



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TUESDAY 1 APRIL 2008

AT 5PM

IN THE BOARDROOM
AT SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, SOCKBURN

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

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 18 MARCH 2008**

The report of the Board's meeting of Tuesday 18 March 2008 is **attached**.

STAFF RECOMMENDATION

That the report of the Board's meeting of 18 March 2008 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 18 March 2008 at 4.30pm
in the Board Room, Sockburn Service Centre**

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

APOLOGIES: An apology was received and approved from Helen Broughton.
An apology for lateness were received and accepted from Mike Mora

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. CORRESPONDENCE

Nil.

4. BRIEFINGS

Nil.

5. NOTICES OF MOTION

Nil.

6. BOARD MEMBERS' EXCHANGE

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

The Board discussed applying to the 2008/2009 Strengthening Communities Funding for the maintenance and possible purchase of Christmas Tree Lights for Riccarton Wigram Ward to the value of \$5,000.

The Board **decided** that given Hillary Crescent and Tensing Place are within the Board area, the Riccarton/Wigram Community Board is keen to work with the Council in establishing a significant memorial honouring Sir Edmund Hillary and Sherpa Tensing within the City and perhaps including the small park adjacent to Hillary Crescent.

The Board acknowledged the recent presentation of a civic award to Stephen De Lacour and requested a congratulatory letter be sent from the Board.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

7. CONFIRMATION OF BOARD MEETING REPORTS – 4 MARCH 2008

The Board **resolved** that the report of its meeting held on Tuesday 4 March 2008 be confirmed subject to the following amendment:

Clause 9 Good News Stories – the parking restrictions were placed on the Main South Road, Hornby not Chambers Street.

8. APPLICATION TO THE YOUTH DEVELOPMENT FUND – ANNABELL CAREY

The Board **resolved** to grant \$400 to Annabell Carey from its 2007/2008 Youth Development Scheme, as a contribution to her travel costs to attend the 2008 New Zealand Open Swimming Championships.

The meeting concluded at 4.35pm.

CONFIRMED THIS 1st DAY OF APRIL 2008

**PETER LALOLI
CHAIRPERSON**

8. RICCARTON HIGH SCHOOL CYCLE BUBBLE PROJECT

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek a recommendation from the Board to the Council to proceed to detailed design, tender and construction for the Riccarton High School Cycle Bubble Project, as shown in the plan for approval (**Attachment 1**) and seek a recommendation to the Board to approve related parking restrictions.

EXECUTIVE SUMMARY

2. The Riccarton High School Cycle Bubble project is part of the Council's Road Safety Programme for cyclists. A travel survey was carried out with the students and staff of Riccarton High School in late May 2007. There were 679 responses received (72 per cent response rate), and the main area of concern identified was along the route from Corfe Street to English Street across Yaldhurst Road, Colman Avenue to Main South Road and the existing school pedestrian crossing on Main South Road.
3. Based on the identified areas of concern, the objectives for the project were set as follows:
 - To provide a cycleway link between Corfe Street and Main South Road
 - To provide safe crossing points at Yaldhurst Road and English Street
 - To ensure adequate lighting is provided
 - To enhance pedestrian usage, where possible.
4. A seminar was held with the Riccarton/Wigram Community Board on 18 December 2007, prior to the concept plan being distributed to the community and stakeholders for feedback.
5. The community and stakeholders were consulted on the concept plan in January/February 2008. Approximately 560 consultation leaflets were distributed to residents, landowners, and stakeholder groups. Forty four responses were received, of which 31 (70 per cent) were generally in support of the project, nine (20 per cent) did not support the project, and four (10 per cent) did not specify a preference.
6. The key issues raised related to:
 - Loss of parking on Yaldhurst Road and English Street
 - Enforcement of no parking restrictions
 - Relocation of the bus stop on Yaldhurst Road, and length of the bus stop
 - Request for a bus shelter
 - Removal and trimming of trees and vegetation in the median strip on Yaldhurst Road
 - Access to properties in English Street near the proposed islands and flush median
 - Visibility at the alley way
 - Signage
 - Visibility issues for residents exiting their properties on the shared pedestrian / cycleway
 - Education of cyclists.
7. A summary of the consultation received and the project team's response to the issues raised is shown at **Attachment 2**.
8. As a result of the feedback received, the preferred option for the Riccarton High School Cycle Bubble project comprises of the features outlined in paragraph 39, and is shown in the plan for the Council's and Board's approval at **Attachment 1**.

Clause 8 Cont'd

FINANCIAL IMPLICATIONS

9. The proposed cycle safety works for the Riccarton High School Cycle Bubble project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The budget for the project is \$112,000. The cost estimate for this project is \$89,400.

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

10. As above.

LEGAL CONSIDERATIONS

11. There are no property issues associated with the project. There are no effected notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan. No resource consents are required for the work proposed.

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

12. There appear to be no legal implications for this project. Council and Board resolutions are required to approve the new traffic and parking restrictions, the relocation of the bus stop, and the shared pathway. The Land Transport Rules provide for the installation of parking restrictions, including bus stops.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Cycleways Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. This project is consistent with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy, and Parking Strategy.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. As part of the Council's Road Safety Programme for cyclists, a travel survey was carried out with the students and staff of Riccarton High School in May 2007. The aim of the programme is to make cycling to and from school safer, and to encourage more students to cycle.
18. There were 679 survey responses received, (72 per cent response rate). The main area of concern identified in the survey was along the route from Corfe Street to English Street across Yaldhurst Road, Colman Avenue to Main South Road and the existing school pedestrian crossing on Main South Road.
19. A seminar was held with the Riccarton/Wigram Community Board on 18 December 2007, prior to the concept plan for the Cycle Bubble Project being presented to the public for consultation. Community consultation was undertaken in January/February 2008 on the concept plan.

Clause 8 Cont'd

20. Consultation leaflets were distributed to approximately 560 households, including residents and landowners in Yaldhurst Road, Corfe Street, English Street and Colman Avenue, as well as key stakeholder groups. Of this total, 44 responses were received. The majority of respondents, i.e. 31 (70 per cent) were in general support of the proposals. There were nine (20 per cent) respondents who opposed the project and four (10 per cent) who specified no preference.
21. Consultation has also been carried out with Transit New Zealand during the scheme design phase via phone calls, emails and letters. Transit is satisfied with the concept design proposed on Yaldhurst Road.

STAFF RECOMMENDATION

That the Board recommend to the Council:

- (a) that the Riccarton High School Cycle Bubble project proceed to detailed design, tender and construction, shown on the plan at Attachment 1.
- (b) that the following parking changes:

New No Stopping Restrictions

- (i) That the stopping of vehicles be prohibited at any time on the north side of Yaldhurst Road commencing at a point 50 metres east of its intersection with Corfe Street and extending 20 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Yaldhurst Road commencing at a point 20 metres west of its intersection with English Street and extending to a point 20 metres east of the intersection with English Street.

Move Existing Bus Stop to New Location

- (iii) That the existing bus stop be revoked from the north side of Yaldhurst Road at its present position commencing 53 metres east of the intersection with Corfe Street and extending 15 metres in an easterly direction, and reinstated on the north side of Yaldhurst Road commencing 72 metres east of the intersection with Corfe Street and extending 15 metres in an easterly direction.

New Shared Footpath

- (iv) That the footpath on the north side of Yaldhurst Road from the intersection with Corfe Street in an easterly direction for 62 metres be designated as a shared pedestrian/cycle path.

That the Board approve the following parking changes:

Revocation of Existing No Stopping Restrictions

- (i) That the existing no stopping on the south and west sides of English Street from a point 200 metres south of the intersection with Yaldhurst Road extending for 30 metres in a southerly direction be revoked.
- (ii) That the existing no stopping on the north and east sides of English Street from a point 182 metres south of the intersection with Yaldhurst Road extending for 24 metres in a southerly direction be revoked.

Clause 8 Cont'd

New No Stopping Restrictions

That the stopping of vehicles be prohibited:

- (iii) At any time on the south and west side of English Street commencing at a point 162 metres south of its intersection with Yaldhurst Road and extending 92 metres in a southerly direction.
- (iv) At any time on the north and east side of English Street commencing at a point 170 metres south of its intersection with Yaldhurst Road and extending 66 metres in a southerly direction.
- (v) At any time on the west and east sides of English Street commencing at the intersection with Yaldhurst Road and extending 24 metres in a southerly direction.
- (vi) At any time on the north and south sides of Colman Road commencing at a point 122 metres northwest of its intersection with Gladstone Avenue and extending 20 metres in a westerly direction.

New Shared path

- (vii) That the footpath on the east side of Corfe Street from a point 30 metres north of the intersection with Yaldhurst Road to the intersection with Yaldhurst Road be designated as a shared pedestrian/cycle path.
- (viii) That the pedestrian access way extending from English Street through to Colman Street be designated as a shared pedestrian/cycle path.

