



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA

TUESDAY 25 MARCH 2008

8.00 AM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon


Community Board Adviser
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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 JOHN WANTY – CHILCOMBE STREET



John Wanty will speak to the Committee about issues regarding the construction at Chilcombe Street.

2.2 TERRY DONALDSON – HAMILTON AVENUE

Terry Donaldson will speak to the Committee about issues regarding the construction at Hamilton Avenue.

2.3 KIRSTEN SCHRIFTER – ENVIRONMENT CANTERBURY

Kirsten Schriffer from Environment Canterbury will talk to the Committee about the consultation on bus routes in the ward.

3. 360 HAREWOOD ROAD - BUS SHELTER

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Christine Toner Consultation Leader - Roading

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the approval of the Board to install a new bus shelter at the existing bus stop outside 360 Harewood Road, in the Board's area.

EXECUTIVE SUMMARY

2. Local users of this bus stop have requested that a bus shelter be provided at the stop.
3. The owners of the residence at 360 Harewood Road were consulted in November 2006 and gave signed consent for the shelter to be installed.
4. In 1998 a joint initiative between Environment Canterbury and the Council saw the development of the Public Passenger Transport Strategy (1998). The strategy set out a programme of improvements designed to dramatically improve public transport services in Christchurch. Among other things these improvements include a target of 500 bus shelters to be installed by June 2006.
5. Under section 339 of the Local Government Act (1974) the Council has the right to erect a shelter on footpaths of any road subject to a number of considerations. One of those is giving a formal notice to the occupier and owner of land likely to be affected by the erection of the shelter and giving them an opportunity to formally object.
6. This location was included in earlier consultation and Board approval of 14 bus shelters on 14 March 2006. However the consultation was carried out with the adjacent owners at 364 Harewood Road instead of those at 360 Harewood Road. Therefore the consultation was done again with the owners at 360 Harewood Road.
7. The options available to the Board are to either approve the location and give staff the approval to issue the formal notice to the owners and occupiers of the properties, or to decline the request, which will mean staff will need to find another location.

FINANCIAL IMPLICATIONS

8. Costs for installing the bus shelter (\$12,000) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations.

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

9. Yes.

LEGAL CONSIDERATIONS

10. Under section 339 of the Local Government Act (1974) the Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.

3. Cont'd

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

11. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. LTCCP – Transport and Greenspace Capital Programme.

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. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Do the recommendations align with the Council's strategies?

