



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 7 OCTOBER 2008

AT 5PM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

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

Community Board Adviser

Liz Beaven

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. **APOLOGIES**



2. **CONFIRMATION OF MEETING REPORT – 16 SEPTEMBER 2008**

The minutes of the Board's ordinary meeting of Tuesday 16 September 2008 is **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's meeting of 16 September 2008 be confirmed as a true and correct record.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICE OF MOTION**



In line with standing order 2.16.1, a Notice of Motion has been received from Board member, Mike Mora.

That the Riccarton Wigram Community Board request the Council to:

- *Review the Christchurch City Council Officer response to the letter from Selwyn District Council relating to Didymo entering the water race system and flowing into the Avon and Heathcote Rivers and Estuary.*

6. **CORRESPONDENCE**

7. **BRIEFINGS**

13.11. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD
16 SEPTEMBER 2008**

**Minutes of the meeting of the Riccarton/Wigram Community Board
held on Tuesday 16 September 2008 at 5.00pm**

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

APOLOGIES: Nil.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 Alan Scarlet – Ex Templeton Patients Chaplain

Alan Scarlet, Chaplain services for former residents of Templeton Hospital addressed the meeting regarding his concerns around the ceasing of funding for chaplains to support intellectually disabled patients from the former Templeton Hospital. He is requesting the Board's support in requesting the Minister of Health reconsider this option.

The Board **agree** to write a letter of support to the Minister of Health to support the services request for funding to continue.

2. PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. ELECTED MEMBERS INFORMATION EXCHANGE

Nil.

7. MEMBERS QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF MEETING MINUTES – 19 AUGUST 2008 AND 2 SEPTEMBER 2008

The Board **resolved** that the minutes of its ordinary meetings held on Tuesday 19 August 2008 and Tuesday 2 September 2008 be confirmed as true and accurate records.

The meeting concluded at 5.25pm.

CONFIRMED THIS 7TH DAY OF OCTOBER 2008

**PETER LALOLI
CHAIRPERSON**

8. SMOKEFREE PLAYGROUNDS PROJECT TRIAL RESULTS AND FUTURE POLICY DEVELOPMENT



General Manager responsible:	General Manager City Environment Jane Parfitt, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Richard Holland, Planning and Investigations Team Manager

PURPOSE OF REPORT

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

EXECUTIVE SUMMARY

2. Following a presentation by representatives of Smokefree Canterbury, the Riccarton/Wigram Community Board on 4 February 2008 approved a three month trial of three smokefree playgrounds in Hornby (Wycola, Branston and Helmore Park playgrounds). Research into the community's acceptability of smokefree playgrounds and parks was to be reported back to the Board to further inform the Board for any future implementation. This was approved by Council with the following resolution;
 - (a) That the Council give approval to Smokefree Canterbury to undertake a three month trial at Wycola, Branston and Helmore Park playgrounds in Hornby to gauge community support for, and identify issues for, smoke free playgrounds, and that in the trial the playgrounds used as controls be Carmen Reserve and Waitohi (Davidson Crescent) playgrounds.
 - (b) That an analysis of the trial be reported back to the Council to consider whether or not the initiative is to be continued and/or considered for possible introduction in other playgrounds
3. Smokefree Canterbury is a network of over 20 agencies committed to reducing tobacco related harm in the community. Smokefree playgrounds is an initiative championed by Smokefree Canterbury, focussed on reducing the uptake and effects of smoking on young people and children. The project was funded by Partnership Health PHO with the research, administration and project management being undertaken by representatives of Smokefree Canterbury.
4. The primary reason for the introduction of smokefree outdoor areas is to provide positive role modelling, especially for young people and children. Role modelling of family/whanau is a powerful predictor of adolescent smoking. Since children mirror what they see, smokefree playgrounds is thought to provide positive role modelling resulting in fewer young people taking up smoking. It is not about "banning" smoking or "demonising" smokers.
5. Similar initiatives have been and are being implemented around New Zealand by other Territorial Land Authorities (TLA's) including Upper Hutt, South Taranaki, Queenstown Lakes, Ashburton, Invercargill and South Wairarapa.
6. The trial was carried out March – July 2008. A total of 26 signs with the slogan "BE A SMOKEFREE ROLE MODEL" were installed at each playground. (4 post and 22 placards). Other publicity was gained through the local media, national television ("Campbell Live") and World Smoke Free Day at Wycola Park on 31 May 2008.
7. A survey, designed to assess the community's attitudes, behaviours and acceptability of smokefree playgrounds was organised by Smokefree Canterbury and undertaken by public health professionals at Wycola Park and a few at Hagley Park. A total of 148 people were surveyed and the data entered for analysis.
 - 64% were female and 36% male
 - 40% were aged between 35 - 44 years
 - 25% Maori
 - 21% current smokers

8 Cont'd

8. The main two questions asked whether people found Smokefree Playgrounds and Smokefree Parks acceptable or unacceptable. Several questions assessed their understanding of the trial – their awareness of the trial, how they found out, what they thought was the main reason for the trial (options provided) and what they thought was the main reason that children start to smoke (options provided).
9. Several questions asked them to strongly agree or strongly disagree (sliding scale) on statements – Smokefree playgrounds was an infringement of smokers rights, Smokefree playgrounds would have no influence on whether children take up smoking, Smokefree playgrounds will need enforcement.
10. Questions were posed around what signage they preferred (3 options shown to them)
Other questions were statistical – age, gender, current smoker, ex smoker (quitter), ethnicity

Key results indicate that:

- Over 90% of those surveyed thought that the introduction of smokefree playgrounds in Christchurch was acceptable.
 - Almost 75% of those surveyed thought that the introduction of smokefree parks in Christchurch was acceptable.
 - Over 60% of those surveyed thought that the main reason for the trial was to set a good example (role modelling) to young people.
 - Nearly 60% of those surveyed strongly disagreed that smokefree playgrounds was an infringement of smokers rights.
 - Almost 45% of those surveyed agreed that smokefree playgrounds will need enforcement.
 - There was no significant difference in the results from smokers vs non smokers and those who answered surveys at a trial playground vs other playgrounds.
 - There was a good mixture of ages, gender and ethnic backgrounds from those who participated in the survey.
11. As part of the survey, the public was also asked their view of three different smokefree playground signs. Interestingly, the most popular option was Option 3 with cartoon graphics and not the sign that was installed as part of the trial (Option 1).
 12. The survey sample was a small number (148) of people from the local community. Only one local park Wycla was surveyed plus some surveys on Hagley Park which was outside the study area. Overall, the results indicate that there is an overwhelming acceptability by those surveyed for smokefree playgrounds and parks within the Hornby area. The results also indicate that there is a good understanding of the rationale for the project. Although there seems a belief that the project may require enforcement, it is acknowledged that this is not practicable nor in keeping of the spirit of the proposal and Council would not have the resources to police such a provision if it was included in a bylaw. It is to the best of Smokefree Canterbury's knowledge that no other Council has elected to implement smokefree parks and playgrounds by enforcement.
 13. The Community Board through the Council will need to decide if it now wishes to implement the programme by developing a policy for the whole Community Board area and if this includes playgrounds or total parks or a selection of parks. Council will need to endorse this approach and invite other Community Boards to consider the proposal. The survey sample undertaken is very small, in order for Council to consider implementing this policy development of smokefree playgrounds or total parks a wider survey by an independent provider will need to be undertaken.
 14. It is proposed that three scenarios be considered if smokefree environments are to be considered across the city. These are 1. high profile parks such as all sports parks (102), 2. all playgrounds (326), all parks (953). The support of the sporting associations and codes would be needed if sports parks were to become smokefree.

8 Cont'd

FINANCIAL IMPLICATIONS

15. There are three options available for the implementation of smokefree parks and playgrounds policy development. Option 1 is to make all high profile sports parks city wide Smokefree. Option two is to make all 326 playgrounds Smokefree. Option three is to make all 953 parks (including playgrounds) smokefree. Smokefree Canterbury supports these options, although option three is more preferable given feedback from the community survey and current work by Smokefree Canterbury to encourage smokefree environments. Option one is also more practicable to implement in terms of a communication plan and signage on site. Option two is a way of gaining community support for all children's facilities city wide.
16. Costs to supply and install placards, fixed directly to playground wooden surrounds by four x eight gauge zinc screws, \$48.41 each plus GST and four per playground, and supply and install posts and signs, includes the following: pre fix signage to post using two Galvanized coach bolts, excavate hole, place post with heel attached to secure the post in place, \$173.80 plus GST with two per playground.
17. The costs involved in rolling out these options city wide are the design, manufacture and installation of signage and promotion of the project. The following table identifies the approximate costs. Estimates are based on two post signs for each park and four placard sign for each playground. It is worth noting, however, to reduce cost it may be possible to add a placard sign to an existing park bylaw sign, thus avoiding the cost of installing a post sign.

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

* Based on 20% of signs sustaining damage.

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

8 Cont'd

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

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

LEGAL CONSIDERATIONS

19. Council will need to consider a wider policy decision such as smokefree playgrounds/parks city wide. The proposal for a trial although based in one particular Community Board area has wider implications for all 953 parks and 326 playgrounds in Christchurch. No current policy exists and the Community Board does not have delegated authority to introduce smoke free parks and playgrounds. It is therefore a decision of Council as to whether or not the matter should be progressed. The next stage of the process would be to consider the results of the trial on future policy development for Council parks and playgrounds. Policy development would require consultation with the wider community and Community Boards and reporting back to Council. There could be implications for the development of a wider policy covering other public places including certain footpaths/malls etc.
20. Territorial Authorities have a duty to improve, promote and protect public health and enhance community well being (Ref Section 145 of the Local Govt Act 2002).
21. Currently open spaces such as parks were an alternative location to indoor areas for smoking where harmful effects dissipate in the open air. However there is community support in Hornby for making parks/playgrounds smoke free.

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

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

8 Cont'd

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

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

STAFF RECOMMENDATION

That the Environment Committee recommend

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

COMMITTEE RECOMMENDATION

That the Board:

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

9. LITTLE RIVER RAIL TRAIL (BLAKES ROAD TO SHANDS ROAD)



General Manager responsible:	General Manager Jane Parfitt, DDI 941- 8608
Officer responsible:	Transport and Greenspace Unit Manager Alan Beuzenberg
Authors:	Brian Boddy, Consultation Leader

PURPOSE OF REPORT

1. To seek the Board's recommendation to the Council for the Little River Rail Trail (from Blakes Road to No. 171 Shands Road) project (as shown in the **Attachments**) to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

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

FINANCIAL IMPLICATIONS

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

Full financial breakdown as below

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

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

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

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

9 Cont'd.

LEGAL CONSIDERATIONS

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

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

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

9 Cont'd

STAFF RECOMMENDATION

- (a) That the Board recommend to the Council to approve the plans shown in the Little River Rail Trail (Blakes Road to Shands Road) **Attachment 1** for final design tender and construction.
- (b) That the Board approve a Give Way sign be placed against Sir James Wattie Drive at its intersection with Shands Road for the Little River Rail Trail.

BACKGROUND (THE ISSUES)

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

Discussion of Options

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

9 Cont'd

Shands Road.

21. Halswell Junction Road Roundabout

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

22. Nos 153 to 163 Shands Road frontage options

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

Three options have been considered.

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

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

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

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

(c) Option Three is the preferred option terminating outside No. 171 Shands Road as shown on **Plan J in Attachment 1**. This alternative provides an off road parking facility for recreational riders and avoids trying to access the pathway from the Halswell Junction Road / Shands Road roundabout. It is intended that this carpark will be removed in the future when the trail is extended into Hornby and a "terminus" point with parking formed in Hornby.

23. Edmonton Road intersection

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

9 Cont'd

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

Two options have been considered.

- (a) Option One
Remove the slip lane into Sir James Wattie Drive, creating a five metres wide grass berm area that can accommodate the three metre wide shared pathway. This option keeps the path away from the fence line and the fast moving traffic in this location. However, the slip lane is considered necessary as a deceleration lane for left turning traffic.
- (b) Option Two (the preferred option)
This option has the slip lane separated from the shared pathway with standard kerb and channel. The width of the slip lane is 2.8 metres and the pathway width is 2.5 metres. The intersection radiuses are reduced which will make the intersection safer for all road users as the cornering speeds will be reduced and the pedestrian/cyclist crossing distances also are reduced.

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

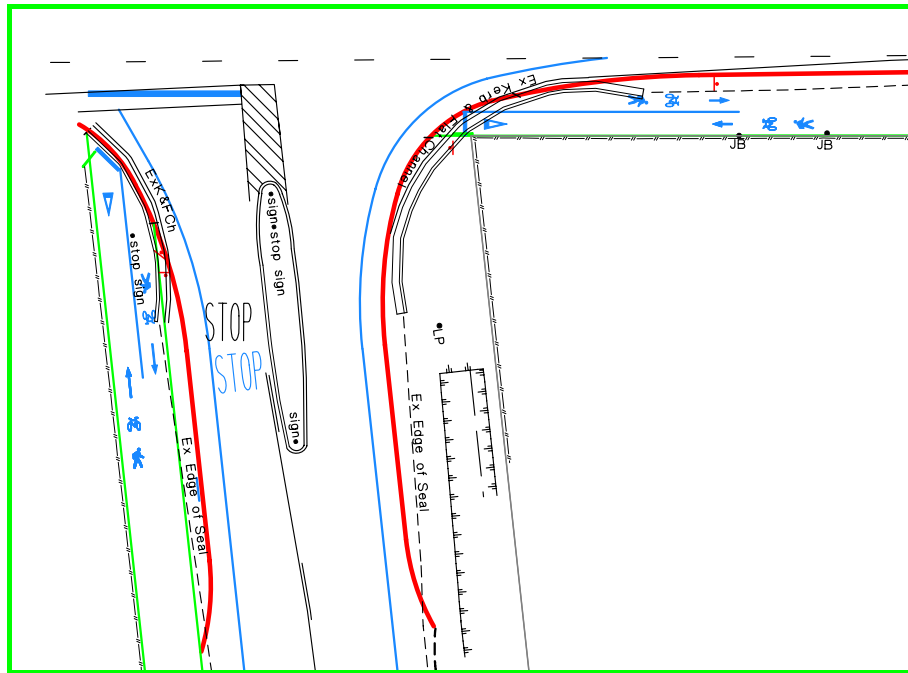
Two options have been considered.

