

**RICCARTON/WIGRAM COMMUNITY BOARD  
AGENDA**

**TUESDAY 11 DECEMBER 2012**

**AT 5.30PM**

**IN THE COMMUNITY ROOM,  
UPPER RICCARTON LIBRARY, 71 MAIN SOUTH ROAD, UPPER RICCARTON**

**Community Board:** Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen, Sam Johnson, Judy Kirk, and Peter Laloli.

**Community Board Adviser**

Liz Beaven

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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. CONFIRMATION OF MEETING MINUTES OF 27 NOVEMBER 2012**

The minutes of the Board's ordinary meeting of Tuesday 27 November 2012 are **attached**.

**STAFF RECOMMENDATION**

That the minutes of the Board's ordinary meeting of Tuesday 27 November 2012 be confirmed as a true and correct record.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 COLOMBIA AVENUE – PARKING ISSUES**

3.1.1 Peter Hodge, landowner of Columbia Avenue.

3.1.2 Keith Pukallus, Manager Metalcraft Roofing, Columbia Avenue.

**3.2 CLYDE ROAD (NORTH OF HINAU) PROPOSED SIGNALISED CROSSING**

3.2.1 Helen Thacker, Resident of Clyde Road

3.2.2 Charles Breukes, Chairperson of the Board of Trustees, Ilam School

3.2.3 Erin Jackson, President of the University of Canterbury Students Association

3.2.4 Mrs Clifford, resident of Clyde Road.

3.2.5 Mark Lawrence, Resident of Hinau Street.

**4. CORRESPONDENCE**

**5. PETITIONS**

**6. NOTICES OF MOTION**

**7. BRIEFINGS**

**ATTACHMENT TO CLAUSE 2**

**RICCARTON/WIGRAM COMMUNITY BOARD  
27 NOVEMBER 2012**

**PRESENT:** Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen, Sam Johnson, Judy Kirk and Peter Laloli

**APOLOGIES:** An apology for absence was received and accepted from Sam Johnson.

An apology for early departure was received and accepted from Helen Broughton who departed at 6.30pm and was absent for Clauses 1-9, and 11-18 inclusive.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. ILAM ROAD UNIVERSITY CROSSINGS**

The Board considered a report seeking the Board's recommendation to the Council to approve the proposed University Crossings Safety Improvement Scheme in Ilam Road, to proceed to detailed design, tender and construction.

**BOARD CONSIDERATION**

The Board had raised concerns regarding the mix of road users and safety issues on Ilam Road between the Creyke Road/Maidstone Road intersection and Rountree Street a number of times since the early 2000s, and fully supports the staff recommendation.

**BOARD RECOMMENDATION**

The Board **decided** to recommend that the Council:

- (a) To approve the Ilam Road University Crossings Plan, TP324305 and TP324306 shown in Attachments 1 and 2, for final design, tender and construction.
- (b) **To Install a new shared pedestrian/cycle path as follows:**
  - (i) That the pathway on the west side of Ilam Road commencing at a point 28 metres north of its intersection with Rountree Street and extending in a northerly direction to its intersection with Maidstone Road be resolved as a shared pedestrian/cycle pathway.
  - (ii) That the pathway on the east side of Ilam Road commencing at its intersection with Montana Avenue and extending in a southerly direction for a distance of 40 metres be resolved as a shared pedestrian/cycle pathway.
  - (iii) That the pathway on the east side of Ilam Road commencing at a point 397 metres south of its intersection with Montana Avenue and extending in a southerly direction for a distance of 80 metres be resolved as a shared pedestrian/cycle pathway.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**1 Cont'd**