TRANSPORT AND ROADING COMMITTEE RECOMMENDATION

That the staff recommendation be adopted with an additional clause:

- (ix) The Board requests that urgent attention be given to traffic lights being installed outside Riccarton Library to assist with pedestrian and cyclist safety.

BACKGROUND (THE ISSUES)

- 22. This project was initiated as a Safe Cycling to School project for Riccarton High School. To identify the routes students use to cycle to school and the dangers they experienced along the route, the students at Riccarton High School were surveyed in late May 2007.
- 23. There were 679 responses received, which was a 72 per cent response rate. There were five major locations identified where students felt that there were traffic conflicts. The locations identified in order of priority were:
 - Yaldhurst Road – crossing mainly between Corfe Street and English Street
 - Main South Road at the school entrance
 - Alley way between English Street and Colman Avenue
 - Suva Street – Hansons Lane and Suva Street outside Middleton Grange School.
 - Colman Avenue at the bends.
- 24. The Land Transport New Zealand Safety Crash Analysis System reported that there have been three crashes recorded for the five year period between 2002 and 2006. One accident involved a pedestrian where the vehicle turning left from English Street hit a pedestrian. Another accident involved a cyclist, who turned right from the inside lane and did not look behind. The third accident was vehicles changing lanes within the two lane carriageway. The first two accidents involved minor injuries.

Clause 8 Cont'd

25. Based on the project budget available, the Council has developed concept plans for safety improvements for students crossing Yaldhurst Road at Corfe Street and English Street, the access way between English Street and Colman Avenue, and Colman Avenue. This provides a safe cycle route from Corfe Street to the pedestrian crossing at the school gate on Main South Road.
26. These safety improvements are located in the Upper Riccarton area, which falls within the jurisdiction of the Riccarton/Wigram Community Board.
27. The route that covers the top three priority safety locations for the students is through a residential area from Yaldhurst Road to Main South Road. Yaldhurst Road is a four-lane median divided arterial road that is a State Highway and has a posted speed limit of 60km/hr. There is a single crossing area in the median opposite English Street that caters for single crossings. Main South Road is a two lane arterial road with a posted speed limit of 50km/hr. At the Riccarton High School entrance on Main South Road there is a pedestrian crossing, which is to the south of Colman Avenue. The remaining streets along this route are classified as local roads in the City Plan.
28. There are two other high schools in the area – Villa Maria College is further east along Yaldhurst Road from Corfe Street, and St Thomas of Canterbury is south east of the cycle route. Along Main South Road there are two primary schools – Riccarton Primary School to the north and Our Lady of Victories to the south.
29. The pedestrian crossing at Riccarton High School on Main South Road has been referred to the Bus Priority project team to provide an integrated solution. A solution for the crossing point outside the Upper Riccarton library and Riccarton High School will need to be consistent with any bus priority measures proposed along Main South Road.
30. A Neighbourhood Accessibility project is also being carried out by Council staff, which is a Land Transport New Zealand funded research project. This will cover issues at Riccarton High School, the other schools in the area, the library and the aged people facilities in the area. It includes pedestrian and cycle safety, and connectivity.

THE OBJECTIVES

31. Based on the identified areas of concern, the following objectives for the project were set:
 - To provide a cycle way link between Corfe Street and Main South Road.
 - To provide safe crossing points at Yaldhurst Road and English Street.
 - To ensure adequate lighting is provided.
 - To enhance pedestrian usage, where possible.

THE OPTIONS

32. There were three options considered for comparison for this project. Two of the options require the relocation of the bus stop on Yaldhurst Road and Transit NZ approval.

Option 1

33. Option 1 involved making no changes to the existing street arrangements; however, this does not meet any of the objectives of the project and does not meet the requirements of creating a safe cycle crossing point and route. This option was not selected as the preferred option for consultation.

Clause 8 Cont'd

Option 2

34. Option 2 included realignment of the crossing point in the median on Yaldhurst Road opposite English Street, with bollards placed in the centre of the median crossing point to deter vehicles from using this as a turning facility. This option also included removal of the landscaping / shrubs in the median to the west of the crossing point and replacing it with low growing landscaping, to improve visibility for both cyclists and motorists. The bus stop will need to be relocated one property to the east.
35. Option 2 also included a coloured surface cycle lane on English Street at the Yaldhurst Road intersection to enable better access to the median crossing point. On the bend opposite the access way between English Street and Colman Avenue, the kerb was to be realigned to narrow the carriageway to six metres to provide better visibility and slow traffic speeds. The existing entrance bars at the access way are removed to provide easier access.
36. Option 2 did not specifically improve pedestrian and cycle crossing facilities in the area. In addition this scheme involved the removal of 105 metres of existing kerb and channel and 24 car parking spaces. The length of the build-out in English Street would have increased the cost to exceed the project budget. This option was not selected as the preferred option for consultation.

Option 3

37. Option 3 included the realignment of the crossing point in the median on Yaldhurst Road opposite English Street with the addition of a separate pedestrian facility, and bollards placed in the centre of the crossing point to deter vehicles from using this as a turning facility. This option also included removal of the landscaping/shrubs in the median to the west of the crossing point and replacing it with low growing landscaping to improve visibility for both cyclists and motorists. A shared cycle/pedestrian path from Corfe Street east to the crossing facility is included with this option, which also requires the repositioning of the bus stop one property to the east.
38. Option 3 also included a coloured surface cycle lane on English Street at the Yaldhurst Road intersection to enable better access to the median crossing point. On the bend opposite the access way between English Street and Colman Avenue, a flush median and two centre islands are proposed to provide space for cyclists to wait. The existing entrance bars at the access way are removed to provide easier access.
39. Option 3 may result in some conflicts between pedestrians and cyclists on the shared pathway. In addition, this scheme involved the removal of 25 metres of existing kerb and channel and 20 car parking spaces. This option was selected as the preferred option for consultation.

THE PREFERRED OPTION

40. As a result of the feedback received during consultation, the following changes were made to the concept plan presented in the consultation newsletter (January 2008). A summary of the consultation received is shown at **Attachment 2** with the project team's response to the issues raised.
 - Kerb cut-down on Corfe Street at the start of the shared pedestrian / cycleway.
 - Signage on the ground and vertically in Corfe Street indicating the shared pedestrian / cycleway.
 - Kerb cut-down on the corner of Corfe Street and Yaldhurst Road to enable cyclists to get onto the shared pedestrian / cycleway from Yaldhurst Road.
 - Additional signage on the ground at the corner of Corfe Street and Yaldhurst Road indicating the shared pedestrian / cycleway.
 - Limit lines painted on each edge of the crossing points on the median in Yaldhurst Road.
 - Extension of the painted red cycle lane in the centre of English Street at the intersection with Yaldhurst Road to provide added visibility to both cyclists and motorists.

Clause 8 Cont'd

41. Thus the key features of the preferred option for the project are:

Yaldhurst Road

- Realignment of the crossing point in the existing median of Yaldhurst Road opposite English Street and addition of a separate pedestrian facility.
- Placement of a bollard in the centre of the crossing point to deter vehicles from using this as a turning facility.
- Removal of the landscaping / shrubs in the median to the west of the crossing point and replacement with low growing landscaping to improve visibility for both cyclists and motorists.
- Removal of five trees on the northern side of Yaldhurst Road (Claret Ash trees planted in 1993).
- Creation of a shared cycle / pedestrian path from Corfe Street into Yaldhurst Road and along to opposite the crossing facility, with the appropriate signage.
- Repositioning of the existing bus stop one property to the east (i.e. outside 110 Yaldhurst Road), to allow the kerb build-out for cyclists and pedestrians to be built opposite the crossing point.
- Removal of two on-street car parking spaces due to the relocation of the bus stop.

