

**FENDALTON/WAIMAIRI COMMUNITY BOARD**  
**WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE**  
**AGENDA**

**MONDAY 25 MAY 2009**

**AT 8.00AM**

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

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

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**PART A - MATTERS REQUIRING A COUNCIL DECISION**  
**PART B - REPORTS FOR INFORMATION**  
**PART C - DELEGATED DECISIONS**

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1. APOLOGIES
2. DEPUTATIONS BY APPOINTMENT
3. CORRESPONDENCE
4. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941 8608
<b>Officer responsible:</b>	Asset Planning & Network Manager
<b>Author:</b>	Weng Kei Chen, Asset Policy Engineer

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to recommend to the Council options to consider in relation to the review of the existing policy of vehicle entrances and footpaths.

#### EXECUTIVE SUMMARY

2. The Council resolved at its 13 March 2008 meeting:

**15. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 4 FEBRUARY 2008**

**(1) Notice of Motion**

*It was **resolved** on the motion of the Mayor, seconded by Councillor Wells, that the Council undertake a review of the existing policy of vehicle entrances and footpaths.*

3. The current Council's Policy "That the Council will maintain vehicle entrances on roads with an adjacent footpath" was adopted on 25 May 2001.

The reasons for the current policy are:

- (a) Vehicle crossings adjacent to footpaths are recognised as integral part of the footpath system and thus registered as a footpath asset.
  - (b) Vehicle crossings where there is no footpath is directly attributable to the property owner rather than to the public good.
4. The Council's Traffic Bylaws 2008 Part 4 Vehicle crossing and Section 335 of Local Government 1974 Act requires owners of properties to form vehicle crossings.
  5. A previous review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved "that the current policy be confirmed". The reports of May 2001 and September 2004 are **attached. (Attachments 1 and 2).**
  6. The issues relating to the maintenance and resurfacing of vehicle entrances, not adjacent to footpaths was raised by Riccarton/Wigram and Fendalton/Waimari Community Boards in 2007. The key issue being "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced."
  7. A Council seminar on the policy was held on the 28 September 2007. The views of elected representatives on the current policy were mixed and staff did stress that any increased level of service would require additional funding. The Council requested staff to review the policy and in particular look at a potential change of level of service that applies to the flat urban part of the city only.

#### 4. Cont'd

##### OPTIONS

8. The policy review has considered three potential options:
- (i) Status quo with the current policy reconfirmed.
  - (ii) The status quo remains for the Hills and rural areas, with a change of level of service for the urban flat areas of the city.
  - (iii) Change in the level of service throughout the City Council Area.

In determining the implications to a change in the level of service options the following issues have been brought to elected members' attention.

9. Status quo with the Policy reconfirmed.
- The Council will continue to receive complaints from property owners when footway resurfacing works are undertaken on a particular road or street and their driveways are not included.
  - The budgets included in the draft LTCCP (Long Term Council Community Plan) support the status quo option.
10. Status quo remains for hills and rural areas, with a change in level of service for the urban flat areas of the city.
- As part of the review external consultants MWH were commissioned to report on the cost implications of changing the level of service associated with the footpath re-surfacing program. In the review the footpath resurfacing programme 2008/09, excluding the rural area, was used to estimate the additional funding required to resurface driveways on the opposite side to where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings.
  - In the urban flat area of the city there are a number of property accesses across waterways supported by existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing. It is estimated that \$50,000 per annum will be required to upgrade these structures prior to resurfacing works, this figure is an estimate only and could significantly increase once a detailed asset register has been compiled.
  - An increase in the maintenance budget of \$100,000 will be required.
  - Work will be required to clearly define the level of service to be adopted on a street/road basis.
  - The option provides for differing level of service within the Council area, some property owners are likely to complain that this unfair.
11. Change in the level of service throughout the Council area.
- A change in the level of service that includes resurfacing of all vehicle entrances on legal roads there will be a need to increase the current Resurfacing budget. The current Resurfacing budget to resurface approximately 90 kilometres of footpath annually is \$4.45 million and this would need to be increased by \$400,000 per annum.
  - Across the City area there are property accesses supported by retaining structures on roads. It is estimated that \$150,000 per annum will be required to upgrade these structures prior to surfacing the accesses on road, again this is a high-level estimate only and could significantly increase once the details of the assets are known.

#### 4. Cont'd

- For any change to the existing policy there will also be a need to review the current footpath operational repairs and maintenance budget of \$1.45 million per annum. Currently it is estimated that \$500,000 of the \$1.45 million is attributed to maintaining the vehicle crossings that formed the footpath network.
  - The maintenance budget needs to be increased by \$300,000 per annum.
  - Level of service is common across the Council area.
12. Currently the stand alone vehicle entrances i.e. without footpath adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence, are not included in the Council's asset register. Any change of policy will require these "new" assets to be identified. Depreciation allowances for these assets will need to be included for any increase to the current level of service.
  13. Any change of level service without any increase in funding will lead to a decreased level of service increasing the current footway resurfacing cycle from its existing 23 years cycle.
  14. It must be noted that if a change of policy was agreed there will be significant change to the management of this section of the council's asset. The safe use of the entrances over waterways and supports to driveways would become Council's responsibility. The management of these additional assets will be complex in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock' walls supporting driveways on legal roads. There would be a need to review staff resources to manage these structures appropriately.
  15. The responsibility of maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted the current practice as policy in 2001.
  16. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpaths.
  17. In the consultant's review it included a survey of five other Councils' policies and the findings were:
    - (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policy;
    - (b) Napier has a policy to maintain driveways on legal roads for visual appearance;
    - (c) Auckland City Council is replacing asphaltic concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
  18. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budget for Footpath Resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

## 4. Cont'd

**FINANCIAL IMPLICATIONS**

## 19. Summary of Additional Cost Implications

	Annual (\$000K)			Total
	Footpath resurfacing Capital Maintenance budget.	Maintenance of structures, culverts, etc.	Footpath operational, repairs and maintenance.	
Option 1 Status Quo	\$0	\$0	\$0	\$0
Option 2 Status quo for Hills and rural areas, change in level of service for urban flat area.	\$250	\$50	\$100	\$400
Option 3 Change in level of service Throughout Council area.	\$400	\$150	\$300	\$850

There is currently no allowance in the Draft 2009/19 LTCCP to change the policy on private driveway resurfacing.

