PEDESTRIANS AND ANIMALS/ DOWNHILL TRAFFIC GIVE WAY".

3.2 - Place a sign near the top of this stretch facing the downhill traffic and warning it to go slow.

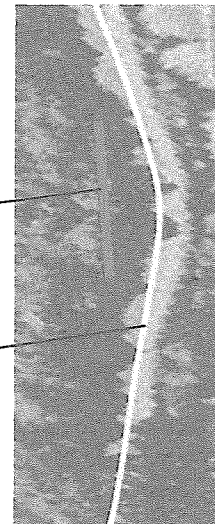
3.3 - In order to slow downhill traffic, consider putting something like a speed hump or textured surface somewhere on this stretch, probably near the bottom.

3.4 - Trim back rock face at the curve where vision is blocked, without widening the road (See Thompson's Report, which is more ambitious).

3.5 - Paint a white centre line the length of this section.

3.6 - Put power lines on RHR underground as part of the larger Council plan (as mentioned above in Summary) and place the lampposts off the footpath, so as to remove obstruction to the footpath.

3.7 - Until the above is done, make sure that the plants growing through or on the fence are trimmed back.



#### 4. Location: RHR first hairpin and second section

**Problems:** There is recent damage and deterioration of the carriageway. Road is very narrow. It is hard to see oncoming cars around the bend. Power poles are located in the narrow footpath, obstructing it. Due the narrowness of the carriageway, cars regularly park on the footpath, completely obstructing it and further narrowing the road. The result is considerable danger to both cars and pedestrians.



#### Recommendations:

footpath

*Some of the suggestions in this section will need further consultation with the residents of this part of the road when it comes to working out the details. It must be stressed that we do not wish to widen the road in such a way as to encourage faster driving.*

4.1 - Repair carriageway where damaged and deteriorated and repair or renew sewage and water mains under the road.

*[Those under this section are original and fragile, and have been patched up repeatedly over the last few years. Also, a lot of water seeps into the downhill sections and the Council has not yet been able to find the cause.]*

4.2 - In connection with the above, build up the surface of carriageway where it is sunken and redo the drainage channel [as in Thompson's Report] taking care that bridging to footpaths or driveways are at the same level as the roadway.

*[There is some difference of opinion as to whether the drainage channel should be open or covered. This should be decided in consultation with Council engineers and residents.]*

4.3 - Replace the dilapidated railing with safety railing where a railing is deemed necessary or appropriate.

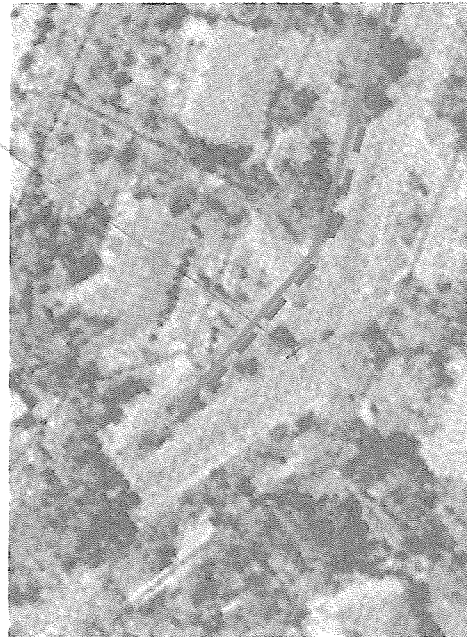
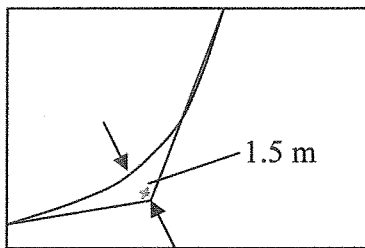
*[It is worth noting that at one time in the last few years the existing railing prevented a car from going over the embankment.]*

4.4 - Paint a white centre line through the lower hairpin as far as the first driveway.

4.5 - Place a mirror at the lower hairpin so that oncoming vehicles can be seen.