15. Yes. Our Community Plan.

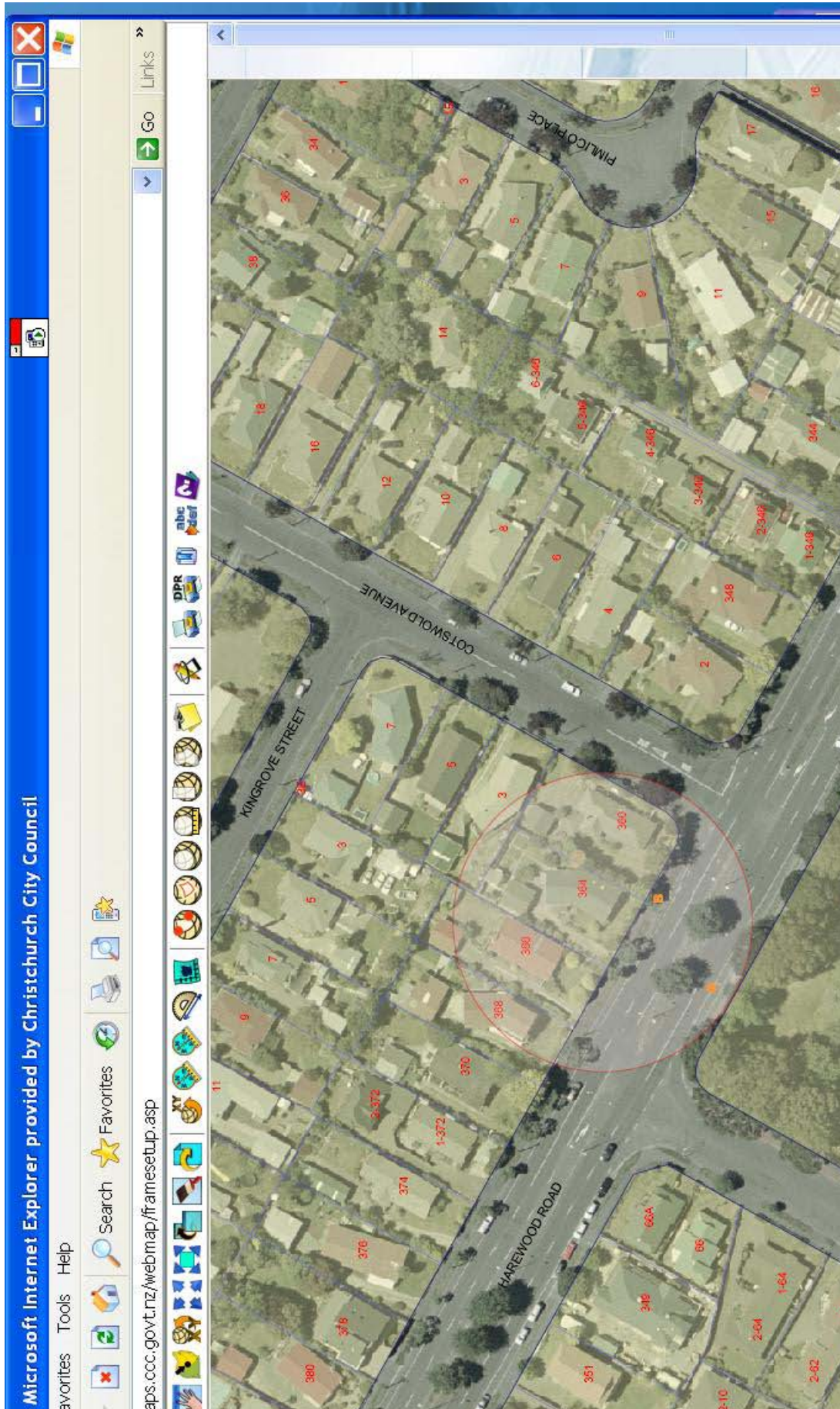
CONSULTATION FULFILMENT

16. The owners/occupiers of 360 Harewood Road have been consulted and have given their agreement in writing and by telephone.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the installation of a bus shelter at the bus stop outside 360 Harewood Road where approval has been gained from the owner and occupier.
- (b) Authorise staff to issue the appropriate notices in terms of s339 of the Local Government Act (1974).





4. KORU LANE - ROAD LEGALISATION

General Manager responsible:	General Manager City Environment, DDI 941- 8656
Officer responsible:	Unit Manager City Water and Waste
Author:	Weng-Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of the report is to ask that the Board recommend to the Council that it dedicate the existing Local Purpose Reserve (Road) defined as Lot 20, DP 375764 as road pursuant to Section 111 of the Reserves Act 1977.

EXECUTIVE SUMMARY

2. Logistic Drive was constructed in 2006 to serve 16 industrial sites and two Local Purpose Reserve (Road) were created to provide future road connections to neighbouring properties. The locations of these lots are shown on the Attachment.
3. A building consent was granted to P.G Morrison Ltd to construct a new timber manufacturing factory at 15 Brough Street with access onto the Local Purpose Reserve (Road) located at Koru Lane.
4. The existing Koru Lane was extended by P.G Morrison Ltd and hence the purpose of this report being the need to dedicate the reserve land as road.
5. The creation of Local Purpose Reserve (Road) is a common tool used by the Council to control subdivisional roading patterns and reticulation of utilities.
6. A resolution under section 111 of the Reserves Act of 1977 is required to dedicate Council land for road following the completion of the road construction.

FINANCIAL IMPLICATIONS

7. The dedication of road process will be funded by P.G. Morrison Ltd and is a condition of the building consent being issued.

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

8. Not funded by the Council.

LEGAL CONSIDERATIONS

9. The section as defined in Lot 20, DP 375764 is Local Purpose Reserve (Road) and will require the Council's resolution pursuant to Section 111 of the Reserves Act 1977 to dedicate it as a road.