English Street

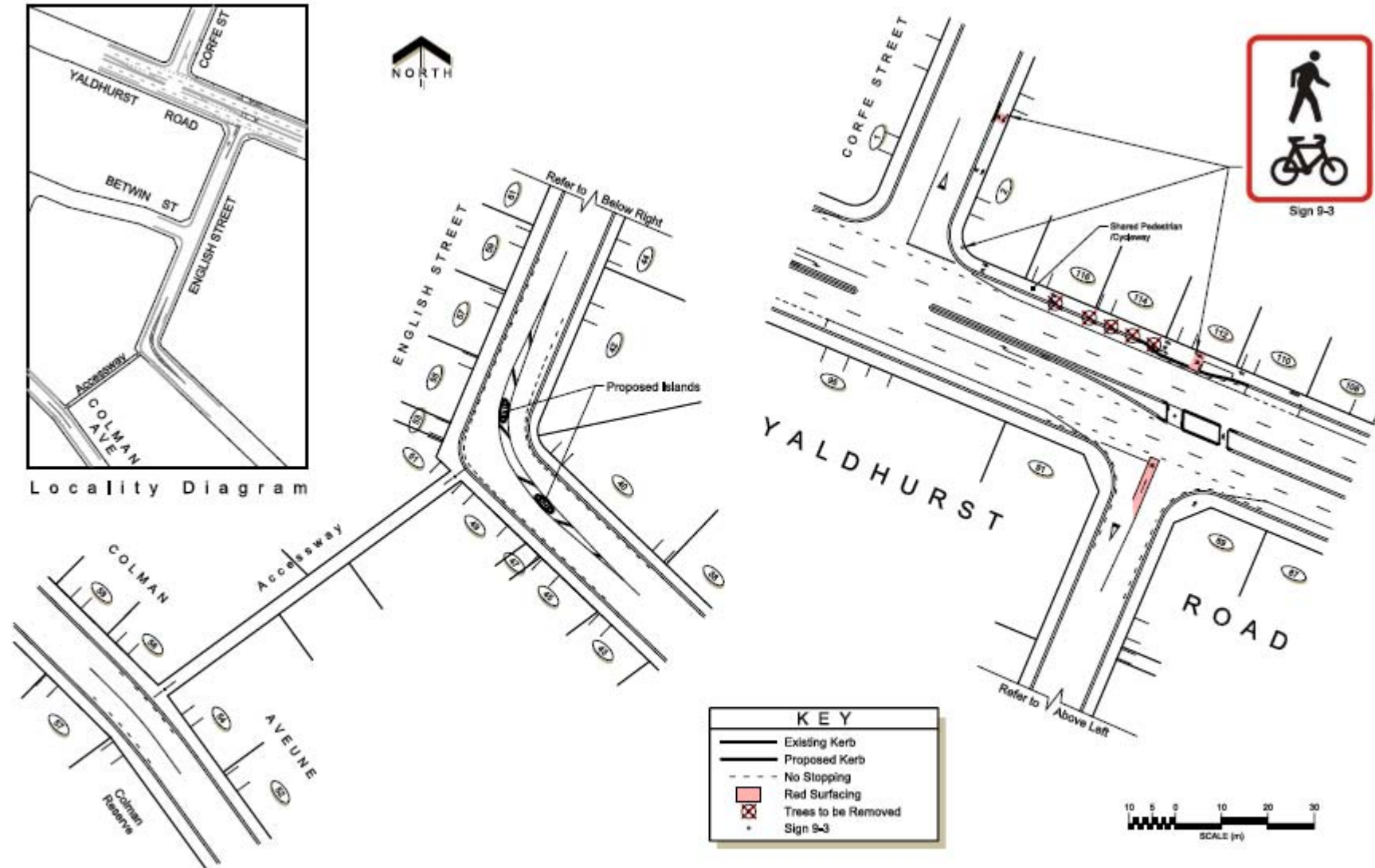
- Provision of a coloured surface cycle lane in the centre of English Street at the Yaldhurst Road intersection to enable better access to the crossing point.
- Provision of a space for cyclists to wait on the bend opposite the existing access way with the addition of a flush median and two centre islands to provide protection.
- Removal of the existing entrance bars to the access way to provide easier access for cyclists, and replacement with a bollard.
- Removal of 16 on-street car parking spaces due to the installation of the flush median and two raised islands.

Colman Avenue

- Removal of two car parking spaces due to the implementation of the no parking restrictions at the end of the alley way.

42. The preferred option meets the project objectives by providing a cycleway link between Corfe Street and Main South Road, providing a safe crossing point at Yaldhurst Road and English Street for cyclists and pedestrians, and enhancing pedestrian usage, particularly at Yaldhurst Road. Lighting will be upgraded as part of this project.

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RICCARTON HIGH SCHOOL
Cycle Safety Improvements
For Board Approval

Original Plan Size: A3
ISSUE 2 18/02/08
TP301201 MJR

1. 4. 2008

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<p align="center">Attachment 2 – Summary of Consultation Riccarton High School Cycle Bubble Project</p>		
Concern	Summary Description	Team Response
Colman Avenue	Seldom have more than 1 visitor at a time, so the loss of two parking spaces outside the home will not stop people from visiting us.	No changes required.
English Street	<p>Concern about removing the staples at each end of the alley way between Colman Avenue and English Street. The high school kids are arrogant, rude and speed down the alley way as it is. There are lots of kids using the alley way. Difficult for residents to back out as the kids come down the alley way so fast. They also bang on the tin fence and kick the fence. Suggestion to close the alley way and make the kids go around. Also concerned that school kids are travelling 4 abreast down English St with no helmets, no hands. They also race their mates with cars to get around to Yaldhurst Road. Considers that many residents will be upset by installation of islands. However, Yaldhurst Road is absolute mayhem to get across, and there have been lots of near misses. Some of kids seem to play chicken in getting across the road.</p> <p>Queried whether still able to turn right into property in English Street with the island in the centre of the road, and are they able to turn right from the flush median. Do not want to be stuck in the traffic path around a blind corner. Currently very bad.</p> <p>Suggestions for consideration to plan: 1. Should there be sign (either on road marking or a physical one) at about Houses #42/#43 indicating "Watch for School Cyclists".</p>	<p>Staples will be removed as bollards are the standard treatment throughout the city. Staples are not conducive to ease of access for people with prams, mobility scooters etc. The primary aim of the bollards is to deter motorised vehicles.</p> <p>The alley way will not be closed off.</p> <p>All residents will be able to access their properties in English St with the flush median and islands in place. These measures have been designed to ensure this.</p>

1. 4. 2008

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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>2. Should there be red surfacing across English St at (pretty blind) corner opposite access way to Colman Avenue, or alternatively between the two proposed islands at the corner. 3. Drawing scale indicates the proposed island centre "refuge" may need to be wider (appears it is only footpath width) and if there is a group of cyclists waiting because of traffic in either direction, does this create additional 'safety' measures of railings (e.g.) to safeguard. 4. No heights are given for the new islands, are they just 'raised-kerb' type. 5. Presume there will be a sign in Corfe St indicating cyclists are to turn onto combined pedestrian/cycle way. 6. Give Way line missing on drawing at English / Yaldhurst Road intersection, where new cycle lane is. Other - Compliments to those who compiled the study and the proposed planning - better to be proactive than reactive. Landscaping in the Yaldhurst Road centre strip was creating a potential hazard, especially for handicapped or mobile scooters crossing at this point. It is such that on reaching the island sanctuary you cannot see car or low vehicle traffic in the outside lane travelling towards Church Corner. The gentleman at City Care was going to contact the specific contractor to investigate. My wife and I occasionally use this crossing at the end of English St and at 5'10" I could not sight the traffic coming hence my call. Your new proposals may alleviate this anyway.</p> <p>Great idea, very difficult getting across Yaldhurst Road at the best of times, should make it easier being lined up with English St. Having red on road makes it clearer for traffic that cyclists have some right of way. With the English St islands, is there enough room on the bend, as it is quite a narrow corner now?</p> <p>Two issues arising are: 1) Reduction of on-street parking in English St. There are many flats in this area with multiple vehicles. Already residents frequently park over the fire hydrant outside number 46 English St or over our driveway (when attempting to park behind it). We see this problem being exacerbated. Both vehicles over our driveway or parked over the hydrant are dangerous and an ongoing annoyance. Can the Fire Hydrant be shifted to alleviate this?</p>	<p>Signage is not considered needed at 42 and 43 English Street as the islands and flush median will create a slow road environment.</p> <p>Red surfacing at the blind corner across English St is not recommended; as this gives the impression that cyclists have priority, which is not the case.</p> <p>The median width is 2 metres, which is wide enough to accommodate a group of cyclists and is the Council's design standard.</p> <p>The proposed islands are 185 mm high</p> <p>The carriageway width at the bend of English St is 4.5 metres wide in each direction plus the proposed 2m painted median</p> <p>A Give Way line has been added to the drawing at the English / Yaldhurst intersection.</p> <p>The fire hydrant will not be shifted, as there will be no parking at this location.</p> <p>Enforcement of no parking lines is carried out by the Council's Parking Enforcement team, who can be contacted on (03) 941 8741.</p>
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1. 4. 2008