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

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

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

9 Cont'd



Marshes/Shands Intersection Option 2

26. Marshs Road

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

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

Two options have been considered.

(a) Option One (the preferred option)

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

9 Cont'd

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

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

28. Springs Road

Two options have been considered.

- (a) Option One (the preferred option)
This option has the pathway continuing along the northern berm of Springs Road from the railway corridor to the pedestrian median island crossing facility just west of Blakes Road. There is sufficient room here for a 3m wide pathway which is considered desirable due to the anticipated high use associated with the school in this location.
- (b) Option Two
This option also has the pathway continuing along the southern berm of Springs Road from the rural road speed threshold to the pedestrian median island crossing facility just west of Blakes Road. There are property negotiations required to secure land for this option. Advice from the Selwyn District Council suggests that the (negotiations) are not likely to be successful. Therefore we have the option of getting the 'experienced riders' across Springs Road west of the threshold, where they can then continue along Springs Road on the on road cycle facility.

29. Lighting options

Three options were originally considered for each section.

- (a) Shands Road
A lighting upgrade is proposed as a separate project under the Lighting Upgrade budget. The current lighting is minimalist and would not comply with AS/NZS 1158.3.1. There are different levels of upgrades required along Shands Road which may be included in the current CCC street light upgrade. If this upgrade was to be included in this project the cost is estimated to be \$41,900.
- (b) Marshs Road
- (i) Do minimum – no cost and this precedent has already been set for sections between Lincoln and Prebbleton.
 - (ii) Provide lead lighting for the shared pathway at the Rail Reserve and at Shands Road - \$21,750
 - (iii) Provide full road lighting complying with AS/NZS 1158.3.1 category P3 for the length of Marshs Road and category P4 for the off road pathway - \$54600
- (c) Railway Reserve
- (i) Install 19 HPS luminaries on existing poles at 5.5 metres high with a 1.5 metre outreach arm. This achieves above category P4 light levels - \$103,800.
 - (ii) Install 14 HPS luminaries on new poles at 6 metre high to P4 level - \$95,000.
 - (iii) Install 23 HPS luminaries on new poles at 6 metre high to P3 level - \$105,200.

9 Cont'd

30. Reduced lighting levels
Connetics was asked about a reduced level of lighting for the shared pathway. Their response is quoted as follows, "the proposed lighting levels in our assessment are the minimum Christchurch City Council accepted levels, as recommended in the Lighting Standard for a cycleway / pathway. The cycleway through the rail reserve is close to a residential area and yet quite secluded. The purpose of the lighting would be to orientate users, detect hazards, discourage crime and reduce the fear of crime. It is not recommend reducing levels or staging installation along this section of the cycleway. It would be better to dissuade night use and not light the area at all, than provide a substandard level."
31. In response to this advice and in regard to existing lighting standards the proposed lighting proposal is:
- (a) Shands Road
 - (i) The lighting will be upgraded as part of a Separate Lighting upgrade project.
 - (b) Marshs Road
 - (i) Lighting will be upgraded along Shands Road to Marshs Road, and a light will be installed on Marshs Road at the entrance to the rail corridor.
 - (c) The Rail Corridor
 - (i) This will ultimately be Selwyn District Council's decision. The project team agreed that it would be best not to light the corridor for the following reasons:
 - (ii) There is a safe alternative route (Springs Road and Marshs Road).
 - (iii) Unnecessary power consumption when the use of the facility during darkness will be very low.
 - (iv) Because of the one kilometre length, lighting will not ensure personnel safety.
 - (v) There are no 'escape routes' along the length of the corridor.
 - (vi) Experienced and regular commuters will still be able to use the facility between 7.00am-8.00am and 5.00pm-6.30pm with bike lights.
 - (vii) Consideration was given to the guideline 'Crime Prevention Through Environmental Design.'

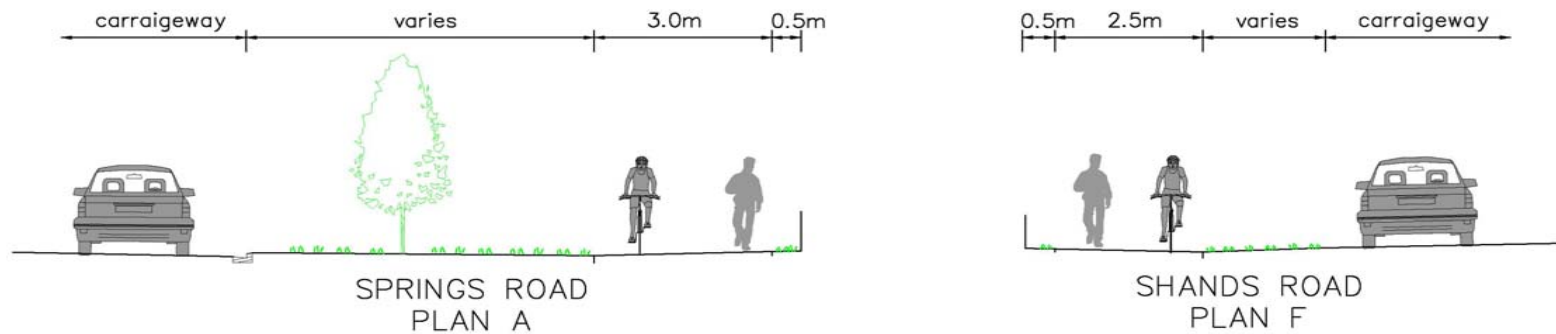
Recommended Option (see Attachment One)

32. The recommended option has the following features:
A 2.5 metre wide pathway. This width complies with the Austroads Design Guide with respect to shared pathway widths with both local access and commuter use. The path width on the approaches to the road crossings is three metre to allow for increased numbers and queuing path users in these locations.
33. This proposes an off-road single entry car park on the south eastern side of Shands Road approximately 400 metres to the south of Halswell Junction Road. The car park will provide for six parallel parks. The southern end of the car park will connect to the 2.5 metre wide shared off-road pathway. There will be appropriate signage and markings on the shared path. There will be an alternative access for commuter cyclists from Hornby via the car park exit. North bound commuter cyclists will be able to exit via a right angled pathway south of the car park exit. This pathway exit will have a holding rail, Give Way sign and be marked with limit lines as shown on Plan J in Attachment 1.
34. The shared off-road pathway continues to the proposed roundabout at the intersection of Shands Road and Edmonton Road. The shared pathway cuts across existing berm either side of Edmonton Road. The proposal allows for a traffic island on the northbound Edmonton Road approach to the proposed roundabout which will give pedestrians and cyclists a refuge to two stage crossing as shown on **Plan I in Attachment 1**.
35. The shared pathway continues along the south side of Shands Road. There is a tree in the line of the proposed path, but the pathway will split around the tree with an elliptical drip zone inside the pathway. This shape would also add to the aesthetic pleasantry of the route and retain the tree.

9 Cont'd

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

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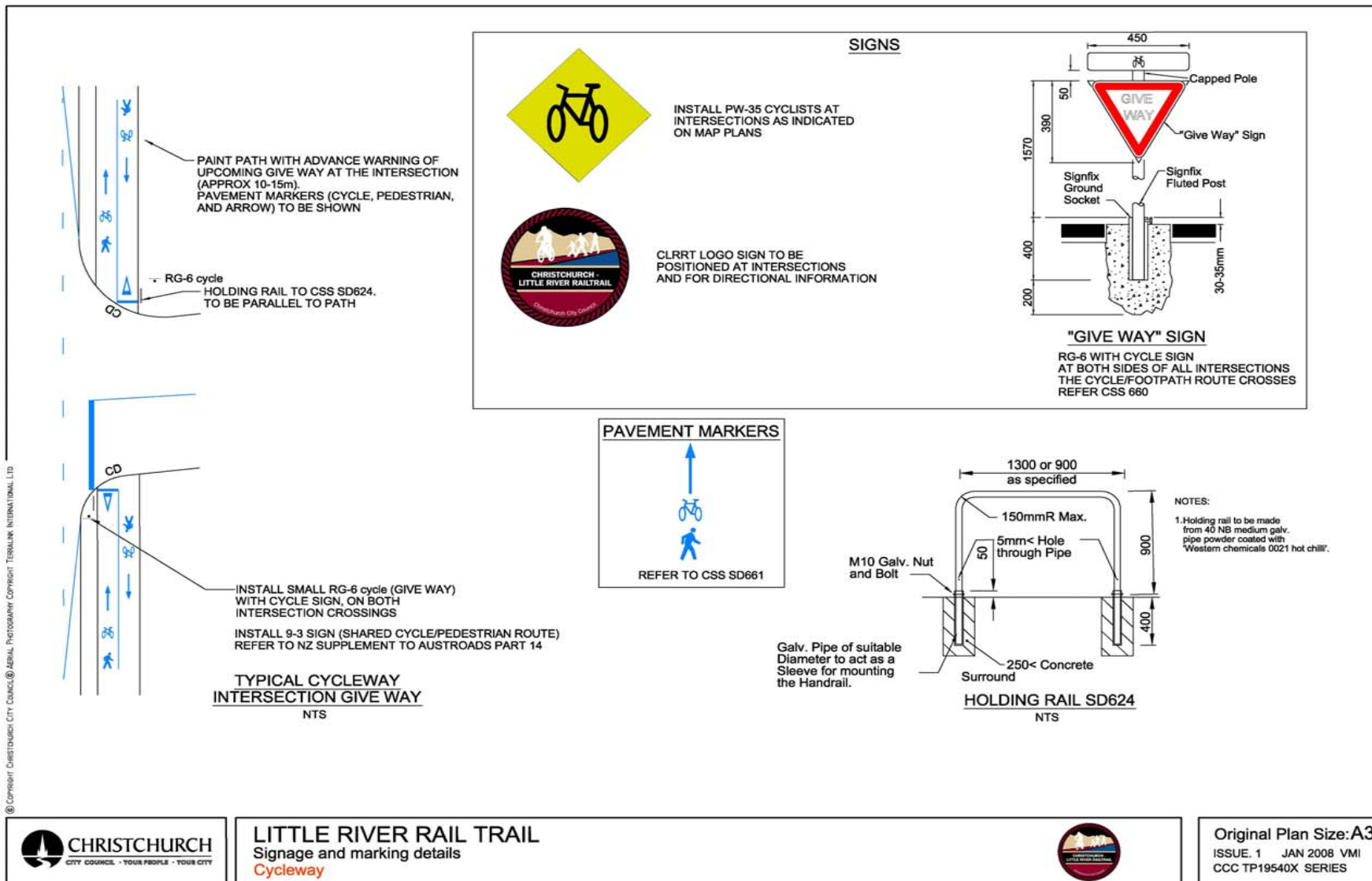


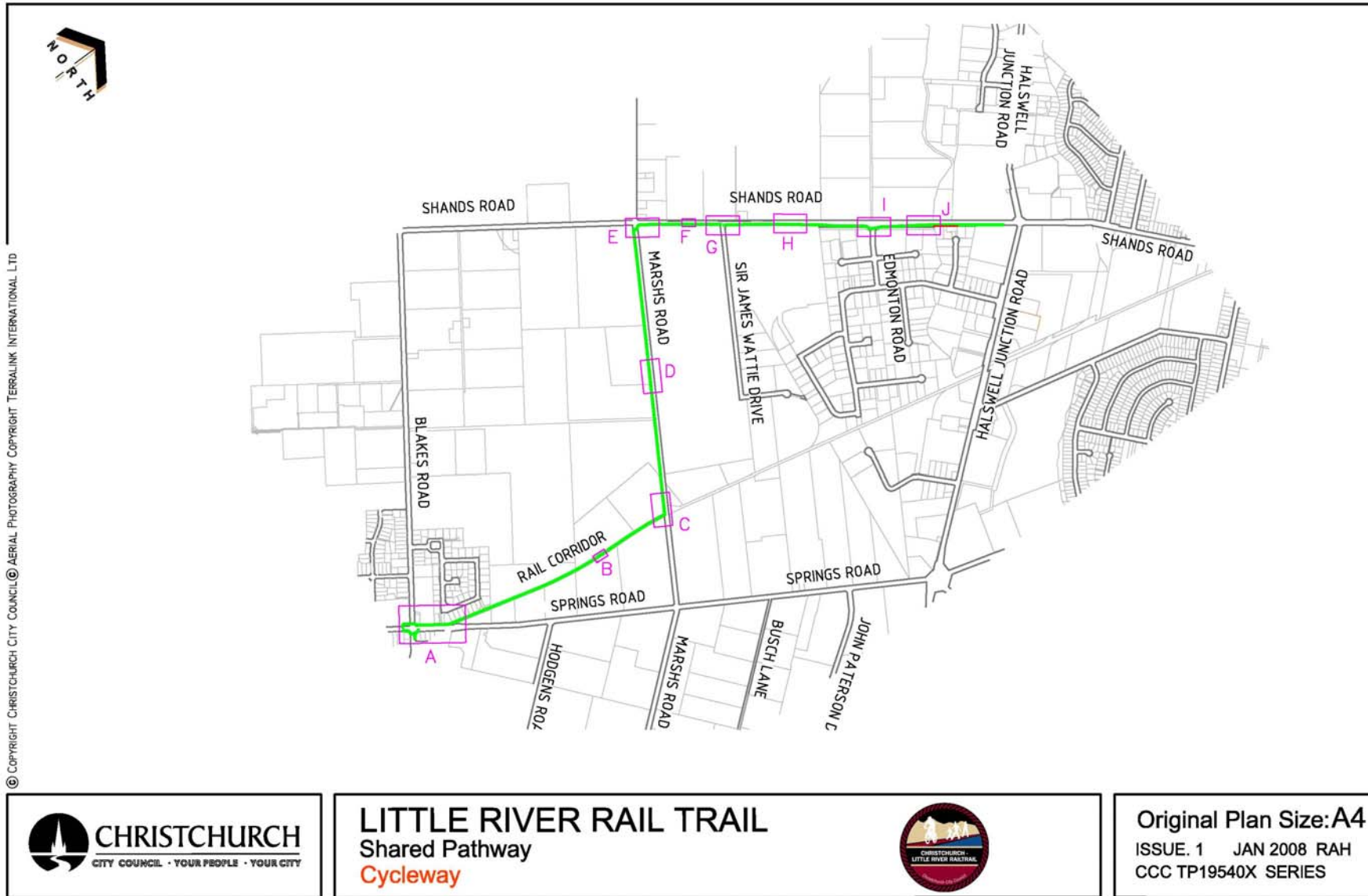
LITTLE RIVER RAIL TRAIL
Cross Sections
Cycleway