**(c) Install new cycle paths as follows:**

- (i) That a special vehicle lane (separated cycle path) for the use of southbound bicycles only, be established against the kerb, on the east side of Ilam Road commencing at its intersection with Creyke Road and extending in a southerly direction for a distance of 113 metres.
- (ii) That a special vehicle lane (separated cycle path) for the use of southbound bicycles only, be established against the kerb, on the east side of Ilam Road commencing at a point 127 metres south of its intersection with Creyke Road and extending in a southerly direction for a distance of 371 metres.
- (iii) That a special vehicle lane (separated Cycle path) for the use of southbound bicycles only, be established against the kerb, on the east side of Ilam Road commencing at a point 556 metres south of its intersection with Creyke Road and extending in a southerly direction for a distance of 62 metres.
- (iv) That a special vehicle lane for the use of southbound bicycles only, be established adjacent to either the kerb or kerbside parking, on the east side of Ilam Road commencing at a point 618 metres south of its intersection with Creyke Road and extending in a southerly direction to the intersection of Kirkwood Avenue.
- (v) That a special vehicle lane for the use of northbound bicycles only, be established against the kerb, on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a southerly direction for a distance of 30 meters.
- (vi) That a special vehicle lane (partly separated cycle path) for the use of northbound bicycles only, be established adjacent to either the kerb or kerbside parking, on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a northerly direction for a distance of 262 metres.
- (vii) That a special vehicle lane (separated cycle path) for the use of northbound bicycles only, be established against the kerb, on the west side of Ilam Road commencing at a point 312 metres north of its intersection with Rountree Street and extending in a northerly direction for a distance of 286 metres.
- (vii) That a special vehicle lane for the use of northbound bicycles only, be established adjacent to kerbside parking, on the west side of Ilam Road commencing at a point 626 metres north of its intersection with Rountree Street and extending in a northerly direction to the intersection with Maidstone Road.

**(Note:** Clause 1 (Part C) (Contd) of these minutes refers to the Board's decision on the Ilam Road Signalised Crossing.)

## PART B - REPORTS FOR INFORMATION

### 2. DEPUTATIONS BY APPOINTMENT

#### 2.1 NIKKI HAWKEY – CENSUS 2013

Nikki Hawkey, Community Engagement Manager, Census updated the Board on the 2013 Census, providing information on what the census means for local communities, how the community can work together to ensure everyone counts and recruitment opportunities for Census staff from within the ward.

Following questions from members the Chairperson thanked Ms Hawkey for her deputation.

### 3. PRESENTATION OF PETITIONS

Mike Mora presented a petition signed by Wigram residents the prayer of which read: *Petition against boy racers and heavy traffic on Neill Street*. It was **decided** that the petition be referred to staff who will report to the Board's Transport and Greenspace Committee.

### 4. NOTICES OF MOTION

Nil.

### 5. CORRESPONDENCE

The Board **received** correspondence from the following:

- (a) A letter and petition from the Wigram Residents' Association regarding boy racers and heavy traffic on Neill Street. and parking at the Main South Road end of Neill Street. The letter acknowledged the prompt attention given to a recent request by the residents' association to remove the "staple" from Oakhampton Reserve.
- (b) A letter from the Halswell Residents' Association regarding Muir Park and a recent Council maintenance programme which has seen the vegetation from the borders removed and no replacement planting done. The residents requested that shrubs be replanted along the fence on the south side of the Park and under the trees to the north to replace the vegetation that was removed. The letter also suggested that the protruding manhole in the reserve to be covered by a seat or some soil and plantings in order to remove the dangerous hazard to users of the Park.

The Board was advised that there will be bulbs planted in place of the vegetation that was removed from under the trees and a low plant garden will be established around the manhole to camouflage it.

### 6. BRIEFINGS

#### 6.1 SOUTH WEST SPORTS HUB

Kevin Collier, Sports Services Manager, briefed the Board on the proposed South West Sports Hub.

Members expressed disappointment that the Board had not had the opportunity to provide input into the suggested site for the South West Sports Hub.

Following questions from members the Chairperson thanked staff for the briefing.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**6 Cont'd**

**6.2 STRENGTHENING COMMUNITIES TEAM SOUTHERN - COMMUNITY PROFILES**

Staff from the Southern Strengthening Communities Team briefed the Board on the 2012 Community Profiles and advised that an expo for all Community Boards and the Community will be held in February 2013.

The Board expressed disappointment at not having been invited to provide input to the project prior to the documentation going to print and asked that it be given the opportunity in the future.

The Chairperson thanked the staff for their presentation.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

**7.1. SOUTH WEST AREA PLAN (SWAP) BUS TRIP**

Board members were reminded and updated about the arranged bus trip on Friday 30 November to look at current projects being worked on under the South West Area Plan.