4.6 - Move power poles/lampposts off the footpath. As suggested above (Summary item F and Section 3.6), power lines should be put underground and lampposts placed off the footpath. If that cannot be done soon, however, power poles should be moved back off the footpath.

4.7 - At the point between numbers 58 and 60, where there is the sharpest bend in this section and the power pole noticeably blocks the view (left photo previous page), move power pole (immediately if undergrounding is to be delayed) and widen the road on the downhill (W) side by up to 1.5 meters (at the point of the present power pole; widening the carriage way by a maximum about 0.3 meter and the footpath by a maximum of 1.2 meters so as to improve the view of oncoming traffic.



4.8 - Until this is done, the bushes in this area that block the view should be cut back.

4.9 - The area around this bend should be marked no parking.

*[The primary purpose the last four items is to improve the vision for drivers. We wish to widen the road slightly but not to remove the bend. The wider footpath here is to take up space now occupied by the bushes, so they do not grow back and again obstruct vision. We do not believe this will speed up traffic.]*

4.10 - Move the power pole just below the car port at no. 68 (immediately if undergrounding is to be delayed) and widen the road up to 0.5 meters (at the point of the present power pole as shown above) to improve visibility. *[This must be done in consultation with residents of any property affected.]*

4.11 - Consider widening the carriageway about 60 centimeters so that cars do not have to park on the footpath (as shown in right photo previous page), wherever existing structures do not make unfeasible. Consider raising the footpath above the level of the carriageway at these points.

*[This may possibly be done between between 64 and 66 and from below the carport at 68 to the hairpin at the top of the section. This must be done in consultation with residents of property affected.]*

4.12 - Opposite no. 75 mark no parking, since the residents of no. 75 cannot get out of their driveway if a vehicle is parked there.



4.13 - Consider marking some other sections no parking so as to create passing bays, improve visibility and facilitate pedestrian traffic.

*[We do not, however, want to restrict the areas for parking more than necessary.]*

4.14 - For the last section below the upper hairpin (up from the last power pole) consider widening the road by up to one meter, thus also making it possible for large trucks and fire equipment to manage this corner without undue difficulty or risk.

4.15 - Place a sign at about the second power pole below the upper hairpin on the W side facing the downhill traffic stating: "CAUTION/ GIVE WAY TO UPHILL TRAFFIC".

### 5. Location: RHR hairpin:

**Problem:** turn is very tight and large trucks sometimes get stuck here. Road is deteriorated.

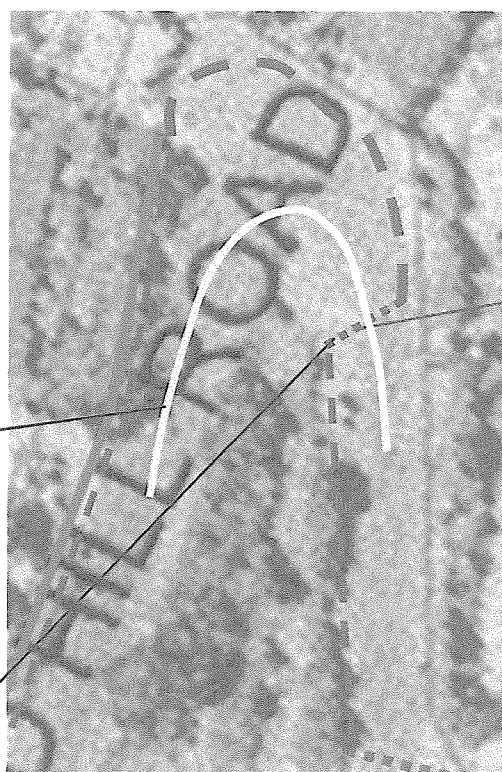
**Recommendations** (see also item 4.14 above)

5.1 - Repair deteriorated road and repair sewage lines and water mains under the road (as in previous section).

5.2 - Paint centre line around hairpin.

5.3 - Mark a safe area for pedestrians around the outside of the turn (a footpath does not appear feasible).

5.4 - Mark a crossing for pedestrians from this point to the beginning of the recommended path in the next section (see 6.4 below).