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

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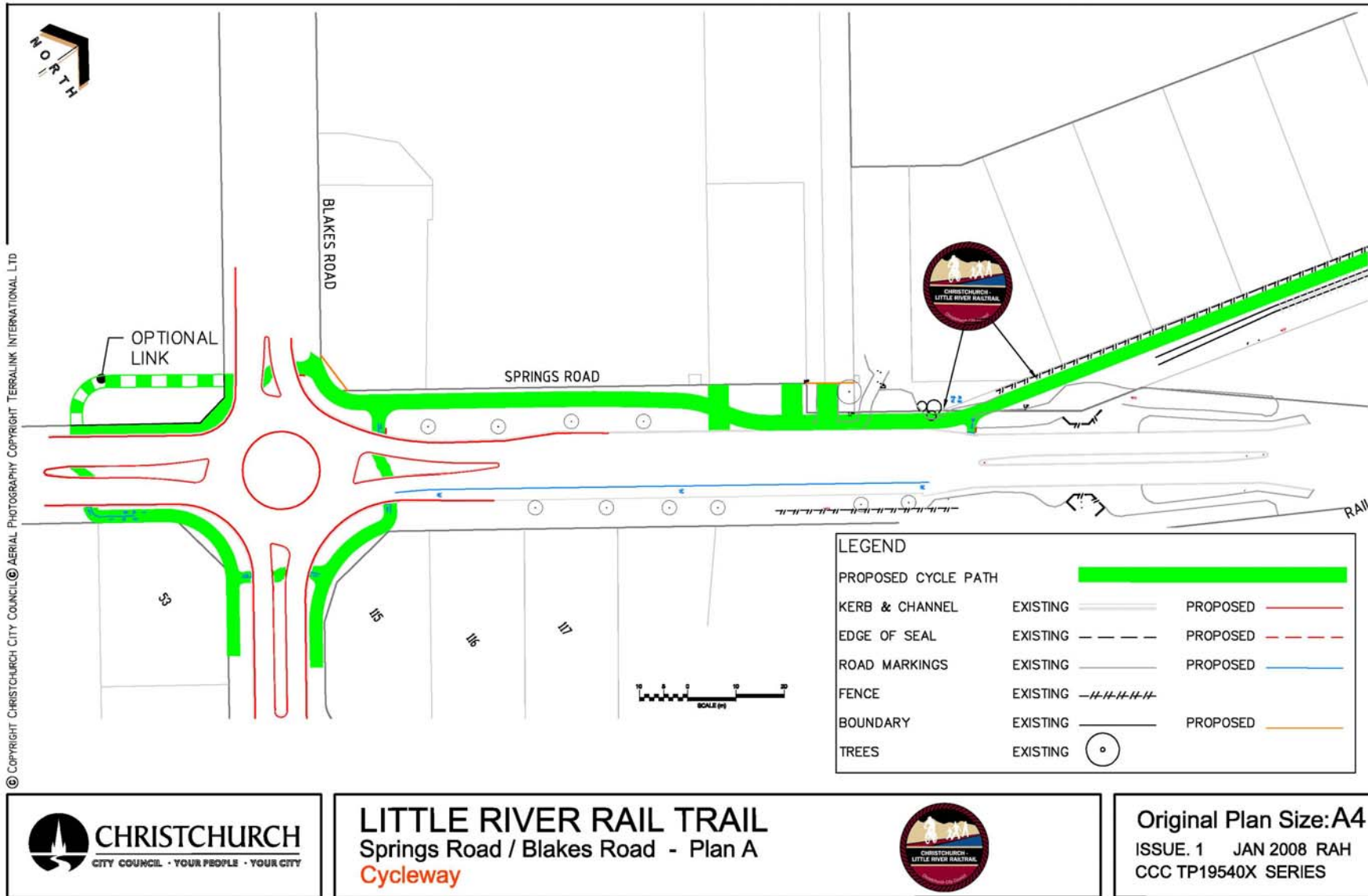


LITTLE RIVER RAIL TRAIL
 Shared Pathway
 Cycleway

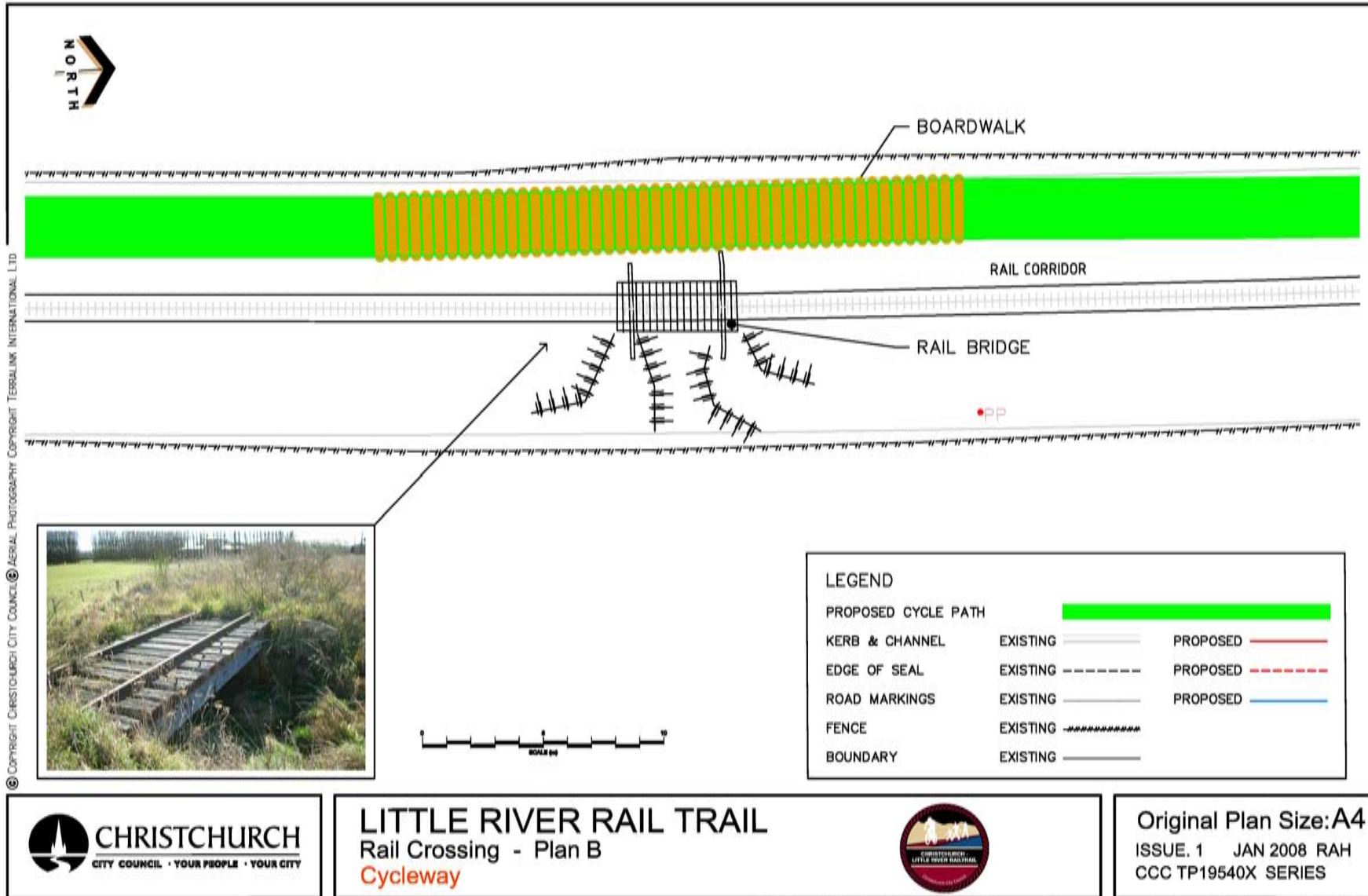


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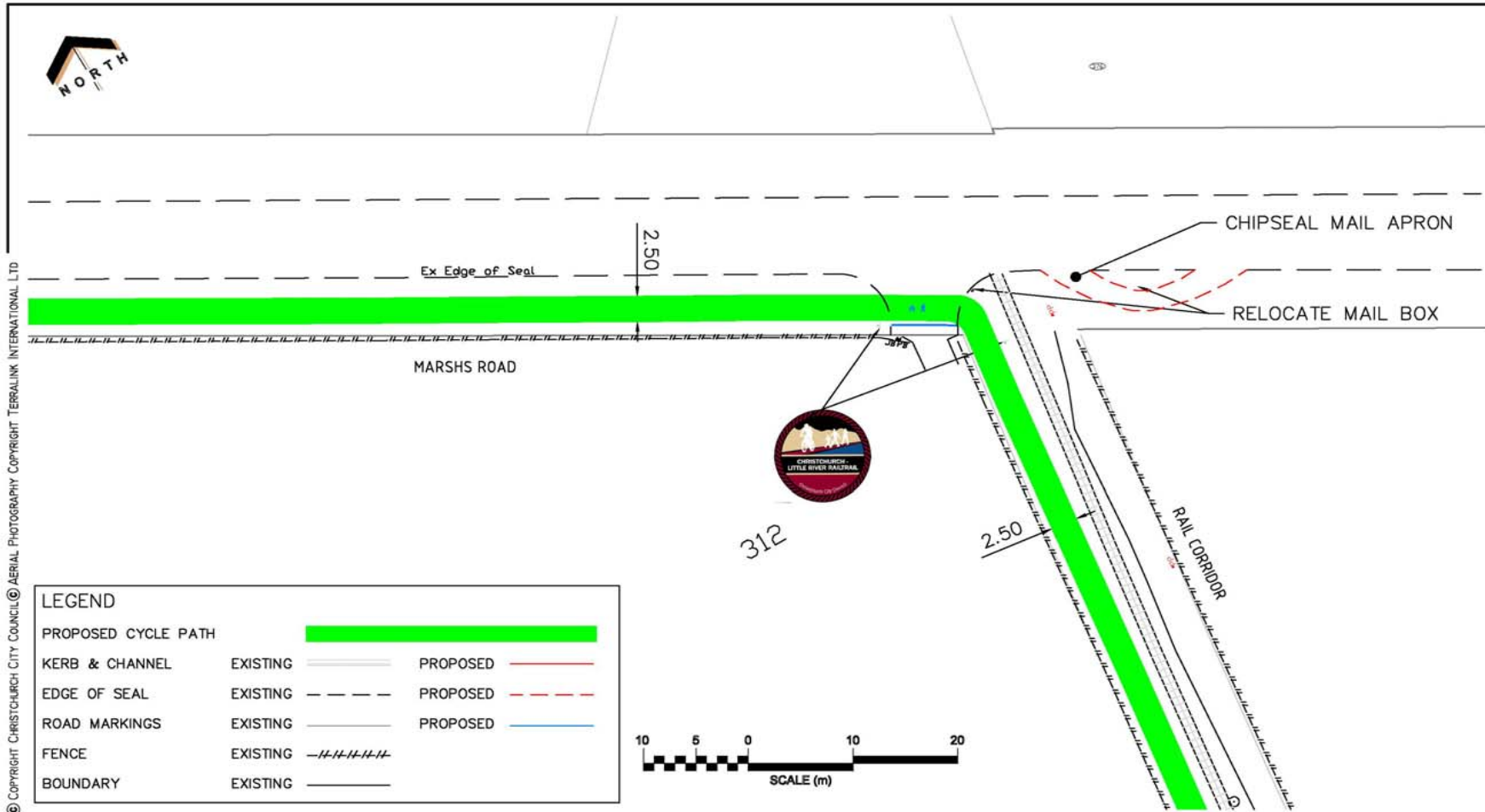


LITTLE RIVER RAIL TRAIL
 Rail Crossing - Plan B
 Cycleway



Original Plan Size: A4
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 CCC TP19540X SERIES

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LEGEND			
PROPOSED CYCLE PATH			
KERB & CHANNEL	EXISTING		PROPOSED
EDGE OF SEAL	EXISTING		PROPOSED
ROAD MARKINGS	EXISTING		PROPOSED
FENCE	EXISTING		
BOUNDARY	EXISTING		