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

10. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. LTCCP page 152 "Streets and Transport Objectives" – To provide public street frontages to properties.

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

12. Yes.

ALIGNMENT WITH STRATEGIES

13. Yes, this action is consistent with the objectives of the City Plan.

4. Cont'd

Do the recommendations align with the Council's strategies?

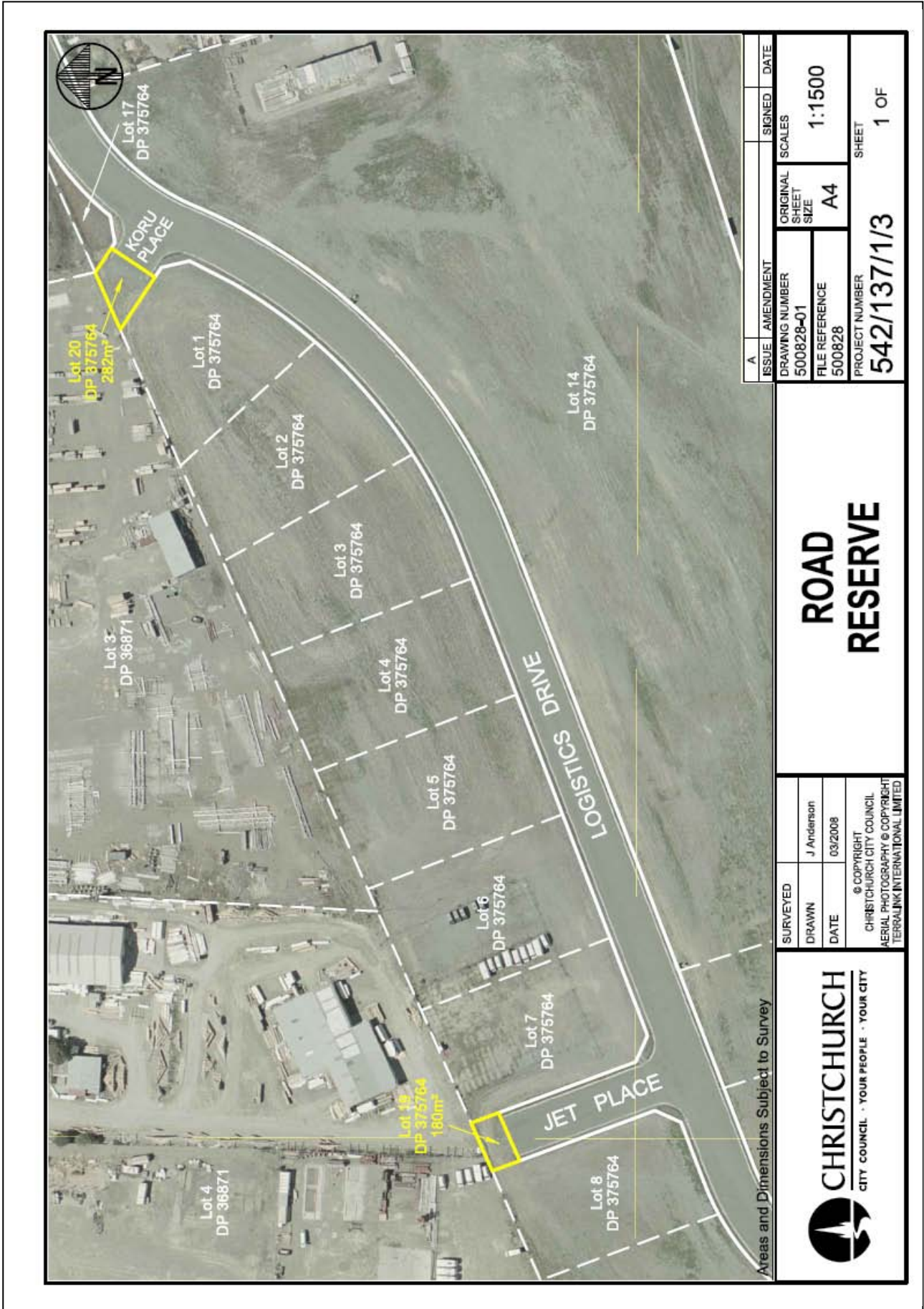
14. Yes.