### 6. Location: RHR third section (above hairpin to about Sanscrit Place)

**Problems:** absence of footpath in most of this section; recent damage and deterioration of road, especially at the new retaining wall, road is narrow until just below Cecil Wood Way. Speed of traffic from Sanscrit Place downhill constitutes a safety problem, especially for children, of whom there are a number in this area.

### Recommendations:

6.1 - Repair/maintain road where damaged or deteriorated and repair sewage lines and water mains under the road as necessary (as in previous section).

6.2 - Place a sign at about the entrance to Cecil Wood Way facing the downhill traffic stating: "CAUTION/ GIVE WAY TO UPHILL TRAFFIC".

6.3 - Place several signs saying "SLOW/CHILDREN" or marking a speed limit of 30 or 40 kilometers per hour (see also above), or place textured surface in the road. These could be placed 1) just above the second hairpin, facing uphill traffic, 2) a double sided sign on the W (downhill) side of the road just below Sanscrit Place, and 3) at some point further up the road, facing downhill traffic. *(cf Thompson)*

6.4 - Install a footpath on the W (downhill) side of road up to about number 92 (see illustration at 5.4) and on the E (uphill) side from there to where the road widens and the existing footpath begins (number 102) (not illustrated).

6.5 - Continue the footpath from where it ends at about Elworthy Way to above the level of De Thier Lane, smoothing out this sharp angle.

6.6 - Mark pedestrian crossing at the points where the footpath ends on one side of the road and begins on the other.



From the Report of Ivan Thompson, Senior Planner, March 1998. (Copy accessed at the Environment Services Unit in the City Council Offices, Tuam Street.)

### Richmond Hill Road Upgrading

Richmond Hill Road is generally a moderately steep road. The road surface is in good condition, probably on rock sub-base close to the surface. The roadway width varies from 5.4 m to 5.9 m between existing kerbs on the bottom section (below the hairpin bend), and 6.8 m to 5.0 m to 7.5 m from kerb to edge of seal on the top section (above the hairpin bend). Existing channel on the south side of the bottom section of the road is very close to or is hard against the rock face and/or rock retaining walls.

On the north side there is a kerb only, the top of which is almost level with the road surface, and a narrow footpath beyond with existing power and light poles narrowing it further. It is impossible to see what sort of retaining, if any, there is beyond the path because of the extensive undergrowth.

The inside of the hairpin bend is very tight and steep with an existing driveway in the middle of it.

The existing channel on the south side of the top section is at the bottom of an earth embankment and a low concrete retaining wall on the north side. There is no kerb, just the edge of the chipseal roadway which is 1.0 m to 1.3 m from the face of a rock retaining wall.

#### RICHMOND HILL ROAD BOTTOM SECTION

✓ The new carriageway could possibly be widened from 5.5 m to 6 m on the first part of the bottom section by trimming back the rock face in the tightest areas. This may allow positioning of new concrete light post between the back of the new channel and trimmed back rock face. This approach would allow full use of the narrow footpath with minimal retaining. # 3