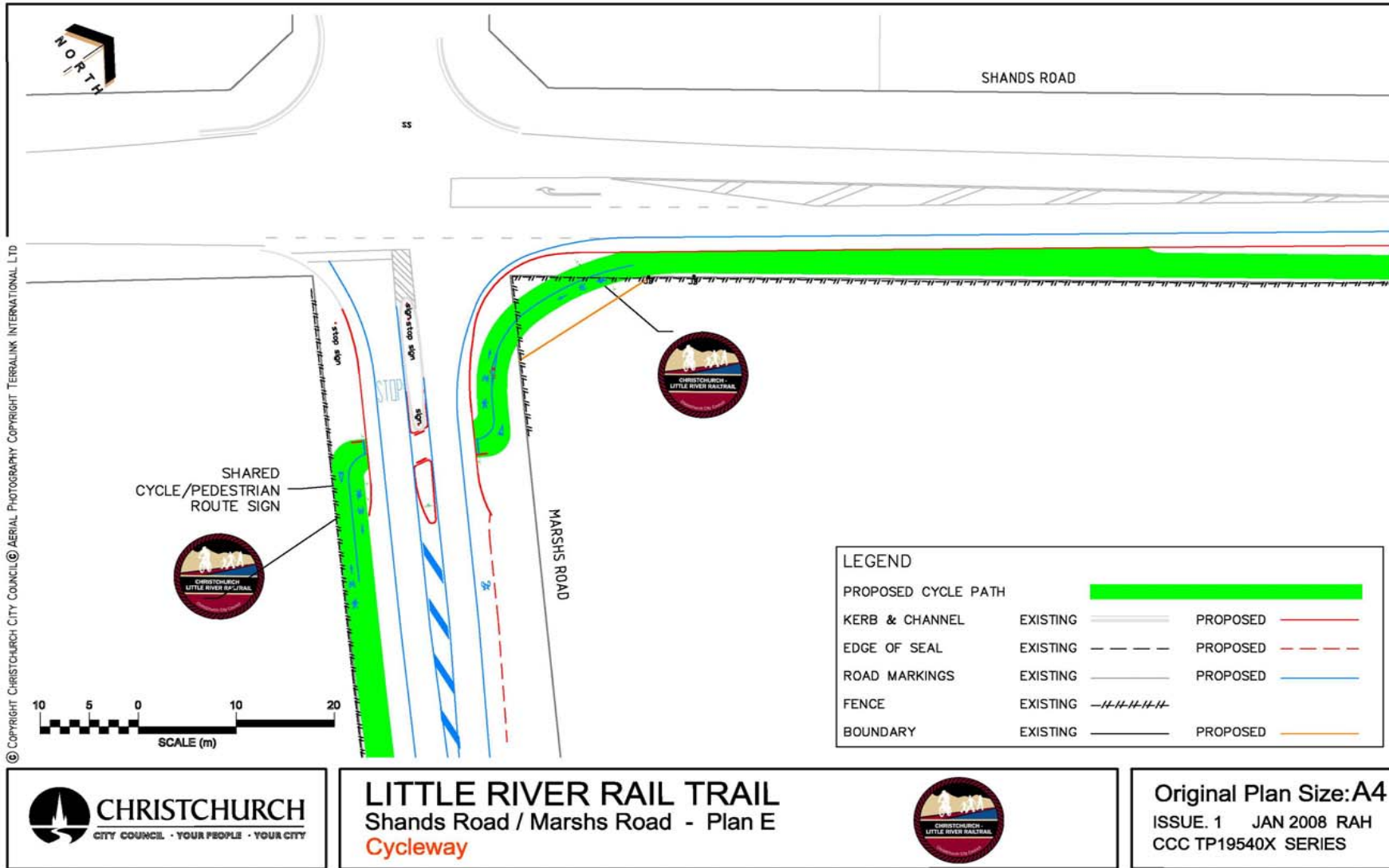


LITTLE RIVER RAIL TRAIL
 Marshs Road / Rail - Plan C
 Cycleway

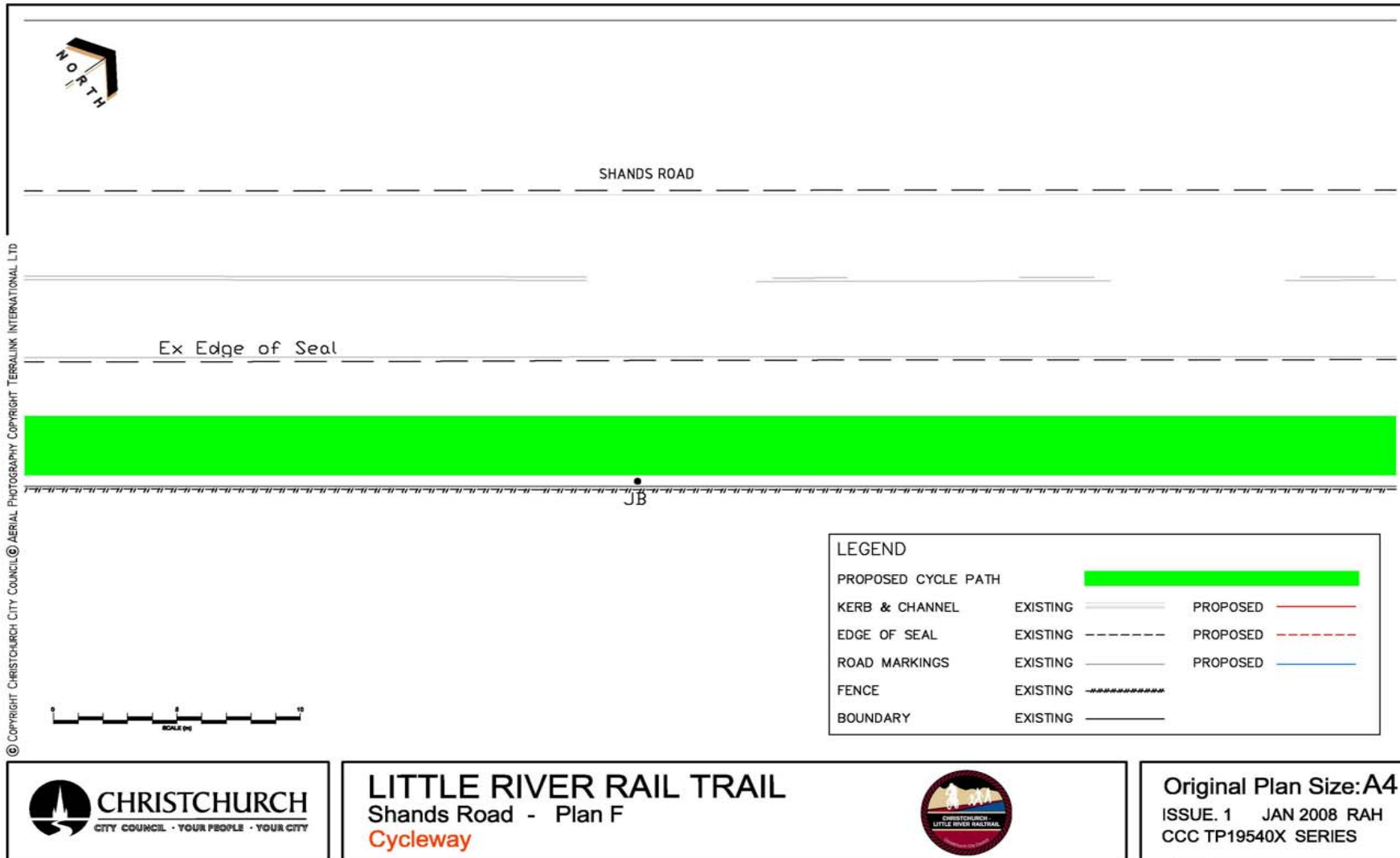


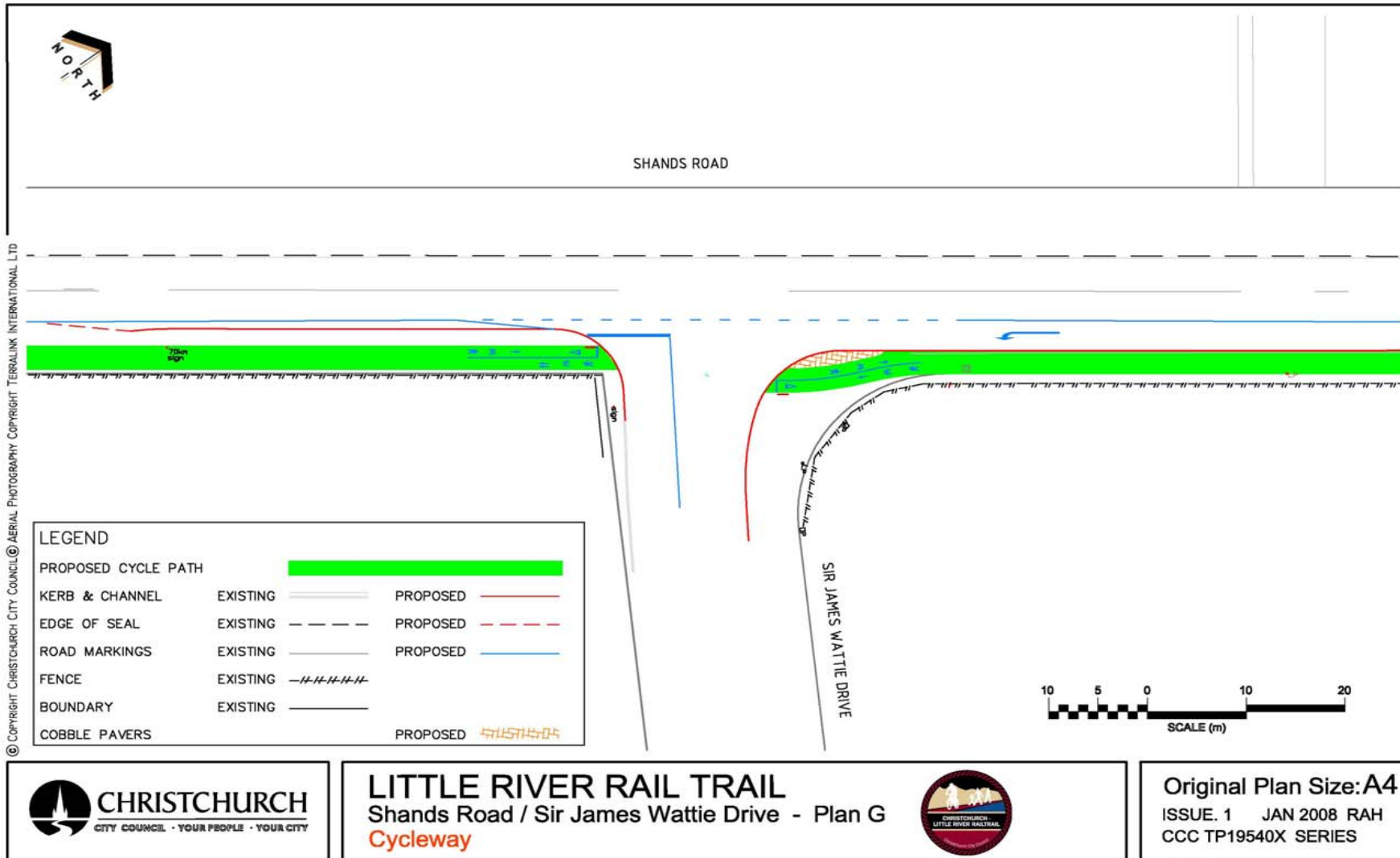
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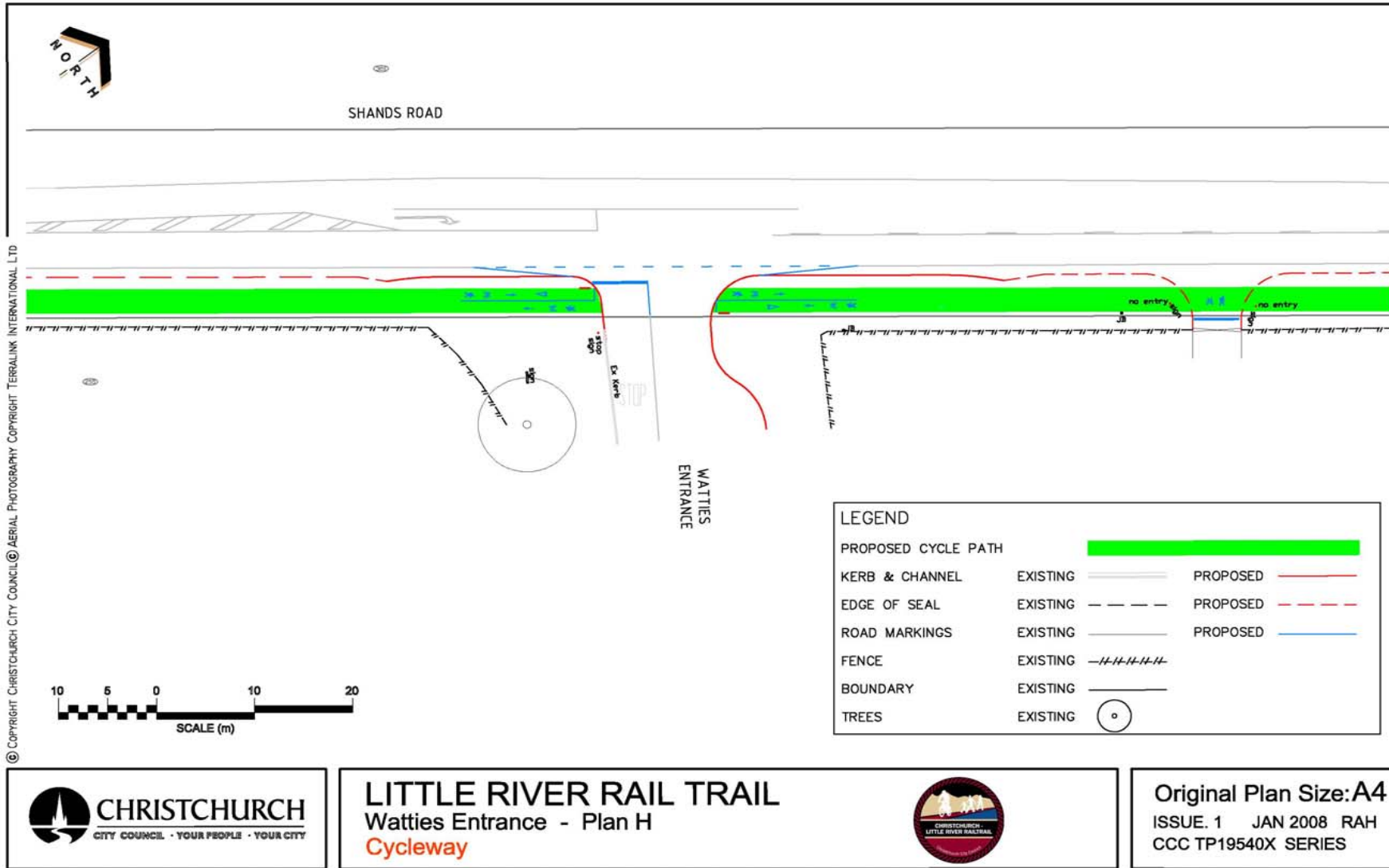
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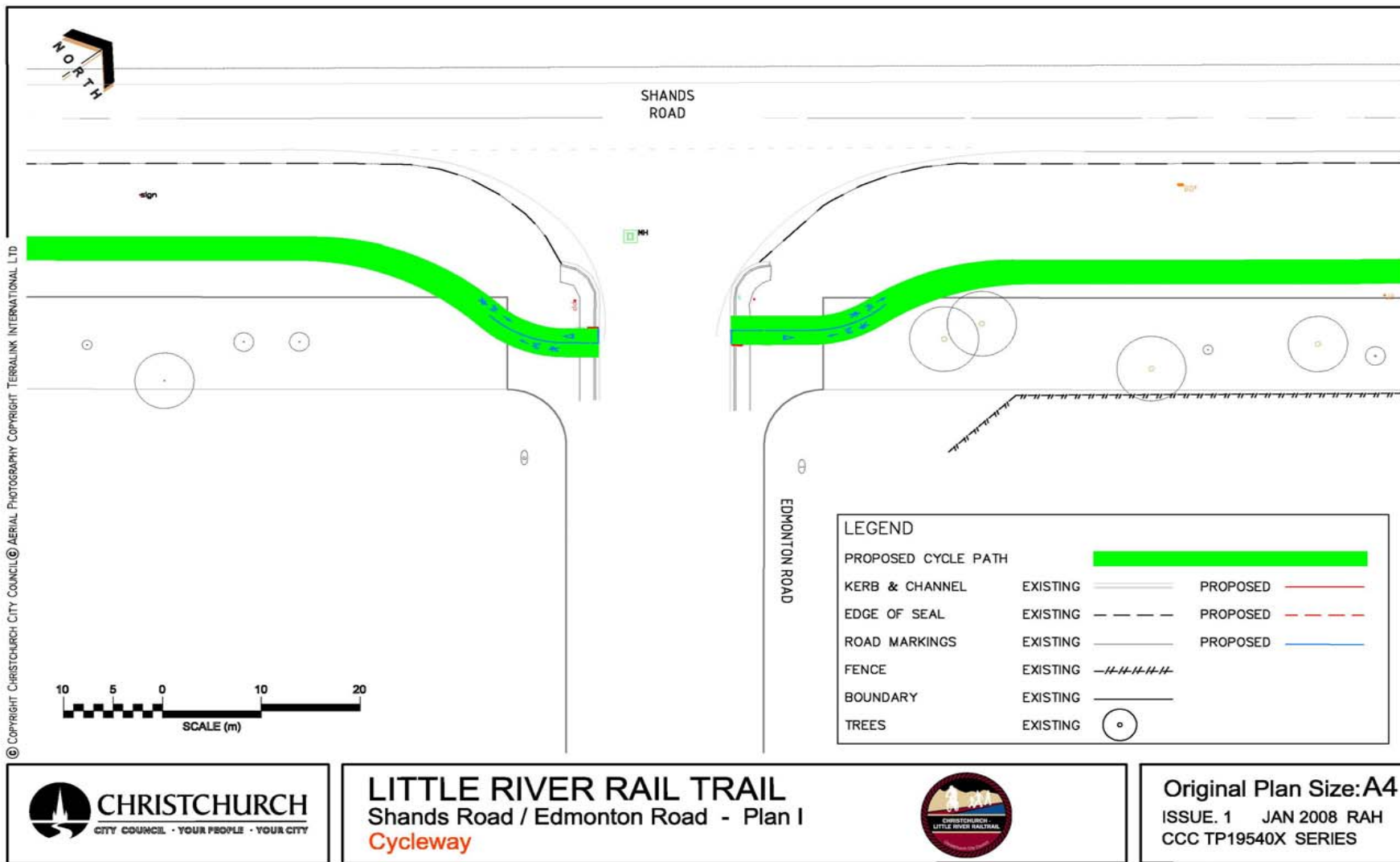