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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>2) The camber on the east side of English St, between the bend and Yaldhurst Road is extreme. This causes cars to park an extra distance out from the kerb, reducing the usable width of the road and forcing cyclists out an extreme distance in the roadway as they pass parked cars. The camber is also dangerous. In the 4 years we have been here we have seen (a) Elderly people struggling to get into their car (passenger side) and struggling to shut the passenger door. (b) A truck (refuse recycling vehicle) tip over and get stuck on a power pole (otherwise it may have tipped over completely). (c) A vehicle pushed over on its side by vandals, as it was already on an extreme lean due to the gutter! (d) A furniture truck on such a lean that its rear right hand wheel was six inches off the ground, and the vehicle was near toppling. A lady with a pram had to be warned not to use the east side footpath as the truck was at risk of tipping. This was in spite of the vehicle actually being parked a reasonable distance out. Another suggestion would be speed bumps at either end of the corner to slow traffic to make it even safer for cyclists at the corner median, and also for Riccarton Primary School children.</p> <p>As a resident at 61 English St I feel the loss of 16 parking spaces is excessive as there are a lot of student rentals who require 2 or more spaces. Also having the children cross at the corner is dangerous (when travelling towards alley way). Could the footpath from alley way to No 59 be widened slightly & be a shared pedestrian / cycleway, with a crossing point there? I think the adjustment to Yaldhurst Road islands and the cycle way should work well.</p> <p>Cycle way through to English St - will there be markings to remind cyclists to give way to pedestrians on the footpath? Yaldhurst Road / English St intersection - extend build out to include pedestrian crossing facility. Due to speed of traffic and proximity of controlled intersection I would NOT recommend tactiles at this crossing point. What is the width of the shared path? Concern for mobility aid users who are visually impaired and do not see (and some not hear) cyclists. Neighbourhood Accessibility Project - There are a number of older citizens in this area (incl rest homes) so it would be great to ensure they are included in the audit. There are members of the RNZFB in this area.</p>	<p>Addressing the steep camber of the road in English Street is beyond the scope of this project.</p> <p>Speed bumps at each end of the bend to slow traffic will not be included because the bend with the islands and flush median provides the traffic calming, slowing effect required. This was investigated as an option; however, there is a limited budget, and there are drainage issues in this area.</p> <p>A shared cycle / pedestrian pathway from the alley way to 59 English St is not considered appropriate at this time. English Street is a quiet street; however, this issue may be revisited in the future should traffic volumes increase.</p> <p>Signage will not be posted at each end of the alley way, as past experience has shown that this has not improved the behaviour of cyclists at similar locations around the city.</p> <p>There is no build-out proposed at the English St / Yaldhurst Road intersection, so no pedestrian crossing facility is included.</p>
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1. 4. 2008

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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>While generally supporting the concept plan we feel the parking restrictions on English St are very hard on the residents there. Could parking not be restricted during pre- and post- school times? It seems unnecessary to have restrictions at other times, e.g. evenings and weekends.</p> <p>Brilliant idea. I have one relatively minor concern. I live at No. 51, adjacent to the alleyway (on map). To leave my section by car I do a 3 point turn on my apron so I am going forward, and to enter my section I always drive in from Main South Road so I don't cross over the centre line. Cyclists very typically approach the alleyway from the footpath and this is a blind approach for them (and a blind exit for me). Cyclists from the alleyway DON'T look for traffic when exiting into English Street and there have been some near misses between cyclists and cars that enter No. 51, 51A and 53. As a habit, I am nearly stopped when I approach my section to make sure no cyclists are crossing my path. I would suggest thought being given to clarity of vision for people exiting those driveways and also safety of people exiting the alleyway to English St. (most of the cyclists are high school students who have no fear of traffic - they can travel at a considerable speed entering and exiting the alleyway).</p> <p>We support the Yaldhurst Road changes, although are concerned for pedestrian safety from cyclists with the proposed shared cycle / pedestrian path along Yaldhurst Rd / Corfe St. The extension of the no stopping lines on the English St bend could greatly disadvantage the residents and their visitors. The students themselves could be at less risk from traffic danger if they showed a more responsible attitude when using the road. Does the traffic volume in English St warrant the upheaval?</p> <p>As we live at 57 English Street our main concerns are: The yellow lines from 45-59 plus other side of road. This will leave no parking for visitors to any of the houses by these lines as parking is at times already a problem. The flush median - it is already difficult enough to get in and out of our driveway and the islands will make it more difficult.</p>	<p>The loss of parking on Colman Ave, English St and Yaldhurst Road is a result of the implementation of this cycle safety project. Council is trying to promote active transport, including facilities for pedestrians and cyclists. The Council's parking strategy seeks <i>to ensure that the provision and management of parking does not adversely affect cycling or pedestrian activity; and to ensure the needs of cyclists and pedestrians have priority over on-street parking for road space. (Policy 4H). Parking must be provided in such a way that the safety and attractiveness of cycling and walking are not compromised. This may include the removing parking in some places where the safety of cyclists and pedestrians is a concern. Other locations may need to have parking removed so kerb build-outs can be provided for bicycle and/or pedestrian needs.</i></p> <p>The inter-visibility is good with the cut down section in the fence at the end of the alley way.</p> <p>The traffic volume in English St has not been specifically measured for this project; however, the project team recognises that it is low.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

	<p>The proposed island on English St outside our driveway (#47) needs to be situated in such a way that we are able to safely do a right hand turn into our driveway without having to stop in the path of traffic coming around the blind corner.</p> <p>Also need to be able to have enough space to back a trailer out of our driveway and to reverse out of our driveway and pull into the road to travel in either direction. Currently many students bike along the footpath between #53 and #59 and it is likely that with the islands in place they will still continue to do so. It may be a better idea to make this part of the footpath shared pedestrian / cycleway like the Yaldhurst Road proposal. Another option would be to put speed bumps on either side of the corner as well as the islands to slow traffic down as many people go around the corner very fast.</p> <p>It has a good concern for the cyclist, but making too big deal. Students come and go only between 8-9am and 2:30-3:30pm (totalling 2 hrs) and Mon - Fri (10 hrs / week). But we live here all the time (168 hrs/week). Why taking away the qualities of our lives? Proposed islands are far more dangerous than now for motorists. They have little to do with cyclists. By marking a clear double line median will be good enough. A "slow down" or "cyclist" sign may be raised to alert the motorists. The greatest concern is the off-street parking. We need them all the time. Why giving us the trouble and inconvenience, instead of enhancing a better living condition? Anyway, the CCC will go ahead with the plan eventually. That's how the government works, isn't it? You guys always think that you are more professional, but actually so dumb and egocentric. Look at Yani Joannas - one of the greatest examples.</p>	<p>All residents will be able to access their properties in English St with the flush median and islands in place. These measures have been designed to ensure this, including at 47 English St. The changes to English St will provide a safer environment for getting in and out the property.</p> <p>The islands proposed for English St will be visible to motorists, with kerb top markers in line with standard Council design.</p> <p>A double line median is not considered sufficient to enhance the safety of cyclists using English St and the alley way to Colman Ave.</p> <p>Vertical signage has not been included for motorists as the islands and flush median will provide a slower road environment.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

<p>Yaldhurst Road</p>	<p>114 Yaldhurst Road - I have looked over the proposed changes outside my house at 114 Yaldhurst Rd. I have been and still am a frequent user of a cycle so I am sympathetic to any roading changes which make cycling safer and more convenient for riders. My own children attend Riccarton High via the route under review. The only issues of real concern are - when reversing, or indeed driving forwards out of my driveway, cycleway users do not become visible until the vehicle is well out onto the footpath. My concern is that a cycle and rider moving at normal pace IS sooner or later going to collide with my vehicle and also what liabilities may arise due to injury / damages etc. - while I am waiting in my vehicle for a break (which can take 30-60 seconds) in the traffic flow on Yaldhurst Road, the vehicle will be obstructing the cycleway. I have had cyclists hit my car whilst exiting my driveway in the past, but due to existing laws, cycles are not permitted on the footpath so fault is with the cyclist. Could you please notify me of the right of way issues that arise from the proposed changes? After all the idea of the cycleway is to make cycle travel safer and not have to contend with cars reversing (be it very slowly) out of driveways into their path. It is news to me about reversing from my property being illegal. No one I have spoken to about this has heard of this either. Perhaps it would be a good idea to notify people affected by this ruling with a notice in the mail or with a rates demand? We do not actually have room to turn a car on our section. However, in light of this new information, reversing in would solve all of the issues as you rightly suggest. I did however make the comment in my initial correspondence that driving out forwards is as much of an issue as reversing due to the length of the bonnet on a car. The car is well out onto the pavement before the driver can fully see what is approaching from the side. As to the height of the fence, for many years (about 15 years) I had a low fence, about 0.4m. Yaldhurst Rd was only one lane each way when we first moved in here. When the road was changed to two lanes each way and the speed limit raised to 60 km/hr, road noise increased and traffic volumes have also increased (particularly heavy trucks).</p>	<p>Concern raised re visibility issues when exiting the property at 114 Yaldhurst Road. A high fence has been built to mitigate road noise, vibration, rubbish, vandalism and privacy. Concern that it is hazardous when exiting the property at 114 Yaldhurst Road and the potential for a collision to occur.</p> <p>Cyclists / pedestrians have the right of way legally with a shared pathway. A higher level of responsibility is placed on the residents to exit their property slowly, particularly at those times of the day when school students are using the area. Reversing out of a property, particularly onto an arterial road, is not encouraged by the Council.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

**Yaldhurst Road
cont...**

For these reasons, along with privacy (our bedrooms are facing the road), rubbish being constantly thrown into the section, frequent vandalism to our exposed letter box and garden, lack of security to store things, I reluctantly built a 1.8m fence. Since then we have had only one case of vandalism, road noise has been reduced, litter is no longer a problem and privacy has improved markedly. The front of the section has now become usable space, instead of an area that had to be maintained but otherwise was practically useless. I now have a vegetable garden, flower beds and a reasonably secure area for storing my trailer. The area can now be used without feeling like you are in a shop window, viewed by everyone passing on foot or in cars. This high fence has worked very well in 'this' situation but, I agree, would be absolutely not required or indeed wanted in other urban locations. We have been impacted on here already by the change from two to four lanes of traffic on Yaldhurst Road and the road speed increase to 60km/hr, which has since caused significant cracking in our house foundations due to vibration and made living more uncomfortable due to greater noise pollution. Lowering the fence height may be simple for you to suggest but it would seriously affect our quality of living and the use of our section. I am still very concerned that despite my greatest car, that sooner or later there is likely to be an incident between my car and a cyclist due to the speed they travel and the mindset that they are safe on a designated cycleway. Remember, that outside the vast majority of homes, such an incident would be the cyclists fault, but outside my house I will be at fault. The concerns I have raised are genuine ones and I have no desire to oppose your proposal for the sake of it. I request your sincere consideration on the matters raised. Presumably cycles will be travelling at some speed along the footpath in front of my house and I am VERY concerned that whilst exiting my driveway in a car a collision will occur. Currently if a cyclist were to hit my vehicle the cyclist is at fault, however after the introduction of this proposed cycleway I or whoever is driving the vehicle leaving my property will be liable.