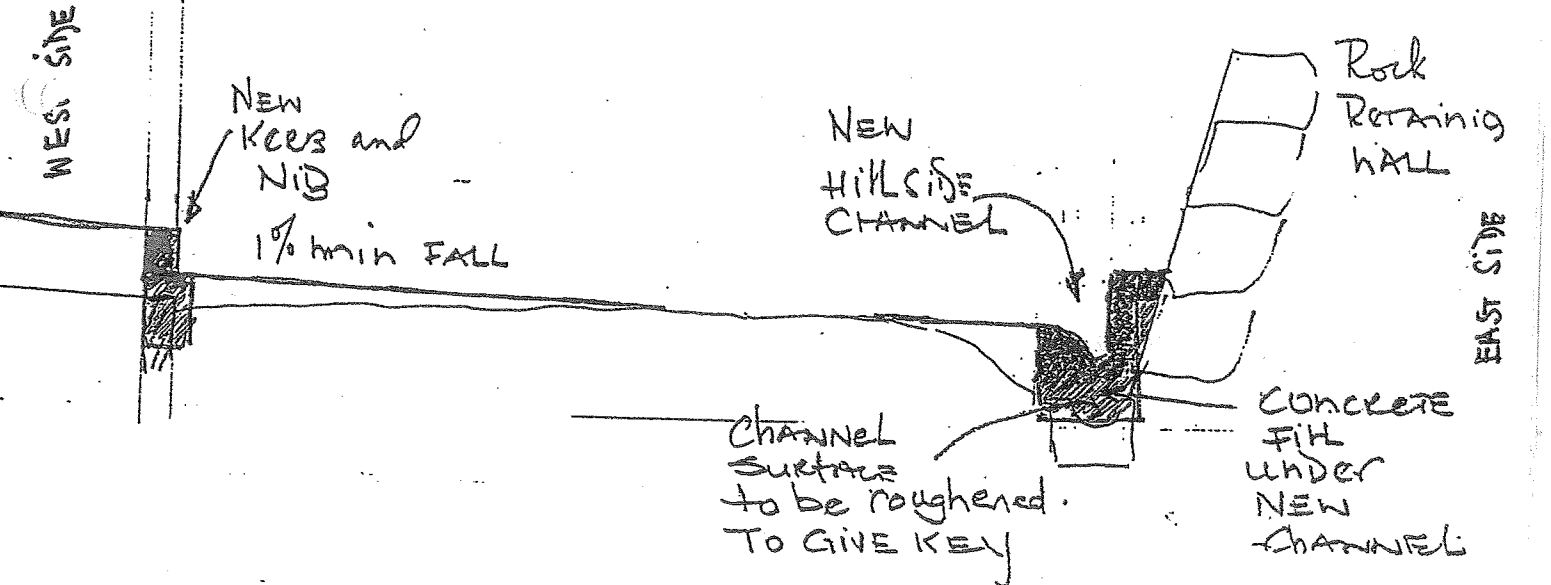
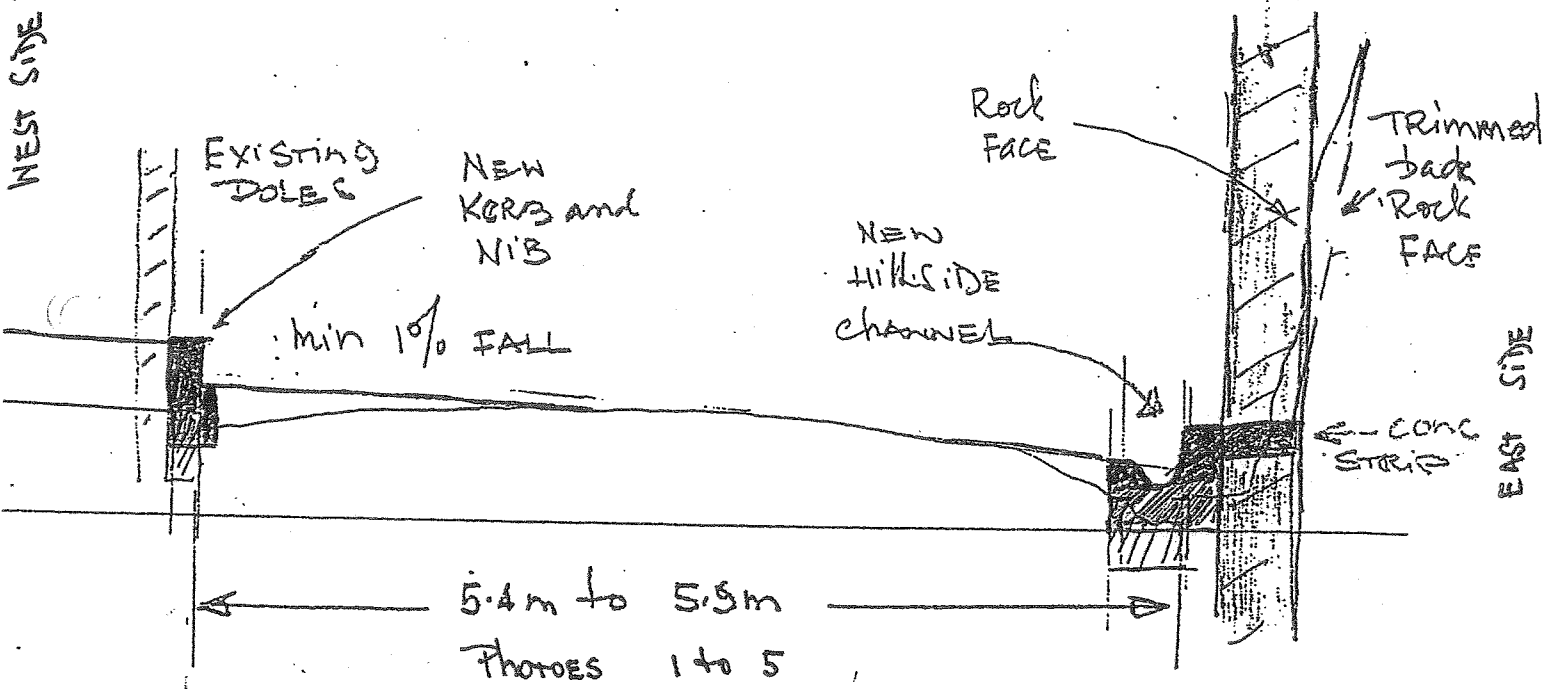
On the second part of the bottom section, the rock retaining wall actually rests on the existing dish channel, making the removal of the dish channel a very risky operation. 4.2