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

20. The recommendations of the report could have an impact on the 2009/19 LTCCP budgets.

**LEGAL CONSIDERATIONS**

21. Sections 316, 317, and 319 of the Local Government Act 1974 confer a number of powers over roads on the Council. Specifically, section 316 (1) vests local roads in the Council, while section 317(1) provides that all roads in the district are under the control of the Council (excluding State Highways). Section 319 gives the Council power to do certain things in respect of roads (e.g. constructing and repairing roads etc). Section 319 (a) of the Local Government Act 1974 confers a power on the council *"to construct, upgrade and repair all roads with such materials and in such manner as the council thinks fit."* The section only confers a power to construct, upgrade and repair any road, rather than an express duty to do so.
22. These sections need to be read in light of the common law. The Courts have held that proceedings cannot be brought against a local authority for failure to maintain and repair a road even though a statute gives the Council the power to repair it. This is known as the "non-feasance rule." The rule is subject to a number of technical qualifications. But it has a long history in New Zealand and other jurisdictions. In the last few years the non-feasance rule has been the subject of criticism. It has now been rejected in Australia. In England, the rule has been abolished since 1961 and a positive repair obligation has been placed on highway authorities. However, in the opinion of the Legal Services Unit, the rule is still good law in New Zealand until a court says otherwise or the rule is changed by statute.
23. The opposite of the non-feasance rule is the misfeasance rule. Once the Council decides to reconstruct or repair a road, then it is obliged to exercise reasonable care in the performance of its self-imposed task.

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

24. Yes. The current policy that the Council will maintain vehicle entrances on roads with a footpath complies with the Local Government Act 1974 and is consistent with the non-feasance and misfeasance rules. The Council has a power to maintain and repair footpaths and vehicle entrance ways but it is not under a duty to do so. If the Council exercises its power to maintain footpaths and vehicle entrance ways it must do so with reasonable care and skill.

**4. Cont'd**

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

25. This review is to consider a potential change to the of level of service.

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

26. Not applicable.

**CONSULTATION FULFILMENT**

27. If any significant changes are to be made to the existing Policy this will effectively initiate a change in level of service and therefore appropriate consultation will be part of a future LTCCP review or Annual Plan update.

**STAFF RECOMMENDATION**

That the Works, Traffic & Environment Committee recommend that the Board recommend that the Council:

- (a) Consider the options outlined in the report;
- (b) Decide which option should be adopted, requesting changes to be made to appropriate budgets for the 2009/19 LTCCP.

or alternatively

- (c) Identify the preferred long term policy and request staff to undertake detailed analysis of the preferred option so that it can be adopted for the 2012/22 LTCCP.

## 11. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Asset Planning & Network Manager
Author:	Weng Kei Chen, Asset Policy Engineer

## PURPOSE OF REPORT

1. The purpose of this report is in response to the Council's resolution passed at the meeting of 13 March 2008 *"that the Council undertake a review of the existing policy of vehicle entrances and footpaths"*.

## EXECUTIVE SUMMARY

2. The current Council policy "That the Council will maintain vehicle entrances on roads with a footpath" was adopted on 25 May 2001. The reasons for the policy are:
  - (a) Vehicle crossing adjacent to footpaths is recognised as an integral part of the footpath system and thus registered as a footpath asset.
  - (b) Vehicle crossing where there is no footpath is directly attributable to the property owner rather than to the public good.
3. The Council's Traffic and Parking Bylaw 2008 Part 4 Vehicle Crossing and Section 335 of the Local Government Act 1974 requires owners of properties to form vehicle crossings.
4. A review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved *"that the current policy be confirmed"*. The reports of May 2001 and September 2004 are attached.
5. The maintenance and resurfacing of vehicle entrances, not adjacent to footpaths, was raised by the Riccarton/Wigram Community Board as well as the Fendalton/Waimairi Community Board in 2007. A seminar on the policy was carried out on 28 September 2007. The views of elected representatives on the policy matters were mixed and staff did stress that any increased level of service would require additional funding.
6. As part of this review external consultant Montgomery Watson Harza (MWH) was commissioned to report on the cost implications of changing the level of service associated with the footpath re-surfacing programme. "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced."
7. In this review the footpath resurfacing programme 2008/09 excluding the rural area was used to estimate the additional funding required to resurface driveways on the opposite side where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings. No cost estimates were made for pipes, culverts, bridges and retaining walls replacements. The 2008/09 programme has no footpath resurfacing work programmed along the frontages of properties adjacent to waterways or in the older hill areas where long vehicle entrances are frequently encountered on legal roads.
8. There are a number of property accesses across waterways and the existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing and likewise for hill properties' accesses with retaining structures within the road reserve. It is estimated that at least \$150,000 per annum will be required for upgrading these structures.
9. If there is a change to the existing policy that includes resurfacing of all vehicle entrances on legal roads there will be a need to increase the current resurfacing budget. The current resurfacing budget to resurface approximately 90km of footpath annually is \$4.45M and this would need to be increased by \$400,000 per annum.

10. For any change to the existing policy there will also be a need to review the current footpath operational maintenance budget of \$1.45M p.a. Currently it is estimated that \$500,000 of the \$1.45M is attributed to maintaining the vehicle crossings that formed the footpath network. If there is a change of policy to include resurfacing vehicle entrances as stated in paragraph 9 an increase of \$300,000 p.a. will be required for the maintenance budget. Currently these stand alone vehicle entrances i.e. without footpath adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence are not included in the Council's asset register. Any change of policy will require these "new " assets to be identified. Depreciation cost for these assets will need to be included for any increase to the current level of service.
11. The change of service level without any increase in funding will lead to a decreased level of service increasing the current resurfacing cycle from 23 years to approximately 26 years and this option is not supported by staff.
12. The current policy has satisfied the majority of the city residents. However, from time to time staff do receive some complaints from residents, but by and large the majority of them reluctantly accept the staff's explanation of the policy.
13. It must be noted that if the change of policy was agreed there will be a significant change to the management of this section of the Council's asset. The safe use of the entrances over waterways and supports to driveways will become the Council's responsibility. The management of these new assets will be complex, in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock 'walls supporting driveways on legal roads. There will also be a need to review staff resources to manage these structures.
14. The responsibility of maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted its practice as policy in 2001.
15. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpath.
16. In the consultant's review it included a survey of five other councils' policies and the findings were:
  - (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policies.
  - (b) Napier has a policy to maintain driveways on legal roads for visual appearance.
  - (c) Auckland City Council is replacing asphaltic concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
17. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budget for footpath resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

#### **FINANCIAL IMPLICATIONS**

18. If the Council is to increase the current level of service to include resurfacing of all vehicle entrances on legal roads there will be a need to increase the annual capital budget for footpath resurfacing of \$4.45M by \$400,000 and the footpath maintenance of \$1.45M by \$300,000 and provide for additional depreciation costs of \$200,000.

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

19. The projected increased costs for the change of the current footpath resurfacing policy to include resurfacing of all vehicle entrances on legal roads have been included in the aspiration list in the LTCCP process.



**LEGAL CONSIDERATIONS**

20. The Council received the following legal opinion in 1975:

"The Council has no legal obligation to maintain the surface of the access track any more that it has an obligation to maintain any other part of the public highway."

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

21. Yes.

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

22. This review is to consider the change of level of service.

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

23. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Council confirm the existing Footpath Policy.

ATTACHMENT TO CLAUSE 11 COUNCIL 19.12.2008

**5. RESURFACING OF VEHICLE ENTRANCES**

<b>Officer responsible</b> Transport and City Streets Manager	<b>Author</b> Weng-Kai Chen, Asset Policy Engineer, DDI 941-8655
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The purpose of this report is to present information on the issues, options and additional costs of maintaining vehicle entrances as requested by the Sustainable Transport and Utilities Committee at its March 2004 meeting.