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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

Yaldhurst Road cont...	<p>As I have explained in an email to kirsten.ferguson in late 2007, I have after many years living at 114 Yaldhurst, put up a 1.8m fence in front of the property. The reasons for this are a) to reduce the noise from the 4 lane road (once was only 2 lanes), b) for privacy as the front of the section used to be maintained purely for looks but was otherwise unusable, c) constant vandalism and littering of our front yard by intoxicated and/or idiots passing by. Since the erecting of the fence we have had reduced noise levels, much increased privacy and the litter and vandalism problem has done. Further more we can now use the front area without feeling like "Ballantynes" front window dressers and also I have put in a vegetable garden and use some of the area for safe storage. In short, the suggestion that my fencing "may need looking at" does not sit well with me. We have already been impacted upon here by the capacity of Yaldhurst Road going from 2-4 lanes and the speed limit increase from 50-60km/hr. Perhaps a reduction in speed limit to 50km/hr would help cycle safety more?</p> <p>As a daily cycle commuter for many years, I am completely in favour of any moves to make cycling safer and more efficient. My specific concern with this proposal is the hazard cars are going to create when exiting my property (114 Yaldhurst Road).</p> <p>Generally looks good, please call back. Just wanted to note that the direction is incorrectly stated in the consultation leaflet for moving the bus stop.</p> <p>Over 60s units at 108 Yaldhurst Road. There are four trees in the centre of the road (on the median strip), which need to be trimmed or removed as it is difficult to see for pedestrians. Will there be a bus shelter with the bus stop that is moved - that would be good.</p> <p>Could we please have a bus shelter, as we and other elderly people us this bus stop? Sometimes waiting up to 10 mins, in cold wet weather.</p> <p>My son is due to start at Riccarton High in early 2009. Getting him to/from school cycle I am obviously looking for a safe option. A special cycle crossing from Corfe Street across Yaldhurst Road to English Street would be a safe solution.</p>	<p>The request to remove or trim four of the trees in the centre of the median will be referred to Transit NZ, who is responsible for state highways. Where visibility is compromised at the crossing point on Yaldhurst Road due to trees and landscaping, we will refer this to Transit NZ. The landscaping will be removed in the median on Yaldhurst Road, and will be replaced with landscaping that is no more than 500mm high.</p> <p>The request for a bus shelter outside 110 Yaldhurst Rd will be forwarded to the Council's bus shelter team.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

<p>Yaldhurst Road cont...</p>	<p>We would rather have traffic lights to cross Yaldhurst Road, but failing that anything that makes the crossing at Yaldhurst Road safer is good.</p> <p>Ecan have no problems with this proposal from a passenger transport perspective provided the movement of the bus stop does not negatively impact bus passengers. Also, the bus stop must be long enough to fit buses travelling along Yaldhurst Road (i.e. 18m).</p> <p>I just thought as the trees were being moved on our side of the road. Would it be possible to move the four trees in the centre of the road opposite 108. I live in an over sixties unit, and when these trees are shedding their leaves, it causes quite a mess outside my door Unit 2. For some reason they come around the corner of Unit 1 like a vacuum. They get under my garage door etc. I suffer from severe osteoarthritis and find it hard work to get rid of them. Also when crossing the road into English St you have to lean far out when they are in bloom to see oncoming traffic. And please would it be possible for a bus shelter when it's moved. I don't have a car so rely on the bus only.</p> <p>P.S. I think it's a great idea for the cycle lane I have seen cycles taking a risk there when it's busy, they only need to fall and it's a tragedy.</p> <p>Resident on the corner of Corfe St & Yaldhurst Road. She is concerned that the increased number of pedestrians and cyclists using shared pathway will be safety issue when she is reversing out of her driveway. Visibility is already difficult with neighbour's high fence.</p> <p>I agree with the proposals to keep Riccarton High School students safer when crossing Yaldhurst Road.</p>	<p>Yaldhurst Road is controlled by Transit NZ. This suggestion is not recommended for implementation by the project team as there are already two sets of traffic lights within close proximity.</p> <p>Bus stop must be long enough (i.e. 18m long).</p> <p>Signage will be placed vertically in Corfe St and on Yaldhurst Road at the start and finish of the shared pathway for cyclists to turn onto pedestrian / cycle pathway. Signage will also be placed on the pathway surface at Corfe Street, the corner of Corfe Street / Yaldhurst Road, and at Yaldhurst Road where the shared pathway starts / finishes.</p> <p>Concern about pedestrian / cycle / car conflict when reversing out of driveway on Corfe St. Visibility already difficult. Cyclists / pedestrians have the right of way legally with a shared pathway. A higher level of responsibility is placed on the residents to exit their property slowly, particularly at those times of the day when school students are using the area. Reversing out of a property is not encouraged by the Council.</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

Yaldhurst Road cont...	<p>Lives on south side of Yaldhurst Road and to head to town has to travel first west towards mountains and then do a U-turn at Corfe St to get into town. In Community News it stated that a bollard would be placed in the centre of the road to stop vehicles from doing U-turns. I confirmed that the bollard is in the cycle crossing point not the right hand turn area into Corfe St.</p> <p>As an everyday user of Yaldhurst Road I object to another crossing down Yaldhurst Road 200 metres from a set of traffic lights. Why can't a crossing be added to the lights at the Yaldhurst / Middlepark Road intersection? Much cheaper and safer. Do you have a number of high school students who cross the road at English Street? Crossing at English Street is not a good option anyway! My daughter goes to Villa and those pupils use traffic lights even though those on Yaldhurst Road aren't directly opposite the school. Their argument could be the same as Riccarton, i.e. they require a crossing directly opposite Brodie Street so they can go direct to that street? Many thanks.</p> <p>Loss of car parks. Privacy issues with bus riders able to see over our fence into our bedrooms (110 Yaldhurst Road). Concerns about rubbish being thrown over our fence.</p> <p>No NOT happy with losing car parking outside my house (110A Yaldhurst Rd) please contact me as I am happy to come to the meeting.</p>	<p>Confirmed that no bollard will be placed in centre of road and ability to turn right not compromised.</p> <p>The shared pathway is a minimum of 2.5 metres wide. This should provide ample space for mobility users, pedestrians and cyclists.</p> <p>A survey was conducted in July 2007, which indicated that 186 cyclists / pedestrians use the Yaldhurst Road crossing between 7:30 - 9:00am. No survey has been undertaken re the number of students who cross the road at English St. The Council is trying to encourage active transport with a proactive rather than reactive approach.</p> <p>The request for an additional crossing at the Yaldhurst / Middleton Road lights was declined by the project team, as it was considered that an additional crossing is not needed.</p> <p>Concern at 110 / 110A Yaldhurst Road re loss of car parks, privacy compromised with relocation of bus stop and concern re increased rubbish with bus stop outside their house. The Council's Parking Strategy states that on Arterial Roads, bus stops have top priority for on-street parking spaces. Policy 41 seeks to ensure the safe and efficient access of buses in and out of bus stops parking spaces may need to be removed...</p>
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**Attachment 2 – Summary of Consultation
Riccarton High School Cycle Bubble Project**