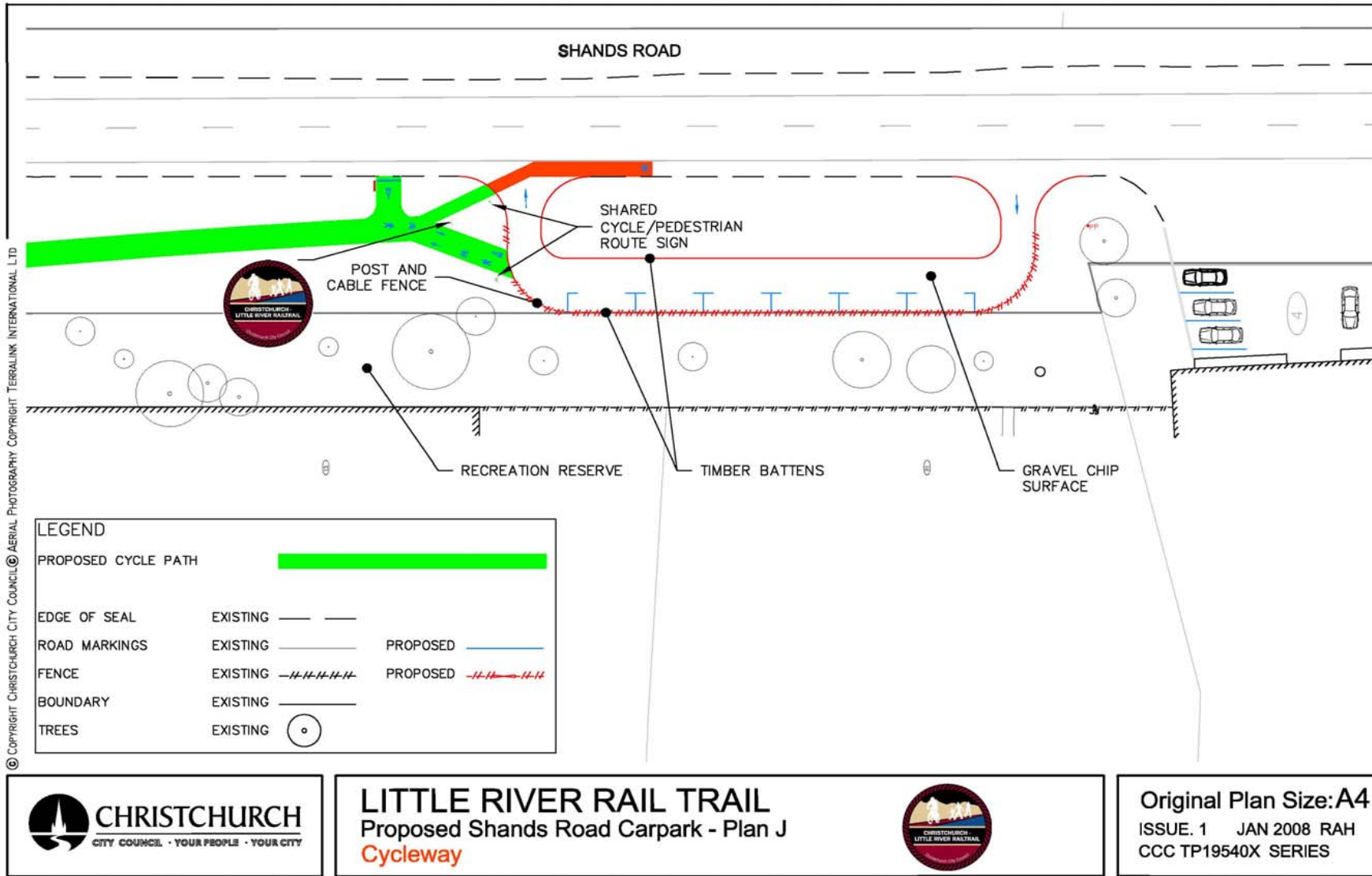
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LITTLE RIVER RAIL TRAIL
 Proposed Shands Road Carpark - Plan J
 Cycleway



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

ViaStrada file location - W:\PROJECTS\001 TO 200\051 TO 075\57 RAIL TRAIL\57-2 RAIL TRAIL DESIGN (HORNBY TO PREBBLETON)\57 CARPARK - PLAN J.DWG

Christchurch City Council Capital Programme Group

FEEDBACK TO PROJECT: LITTLE RIVER RAIL TRAIL

FEEDBACK AT: 3/6/08

Responses received: -

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

FEEDBACK SUMMARY:	ACTION:
General	
Discussion/written consent required from Orion for cycleway from Springs Rd to Marshs Rd along rail tracks if excavation/fill works within 5m of 33,000 volt power poles. (Need to refer to Orion cable maps.) (0)	Noted for inclusion in detailed design
Gas mains in area. Plans provided (2)	Noted for inclusion in detailed design
Disappointed that route follows Shands Rd rather than Springs Rd (3) Prefers route down Halswell Junction Rd than Shands Rd and trail should stick more closely to rail corridor route (14) Is the proposed path (Plan A - N, E, and S) necessary at Springs Rd/Blakes Rd? (3)	The use of the rail corridor northeast of Marshs Road was not feasible given the constraints required by Ontrack. Consideration was given to the use of Springs Road however Shands Road was the preferred route as it provided a direct route into Hornby, was less constrained physically, and had lower predicted future traffic volumes. The path at Springs Road/Blakes Road is considered necessary as it provides a safe passage for less experience cyclists.
Strongly opposed to car parking facilities in Shands Rd because boy racers, tagging, break ins already a problem (8)	The project team do not consider the carpark will provide an area for boy racers, and that it will be too restrictive in size for anti social driving behaviours as it only provides a through lane and parallel parking on one side. While the project team understand the concerns of the property owners they are not uncommon with new path way proposals, particularly when problems already exist in an area. Based on the teams experience of other projects the team considers the concerns expressed are unlikely to eventuate in reality. The cycle path is located next to a main road and is highly visible. It is located approximately half way between the carriageway and the fence, and is not immediately adjacent to the fence. The team is aware there is an existing no stopping restriction in place to keep hoons out of the area at n Clause 9 – Attachment 2 occur with boy racers then the first action : The implementation of bollards could be considered but this is a high cost option and is unlikely to e supported by Councils Network team with solid structures close to an arterial road.
Should be referred to as “pathway” rather than “cycleway” as intended for	Yes a “pathway” is more appropriate. All signage will refer to the Rail Trail. Paths will be marked with both cycle and pedestrian

FEEDBACK SUMMARY:	ACTION:
walkers and cyclists (16) Increase width to 3.5m? (16) Shands Rd end of trail needs investment/upgrade (16) More consideration needed for entry/exit points for commuters (16)	symbols. The term cycleway has come about as it is funded from a "cycleways" budget. The project team would like to see the extension of the Rail Trail into Hornby proceed, however it will have to be prioritised with other projects for funding. The team consider adequate provision has been made for entry/exit points.
Landscaping	
Noxious broom and gorse to be cleared on railway line (9) Maintenance of willow trees to be supervised by private owner. No cutting above 8m (9)	The Little River Rail Trail Trust is having a tidy up of weeds within the rail corridor in the near future. Any trimming of overhanging branches over the legal road is the adjacent property owners' responsibility and the Council would not take responsibility for that. The path is located approximately 1m off the boundary. Trees will need to be trimmed to a height of 2.4m above the path.
Hedge or fence required to ensure privacy (11)	Selwyn District Council would not contribute to half share of hedge. If landscaping were to be implemented in the corridor in the future by the Trust then consideration could be given to screening in conjunction with that landscaping but it is not part of this project and there are no plans for landscaping at this stage.
Letterbox to remain (11)	This can be done by relocating it to the southern side of the rail tracks and this is acceptable to the resident and NZ Post
Should enhance wetland area by boardwalk with native plantings (11)	This is not part of the current project.
Information about fencing and trail generally needed by residents and businesses between Marshs Rd and Prebbleton Village (12)	There are no plans on fencing as part of this project and Selwyn District Council would not consider a half share in fencing. It is noted that there is no fencing at present and access to the site is possible from the rail corridor. It may be that Rail Trail and the presence of more people will assist in improving security. Otherwise it is a choice of the property owner. It is noted that this property has a significant encroachment over the rail corridor with storage of materials, pellets etc. SELWYN DISTRICT COUNCIL and the Trust have a lease for the purpose of the Rail Trail and any material that could be considered a safety risk should not be there. If there are items in the rail corridor that are considered to be essential then these can be considered on an individual basis.
Pedestrian	
Concern re danger to school students who access Prebbleton School from Springs Rd gate. Proposed cycleway uses same footpath. This should be on opposite side of road or separate path for pedestrians and cyclists. (13) (15)	An option giving cyclists the choice of crossing at the end of the rail corridor onto the east side of Springs Road has been included in the design. The path by the school is 3m wide to allow for the extra traffic. The project team consider that the number of higher speed commuter cyclists using the path at school times will be low and should not cause problems as the presence of pedestrians will control the environment. Experience has shown that separate paths for cyclists and pedestrians don't work unless they can be enforced. The separate paths also facilitate higher cyclist speed and conflicts can occur as pedestrians 'wander' onto the cycle path unaware of its use. This will be a low speed environment and if necessary there will be berm area available adjacent to the path.
Traffic Control	
Crossing at Marshs Rd should be well signed (1)	Agreed. Noted for inclusion in detailed design
2.5m path wide enough? (1)	2.5m is considered sufficient, and is wider than the existing path on Birchs Rd. A wider path was considered Clause 9 – Attachment 2 constraint on this. The path has been widened at the crossing where a higher volume of cyclists are likely to be e.g. crossing points.
Need to prevent access to railway	We can't give an assurance that they won't but should they start