**BACKGROUND**

In March 2004 the Committee considered a report advising of the request from the Fendalton/Waimairi and Riccarton/Wigram Community Boards that the Committee review the current policy/practice on the maintenance of vehicle entrances.

The report advised the Committee of the recommendations passed at recent meetings of the two Community Boards and the receipt of a petition from residents in Harkness Place to the Fendalton/Waimairi Community Board in November 2003.

The report noted that this policy had been considered by the Council in May 2001 and attached a copy of the report considered by the Committee at that time. In addition it updated the costs that had been included in that report in respect to the additional budget provision required for implementing the change in the policy to reseal all vehicle entranceways and noted that these were now estimated at \$285,000 per annum for resurfacing and \$55,000 for maintenance, total \$340,000.

The Committee decided to review the current policy on the maintenance of vehicle entrances and requested that a report on the issues, options and additional costs be presented to the Committee by July 2004.

**ISSUES**

There are many different situations where vehicle crossings are not maintained by the Council. The common reason is that the benefit of the crossing is directly attributable to the property owner rather than to the general public. A footpath provides a public benefit so where a footpath exists the Council maintains the footpath, which in most cases includes the vehicle crossing. Situations where the Council does not maintain the crossing are as follows:

1. Private ROW's and driveways in hill suburbs, where no footpath exists or from the back of the footpath if one does exist. Note that in the hill situation the actual road boundary can be many metres back from the edge of the road and if a footpath exists then it is normally immediately behind the kerb.
2. Hill side driveways supported by retaining walls.
3. Properties along waterways where the vehicle crossing includes a bridge or structure.
4. Industrial properties, where no footpath exists.
5. Rural properties.
6. Residential areas, excluding hill areas (Living H), where there is no footpath, eg Harkness Place.

In the above situations the property owners have the advantage of being able to decide on the type of material used in the construction, that is, they can choose to use the same material as they have on their own property.

In looking at the policy the following issues come to mind:

- The maintenance of property owner installed materials. The maintenance is clearly the responsibility of the property owner, but with changes in owners, and trenching by others, this responsibility does get questioned.

- There is an inconsistency in that in situations where there is a footpath and it is not adjacent to the boundary then the section of driveway from the back of the path to the boundary is maintained by the Council when it could be considered a private benefit.

There are approximately 200 streets in residential areas with footpaths on one side, ie number 6 above where crossings are not maintained by the Council.

#### OPTIONS AND COSTS

A number of options exist:

1. Council to maintain all vehicle crossings from the kerb to the boundary including structures.  
Estimated additional cost - \$340,000 pa plus structures maintenance.
2. Council to maintain only those crossings covered by 6 above and excluding owner installed materials.  
Estimated additional cost - \$13,000 pa (\$5,000 maintenance, \$8,000 renewal).
3. Retain existing policy.  
Additional cost - nil.

#### CONCLUSION

There are a number of situations where the Council does not maintain vehicle crossings because the benefit is solely to the property owner and it would seem unfair for ratepayers in general to fund this private benefit. For the majority of these situations, especially hill driveways with supporting structures, it is clearly accepted that the property owner is responsible for the maintenance. There are a number, though, such as the Harkness Place situation, where it is not so well understood by property owners.

In reviewing, the policy officers are of the view that in general it operates satisfactorily, is fair and equitable and consistent with private/public good balance.

#### Committee

**Recommendation:** That current policy be reconfirmed.

**6. FOOTPATH RESURFACING AND MOTOR VEHICLE ACCESSWAY MAINTENANCE**

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Weng-Kei Chen, Asset Policy Engineer DDI 371-1655
Corporate Plan Output: Footpath Resurfacing	

The purpose of this report is to advise the Council on the present practice regarding the footpath resurfacing programme and the likely financial implications if the Council were to extend this to include all vehicle crossings on legal roads. This report is provided as requested following a presentation by Mr Ross, of the Mt Pleasant Residents' Association, to the City Services Committee in March 2001 on maintenance of vehicle entrances on streets without footpaths.

**VEHICLE CROSSINGS AND THEIR MAINTENANCE**

The Local Government Act and the Council's Public Places and Signs Bylaw 1992 require property owners to provide vehicle crossings across any footpath on any road, or any water channel on or adjoining any road by means of a crossing properly constructed. Vehicle crossing also includes crossings to all private right-of-ways or private roads. The issue of maintaining that part of the vehicle crossing on legal road has frequently arisen and legal opinion has indicated that "the Council has no legal obligation to maintain the surface of the access track any more than it has an obligation to maintain any other part of the public highway". The opinion was obtained in 1975 to assist the Council to make decisions not to maintain accessways to properties at the foot of St Andrews Hill Road and Rapaki Road (opposite Montgomery Terrace). These two accessways are substantially on legal roads. As recent as 1998 the residents using these accessways raised the maintenance issue with the Council again and these complaints were also subjected to investigation by the Ombudsman. The Ombudsman in both cases did not find any deficiencies or weaknesses in the Council's decisions in 1975.

In difficult hillside developments the construction of vehicle crossings often requires the construction of retaining walls on legal roads and permission is usually granted with owners entering into a Deed of Licence with the Council. One of the standard conditions is to identify that the owner "is responsible for the maintenance of retaining walls, vehicle crossings and any associated structures installed on legal road". The condition is consistent with the Council's maintenance on road. The Council's policy does permit property owners some flexibility in the installation of pavement materials on vehicle crossings where there is no formal footpath. There are also occasions where residents request the Council to maintain bridges or culverts over waterways on legal roads. These requests are declined for the reason that they don't serve the general public.

**CURRENT PRACTICE FOR FOOTPATH RESURFACING**

The current practice for footpath resurfacing is to resurface the footpath and area adjacent to the infrastructure which includes vehicle crossings. This practice is to enable a consistent level of service for users of footpaths and recognises that adjacent vehicle crossings are an integral part of the footpath system. The existence of vehicle crossings also provide the users with convenient access and exit to destinations. The table below provides the level of expenditure in recent years.

	<i>Expenditure</i>	<i>Length Sealed</i>	<i>Unit Rate/km</i>
1998/99	\$1.762 m	94.4 km	\$18,670
1999/00	\$2.043 m	92.5 km	\$22,090*
2000/01	\$2.450 m	93.7 km	\$26,147*

\*Note the cost increase is due to historical low cost in tendering; increase costs of bitumen and labour; and installation of additional timber battens.

The upgrading cost of vehicle crossings adjacent to footpath amount to 18% of the total cost of the resurfacing programme.

**ROADS WITH ONE SIDE FOOTPATH**

The City Plan requires subdividers to provide footpath facilities and also linkage to existing or future pedestrian infrastructure. In new subdivisions only one footpath is required for roads in the Living Hill zone or for roads that serve less than 25 dwelling lots. In Living Zones this requirement is consistent with the Council's past practices and also implies that the majority of the existing hillside roads do have only one footpath. The Council has some single footpath roads that serve more than 25 dwelling lots and the Unit has occasional requests to construct additional footpath facilities. The funding for this additional footpath is mostly obtained from Boards' discretionary funding. It is estimated that 100 km of the urban network has one footpath only.