General	<p>Neighbourhood Accessibility Plan - Nothing to report to the Board yet as all I've done is approach Riccarton Primary School with a proposal for a school travel plan, which could be part of a wider Neighbourhood Accessibility Plan. Until I know whether the school wants to go ahead with the travel plan, I haven't considered further the NAP, which would not only consider the needs of school students but of other residents in the Upper Riccarton area.</p> <p>The Ilam Upper Riccarton Residents Assn congratulates CCC for the positive commitment to improving the cycle and school safety in the area. A change well overdue. Stop ruining the roads for the sake of the minority and think of the majority. Easy fix. Pedestrian and cycle tunnels under the roads are the best answer. Stop the bandaid fixes and think of the future. Teach the students the road rules if they are having trouble riding or walking to school. Pedestrian crossing is already provided. They worked well in my day. Common sense.</p> <p>I would like to support this proposal. Cyclists also want to travel this way to get to the Riccarton Library. The access to the Library is not very cycle friendly. Cyclists need a clear alternative entry away from the cars in addition to the changes in the roads.</p>	<p>NAP is being conducted by Joy Kingsbury.</p> <p>The suggestion of cycle and pedestrian tunnels under the roads is outside the scope and budget of this project.</p> <p>The Council's Cycle Safe programme provides education on cycle safety to 80-90% of intermediate school students.</p> <p>The Council seeks to ensure the safety of users, as well as promotion of active transport. The removal of parking will make it easier to access Yaldhurst Road, with improved visibility.</p> <p>The access to Riccarton Library, which is not currently cycle friendly, will be addressed as part of the bus priority project and the improvement of the Main South Road crossing point.</p>
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9. STATE HIGHWAY 75 / HALSWELL ROAD – DUNBARS ROAD INTERSECTION UPGRADE

General Manager responsible:	Acting General Manager City Environment DDI 941-6401
Officer responsible:	Acting Unit Manager Transport & Greenspace
Author:	William Morgan, Property Consultant,

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to approve:
 - (a) the sale of three parcels of Council owned land.
 - (b) part of a Local Purpose (Drainage) Reserve being acquired by the Crown for road in order that intersection improvements can be undertaken to State Highway 75 at the junction of Halswell and Dunbars Roads.

EXECUTIVE SUMMARY

2. The proposed upgrade is urgently required as the intersection currently experiences long travel delays at peak traffic periods through congestion and as such the proposed improvements are supported. The work cannot, however, proceed without the Council's consent first being given under the Public Works Act 1981 to the acquisition of Area 1 on the plan (which will be circulated prior to meeting) and to the approval of the Council being given to the sale of Areas 2, 3 and 4 to the Crown.
3. The land required is designated within the City Plan and as such has previously been notified through the planning process and did not attract any sustainable objections.
4. As the impact of the road will only have a relatively minor effect on the Council's properties and as the benefits in terms safety and traffic management far outweigh the land lost it is considered the proposal should be supported and consent given.

FINANCIAL IMPLICATIONS

5. There are no financial implications for the Council with all the costs being born by Transit New Zealand.

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

6. Not applicable.

LEGAL CONSIDERATIONS

7. Under section 114 of the Public Works Act 1981, the Minister of Land Information, may by Notice in the Gazette, declare any land whether owned by the Crown or not, to be road. The land cannot, however, be declared to be road without the written consent of the body in whom the land or its control is vested, which in this case is the Council. Area 1 is a Local Purpose (drainage) Reserve subject to the Reserves Act 1977 and was acquired on subdivision by the Council. The Department of Conservation consent to the sale of Area 1 will therefore be required. Areas 2, 3 and 4, however, only require the Council's approval to effect the sale.
8. With respect to Areas 3 and 4 the eventual sale of this land was foreshadowed at the time of purchase by the Council and surveyed off as separate lots in anticipation of the intersection improvements.

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Not applicable.

Clause 9 Cont'd

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

11. Not applicable.

ALIGNMENT WITH STRATEGIES

12. Not applicable.

Do the recommendations align with the Council's strategies?

13. Not applicable.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board recommend to the Council that it consent to the land described in the schedule below being declared to be road pursuant to section 114(2)(b) of the Public Works Act 1981, subject to the following conditions:

- a) That the Crown obtain the Minister of Conservation's consent to the acquisition of the reserve for road (area 1).
- b) The Crown to accept responsibilities to undertake the necessary surveys and complete the gazettal and proclamation action at its cost.
- c) That the Crown meet the Council's legal and valuation cost associated with the sale and pay the agreed compensation as outlined in paragraph 19 of the report.
- d) The Crown to undertake at its cost all necessary works to alter the Council's existing swale (area 1) in accordance with the Transit New Zealand/GHD Limited plans relating to State Highway 75 Halswell / Dunbars Roads intersection Upgrade Design Layout Plans Numbers 51-23442-C202203 and 204 Revision A and 51-23447-C401, 402, 403, 404, 410 and C336 Revision A.
- e) The Crown to ensure that all Council's infrastructure requirements in relation to those works are met and incorporated into Transit's design for the upgrade and that any changes to those works will first require the prior written consent of the Council.
- f) All boundary fences are to be replaced with similar fences on completion of the works.

SCHEDULE

- (a) 117m² (subject to survey) being part of Part Lot 55 DP340120 being part computer freehold register 164761 shown as area 1 on the attached plan 51-23442-SK601("the LRP").
- (b) 958m² (subject to survey) being part of Section 3 SO18534: part computer freehold register 118684 shown as area 2 on the LRP.
- (c) 744m² (subject to survey) being part of Lot 3 DP302966: part computer freehold register 108167 shown as area 3 on the LRP: and;
- (d) 1,301m² (subject to survey) being part of Lot 1 DP5206: part computer freehold register 319/124 shown as area 4 on the LRP.

Clause 9 Cont'd

BACKGROUND (THE ISSUES)

15. Transit New Zealand is proposing to upgrade the intersection of State Highway 75 with Halswell and Dunbars Roads. This is urgently required as the intersection currently experiences long travel delays at peak traffic periods through congestion. This intersection upgrade is scheduled to occur in 2008/09 and funding for this has been allocated in Transit New Zealand current ten year programme of State Highway Improvements. Subject to all of the property being acquired it is expected work will commence in September of this year.
16. In the wider context, Transit New Zealand intersection upgrade allows for a possible future fourth leg should the Council subsequently proceed with an extension of Dunbars Road to the Hendersons / Sparks Roads intersection, as proposed in the Christchurch Rolleston Environment Transport Study (CRETS) and South West Area Plan Transport Strategies. The Dunbars Extension would occur following plan changes to the currently zoned rural property to the south to provide for more intensive development under a living zone as proposed by the Urban Development Strategy and the extension would be acquired at that time through the subdivision process.
17. Transit New Zealand intersection upgrade is designed to tie in with the possible future intersection form as well as Transit New Zealand longer term proposal to four lane this section of State Highway 75 further east and along Halswell Road with minimal rework required.
18. The principle objectives of Transit New Zealand intersection upgrade are to
 - Reduce congestion and delays through the intersection at peak times.
 - Reduce accident rates.
 - Provide cyclists and pedestrian access and facilities.
 - Ensure mitigation of actual or potential adverse environmental effects.
19. Transit New Zealand's intersection upgrade will be designed to improve the safety and efficiency of the intersection for current traffic and normal growth predictions. It is currently proposed that this will include the installation of traffic signals, pavement widening, to accommodate turning movements and a slip lane turning east from Dunbars Road into State Highway 75.

COMPENSATION

20. The compensation payable was assessed by Ford Baker registered public valuers as follows:

Area 1	\$9,000
Area 2	\$81,500
Area 3	\$58,000
Area 4	<u>\$73,680</u>
Total	\$222,180 + GST (if any)

21. In addition to the compensation, Transit New Zealand will be responsible for the legal and survey costs incurred with the acquisition of the land.

THE OBJECTIVES

22. Not applicable.

THE OPTIONS

23. The proposal has been considered by the Council 's Transport Asset & Network Planning Unit, has met the appropriate audit requirements in terms of safety and as such there are no reasons why the proposal should not be supported by the Council.

10. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE - REPORT OF 14 MARCH 2008 MEETING

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Lisa Goodman, Democracy Services Manager
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 14 March 2008.

The meeting was attended by Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Judy Kirk, Peter Laloli, and Bob Shearing.

Apologies were received and accepted from Beth Dunn.

1. CORRESPONDENCE

The Committee **received** the following correspondence:

- (a) Heavy Truck Count – Gilberthorpes Road. The Board requested the information to be sent to the Riccarton Park Residents' Association.

2. RICCARTON HIGH CYCLE BUBBLE PROJECT

The Committee considered a report seeking a recommendation from the Board to Council to proceed to detailed design, tender and construction for the Riccarton High School Cycle Bubble Project, and seek a recommendation to the Board to approve related parking restrictions.

The Committee discussed the following issues:

- Residents backing out of driveways and not being able to see cyclists on cycleways.
- The Committee recommended to have pedestrian directional markings on the corner of English Street to give pedestrians direction to the specific pedestrian crossing on Yaldhurst Road.
- The urgent attention to the installation of traffic signals to assist with pedestrian and cyclists' safety on the Main South Road between Curletts Road and the Sockburn Roundabout.
- The Committee were given an update on Stage II of the project that involves Main South Road and the installation of a signalised crossing in the vicinity of the Community Library. The Committee discussed that Stage II should be completed as a separate project from the Bus Priority Project.
- The Committee recommended that an article on the cycleway be included in the upcoming Board newsletter.

The Committee's recommendation on this matter is recorded within the Part A report – Riccarton High Cycle Bubble Project on the Board's 1 April 2008 agenda.