CONSULTATION FULFILMENT

15. Not required.

STAFF RECOMMENDATION

That the Board recommend to the Council that it dedicate the existing Local Purpose Reserve (Road) defined as Lot 20, DP 375764 as road pursuant to Section 111 of the Reserves Act 1977.



5. STAFF BRIEFINGS

5.1 MEMO REGARDING CHILCOMBE STREET UPDATE

Ross Herrett, Acting Unit Manager Traffic and Greenspace Unit will present the following memo on Chilcombe Street.

Christchurch City Council City Environment Group

Memorandum

Date: 17 March 2008

From: Ross Herrett (Acting Transport and Greenspace Manager)

To: Fendalton/Waimairi Community Board

CHILCOMBE STREET - UPDATE.

BACKGROUND

The Chilcombe Street kerb and dish channel replacement project was programmed for construction in the 2005/06 and 2006/07 financial years in conjunction with Hamilton Avenue.

Consultation on the project started in May 2004.

It was approved for construction by the Fendalton/Waimairi Community Board at its meeting on the 14 February 2006.

Construction was completed in August 2007.

The contract is still under maintenance.

Design Issues

Design was completed by Montgomery Watson Harza to Christchurch City Council's own standards with reference to Austroads Guidelines.

Street levels in Chilcombe Street were altered with the objective of improving the stormwater drainage in Hamilton Avenue and Chilcombe Street in accordance with Christchurch City Council drainage design specifications.

Post Construction Consultation

When it came to the staff's attention in March 2007 that some residents had concerns over the construction work in Chilcombe Street a public meeting was organised. A total of four public meetings have since been held to address residents' issues and concerns in Chilcombe Street. Staff notes from these meetings follow.

Meeting held 2 April 2007

Outcome: -

Options are to be drawn up to address vehicle entrance gradient concerns of the residents' and presented at a meeting to be held at the Fendalton Service Centre on the 18 April 2007.

Meeting held 18 April 2007

Options presented: -

1. Extended buildout (7 metre wide carriageway).
2. Kerb shift/buildout (shift carriageway to the east)
3. Lower and realign footpath.
4. Lower the vehicle entrances into the properties.
5. Construct an asphalt ramp over the channel.
6. Local kerb buildout (narrows carriageway to 8.5 to 9.0 metres)

These options were presented by Ron Clarke who then answered questions from the residents. The options were then voted on with the results being: -

Options	Votes
1	0
2	3
3	4
4	0
5	0
6	1

Following further discussion the meeting decided that: -

- Option 3 is constructed to the residents' satisfaction with construction to be completed in four weeks (i.e. by 25 May) by contractors other than Taggarts.
- Ron Clarke is to advise John Wanty with plans of the options, who the new contractors are, and their proposed timing of the work.
- Brian Boddy to organise an on-site residents meeting a week after the work is completed to get any concerns. If residents aren't happy with the solution further action will be considered.

Notes from discussion.

Resident at No. 1A requests the footpath be at least 0.9 metres from the fence and that grass be installed in the berm area.

Meeting held 19 May 2007

This meeting was held to ascertain residents' satisfaction or other feelings on the vehicle entrances to No.s 1A to 3A Chilcombe Street in terms of whether their vehicles were able to negotiate the entrances without scraping and whether the gradient was satisfactory.

One resident stated he had measured the crossfalls on the footpaths and the maximum grade of the above entrances. He does not believe that the driveway at 1A complies with the design standards, and that given that there are defined horizontal and vertical heights, the design standard slopes cannot be achieved. The results were: -

- 6.25% average crossfall on the footpath (CCC recommended maximum 4.55%) and noted crossfalls exceed 9.0% in the entrances).
- 14.3 % grade on the vehicle entrance to No. 1A (CCC recommended maximum 12.5%)

- It was also reported that the footpath crossfall at some entrances was 9.0%. The meeting was advised that this could not be avoided in some situations where the footpath crossed a vehicle entrance.

No residents reported any scraping of their vehicles at the meeting (Note - it was reported subsequent to the meeting that cars have scraped using the entrance to 3A).