24.5.2001

**FUNDING IMPLICATIONS**

For the Council to extend its service level to include resurfacing vehicle entrances on roads without a footpath it would need to increase the funding for the footpath resurfacing programme by \$220,000. In addition footpath maintenance expenditure would need to be increased by \$50,000 p.a. In summary \$270,000 is required to increase the level of service.

**Recommendation:** That the current Council footpath maintenance and resurfacing practice be retained.

<b>FOOTPATH RESURFACING 2008/09</b>						
<b>Footpath on one side of road only</b>						
<b>RAMM Rd Id</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side</b>	<b>RAMM Length</b>	<b>Evaluation of Structures</b>
<b>NORTHERN</b>						
361	<b>Brockhall Ln</b>	Kedlestone	End	North	200	<i>no structures</i>
362	<b>Brockham St</b>	Veitches	Glenmore	East	374	<i>no structures</i>
1195	<b>Huntingdon Pl</b>	Berkshire	End	North	200	<i>no structures</i>
1760	<b>Oconnor Pl</b>	Roydvale	End	North	270	<i>no structures</i>
2310	<b>Strathean Ave</b>	Withells	Avonhead	North	300	<i>no structures</i>
2370	<b>Tavistock Pl</b>	Apsley Dr	End	North	110	<i>no structures</i>
2640	<b>Wiltshire Mews</b>	Berkshire	End	West	120	<i>no structures</i>
<b>EASTERN</b>						
762	<b>Drayton Dr</b>	Mt Pleasant Rd	Assisi St	Right	560	<i>yes - retaining walls</i>
789	<b>Dyers Rd</b>	Ruru Rd	Maces Rd	Right	930	<i>no structures</i>
953	<b>Glendeverie Tce</b>	Glenstrae Rd	End	Right	300	<i>yes - retaining walls</i>
964	<b>Glenstrae Rd</b>	Finish 2008			300	<i>yes - structures</i>
1162	<b>Holland St</b>	Dunarnan St	Torlesse St	Left	160	<i>no structures</i>
1470	<b>Luxton Pl</b>	Drayton Dr	End	Left	90	<i>no structures</i>
2780	<b>Main Rd (access)</b>			Right	500	<i>no structures</i>
3121	<b>Marine Pde (Cul de Sac)</b>	Caspian St	End	Right	79	<i>no structures</i>
1677	<b>Mt Pleasant Rd</b>	Billys Track	Soleres Ave	Left	670	<i>yes - retaining walls</i>
2021	<b>Revelation Dr</b>	Clifton Tce	End	Right	1120	<i>yes - retaining walls</i>
2261	<b>St Andrews Hill Rd</b>	Main Rd	Te Awakura Tce	Right	250	<i>yes - retaining walls</i>
1847	<b>Sunnervale Dr</b>	Evans Pass Rd	End	Right	310	<i>yes - pipes</i>
3049	<b>Waitikiri Dr</b>	Alpine View L	Landfill Ave	Left	160	<i>no structures</i>
<b>SOUTHERN</b>						
2332	<b>Sunvale Tce</b>	Bowenvale Ave	End	Right	200	<i>no structures</i>
2594	<b>Westfield Ave</b>	Runnymede St	End	Left	260	<i>no structures</i>
<b>Total length of road with footpath on one side only</b>					<b>7,463</b>	<i>metres</i>
<b>Assume typical street frontage 20m wide, and one entry per property</b>					<b>373</b>	<i>vehicle entrances</i>
<b>Standard vehicle crossing is 3.6m wide by 4.5m deep</b>					<b>16</b>	<i>typical vehicle crossing area</i>
<b>Total area of additional vehicle crossings to overlay with AC</b>					<b>5,968</b>	<i>square metres</i>
<b>Resurface vehicle crossings (including repairs)</b>					<b>40</b>	<i>\$ per square metre</i>
<b>Cost to resurface vehicle crossings</b>					<b>TOTAL</b>	<b>\$238,720</b>
<b>Structural Extras</b>						
<b>Waterways, pipe for entrance, 4.6m long + headwalls</b>					<b>\$3,000</b>	<i>each</i>
<b>Waterways, culvert/bridge for entrance, 4.6m wide + headwalls</b>					<b>\$12,000</b>	<i>each</i>
<b>Retaining Walls (assume 650 m<sup>2</sup>)</b>					<b>\$20,000</b>	<i>each</i>

## 5. WAIRAKEI RESERVE LANDSCAPE AND WATERWAY ENHANCEMENT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8656
<b>Officer responsible:</b>	Transport and Greenspace
<b>Author:</b>	Lorraine Correia, Consultation Leader - Greenspace

### PURPOSE OF REPORT

1. The purpose of this report is for the Fendalton/Waimairi Works, Traffic and Environment Committee to recommend to the Board the approval of the Wairakei Reserve Landscape and Waterway Enhancement Plan and to proceed to detailed design and construction (refer **attachment 1**).

### EXECUTIVE SUMMARY

2. Wairakei Reserve is located on Wairakei Road in Harewood. This reserve currently contains an informal pathway, a sculpture at the entrance and some seating. The upper reaches of the Wairarapa Stream runs through this reserve and also through some neighbouring properties, the stream bed is usually dry for most parts of the year.
3. The objectives for this project were:
  - (a) To provide a space that is easily accessible and safe for park users.
  - (b) To create an appropriate realignment and extension of the waterway.
  - (c) To provide some good path linkages and boardwalks within the reserve.
  - (d) Provide shrub gardens to soften fence lines.
  - (e) To provide seating areas that are useable spaces for the public.
4. The project team developed a concept plan to meet these objectives, which included the following:
  - (a) The realignment and extension of the waterway and a storm water basin designed to hold first flush in the event of a pollution incident.
  - (b) Installation of a fence along some of the industrial buildings and the planting of large trees along the boundary of the industrial buildings to screen views from Becmead Drive.
  - (c) A sealed path and a boardwalk linking Wairakei Road and Becmead Drive.
  - (d) Removal of trees in either poor condition or to improve sight lines in the reserve.
  - (e) Native tree, shrub and low wetland planting.
5. The realignment and extension of the waterway will require a Resource Consent (Dam and Divert) from Environment Canterbury.
6. The proposal is to implement the project in the following two stages, refer **attachment 2**:
 

**Stage 1**

  - June 2009 – 2008/09 financial year  
Tree removals and new planting will be carried out in the North and North West area of the reserve, in the area near Becmead Drive and Talisker Place.

## 5. Cont'd

- July 2009 to September 2009 – 2009/10 financial year  
Earthworks to form the waterway, path formation and new planting will be carried out in the central part of Wairakei Reserve.

Note: Should the contractors miss the planting period between August and September 2009 the planting will be moved to May – June 2010.

### **Stage 2**

2012/13 financial year

Tree removals, earthworks and new planting will be carried out to the West of the reserve, between Wairakei Reserve boundary and Woolridge Road.