3. UPDATE ON CURRENT TRANSPORT ISSUES

The Committee considered the circulated spreadsheet providing an update on current transport issues in the Riccarton/Wigram community and staff noted amendments and requests for further information including:

Clause 10 Cont'd

- The Committee requested a staff report on the installation of a "Give Way/Stop" sign at the intersection of Cashmere and Kennedy's Bush Road.
- That the speed trailer be positioned on Sparks Road near the Henderson's Road intersection to record the speed of vehicles travelling from Hoon Hay Road.

4. MEMBERS' INFORMATION EXCHANGE

Members were provided with an opportunity to share issues of concern and give a brief update on community activities. The following items were noted:

- M Mora requested that the Riccarton Park Residents' Association be invited to the April 2008 Transport and Roding Committee meeting to discuss the heavy truck count on Buchanans Road and the condition of Buchanans Road from Carmen to Gilberthorpes Road.

11. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE REPORT OF 18 MARCH 2008 MEETING

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Liz Beaven, Community Board Adviser
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Tuesday 18 March 2008.

The meeting was attended by Judy Kirk (Chairperson), Jimmy Chen, Beth Dunn, Peter Laloli, Mike Mora, and Bob Shearing.

An apology was received and accepted from Helen Broughton.

1. 2007/2008 RECREATION & SPORT FUNDING RE-ALLOCATION - DIAMENTE ROYAL GUARDS MARCHING TEAM

The Committee considered a report relating a proposed amendment to the purpose of the funding recently approved under the Board's 2007/2008 Recreation and Sport Fund to Diamente Royal Guards Marching Team.

The Committee's recommendation on this matter is recorded under clause 4.1 of this report.

2. FUNDING APPLICATION - HEI HEI BROOMFIELD COMMUNITY DEVELOPMENT PROGRAMME

The Committee considered a report for programme funding for the Hei Hei Broomfield Community Development Project for the period 1 July – 15 September 2008.

The Committee acknowledged Anglican Care for supporting the programme and requested a letter be sent from the Board.

The Committee's recommendation on this matter is recorded under clauses 4.2 of this report.

3. FUNDING APPLICATION - WHARENUI SCHOOL CHINESE LANGUAGE PROGRAMME

The Committee considered a report for a funding application for curriculum Chinese language and cultural education for 43 Wharenuai Primary School children through the Rewi Alley Chinese School and Culture Centre.

The staff recommendation was to decline the costs of providing Chinese language and cultural education at the Wharenuai School.

The Committee's recommendation on this matter is recorded under clauses 4.3 of this report.

4. COMMITTEE RECOMMENDATIONS

- 4.1 That the Board approve the reallocation of the Diamente Royal Guards Marching Team's grant of \$1,600 from the 2007/2008 Recreation and Sport fund to the costs of marching uniforms, promotion, volunteer reimbursements and administration materials.
- 4.2 That the Board approve the allocation of \$1,500 for programme costs for the Hei Hei Broomfield Community Development Project for the period 1 July – 15 September 2008.
- 4.3 That the Board approve \$2,678 to the Wharenuai School to obtain Chinese language and cultural education courses from the Rewi Alley School.

12. COMMUNITY BOARD ADVISER’S UPDATE

The Community Board Adviser will update the Board on current issues.

13. GOOD NEWS STORES

14. ELECTED MEMBERS’ INFORMATION EXCHANGE

Board members will be provided with an opportunity to give an update on community issues/activities.

15. QUESTIONS UNDER STANDING ORDERS

16. RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 19.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A 17	WORSLEYS SPUR GRAVITY SEWER PROJECT – NOTICE OF INTENTION TO TAKE AN EASEMENT) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)
PART A 18	PURCHASE OF LAND FOR RECREATION RESERVE - BUCHANANS ROAD		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 17	PROTECTION OF PRIVACY OF NATURAL PERSONS	(Section 7(2)(a))
Item 18	PROTECTION OF PRIVACY OF NATURAL PERSONS	(Section 7(2)(a))

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

19. HORNBY WAR MEMORIAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport & Greenspace Manager
Author:	Tara Smith, Consultation Leader – Greenspace and Maria Adamski, Parks & Waterways Contract Manager Premier Parks

PURPOSE OF REPORT

1. The purpose of this report is to seek the reallocation of \$1,004.58 remaining from the \$3,000 originally allocated for a Conservator's Report for the Hornby War Memorial situated at the Hornby Primary School, Waterloo Road.

EXECUTIVE SUMMARY

2. A report was submitted to the Board on 4 December 2007 giving an update on the current status of the Hornby War Memorial and a request for funding from the Board discretionary funding for a Conservator's Report. **(Refer Attachment 1).**

3. The Conservator's Report states the significance of the memorial as follows:

"The Hornby War Memorial is not listed by the Christchurch City Council nor recognised by the New Zealand Historic Places Trust. However this structure, like countless other War Memorials around the country are extremely significant to the local communities and the families of the names recorded on them. In this case the structure has added significance as a water tower. This recognises a time when water storage and water conservation was a part of life. Since 2001 the School and its community has re-gathered at the War Memorial every ANZAC day. This not only follows the national renaissance in recognizing our military past but also must be significant to the school as a focus for and meaning of their grounds, and history." Hornby War Memorial Conservation Report, January 2008, pg 5.

4. The Conservator's Report had the following eight recommendations and is summarised with the subsequent prices received as follows **(Refer Attachments 2 and 3).**

Plastering:

- (i) Seal concrete lid and (iv) Plaster repairs – between \$9,000 to \$16,950 though more likely to be around \$11-\$13,000. (Note this includes analysis and matching of mortar.)

Wash and extra work:

- (ii) Access Hole - rebuild and install door \$1,598.
- (iii) Water works – remove external pipe below ground \$320.
- (iv) Plaster repairs – the removal of the overflow pipe will necessitate the repair to the base and cornice where it has cut through the structure. The whole plaster cladding requires localised patching where chips or drummy plaster is coming away from the structure. (not priced).
- (v) Soft wash – Price 1 - \$5,620.00 and Price 2 - \$2,650.00

For the soft wash there are two prices, the first includes a treatment to kill and remove the moss and lichen and will give the memorial an even original colour. The process for this would span over a minimum period of six weeks and is the preferred option. The second price does not include the former treatment, the cleaning concentrates on areas that currently show discolorations. This would be achieved in a much shorter timeframe.

- (vi) Steel angle projection clean, rust inhibit and paint- \$325.00

Clause 19 Cont'd

- (vii) Additional Memorials - organised by RSA and Joan Fazackerley.
- (viii) Surrounding ground - re-landscaping so the Hornby War Memorial becomes the focus. (not priced).

FINANCIAL IMPLICATIONS

- 5. The Conservator's Report was estimated at \$2,880 but the final fee was \$1,995.42, leaving a balance of \$1,004.58.
- 6. Funding is sought to complete (iii) and (v) prior to ANZAC Day to enable the war memorial to look tidy and clean along. The additional memorials will be completed by ANZAC Day.
- 7. The Paparua Returned Services Association (RSA) have committed \$5,000 towards this work.
- 8. The Paparua RSA will be seeking funds and fund raising to complete the remainder of the work.

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

- 9. As per above.

LEGAL CONSIDERATIONS

- 10. All work will be carried out by a Council approved contractor.

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

- 11. As per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 12. Page 172 of the LTCCP under Community Board Funding.

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

- 13. As per above.

ALIGNMENT WITH STRATEGIES

- 14. Council's A Safe City, A City for Recreation, Fun and Creativity, Healthy Environment, and Liveable City Strategic Outcomes.

Do the recommendations align with the Council's strategies?

- 15. As per above.

CONSULTATION FULFILMENT

- 16. Staff have worked in conjunction with Hornby Primary School and Paparua RSA on this project.

STAFF RECOMMENDATION

It is recommended that the Board reallocate the remaining funding of \$1,004.58 to the Paparua RSA from the Hornby War Memorial Conservator's Report allocation to contribute to funding two of the Conservator's Report recommendations prior to ANZAC Day.

EXTRACT FROM RICCARTON/WIGRAM COMMUNITY BOARD AGENDA 4 DECEMBER 2007

**APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S DISCRETIONARY FUND
HORNBY WAR MEMORIAL**

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Community Support Manager, DDI 941-8879
Author:	Marie Byrne, Community Engagement Adviser, DDI 941-6502

PURPOSE OF REPORT

1. The purpose for this report is to update the Riccarton/Wigram Community Board on the current situation with the Hornby War Memorial and to seek funding from the Board for a Conservator's Report.