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

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

General Manager responsible:	General Manager: Jane Parfitt, DDI 941-8608
Officer responsible:	Alan Beuzenberg: Transport & Greenspace Manager
Author:	John Allen, Policy & Leasing Administrator

PURPOSE OF REPORT

1. The purpose of this report is seek the Community Board's approval under delegated authority from Council to consider an application from the Canterbury Society of Model and Experimental Engineers, (CSMEE), for an extension to their leased area at Halswell Domain to enable them to build clubrooms, and extend their present train storage shed to store rolling stock. This is to accommodate the second and final stage of moving their facilities from Andrews Crescent Reserve to Halswell Domain.
2. There is also a need to extend their leased area of the park to encompass the fenced off train yard situated in front of their storage shed, and to put in place a licence between the Council and the CSMEE to formalise their rights over the boating pond which they have developed in the bottom of the retention basin situated within the park. The proposed licensed area will be increased to enable a tunnel to be placed over the 7.5/5.25 inch track where it goes through the cutting and over the stream. Please see **Attachment 1** aerial photograph on which all the areas to be leased and licensed are shown.

EXECUTIVE SUMMARY

3. The CSMEE have completed the first stage of their move from St Andrews Crescent Reserve to Halswell Domain, the reason for the move being that the former site had become too small for their activities, partly because of the need to accommodate a 7.5 inch gauge railway for bigger model trains. This wider gauged railway could not be accommodated on their former site.
4. The CSMEE have also commenced the second and final stage of their move to Halswell Domain.
5. There is a requirement to legalise the CSMEE's extended occupation of Halswell Domain to fulfil the requirements of the Reserves Act 1977. Permission to proceed with stage one of CSMEE's shift to Halswell Domain was granted by Council in September 2002. At that time unregistered leases could only be granted up to a period of one day less than 20 years. Since this time a change has been made the Resource Management Act 1991 allowing unregistered leases to be granted up to 35 years.
6. A formal lease has not been put in place for the stage one area as yet, and therefore officers are recommending that the original resolution made by Council be rescinded and replaced by a lease/licence; lease for those areas not available for general public use, licence for those areas available outside the times that they are used by the CSMEE for their activities, for the enlarged area, thereby allowing it to be granted for the maximum period allowed for on a recreation reserve, 32 years.
7. At the time the original resolution to grant a lease was made the CSMEE indicated that about 1129 square metres of land would be required, however this subsequent final application requires less land to be leased to the Club, but an increase in the area licensed as set out in below. Officers are comfortable with this change, because in effect this reduces the area of the park exclusively leased to the Club.
8. Officers are recommending that a lease be granted under section 54 (1) (c) of the Reserves Act 1977, over approximately 129 square metres, and a licence over approximately 4,880 square metres of Halswell Domain. The lease being granted over areas that the public will be excluded from, the licence over the areas the public have continual access to except when the trains or boats are operating.

10 Cont'd

FINANCIAL IMPLICATIONS

9. There are no financial implications to the Council with the proposed developments, it being the responsibility of the CSMEE to develop, build and maintain the infrastructure at their expense. The only costs will be in staff time spent preparing this report to gain Council approval or otherwise of the Club's application, putting the lease, licence in place, and monitoring the developments as they occur on the site, these costs already being allowed for in existing staff budgets.

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

10. The recommendations will have no impact upon the 2006-16 LTCCP budgets.

LEGAL CONSIDERATIONS

11. Halswell Domain is a large recreation reserve of 25.2369 hectares situated in the suburb of Halswell in the southeast corner of the city. The reserve is made up of a number of parcels of land, some of which are classified as recreation reserve, which are all vested as fee simple land in the Council pursuant to the Reserves Act 1977, (Act). The two parcels that the proposed lease/licence will be partly over are Rural Section 40337, which is 8.4139 hectares in area, and Pt Lot 1 DP 7532 which is 6.2240 hectares in area, both of which are classified as recreation reserve.
12. There is a requirement under section 54 (1) (c) of the Act to put a lease and a licence in place over the area of park occupied by the CSMEE's infrastructure, the lease being over the areas that the public are precluded from having access to, (clubrooms, storage buildings and setup yards), while the other areas that the CSMME has infrastructure on, but where the public are not precluded from having access to will be licensed to them, (boating lake, station, turntable area, pedestrian bridge, a further length of narrow gauge track, and proposed tunnel).
13. Under the requirements of section 54 of the Act, it will be necessary if Council approval for the application is obtained for the proposal to be publicly advertised, (section 54(2) in accordance with section 119 of the Act), full consideration given to any submissions or objections received, (section 120 of the Act), and obtain the prior consent of the Minister of Conservation, (delegated to Canterbury Office staff), prior to putting a lease/licence in place. The existing leased area already publicly advertised will need to be advertised again because of the longer lease term being proposed.
14. The lease/licence terms will be agreed to before the CSMEE makes application for resource and building consent, which will be required before onsite construction commences.
15. The Community Board has delegated authority from Council, (April 2008), to consider this application and to decide whether or not to grant it, the Board are therefore acting as the Council.
16. A formal lease agreement has not been put in place since the Council originally granted the CSMEE permission to obtain a lease.
17. An unregistered lease can now be offered for a period of up to 35 years because of a change made to the Resource Management Act 1991, since the time the Council granted the initial lease to the CSMEE, in 2004. At the time of the former Council resolution on this subject, unregistered leases could only be offered for a period of one day less than 20 years.
18. An unregistered lease can be offered under the Act for a period of up to 33 years before the Council must be satisfied that the conditions of the lease have been met, and that there is sufficient need for the facilities and amenities, and that some other use should not have priority in the public interest.
19. Current Council practice has been to grant leases for a period of up to 33 years, broken into three periods of 11 years, the Club in question having the right to renew the lease at the end of the first two terms if the tests as set out in 17 above are satisfied.

10 Cont'd

20. Officers are proposing therefore to request the Council to rescind the resolution that it made on 4 September 2004 and replace it with a new resolution for the larger area, for a longer period, the reasoning being set out above.

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

21. Yes – see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. The LTCCP's strong communities strategic directions section prioritises: providing accessible and welcoming public buildings, spaces and facilities; providing parks, public buildings, and other facilities that are accessible, safe, welcoming and enjoyable to use; working with partners to reduce crime, help people avoid injury and help people feel safer; providing and supporting a range of arts, festivals and events; and protecting and promoting the heritage character and history of the city. The fulfilment of the Club's ambitions by approving this application will add to the enjoyment and experience, both club members, and the general public can obtain at the park.
23. The LTCCP's healthy environment strategic directions section prioritises: providing a variety of safe, accessible and welcoming local parks, open spaces and waterways; providing street landscapes and open spaces that enhance the character of the city; and protecting and enhancing significant areas of open spaces within the metropolitan area. The approval of this application and the resulting development will enhance the character of the park/open space for people's enjoyment.
24. The LTCCP's liveable city strategic directions section prioritises: improving the way in which public and private spaces work together. The approval of this application will add to the private infrastructure on the park thereby improving the way it interrelates with the public park it is situated upon, which in turn will add to the value of the experiences both club members and the public can have at the park.

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

25. Yes – see above.

ALIGNMENT WITH STRATEGIES

26. This application is aligned with the Christchurch Active Living Strategy, both by supporting members mental stimulation, (building and operation model trains and boats), and by allowing the general public to gain another experience in life by riding on the trains.
27. This application also supports the Christchurch Visitor Strategy by adding another attraction that visitors both to Christchurch and the park can experience on a Sunday. The CSME facility is capable of staging both national and international conventions and is already attracting many visitors. The additions will enhance this potential.
28. The approval of this application is in alignment with the Council's Strategic Direction to support Strong Communities. It encourages residents to enjoy living in the city and to have fun, thereby supporting Christchurch as being a good place to live.

Do the recommendations align with the Council's strategies?

29. Yes –see above.

CONSULTATION FULFILMENT

30. Public Consultation will be required in accordance with the requirements of the Act as set out in 12 above under the section entitled 'Legal Considerations'.

10 Cont'd

STAFF RECOMMENDATION

That the Board:

- (a) Rescind the resolution made by the Community Board acting under delegated authority of Council at its meeting held on 4 September 2002, to grant the Canterbury Society of Model and Experimental Engineers (CSMEE) a lease/licence over part of Halswell Domain.
- (b) Grant under section 54(1)(c) of the Reserves Act 1977, a lease of approximately 1,129 square metres, and a licence of approximately 4,880 square metres over parts of Halswell Domain, the parts being classified recreation reserve contained in Rural Section 40337, of 8.4139 hectares, and Pt Lot 7532 of 6.2240 hectares, to the Canterbury Society of Model and Experimental Engineers, for a period of 33 years, broken into three periods of 11 years each. The lease will be over the areas occupied by the extended train shed, dangerous good store marshalling yards, and the proposed club rooms. The licence will be over the areas occupied by the existing boating pond, covered station and platform, pedestrian bridge, turntable, elevated narrow gauge railway, 7.25 inch track, rail bridge, and the proposed tunnel. The grant made will be conditional on the Club abiding by the following conditions;
 - (i) that Public notification be given of the extended lease/licence area.
 - (ii) that approval be given by the Minister of Conservation of the extended areas.
 - (iii) that there is a satisfactory outcome of the public consultation process.
 - (iv) that CSMEE having the right to ask for a renewal of their lease for a further term at the end of the first 2 terms, subject to the Council being satisfied that the conditions of the lease have been met, and that there is sufficient need for the facilities and amenities, and that some other use should not have priority in the public interest.
 - (v) that the area covered by the licence agreement being available for public use at all times.
 - (vi) that CSMEE is to obtain all necessary Resource and Building Consents before any development commences upon the site.
 - (vii) that CSMEE is to undertake the implementation of the landscape plan, if required by the Transport and Greenspace Manager, to better integrate the proposed structures into the park environment at the CSMEE's expense. This may include the construction of a footpath between the proposed clubrooms, and the present storage shed and marshalling area.
 - (viii) that the colour scheme for the proposed Clubrooms, and additions to the existing storage shed are to be the same as the existing storage shed.
 - (ix) that the lease/licence terms be negotiated by the Corporate Support Manager in consultation with the Policy & Leasing Administrator – City Environment Unit.
 - (x) that the lease/licence area being maintained by the CSMEE in a safe and tidy condition at all times.
 - (xi) that sealed car parks will be required to service the building, which will be a condition of the granting of resource consent for the building are to be paid for by the CSMEE, being situated as an extension to the proposed council car which is to be built behind the proposed children's playground, access to which will be off William Brittan Avenue.
 - (xii) that before any tenders are let or work commences upon the site, the CSMEE is to hold discussions with the Transport & Greenspace Manager's designate, the Greenspace Area Contracts Manager – Sockburn Service Centre to ascertain the Council's requirement through the development phase of the construction of the facility.

10 Cont'd

- (xiii) that a bond of \$2,000 is to be paid by the CSMEE to the Christchurch City Council via the Greenspace Area Contract Manager, Sockburn Service Centre and a temporary access contract signed before work commences upon the site. The bond less any expenses incurred by the Council will be refunded to the payee upon the completion of the work.
- (xiv) that CSMEE is not to erect tracks or any other structures on the site without prior consultation and approval of the Transport and Greenspace Manager, and if necessary the Council.
- (xv) that CSMEE is to maintain a 600mm mown strip on both sides of the track and to mow the grass in any other areas around the licensed structures which the Parks Maintenance Contractor is unable to access with a ride on mower. These areas of grass are to be maintained to the same standard as the other immediately adjacent grass areas as specified in the Parks Maintenance Contract.
- (xvi) that CSMEE is to obtain the approval of the Transport and Greenspace Manager to the design of the proposed tunnel before applying for the necessary resource and building consents and building the tunnel.
- (xvii) that the Council reserves the right to alter the ground area allocated by way of the licence to the CSMEE from time to time to recognise changes in recreational needs, and use of the area.
- (xviii) that all costs associated with the issuing of the lease, development and subsequent maintenance of all structures, including the cleaning of the pond are to be the responsibility of CSMEE.
- (xix) that the licence agreement is to include a clause which indemnifies the Council and its servants from all claims or demands of any kind, and all liability in respect to any damage or injury occurring to any person or property as a result of the CSMAA's activities on the site.
- (xx) that the CSMEE is to show proof to the Policy & Leasing Administrator that the minimum \$1,000,000 public liability insurance policy does cover it for the use of the public ground licensed area. This policy must be maintained for the duration of the lease licence period.
- (xxi) that the licence will be automatically revoked upon the surrender, or withdrawal of the lease associated with this application.