## **FINANCIAL IMPLICATIONS**

7. Funding for this project is provided in the current 2008/09 and the draft 2009/10 Transport and Greenspace Capital Programme. There is sufficient funding to cover the estimated construction cost of this project.

### **Do the Recommendations of this Report Align with Draft 2009-19 LTCCP?**

8. Yes, as above.

## **LEGAL CONSIDERATIONS**

9. Part of this project proposes to realign the stream bed onto Council land and remove the existing box drain from private property numbers 500A and 502A Wairakei Road. The intention is to relinquish the Waterway Easements (in favour of Council) that sit on the property title for these properties once the stream realignment has been successfully completed. That will be subject to a separate report at the appropriate time. All work to be carried out by a Council approved contractor.

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

10. Yes, as above.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Draft 2009-19 LTCCP:

Parks, Open Spaces and Waterways, page 121

- (a) Safety – By ensuring our parks, open spaces and waterways are healthy and safe places, and by controlling and minimising flood and fire hazards
- (b) Environment – By enabling people to contribute to projects that improve our environment
- (c) Governance – By involving people in decision-making about parks, open spaces and waterways.

12. Parks and Open Spaces Activity Management Plan

### **Do the recommendations of this report support a level of service or project in the Draft 2009-19 LTCCP?**

13. Yes, as above.

## **ALIGNMENT WITH STRATEGIES**

14. Social Wellbeing  
Safer Parks Policy



## 5. Cont'd

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

15. Yes, as above.

### CONSULTATION FULFILMENT

#### Consultation Process

16. In February 2009 a publicity pamphlet (**refer attachment 3**) was distributed to approximately 359 properties in the vicinity of the park and a number of other interest groups and key stakeholders. This pamphlet included a summary of the concept, initial concept plans and a feedback form providing an opportunity for the community to indicate whether they supported the proposal along with any additional comments or feedback.
17. Once the consultation period had closed, each submitter received an interim reply letter, which acknowledged that their submission had been received and that their suggestions would be considered.
18. All respondents have been sent a final letter advising them of the overall outcome of the consultation, a copy of the comments received from this consultation process together with staff comments and information that the board report would be presented to the Fendalton/Waimairi Works, Traffic and Environment Committee for their approval. Details of the meeting (date, time and venue) were provided to enable residents make a deputation to the Board prior to a decision being made.

#### Consultation Outcome

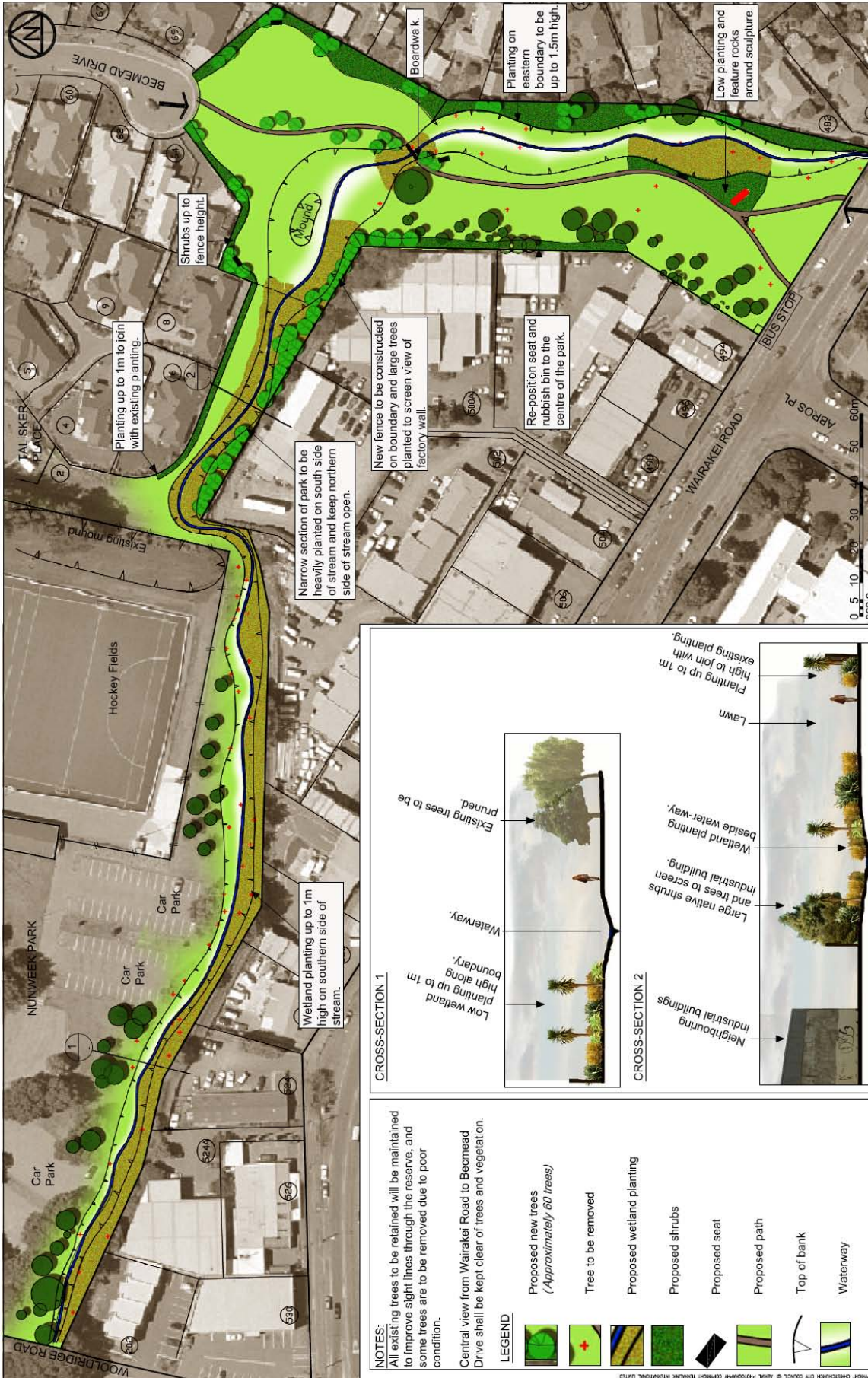
19. The consultation received a 21% response rate (74 responses) and community feedback was generally very positive, please refer to the full schedule of community feedback and project team responses circulated separately to Board members.
- (a) 66 submitters (90%) responded "YES – I support the concept plan"
  - (b) 6 submitters (8%) responded "NO – I do not support the concept plan"
  - (c) 2 submitters (2%) neither supported or opposed the proposal.
20. The submissions that indicated that they did not support the proposal cited the following reasons:
- (a) Object to the number of trees proposed for removal
  - (b) Nice idea however feels project does not justify the expense
  - (c) No cycleway across the reserve
  - (d) Disappointed at the decreased playing area.
21. The key issues identified by submitters relate to:
- (a) Lighting along the path – during winter months to get from the nearest bus stop to their homes
  - (b) An extension path from Wairakei Reserve to Nunweek Park
  - (c) Installing a playground
  - (d) A cycleway through the reserve
  - (e) Changing the colour of the artwork.
22. The issue concerning lighting along the path is currently being assessed by the Investigations Team of the Capital Programme Group; it is not standard practice to have parks lit at night as it could encourage unwanted behaviour in the reserve. We are hoping to receive the lighting audit prior to the Board meeting.