EXECUTIVE SUMMARY

2. At the Riccarton/Wigram Community Board (Board) meeting of 11 September 2007 a deputation was received from the Paparua Returned Services Association (RSA) regarding the War Memorial located at Hornby Primary School. The RSA requested the Community Board assistance to upgrade and repair the memorial.
3. The Board supported the proposal in principal and requested that staff report back on the possible upgrade of the memorial including the required funding. Furthermore, the Board recommended the establishment of a Working Party to progress any ongoing issues with the War Memorial. The Working Party would include Council staff, Paparua RSA members, representation from the Hornby Primary School Board of Trustees and Lesley Keast.
4. The RSA have also been working with Joan Fazackerley who is keen to have the monument upgraded. The suggested upgrade would include adding the names of people who died in World War II to the roll of honour. Other desirable work identified by the RSA is having part or all of the monument replastered and attention paid to the water pipes and pilot access at the bottom of the tower.
5. As the Memorial is located within Hornby Primary School it is situated on Ministry of Education land and is not a responsibility of the Christchurch City Council to maintain. However an on-site meeting was held with Maria Adamski, Council's Premier Parks Contract Manager. Maria has worked on a number of restorations of memorials and statues situated on Council land. Also in attendance was Dave Sandes from the Paparua RSA, Joan Fazackerley and Peter Laloli.
6. Maria Adamski's advice concerning the conservation of the memorial is as follows:
"In order to determine the significance and need for any restorative work a conservators report should be commissioned. I would not recommend (and would be opposed to) plastering the whole memorial or the continued use of Wet and Forget. A historical search of the Monument should be done in preparation for the conservators report." This historical search is able to be done through Council's Libraries Team and will be undertaken by Council staff.
7. In regards to the installation of World War II names, Mrs Fazackerley has advised that the inscription work is currently being done free of charge. Staff will continue to liaise with the Working Party in regards to the necessary protocol surrounding the installation of the plaque. It is envisaged that this plaque will be installed before ANZAC Day 2008.

FINANCIAL IMPLICATIONS

8. In order for any correct restorative work to be undertaken it is recommended that a conservator's report be undertaken. Although at the 11 September Community Board meeting the Board Members were of a view to providing funding towards plastering work, it would be more appropriate if funding is instead put to commissioning the conservator's report.

EXTRACT FROM RICCARTON/WIGRAM COMMUNITY BOARD AGENDA 4 DECEMBER 2007

9. A recent conservators report was commissioned for the Lyttelton War Memorial at a cost of \$2880. Therefore the Board may wish to consider allocating \$3000 from it's Discretionary Fund to go towards the commissioning of the report for the Hornby War Memorial.

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

10. From page 172 of the LTCCP under Community Board Funding the Riccarton/Wigram Community Board has discretionary funds for allocation during the 2007/08 financial year.

LEGAL CONSIDERATIONS

11. Nil.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Page 172 of the LTCCP under Community Board Funding.

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

13. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

14. Funding for this project aligns with the Council's A Safe City and A City for Recreation, Fun and Creativity Community outcomes as well as Healthy Environment and Liveable City strategic outcomes.

CONSULTATION FULFILMENT

15. Nil.

STAFF RECOMMENDATION

16. It is recommended that the Riccarton/Wigram Community Board consider funding \$3,000 for the commissioning of a conservators report for the Hornby War Memorial.



City Care Ltd, 245 Milton Street, PO Box 7669, Christchurch, New Zealand Phone 03 941 7200 Fax 03 941 7202



ISO14001 Certified ISO9001 Certified

City Care Estimation: LO8- 110

Client Details			
Name:	Christchurch City Council	Contact:	Maria Adamski
Address:	Civic Office, Tuam St		
Order Number:		RFS Number:	
Telephone:		Fax:	
Email:		Date	29/02/2008
Description of Work:			

Contract Details		Job Number:	
Contract Name:	Hornby War Memorial		
Job Location:	Hornby Primary School (Waterloo Road)		
Time Frame:	1-2 Weeks	Method of Payment:	

City Care Details			
Name:	Ku Brown		
Telephone:	941-7214 or 0274723-241	Fax:	
Email:	Ku.brown@citycare.co.nz		

City Care has pleasure in submitting the following estimate:

Item	Description	Amount (exc GST)
1	Price One: Methodology: :Rebuild onsite and install access door. \$1,598.00 :Remove external pipe below ground. \$320.00 :Soft wash entire war memorial includes Lichen and moss removal, Stain and Lime removal, application of Reeson Quadkleen and Staykleen. \$5620.00 :Remove rust with wire brush, undercoat then paint black steel angle projecting out from top of Memorial (Flag Holder) \$325.00	\$7,863.00
2	Price Two Methodology: :Rebuild onsite and install access door. \$1,598.00 :Remove external pipe below ground. \$320.00 :Soft wash minor efflorescence (Salt dirt and grime build up) Remove rust spots and stains, soft wash colouration on south side, remove graffiti. \$2,650.00 Remove rust with wire brush, undercoat then paint black steel angle projecting out from top of Memorial (Flag Holder) \$325.00	\$4,893.00
	Labour: \$ Plant: \$ Materials: \$	
	TOTAL (exc GST)	\$



Historic Building Conservation

Consultancy, Plastercraft, & Materials

HORNBY WAR MEMORIAL

PLASTER RESTORATION TENDER



MARCH 2008

DANIEL POLLARD MSc MPCG NZCCM
18 SOPER RD, WINGATUI
DUNEDIN, OTAGO, 9010

TEL: 03 489 0930
cell: 021 0 474 007
@:info@buildingconservation.co.nz

www.buildingconservation.co.nz

Scope

The following document relates to the tender for the plaster Restoration of the Hornby War memorial, submitted by Daniel Pollard of Historic Building Conservation who visited the site on the 26 February 2008. The tender has adopted all principles as identified by Fulton Ross Team Architecture Conservation Report.

However, the conservation Plan proposes an architect/plasterer meeting to identify the intensity of intervention and also ensuring a coherent conservation policy between advising architect and plasterer.

The price was calculated with the intention of full restoration with the repair of every single crack, micro crack, blemish and chip.

The price will no doubt need to be re-calculated in the presence of a site meeting with the architect and all the affected parties.

The price includes all labour and materials and mortar analysis using sands from the Christchurch region.

Methodology

The HWM will require a mortar analysis and reproduction to be completed, the price has included establishing six colours; One for each elevation, the base and the concrete top. Mortar matching will mean that a generic colour for each elevation will have to be established and agreed prior to any work commencing on the HWM. Failure to observe this sometimes tedious and lengthy process would result in an insufficiently coloured mortar being used, and would cause the WHM to look worse than it does presently.

The soft washing will expose some of the original colours but the elevations, particularly the southern elevation, would have still absorbed carbons in the atmosphere and bleaching from the sun. It may become necessary for multiple colour samples to be used on one elevation.

A one inch square piece of render will need to be removed, preferably from a less noticeable portion of each elevation. Each piece will be numbered and taken back to Dunedin. This piece will then become colour match and various mix ratios will be tested laid in small wooden moulds and left to dry. Once several potential matches have been established then the new samples will be sent to Christchurch to confirm a match. Sometimes what is a match in the workshop will not be a match on site and the process continues.

All cracks and drummy plaster will be cut out or raked out with a handheld grinder with a diamond blade to reduce the effect of vibrating good mortar off the wall. This method is particularly important in delicate areas such as corners.

All original layers of construction and fabrics will be observed and replicated and the damaged areas replaced with new mortar that will match colour texture, application and finish. The work will blend in with the existing surface as far as practicably possible and various artistic techniques will be used to try to ensure a seamless invisible blend between old and new. Though patina of age is a near impossible feat to achieve in plasterwork restoration.

Influences and Constraints on Plaster Restoration.

The following would have to be established prior to any restoration works commencing.

- That the memorial is soft washed as per Conservation Report specifications.
- That the affected parties establish what points of render are to have a 1 inch square sample removed to enable the analysis procedures.
- That upon a selection of potential matches being formulated that each affected party meet to establish which colour sample, if any, match the existing.
- Written confirmation of these decisions would be required by me before any works could commence.
- Upon work commencing one small area will become a test piece on each elevation whereby the chosen samples will be used in-situ. Confirmation by the affected parties would be the required to continue to the complete ion.

Price

The price for the complete restoration of the HWM would be **\$16950.00 incl GST**. As stated this price does not reflect the work required and could be as little as \$9000.00. Though I believe we could be looking at around **\$11-\$13,000**.

Timeline

I estimated a full restoration of 25 days; this figure is likely to decrease between 12-18 days depending on the intervention required.

Mortar analysis could be established with the first attempt or the 31st however, a 12-14 day timeframe is standard, providing I don't have to source sands outside of Christchurch's to establish a match.

It is probable that if the mortar matching runs within time constraints and the process are able to commence in early March then I am confident, with weather permitting, that the project will in all likelihood be finished for Anzac Day on the 25th April.

Conclusion

The best conclusion for this scenario is that after the render has been cleaned by another contractor then a site meeting is arranged whereby the points from where the samples are taken are established and I can liaise with the architect and issue a final price on the spot. I can then go to the

1. 4. 2008

- 9 -

Clause 19 – Attachment 3

sand suppliers in the city and take the materials back to Dunedin for the analysis process to commence.

I thank you for allowing Historic Building Conservation to tender for the Hornby War Memorial and I hope it's a restoration that I will be involved in.

Daniel Pollard MSc

01/March/2008

A handwritten signature in black ink, appearing to read 'DPOLLARD', written in a cursive style.