BACKGROUND (THE ISSUES)

- 31. At the Riccarton Wigram Community Board meeting held on 4 September 2002 the Board under delegated authority from Council resolve to grant a lease of approximately 2,375 square metres of Halswell Domain to the CSMEE on which to establish a model railway, and build a rolling stock storage shed under section 54 (1)(b) of the Act.
- 32. The reason for granting the lease was because CSMEE had outgrown their original site at Andrews Crescent Reserve in Addington, a site they have occupied for over 50 years, the specific reasons being:
 - (a) the size of models being built require a 7.25 inch rail track, the Andrews Crescent site being too small to accommodate such a track,
 - (b) the inability to accommodate the numbers of the members of the public visiting the complex during the weekends,
 - (c) the large membership of the Club, 170 members in 2004, is the largest club of its type in New Zealand.

10 Cont'd

33. At the time the Club indicated that the lease would allow them to undertake stage one of their relocation from Andrews Crescent to Halswell Domain, that being the building of approximately one kilometre of track, station, marshalling yards, and a locomotive shed, this being the minimum required to meet a commitment to host an international convention of model engineers four years later in January 2006, which was successfully held.
34. CSMEE advised at the time that at some later date, clubrooms, a boating pond and track extensions would be applied for in order to complete the move from Andrews Crescent to Halswell Domain, as a separate stage or stages as finance allowed.
35. Officers at the time of reporting to Council on 4 September 2002 indicated in the report that "Future developments will be addressed through specific reports outlining the specific proposal details at the time of the proposed additions."
36. Unfortunately, through a misunderstanding by the Club, the boating pond was built on the site by CSMEE without the knowledge of Council officers responsible for the lease/licensing functions of the Greenspace section of the City Environment Groups functions. CSMEE did however get the required resource consent from Environment Canterbury. Council Officers are comfortable with the ponds location in the bottom of the retention basin.
37. At the time of writing the report in 2002 it was thought on information supplied by CSMEE that the total area of Halswell Domain that the Club would lease/licence for their activities at the park would be approximately 2,375 square metres. However taking into account what is already built, and what is proposed to complete the shift from Andrews Crescent approximately 6,009 square metres will be leased or licensed to CSMME. The main difference is in the size of the boating pond, it being envisaged at the time of the earlier report being approximately 500 square metres in area, were as the built pond is nearly five times the size at approximately 2,425 square metres.
38. The areas that are to be leased to the CSMEE, are mainly those areas not available for general public use, but do include verandas to buildings that are included in the lease as follows:
- | | |
|-----------------------------------|--|
| • existing train shed | 112 square metres |
| • planned additions to train shed | 100 square metres (trolley and storage area) |
| • existing dangerous goods shed | 8.5 square metres |
| • existing marshalling yards | 690 square metres |
| • proposed clubrooms | 218 square metres (including verandas) |
| • Total | 1,129 square metres |
39. The areas that will be licensed to the CSMEE are the areas that are available for general public use at all times except when the model trains or boats are operating, these areas being as follows:
- | | |
|--|---|
| • existing boating pond | 2,425 square metres |
| • existing covered station and platform | 125 square metres |
| • existing pedestrian bridge | 25 square metres |
| • existing turntable | 280 square metres |
| • existing elevated narrow gauge railway | 364 square metres
(including 600mm mowing strip either side of line) |
| • existing 7.25 inch railway | 1,584 square metres
(including 600mm mowing strip either side of line) |
| • existing rail bridge | 27 square metres |
| • proposed tunnel | 50 square metres |
| • Total | 4,880 square metres |
| • Total area to be leased or licensed | 6,009 square metres |

10 Cont'd

40. Officers are comfortable with the increased area that the Club wishes to have a lease/licence over, the majority of the increase being in the licensed area to which the public have full rights of access. Many other types of clubs, e.g. bowls, tennis, croquet have considerably greater areas leased to them, from which the public are excluded.

THE OBJECTIVES

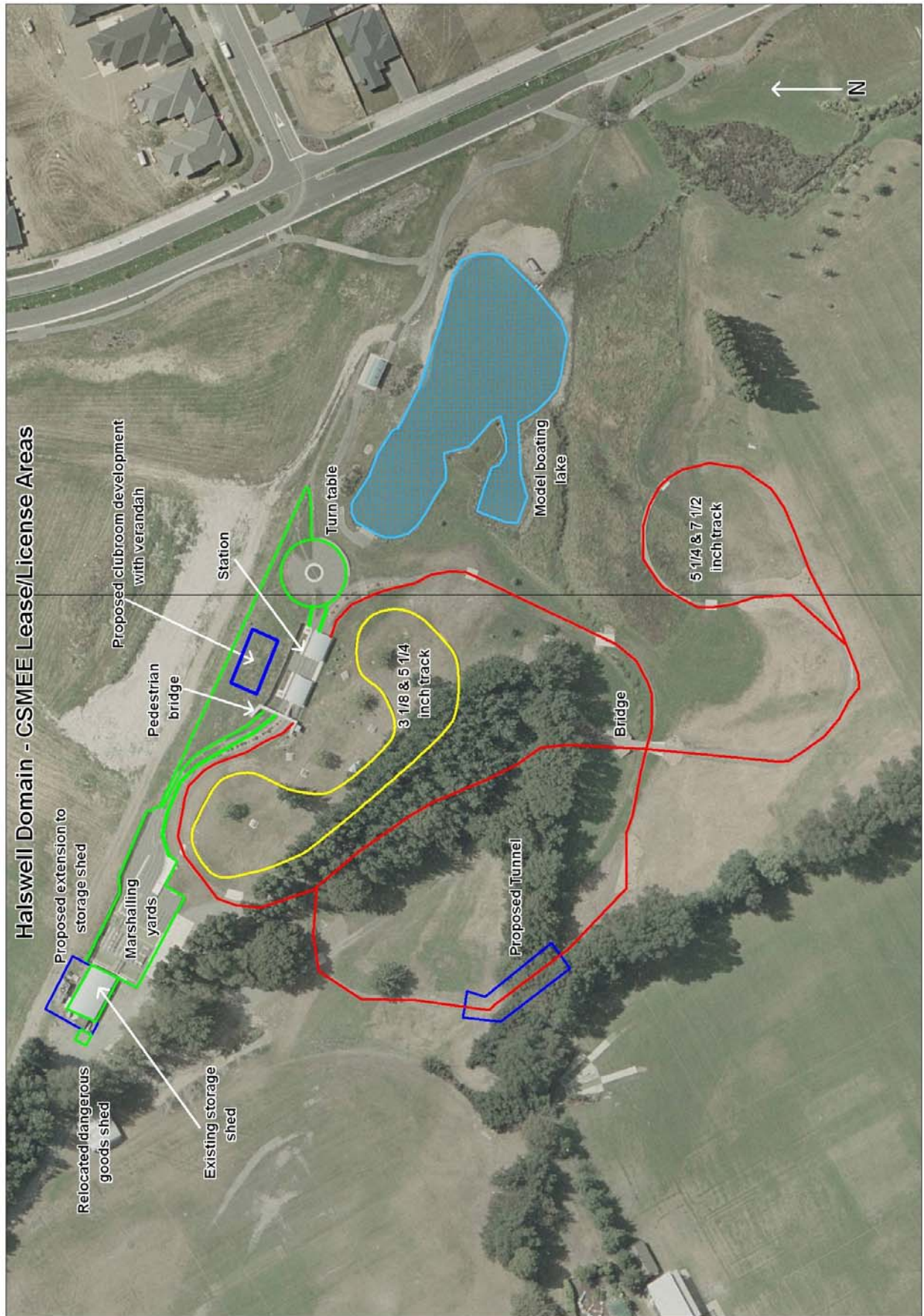
41. The objective is to grant a lease/licence over an addition area of Halswell Domain to enable CSMEE to complete their move from St Andrews Crescent Reserve to Halswell Domain. This in turn will free up St Andrews Crescent Reserve, enabling the Council to consider how it wishes to use/develop this reserve in the future to best benefit the surrounding community taking into account the changing demographics of the surrounding area.

THE OPTIONS

42. To approve the application, thereby allowing CSMEE to complete their move to Halswell Domain, enabling the Council to consider for the first time in over 50 years how it wishes to use/develop Andrews Crescent Reserve in the future to best benefit the surrounding community taking into account the changing demographics of the surrounding area.
43. Not approve the application, which will mean that CSMEE's operations will be spread between two sites which will incur extra expense for the Club. The Council will be seen to be not supporting a legitimate recreational pastime, and a long time tenant in it's activities, which add value both to the park, and to visitors to the park and the city. The opportunity to reassess the future use of St Andrews Crescent Reserve for the first time in over 50 years for the benefit of the community will be missed.

PREFERRED OPTION

44. To approve the application, thereby allowing CSMEE to complete their move to Halswell Domain, enabling the Council to consider for the first time in over 50 years how it wishes to use/develop Andrews Crescent Reserve in the future to best benefit the surrounding community taking into account the changing demographics of the surrounding area.



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

General Manager responsible:	General Manager of City Environment, Jane Parfitt DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to formalise the installation of parking restrictions in Division Street, Riccarton. See **Attachment 1**.

EXECUTIVE SUMMARY

2. A report on this matter was presented to the Board's Transport and Roothing Committee 19 September 2008 meeting. A deputation consisting of Margaret Haverland (Art of Sewing), Arthur McKee (Building Owner), Mandy Saunders (Baby Factory), all of Division Street and Jo Duthie from Westfield NZ Limited, presented a letter to the Committee with the groups proposed amendments for temporary traffic management in Division Street. See **Attachment 2**.
3. The Committee requested that an amended report be presented to the Community Board at its 7 October 2008 meeting. This report covers the matters discussed and supported by the Committee at its meeting of 19 September 2008.
4. As part of a major expansion to Westfield Riccarton, the Westfield Riccarton Project Team has requested changes to the existing parking restrictions in Division Street. To minimise disruption the construction process involves fabrication of the steel work in Auckland and trucking it to the site. A tower crane has been erected within the Westfield building to lift beams and other material on to the site from the construction zone at the end of Division Street. This will be carried out, away from peak traffic periods.
5. The formalisation of these parking changes will provide access to the safe construction area and also maintain some on-street parking. It will make it safer for the public using Division Street and will also minimise the impact traffic movements will have on traffic flows in Riccarton Road.
6. The original parking restrictions will be reinstated after the construction work has been completed.
7. Because of the time frame required to install the tower crane it is necessary to request the formalising of these parking restrictions after they have been installed. The tower crane was installed during the weekend of the 13 to 14 September 2008.
8. The parking restriction changes include:
 - (a) East side of Division Street.
 - The first three 60 minute parking spaces be changed to 15 minute at any time parking spaces.
 - The next three parking spaces be changed to 60 minute parking.
 - That the two 60 parking spaces at the southern end of Division Street will become a "Construction Zone".
 - (b) West side of Division Street.
 - The first two landscaped kerb extensions from Riccarton Road to be removed and replaced with 60 minute angle parking.
 - The Fire Hydrant located in the first kerb extension from Riccarton Road to be capped.
 - The next seven 60 minute parking spaces to be changed to a "Construction Zone".
 - The existing "Loading Zone" at the southern end of Division Street to be replaced with a "Construction Zone".

These changes are all shown on the plan as **Attachment 1**.

11 Cont'd

9. Additional Temporary Traffic Management will be required to manage the safe movement of the larger loads that are required to be craned onto the site, from Division Street, as the recommended changes are not sufficient on their own to guarantee the safety of vehicles parked in the remaining parking spaces on the east side of the street.
10. The cost for changing the parking restrictions, the removal of the kerb extensions and the capping of the Fire Hydrant in the first kerb build out from Riccarton Road and the reinstatement back to the original layout at the end of the construction period will be charged to Westfield NZ Limited.
11. With this proposed work there is also the opportunity to develop a proposal to upgrade Division Street. The businesses of Division Street and adjacent Riccarton Road properties, together with Westfield NZ Limited wish to start a dialogue with the Community Board on the future of Division Street.

FINANCIAL IMPLICATIONS

12. The cost for this work is being met by Westfield NZ Limited.

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

13. Not applicable. Funded by Westfield NZ Limited.

LEGAL CONSIDERATIONS

14. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 allows the Council to install no stopping and parking restrictions by resolution.
15. The Community Boards have the delegated authority from the Council to exercise the delegation as set out in the Register of Delegations as at April 2008. The list of delegations for the Community boards includes no stopping and parking restrictions.
16. The proposed signs and markings comply with the Land Transport Rule: Traffic Control Devices 2004.

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

17. As noted above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By providing a safe transport system.

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

19. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

20. The recommendation aligns with the Christchurch Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

21. As noted in paragraph 20.

11 Cont'd

CONSULTATION FULFILMENT

22. Consultation with the immediately affected businesses was carried out by the Westfield Riccarton Project Team. Many of the businesses are tenants of Westfield and therefore the Westfield Riccarton Project Team is very aware of the issues associated with unnecessary disruption. Deputations from the non Westfield businesses were heard by the Transport and Roading Committee.