**5. Cont'd**

23. The issue concerning an extension path from Wairakei Reserve to Nunweek Park will not be resolved because of lack of good sight lines through that area. Access to Nunweek Park can be made from Skydale Drive which is adjacent to Becmead Drive.
24. The issue concerning the installation of a playground currently will not be resolved as this is outside the scope of the project and there is also no funding available.
25. The issue concerning a cycleway through the reserve will be resolved by ensuring the proposed path will be wide enough to accommodate both pedestrians and cyclists.
26. The issue concerning changing the colour of the artwork; we have been in contact with Mark Whyte, the artist, who has confirmed that he has no objection to the structure being painted a different colour, however he would like to be included in the process of choosing the colour. Currently there is not enough funding over the next two financial years from the Capital Programme for cost of painting this artwork, therefore this is more likely to be undertaken when it comes up for repainting under scheduled maintenance.
27. One of the submitters that neither supported nor opposed the proposal was in favour of the whole development provided that certain types of trees were not planted because of the residents being either allergic or asthmatic. The proposed plan does not include any species known to have severe allergenic characteristics.
28. The final concept plan, which includes the above amendments, is included as **attachment 1** and is recommended for approval by the Community Board.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Works, Traffic and Environment Committee recommend to the Board to approve the Wairakei Reserve and Waterway Enhancement Plan as shown in **attachment 1** to proceed to detailed design and construction.



Scale 1:1000 @ A3  
29 APRIL 2009

FOR BOARD APPROVAL

WAIRAKEI RESERVE AND WAIRAPA STREAM UPGRADE



**NOTES:**  
All existing trees to be retained will be maintained to improve sight lines through the reserve, and some trees are to be removed due to poor condition.  
Central view from Wairakei Road to Becmead Drive shall be kept clear of trees and vegetation.

**LEGEND**

- Proposed new trees (Approximately 60 trees)
- Tree to be removed
- Proposed wetland planting
- Proposed shrubs
- Proposed seat
- Proposed path
- Top of bank
- Waterway





Original Plan Size: A3  
ISSUE 2  
LP319101  
500879

**WAIRAKEI RESERVE/WAIRARAPA STREAM  
STAGING OF WORKS**





## ENHANCEMENT

**Background**

Wairakei Reserve is located between Wairakei Road and Becmead Drive in Harewood. The reserve has a storm water basin which has the Wairarapa Stream running through it.

The Transport and Greenspace Unit has funding available in the 2009/10 financial year towards developing the waterway and enhancing the landscaped area.

**Key Features**

The project team have considered all the research and have developed the attached concept plan, the key features are:

- To create an appropriate realignment and extension of the waterway
- Install a fence of up to 2 metres in height and have large trees planted along the boundary of the industrial building to screen views from Becmead Drive
- To ensure pollutants are trapped and managed
- To provide a space that is easily accessible and safe for park users
- To provide a good path linkage and board walk within the reserve
- To address tree maintenance issues in the Reserve
- Landscaping





## HAVE YOUR SAY

**Please Have Your Say By 22 February 2009**

The Capital Programme Group has prepared a concept plan for a proposed landscape and waterway enhancement at Wairakei Reserve.

To assist us with this proposal, the Council would like to hear your views.

Once this consultation is closed, feedback is reviewed, and responded to. This draft plan may be amended as a result of feedback received.

The proposal is then presented to your Community Board for final approval before moving into the detailed design, tender and construction phase.

If you would like further information or assistance in regard to this project, please do not hesitate to contact either:

Lorraine Correia  
Consultation Leader  
E.: [lorraine.correia@ccc.govt.nz](mailto:lorraine.correia@ccc.govt.nz)  
T.: 941 6720  
M.: 027 225 0663

Steven Gray  
Project Manager  
E.: [steven.gray@ccc.govt.nz](mailto:steven.gray@ccc.govt.nz)  
T.: 941 8256  
M.: 027 482 1453

Please ensure we receive your feedback by 22 February 2009

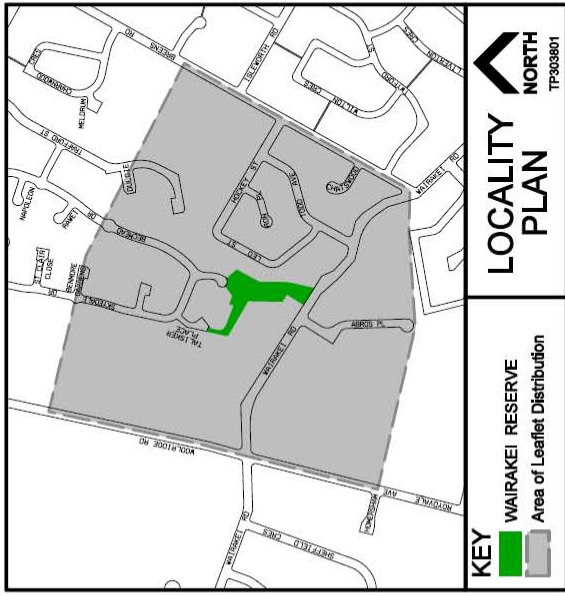
Once consultation has been completed and any necessary alterations to the proposed plan finalised, approval will be sought from the Fendalton-Waimairi Community Board to proceed to detailed design and construction. It is anticipated that construction on this project will be undertaken by May 2009 and completed by August 2009, dependent on contractor availability.

**PLEASE HAVE YOUR SAY**

Your input will mean that the Wairakei Reserve landscape and waterway enhancement project fulfils community aspirations and provides an improved environment for everyone to enjoy.

Comments regarding this proposal are invited from local residents. Please return your submission no later than: **22 February 2009**


This leaflet has been distributed to the locality as per the following map.