The channel surface should be roughened and or waterblasted to provide a good key for the concrete infill under and/or behind the new hillside channel. This would stabilise the wall base if there are no weep holes close to the bottom of the wall.

✓ This approach may not physically widen the new roadway, but could provide extra carriageway by eliminating the steep road shoulder.

The hairpin bend's inside radius should be a minimum of 3.75 m radius for a 90%ile car to be able to make it around in one sweep. This would mean new retaining walls for the drive and regrading the driveway to mate with the new channel level around the corner. The radius may need to be increased beyond the minimum due to the steepness of the existing road.

RICHMOND HILL ROAD  
BOTTOM SECTION.



PHOTOS 6 to 8

Richmond Hill Road  
TOP SECTION

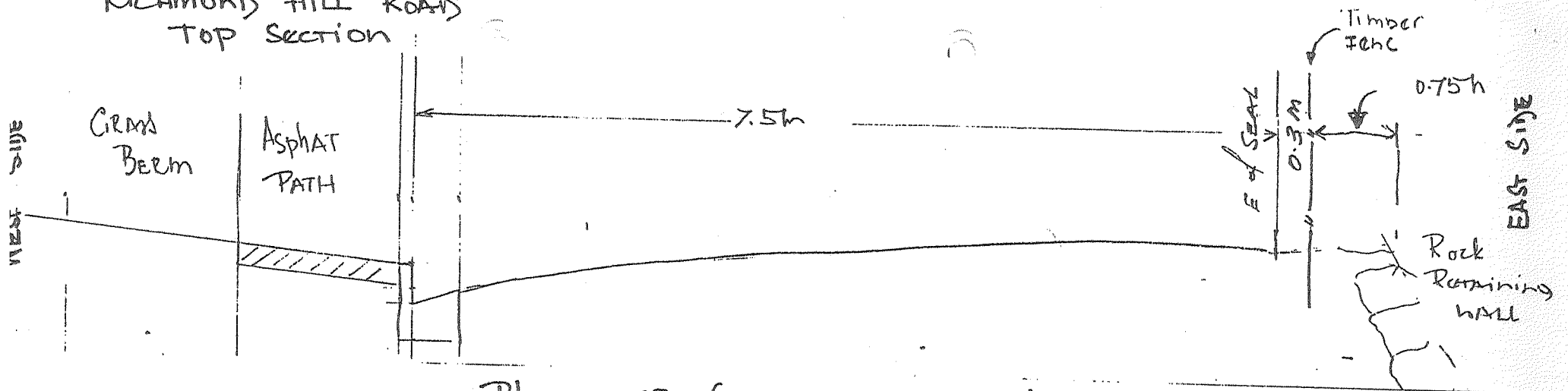
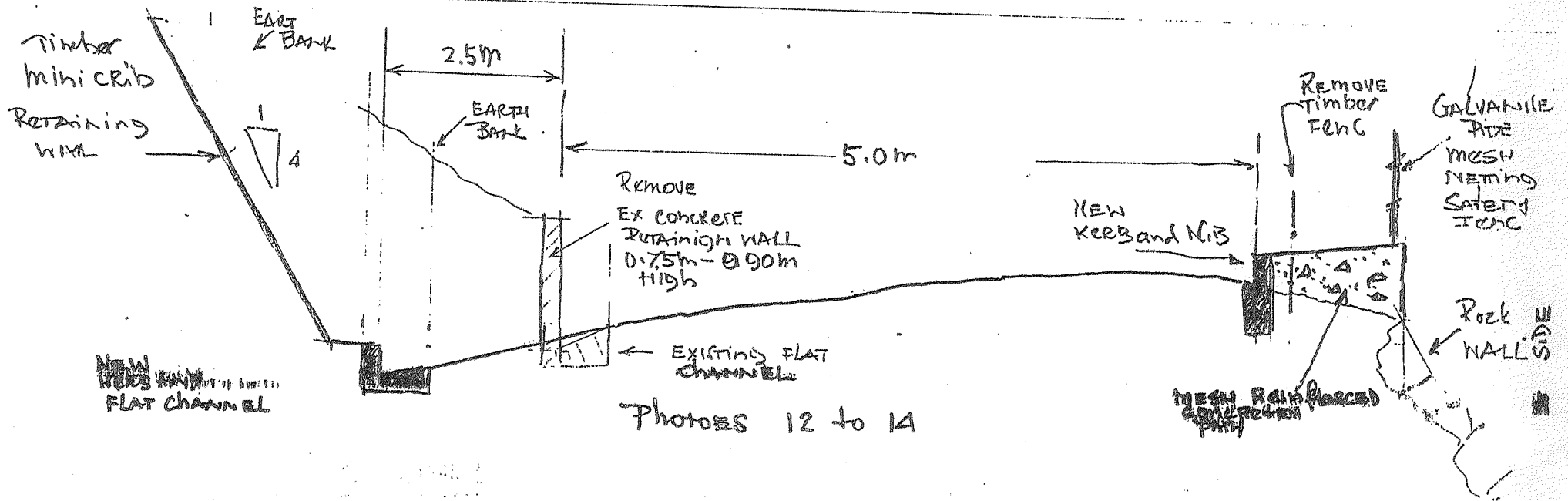


Photo 15 (WIDENED) SECTION



Photos 12 to 14

## RICHMOND HILL ROAD TOP SECTION

The first part of the top section is approximately 6.8 m wide from the kerb to the edge of seal. The new carriageway could be widened to 7.5 m without too much difficulty and minimal retaining.

The second part of the top section could be widened to 7.5 m by removing the existing low concrete retaining wall, excavating the earth bank and building timber minicrib retaining walls. A concrete (mesh reinforced) footpath could be built on top of the existing rock retaining wall incorporating a galvanised pipe mesh netting safety fence.

The third part of the top section is already widened to 7.5 m roadway, (from the kerb and flat channel to the edge of seal) with a footpath and grass berm on the east side beside the kerb and channel.

## APPROXIMATE COST

### Bottom Section

Below the hairpin bend minimal widening and retaining - \$150,000 excluding cost of alteration to underground services and relocation of light poles.

To achieve a 7.5 m carriageway with a 1.2 m path the cost will be in the order of \$700,000.

### Hairpin Bend

\$25,000 minimum (new kerb and channel etc, driveway alterations, retaining walls etc).

### Top Section

Widen to 7.5 m roadway with 1.0 to 1.3 m path on the north side of the road on existing rock retaining wall - \$550,000.

## FOOTNOTE

It may be more economical to construct a new road from the golf course subdivision to Clifton Terrace as this approach is not constrained by existing property and driveway levels.

*It has been decided not to do this*

*position  
own  
not by  
SM  
services]*

*6.4*