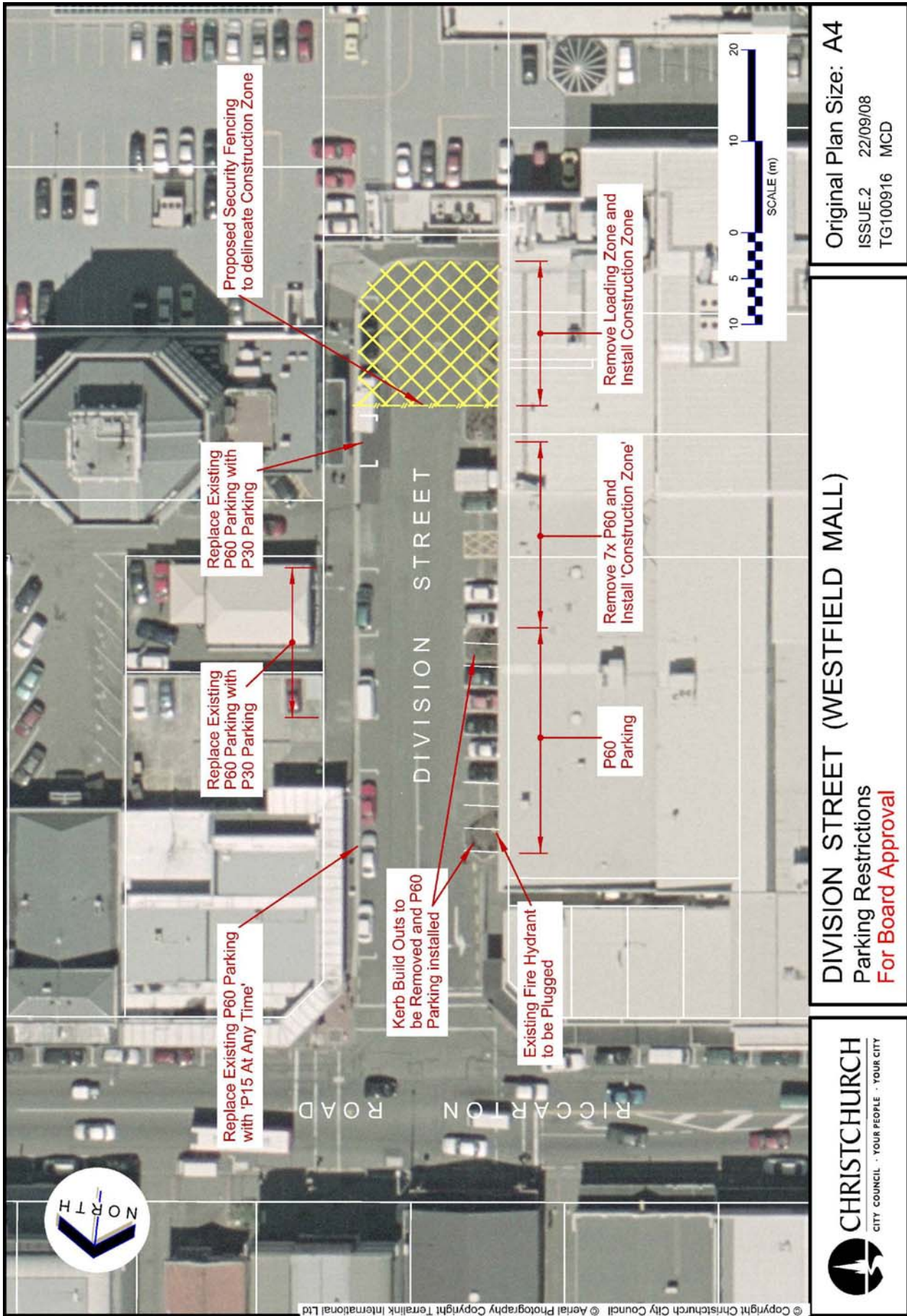
STAFF RECOMMENDATION

That the Board approve:

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

11 Cont'd

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



Riccarton/Wigram Community Board
Traffic and Roding committee
Christchurch City Council

18th September 2008

Dear Community Board member

Re: Division Street Temporary traffic amendments

The businesses of Division Street and adjacent Riccarton Road properties along with Westfield NZ Ltd have met on 3 occasions over the last 2 weeks in order to discuss how the temporary traffic amendments to Division Street can be best managed to mitigate and reduce the ongoing effects to the street.

Today we reached some resolutions that we would ask the Board to consider:

- Allowing the 3 parallel carparks on the north eastern side of the street to remain as carparks but to have the time reduced to 15 minutes.

The group understands that when the larger truck deliveries to Division Street are required by Westfield construction that these carparks will be coned off for no less than 1 hour in advance (or overnight if the delivery is expected early in the morning) and that if any cars remain then they will need to be towed by Council.

- That the carparks on the north western side of Division Street be retained as 60 minute carparks and that the Board allow Council or Westfield to remove the on-street gardens to allow for additional carparking spaces to be created. As a temporary measure for the duration of the construction period.
- That the 3 remaining parallel carparks on the eastern side of Division Street be changed to 30 minute carparks.

The group would also like to start a dialogue with the Community Board on the future of Division Street.

Yours sincerely

**Art of Sewing, Copy Print, Diva, The Baby Factory, Ula, Westfield NZ Ltd
Arthur McKee – Landlord to Art of Sewing/The Baby Factory**

12. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE REPORT OF 4 SEPTEMBER 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 report and recommendations of the Environment Committee meeting held on Thursday 4 September 2008.

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

An apology for absence was received and accepted from Helen Broughton.

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. CORRESPONDENCE

Nil.

3. BRIEFINGS

Nil.

4. TOORAK RESERVE TREE REMOVAL AND REPLACEMENT PLANTING PROJECT

The Committee considered a report seeking the Board's approval of the final landscape plan for tree removal and replacement in Toorak Reserve.

The Committee's recommendation on this matter is recorded under clause 8.1 of this report.

5. WIGRAM VILLAGE GREEN PLAYGROUND DEVELOPMENT

The Committee considered a report seeking the Board's approval of the final plan for the Wigram Village Green Playground Development and to proceed to detailed and construction.

The Committee's recommendation on this matter is recorded under clause 8.2 of this report.

6. SMOKEFREE PLAYGROUNDS PROJECT TRIAL RESULTS AND FUTURE POLICY DEVELOPMENT

The Committee considered a report seeking the Board's approval and recommendation to Council that the existing smokefree playgrounds continue and support the future implementation of smokefree playgrounds/parks by implementing a city wide policy.

The Committee's recommendation on this matter is recorded under clause 8.3 of this report.

12 Cont'd

7. ENVIRONMENT COMMITTEE CHAIRPERSON

The Committee Chairperson advised that he wished to step down as the Chairperson of the Committee. He reminded the Committee that he accepted the Committee Chairperson position as an interim measure.

The Committee's recommendation on this matter is recorded under clause 8.4 of this report.

8 COMMITTEE RECOMMENDATIONS

8.1 TOORAK RESERVE TREE REMOVAL AND REPLACEMENT PLANTING PROJECT

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

8.2 WIGRAM VILLAGE GREEN PLAYGROUND DEVELOPMENT

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

8.3 SMOKEFREE PLAYGROUNDS PROJECT TRIAL RESULTS AND FUTURE POLICY DEVELOPMENT

The Committee's recommendation on this matter is recorded under clause 8 of this agenda.

8.3 ENVIRONMENT COMMITTEE CHAIRPERSON

That the Board appoint Beth Dunn as the Riccarton Wigram Environment Committee Chairperson.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

Nil.

The meeting concluded at 5.30pm.

13. RICcarton/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF COMMUNITY SERVICES COMMITTEE – 16 SEPTEMBER 2008

General Manager responsible:	General Manager, Regulation and Democracy Services DDI: 941 8462
Officer responsible:	Riccarton/Wigram 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 16 September 2008.

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

1. DEPUTATION BY APPOINTMENT

Nil.

2. PETITIONS

Nil.

3. BRIEFINGS

Nil.

4. APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – HORNBY HIP HOP DANCE GROUP

The Committee considered a report to seek approval for an application for funding from the Community Board's 2008/09 Youth Development Scheme for the Hornby Hip Hop Dance Group to attend the National Hip Hop Dance competition in Lower Hutt in September 2008.

The Committee's decision on this matter is recorded under clauses 9.1 of this report.

5. APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 DISCRETIONARY FUND – BRANSTON INTERMEDIATE SCHOOL – SURF SAFE PROGRAMME

The Committee considered a funding request from the Board's 2008/2009 Discretionary Fund to fund the Branston Intermediate Surf Safe Programme.

Mike More declared an interest in this clause and took no part in the discussion or voting thereon.

The Committee's recommendation on this matter is recorded under clauses 9.2 of this report.

6. APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 DISCRETIONARY FUND – HALSWELL COMMUNITY HALL ELECTRICAL REPAIRS

The Committee considered a funding request from the Board's 2008/2009 Discretionary Fund to fund remedial electrical work to the Halswell Community Hall.

The Committee's recommendation on this matter is recorded under clauses 9.3 of this report.

13 Cont'd

7. NEIGHBOURHOOD WEEK FUNDING

The Committee considered the applications for the 2008 Neighbourhood Week.

Jimmy Chen declared an interest in the Kintyre Drive application and took no part in the discussion or voting thereon the application.

The Committee's decision on this matter is recorded under clauses 9.4 of this report.

8. ELECTED MEMBERS INFORMATION EXCHANGE

8.1 Springs Road Community Preschool

The Committee discussed the requested deputation of the Springs Road Community Pre-school in relation to their lease and rental agreements with the Council.

The Committee **agreed** to have the deputation at the October 2008 Committee meeting and requested from staff a list of pre-school groups using Council facilities within the ward.

8.2 Halswell Skate Park Proposal

The Committee were advised that a report is due shortly to the Committee discussing the Halswell Skate Park proposal.

9. COMMITTEE RECOMMENDATIONS/DECISIONS

9.1 APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – HORNBY HIP HOP DANCE GROUP

The Committee approved under delegated authority the application to the Board's Youth Development Fund of the Hornby Hip Hop Dance Group and contributed \$100 to each team member towards the team costs to attend the National Hip Hop Dance Competition in Lower Hutt.

9.2 APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 DISCRETIONARY FUND – BRANSTON INTERMEDIATE SCHOOL – SURF SAFE PROGRAMME

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

9.3 APPLICATION FOR FUNDING TO THE RICcarton/WIGRAM 2008/09 DISCRETIONARY FUND – HALSWELL COMMUNITY HALL ELECTRICAL REPAIRS

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

9.4 NEIGHBOURHOOD WEEK FUNDING

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

The meeting finished at 6.15pm.

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

General Manager responsible:	General Manager Regulation and Democracy Services, DDI: 941 8462
Officer responsible:	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 Roding Committee meeting held on Friday 19 September 2008.

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

An apology for absence was received and accepted from Helen Broughton.

An apology for early departure was received from Judy Kirk who retired from the meeting at 9.40am and was absent for the end of clause 6, and clauses 7 and 8.

An apology for early departure was received from Beth Dunn who retired from the meeting at 10.10am and was absent for clause 8.

1. DEPUTATIONS BY APPOINTMENT

- 1.1 **Margaret Haverland – Art of Sewing**
- 1.2 **Arthur McKee – Building Owner**
- 1.3 **Mandy Saunders – Southern Regional Manager, Baby Factory**
- 1.4 **John and Elizabeth Alabaster**
- 1.5 **Jo Duthie – Westfield New Zealand Limited**

The deputees addressed the Committee on the proposed parking restrictions for Division Street during the Westfield's Riccarton Mall expansion and presented a proposal to the Committee to consider.

2. CORRESPONDENCE

Nil.

3. BRIEFINGS

Nil.

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

The Committee considered a report to formalise the installation of parking restrictions in Division Street, Riccarton.

The Committee's recommendation on this matter is recorded under clause 6.1 of this report.

14 Cont'd

5. **PROPOSED 120 MINUTE PARKING RESTRICTION - ROTHERHAM STREET**

The Committee considered a report to approve installation of a 120 minute parking restriction on the east side of Rotherham Street between Peverel Street and Dilworth Street.

The Committee's recommendation on this matter is recorded under clause 6.2 of this report.

6. **COMMITTEE RECOMMENDATIONS**

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

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

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

That the Board approve:

- (a) That the stopping of vehicles prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.
- (b) That the stopping of vehicles prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.
- (c) That the stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres be revoked.
- (d) That the stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres be revoked.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (f) That the stopping of vehicles be prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of six metres.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Peverel Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of six metres.

14 Cont'd

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

7. UPDATE ON CURRENT TRANSPORT ISSUES

The Committee and staff discussed the Committee's list of Current Transport Issues.

Peter McDonald, Pavement Maintenance Team Leader, discussed with the Committee roading maintenance issues within the Riccarton Wigram ward.

8. ELECTED MEMBERS INFORMATION

Members discussed the following matters:

- a) **Vibrations in the vicinity of Kintyre Drive** – The Board Adviser will follow up on a reply from the New Zealand Transport Agency to Committee member Jimmy Chen.

The meeting concluded at 10.20am.

15. COMMUNITY BOARD ADVISERS UPDATE
16. ELECTED BOARD MEMBERS' INFORMATION EXCHANGE
17. ELECTED MEMBERS' QUESTIONS UNDER STANDING ORDERS
18. RESOLUTION TO EXCLUDE THE PUBLIC

As per the **attached** Resolution.

RICCARTON/WIGRAM COMMUNITY BOARD

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 item 20.

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 20.	LITTLE RIVER RAIL TRAIL (BLAKES ROAD TO SHANDS ROAD)) GOOD REASON TO) WITHHOLD EXISTS UNDER) SECTION 7(2)(i))	SECTION 48(1)(a)

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 20 Little River Rail Trail (Blakes Road to Shands Road) (Section 7(2)(i))

Chairman's

Recommendation: That the foregoing motion be adopted.

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.”