**KEY**

■ WAIRAKEI RESERVE

Area of Leaflet Distribution




**LOCALITY PLAN**

**NORTH**

TP303801

It's your City

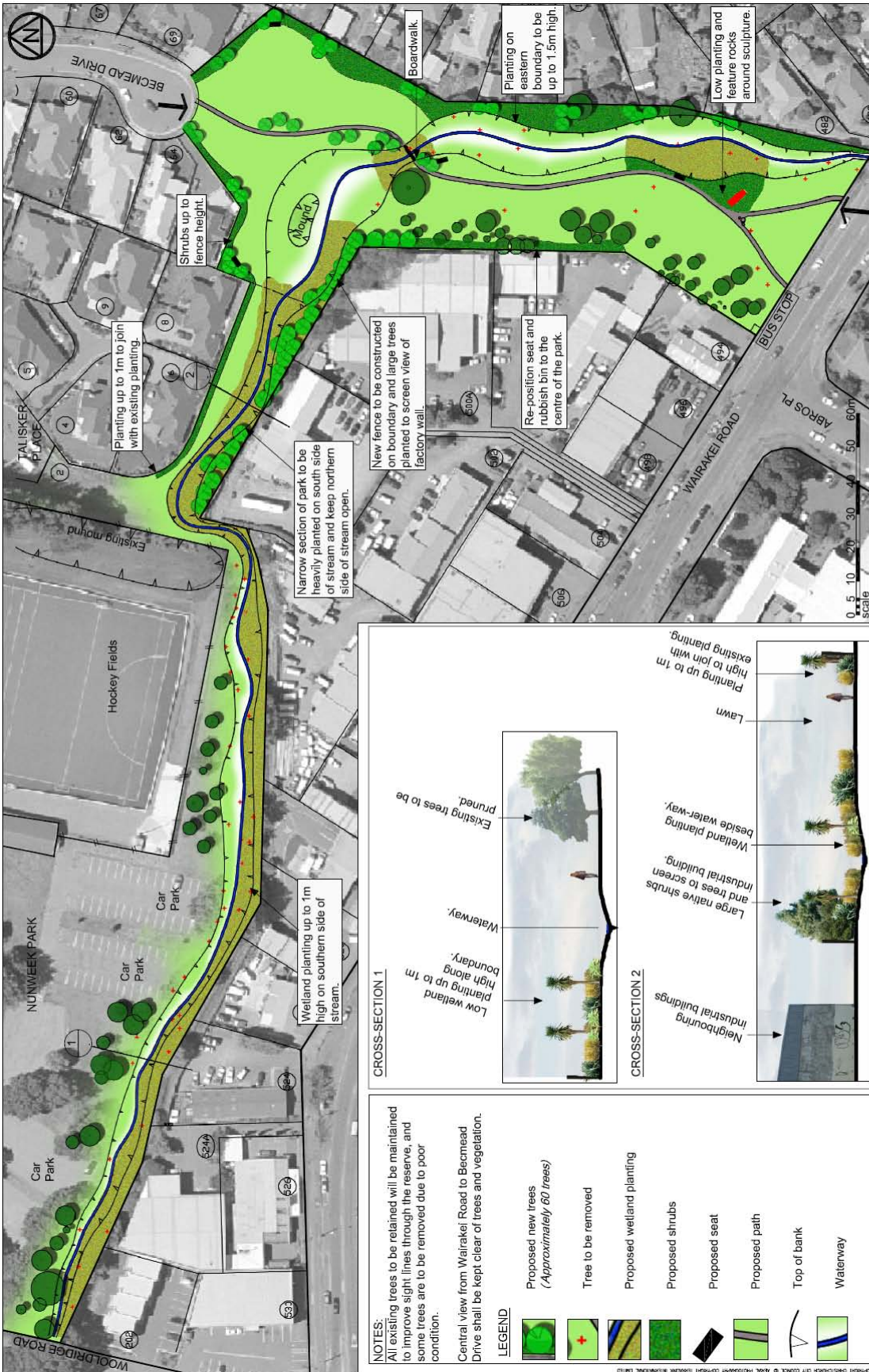


[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

Lorraine Correia  
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Fendalton Service Centre  
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CHRISTCHURCH 8540  
Phone: (03) 941 6720 or (027) 482 1453  
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Project Manager  
Capital Development Unit  
Christchurch City Council  
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Scale 1:1000 @ A3  
11 December 08

CONSULTATION PLAN

WAIRAKEI RESERVE AND WAIRAPA STREAM UPGRADE



**Christchurch City Council  
Capital Program Group**

**Memorandum**

**Date:** 13<sup>th</sup> May 2009

**From:** ANTONY SHADBOLT (Landscape Architect)

**To:** KYLIE SMITH (Landscape Architect/Project Manager)  
GEOFF ENGLISH (Asset Engineer)

**WAIRAKEI RESERVE PROPOSED PEDESTRIAN LIGHTING AUDIT**

Following a request from the Transport and Greenspace Unit for a memo update to the CPTED (Crime prevention Through Environmental Design) audit of Wairakei Reserve to comment on the suitability pedestrian lighting, a night-time audit was carried out at approximately 2030hrs on the 12<sup>th</sup> May 2009. As a result of the audit, the auditors have the following comments and recommendations:-

- i) That there appeared to be a very strong case for pedestrian lighting along the proposed path linking the Becmead Pl cul-de-sac with Wairakei Road due to the large potential catchment of commuters and the convenient location of the Wairakei Rd bus stop.
- ii) Given that most of the existing large trees in the reserve will be removed and that new strategically located tree planting carried out, this will provide a clear view from one end of the reserve to the other.
- iii) Major tree and shrub removal and replacement is to be carried out along the eastern boundary of Wairakei Reserve. This will provide clearer views to and from private properties and dwellings which will in-turn provide a degree of close proximity passive surveillance over the reserve.
- iv) All proposed planting in close proximity to the path is either turf grass or native sedges and groundcovers associated with the waterway, swale and basin design, and therefore eliminates concealment and entrapment spots.

**Recommendations:-**

- 1) That a well designed pedestrian lighting system be provided from Becmead Drive to the Wairakei Rd bus stop to provide an even and appropriate level of illumination to create a safe pedestrian and cycle route in terms of the principles of CPTED .
- 2) That the feasibility of restricting lighting operating hours to peak periods be investigated. IE lights could operate between (eg) 6 – 8am, and 5 – 7.30pm in winter months only to discourage late-night activity in the reserve.

Our Ref: ++

Contact: + Ext +

File Ref: +

**GIVING VALUE - BEING VALUED**

**6. ILAM ROAD ON-STREET PARKING NORTH OF ITS INTERSECTION WITH MAIDSTONE ROAD AND CREYKE ROAD**

At the Board meeting on 14 April 2009, the Board received correspondence from Mr Don Clark expressing concern about the changing nature of on-street parking on Ilam Road, north of the intersection with Maidstone and Creyke Roads. The Board requested that staff investigate this matter and respond to a subsequent Works, Traffic and Environment Committee meeting. In response to this request an information memorandum from George Kuek, Network Operations and Traffic Systems Traffic Engineer - Community and Michael Thomson, Senior Traffic Engineer is **attached** for the Board's information.



## CHRISTCHURCH CITY COUNCIL Network Operations and Traffic Systems

### Memorandum

**Date:** 6 May 2009

**From:** George Kuek - Network Operations and Traffic Systems Traffic Engineer- Community  
(Michael Thomson – Senior Traffic Engineer)

**TO:** FENDALTON/WAIMAIRI COMMUNITY BOARD

#### ILAM ROAD ON-STREET PARKING NORTH OF ITS INTERSECTION WITH MAIDSTONE ROAD AND CREYKE ROAD

This memorandum is in response to the Fendalton/Waimairi Community Board request, at its meeting on Tuesday 14 April 2009, to investigate the suggestion by Mr Don Clark, resident at 171 Ilam Road, for parking limit lines (parking ticks) to be installed in the area.