Several residents were not satisfied with the vehicle entrance to No. 1A on the grounds they believed that it is steeper than the Council's recommended standard. The resident reported he could not see his driveway over the bonnet of his car now when entering his property.

It was also reported:

1. A resident nearly had a collision with an elderly driver who did a left turn out of Lothian Street at a slow speed, but was unable to keep to her side of the road. He felt the corner is too sharp to get around without going over the wrong side of the road. Brian Boddy is to check kerb radii and take appropriate action.
2. He asked for confirmation of the relationship between the Council, the consultants and the contractors, explaining what he understood that relationship to be with the aid of a rough diagram. On the basis of these contractual relationships, the Council had not been served well by the consultants in that they should not have allowed the present situation to have occurred, and that they should if they wished to have an ongoing relationship with the Council undertake at their cost to remedy the problem. They should be insured against such occurrences. D Shackleton then further argued that the consultants should have insurance against such errors and that they should advise their insurers. To conclude his comments he stated that the rate payer should not be forced to pay for their inadequate work.

Ron Clarke (Council Contract Engineer) concurred with the residents' understanding of the contractual arrangements between the Council, its consultant, and its contractors. R Clarke then advised that investigations were taking place as to who was to be responsible for the cost of remedial work. These may take some time to sort out because of possible legal issues involved.

Meeting Outcomes

The meeting agreed that: -

1. The unsealed footpath and vehicle entrances should be sealed to the same standard as the adjoining paths with a bridge over the channel at No. 1A's vehicle entrance to reduce the slope of the vehicle entrance. This is to be a temporary solution until the talks between Council and Consultant are settled and an agreed solution that meets council standards is attained.
2. All Community Board members are to be emailed and all Chilcombe Street residents informed by letterbox drop of the meeting outcomes.
3. All Community Board members and residents are to be updated in a month's time as to progress.

Meeting held 14 February 2008

Concerns expressed were: -

1. Loose plates over the channel clank when a vehicle goes over them.
2. Some of the topsoil used by the contractor had high clay content; consequently grass was finding difficulty getting established.

3. The owner of 1A still feels his driveway is too steep for comfort.
4. There is a lot of ponding occurs in the carriageway during rain due to hollows in the new chip seal surface.
5. Recent trench lines need to be properly reinstated on the east side.
6. Ponding occurs in the channel outside No. 5 due to lack of grade.

FEEDBACK FROM CONSULTANTS

Feedback from Montgomery Watson Harza (MWH) to questions posed by Christchurch City Council on behalf of residents:

- **Design Standards work was designed to**
In terms of the vertical alignment, the design standards used were Christchurch City Council's own standards but also with references to Austroads Guidelines. Where the Austroads guidelines could not be accommodated the Council City Plan requirements were used as the minimum standard.
- **Reason why the road level was cut so low in Chilcombe**
Chilcombe Street levels were altered primarily to accommodate the Christchurch City Council drainage so as to provide drainage gradients that meet Christchurch City Council design specifications and to allow Hamilton Ave storm water to outfall at St.100 in Chilcombe Street. The road levels at St.50 outside No. 1A (Ogilvie's property) were lowered as below:
 - Existing edge of carriageway lowered **80mm** (from 22.38m to 22.30m).
 - Existing deep dish U channel invert was lowered **50mm** to invert of new flat kerb and channel (from 22.37 m to 22.32 m).
 - Existing edge of footpath/top of existing deep dish U channel lowered **160mm** to top of new flat kerb and channel (from 22.55 m to 22.39m)
- **Have MWH advised their insurance company of the issues?**
"no comment".
- **Supervision there is a perception from the residents that MWH did not adequately supervise the work. Any comments?**
MWH was employed by Christchurch City Council to monitor not supervise the construction works, a fundamental difference in approach. This required that we undertake regular audits of the contractors quality/systems and not have permanent presence on site. The residents were under operating under a false impression that the contract was to be supervised as per the old Ministry of Works system where a clerk of works/inspector is on site all day and every day. After undertaking quality audits on Taggarts' work MWH informed Council that a higher site presence was required. After sign off by the Council daily site visits were undertaken, with NTCs being issued when the contractor was clearly not performing. If so required, we can provide a comprehensive and detailed site attendance register as a summary of the level of our monitoring. Regardless of the arrangement, however, MWH remained the "eyes and ears" of Christchurch City Council and authority rested only with Christchurch City Council, with MWH as their agent.
- **Do you have any recommendations on how scraping/overly steep driveway situations could be avoided in future.**
Adjusting the driveway gradient within the residents property is the only solution where buildouts/steel plates are not required. This requires early discussions with residents preferably at scheme stage not design or construction stages. The main problem here was that the discussions were not held with the residents until the kerb was poured and they had already had to put up with construction disruption.