Mr Clark pointed out that university students had often parked too close to their vehicle entrance, and is now concerned that the limited space at vehicle entrances is making it difficult for collection trucks to pick up the recently introduced wheelie bins.

#### Parking Ticks

Council policy requires parking ticks to be marked in areas controlled by parking meters or parking coupons, and in areas with angle parking spaces. Individual parking spaces may be marked on **arterial** or other roads within shopping centres where parking (P30, P60 etc) restrictions apply. If there are benefits to traffic management (including the marking of cycleways) along **arterial** roads, parking limit lines may be extended to areas outside the restricted parking zone.

Council policy allows for marking of parking ticks only on **arterial** roads. Ilam Road is a **collector** road, so it does not qualify for parking ticks under this policy, which must be adhered to.

However, Community Boards may make a recommendation to the Council (previously the Council's City Services Committee) for the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council policy.

A copy of this Council policy is attached for information.

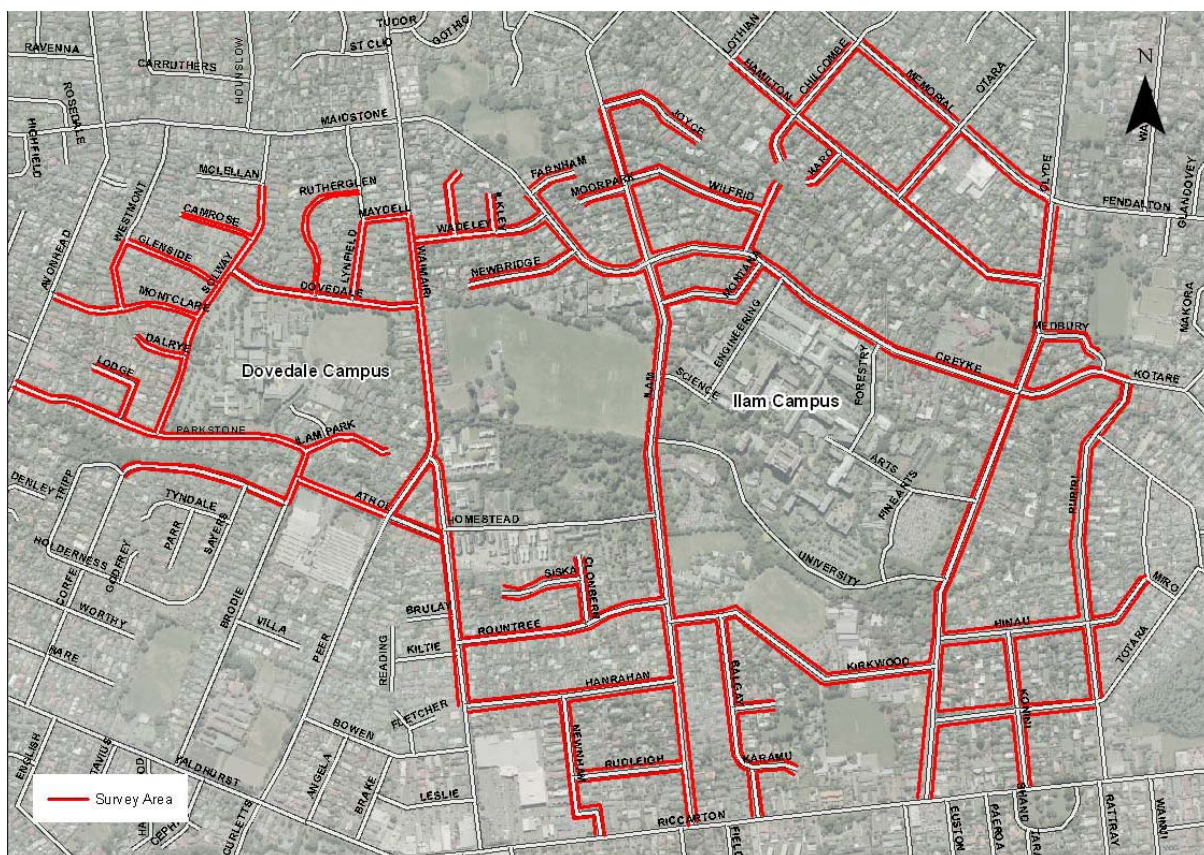
#### Wheelie bin collection

The Christchurch City Council Contracts Manager for Solid Waste has advised that under the wheelie bin collection contracts, where wheelie bins placed by the kerbside are not readily accessible, the collection truck drivers are required to manually manoeuvre the wheelie bins to a location where they can be picked up by the collection truck.

The Contracts Manager for Solid Waste reported that, to date, there has not been any problems with bin collections in that area of Ilam Road.

#### University On-Street Parking

The Christchurch City Council commissioned a consultant to carry out the University of Canterbury On-Street Parking Survey in 2008. The survey was undertaken on Tuesday 22 July 2008, and covered the area shown in the map below. Mr Clark's property at 171 Ilam Road lies within the survey area.



The University of Canterbury is currently in the process of procuring a consultant to further develop the University of Canterbury Parking Strategy. This work will take account of all the information presented in the report from the on-street parking survey carried out on 22 July 2008.

This parking strategy development is expected to be completed later this year, and based on this strategy, the Christchurch City Council will review the need for new parking controls.

### Conclusion

There have been no report of any problems associated with wheelie bin collection in this area of Ilam Road, in regard to concerns raised by Mr. Clark about accessibility for collection trucks.

Council policy does not allow for parking ticks to be marked on Ilam Road. We are not able to install parking ticks, as suggested by Mr. Clark.

The Christchurch City Council will review the need for new parking controls, based on the parking strategy which the University of Canterbury is expected to develop by later this year.

### Recommendation

No action is recommended along this section of Ilam Road.

## Policy Register



### Parking - Kerbside Parking Limit Lines

The following guidelines are to be used in the decision-making process relating to the placement of parking limit lines on roads in the city:

1. The following guidelines be adopted as Council policy.
  - Parallel and angle kerbside parking spaces to be individually marked in areas controlled by parking meters or parking coupons.
  - All angle parking spaces to be individually marked on roads in the city. This is a legal requirement as motorists must park their vehicles parallel to the kerb face unless signs or markings indicate that angle parking is permissible.
  - Individual parking spaces may be marked on arterial or other roads within shopping centres where parking (P30, P60 etc) restrictions apply. If there are benefits to traffic management (including the marking of cycleways) along arterial roads, parking limit lines may be extended to areas outside the restricted parking zone.
  - As a matter of practice driveways are not to be individually marked with parking limit lines either side. However, in certain areas of the city where parking limit lines have been painted in the past to define driveways, consideration should be given to allowing them to wear out and not be repainted.
  - Owners of property who have caused white lines to be painted on the roadway outside their business premise or residence are approached with a view to having the lines removed. All road markings on roads under the Council's control must be duly authorised by delegated authority from the City Streets Manager.
2. Community Boards be advised that this policy must be adhered to.
3. Community Boards may make a recommendation to the City Services Committee for the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council policy.

Council  
23 October 1996

**Christchurch City Council**, PO Box 237, Christchurch Mail Centre, Christchurch 8140, New Zealand  
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