An independent review of the driveway at 1A has been undertaken by Beca. A copy of their letter is **attached**, dated 11 December 2008. This found that the while the gradient of the driveway had increased it was still less than the maximum permitted by the City Plan.

SUMMARY

Work undertaken complies with Council standards.

MWH have no liability in regards to the design of Chilcombe Street.

Ross Herrett
Acting Transport and Greenspace Manager



Christchurch City Council
Capital Programme Unit
PO Box 237
CHRISTCHURCH

Attention: Brian Boddy



Dear Sir

1A Chilcombe Street - Driveway Inspection

On Thursday 20 September 2007 I visited 1A Chilcombe Street to investigate concerns raised by Mr George Ogilvie at the steepness of his driveway following a road upgrade of Chilcombe Street.

In the opinion of Mr Ogilvie, the road has been lowered in the order of 2 feet at the kerb and channel, increasing the steepness of his driveway significantly and reducing visibility entering his property. Mr Ogilvie reports that Council offered to lower the driveway within his property to reduce the overall steepness, however this was not a satisfactory solution for Mr Ogilvie. I understand the concerns raised by Mr Ogilvie and having driven up his driveway I agree that the increased grade of the driveway does make it more difficult to move from the driveway into the property (see attached photos). I also observed that the gradient of the driveway is not constant rather it increases in steepness closest to the property boundary.

In order to confirm the grade of the driveway, Council recently completed a survey of the driveway and this was compared to existing levels (refer attached graph). The survey confirmed that Mr Ogilvie was correct in maintaining that the grade of his driveway has increased following the Chilcombe Street works. I have calculated that the average gradient of his driveway has increased from 9% to 11%.

Further, the gradient of the driveway does increase from the kerb through to the boundary making it more difficult to see over a car's bonnet when entering the property, particularly close to the boundary.

Overall the gradient provided is less than the maximum permitted in the City Plan for a new development. However, the change in driveway gradient has been brought upon the resident through works undertaken by Council and I can relate with Mr Ogilvie's frustration. The only feasible solution (should Mr Ogilvie still insist on one) would be to lower the driveway within Mr Ogilvie's property to allow the driveway gradient between the boundary and kerb to be eased. As noted above, Mr Ogilvie was not supportive of this idea when I first mentioned it to him when I visited the site because he believes a tripping

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hazard may be created within his property. However, the change in level required is not going to be significant and I'm sure Council could mitigate this through design.

Should you have any questions with the information presented in this letter then please do not hesitate to contact me.

Yours sincerely

Paul Durdin

Senior Transportation Engineer



on behalf of

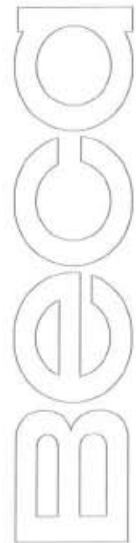
Beca Infrastructure Ltd

Direct Dial: +64-3-363 3451

Email: paul.durdin@beca.com

Copy

Ron Clarke





View of driveway access to Mr Ogilvie's property.



Entering driveway (at kerb).

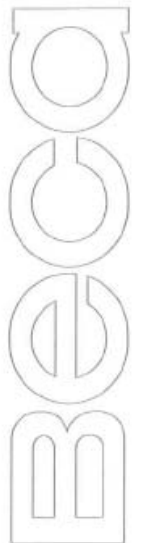
BEECO



Entering driveway (midway between kerb and property boundary).



Entering driveway (at property boundary). Note driveway can no longer be seen from driver's position.





Note how the profile between kerb and property boundary changes as the footpath shifts from the property boundary to the kerb.

BECD