**7.3. PLAN CHANGE REQUEST – 4 DEANS AVENUE**

Following the Board's request for staff advice on how the Community Board could initiate a Plan Change with the Council it was advised that the developer could initiate a Plan Change himself in order to progress developments. The Board is also able to put a recommendation to the Council to consider a Council Plan Change.

**7.4 NEW ZEALAND COMMUNITY BOARDS' CONFERENCE 2013 – BEST PRACTICE AWARDS**

The Board was invited to consider an entry for the Best Practice Awards being run in conjunction with the 2013 Community Boards Conference to be held in Wanaka in May 2013.

**8. ELECTED MEMBERS' INFORMATION EXCHANGE**

Mention was made of the following matters:

- The Chairperson of the Transport and Greenspace Committee, Peter Laloli, advised the Board that owing to his new position within the New Zealand Police, he would have a conflict being the Chairperson of the Committee but he was able to remain as a Committee member. The Board agreed to replace the Chairperson of the Committee.
- The Board were advised that the Council voted not to install temporary walk-in customer services at Hornby.
- Owaka Pit: Board members discussed the ongoing issues with Owaka Pit. The Board requested that a meeting be held with the Council Enforcement Staff, the owner of Owaka Pit to discuss the surrounding residents' ongoing concerns.

**9. QUESTIONS UNDER STANDING ORDERS**

Nil.

**PART C - DELEGATED DECISIONS**

**10. CONFIRMATION OF MEETING MINUTES – 30 OCTOBER 2012 AND 13 NOVEMBER 2012**

- (a) The Board **resolved** that the minutes of its 30 October 2012 meeting be approved subject to:

Peter Laloli requested that his vote against the resolution to let the Yaldhurst Village proposed road name lie on the table, be recorded (*amendment made at the 27 November 2012 Board meeting during the Confirmation of Minutes item, clause 2*).

- (b) The Board **resolved** that the minutes of its 13 November 2012 meeting, be adopted.

**1. ILAM ROAD UNIVERSITY CROSSINGS CONT'D**

Further to Clause 1 (Part A) of these minutes, the Board **resolved** to approve the parking restrictions and revocations to take effect following completion of construction and the Discretionary Activity Resource Consent, subject to the Council approving the proposed University Crossing Safety Improvement Scheme in Ilam Road, as follows:

**(a) Revoke existing parking restrictions as follows:**

- (i) That any existing parking restriction on the east side of Ilam Road commencing at its intersection with Kirkwood Avenue and extending in a northerly direction to the intersection of Creyke Road be revoked.
- (ii) That any existing parking restriction on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a northerly direction to the intersection of Maidstone Road be revoked.
- (iii) That any existing parking restriction on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a southerly direction for a distance of 38 metres be revoked.
- (iv) That any existing parking restriction on the south side of Rountree Street commencing at its intersection with Ilam Road and extending in a westerly direction for a distance of 70 metres be revoked.
- (v) That any existing parking restriction on the north side of Rountree Street commencing at its intersection with Ilam Road and extending in a westerly direction for a distance of 10 metres be revoked.
- (vi) That any existing parking restriction on the north side of Kirkwood Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 26 metres be revoked.
- (vii) That any existing parking restriction on the north side of Montana Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 16 metres be revoked.
- (viii) That any existing parking restriction on the south side of Montana Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 16 metres be revoked.

**(b) Revoke existing Give Ways as follows:**

- (i) That the Give Way control currently placed against Montana Avenue at its intersection with Ilam Road be revoked.



**ATTACHMENT TO CLAUSE 2 CONT'D**

**10 Cont'd**

- (ii) That the Give Way control currently placed against Kirkwood Avenue at its intersection with Ilam Road be revoked.
  - (iii) That the Give Way control currently placed against Rountree Street at its intersection with Ilam Road be revoked.
  - (iv) That the Give Way control currently placed against Science Road at its intersection with Ilam Road be revoked.
  - (v) That the Give Way control currently placed against University Drive at its intersection with Ilam Road be revoked.
  - (vi) That the Give Way control currently placed against Homestead Lane at its intersection with Ilam Road be revoked.
- (c) **Revoke existing pedestrian crossing as follows:**
- (i) That the existing pedestrian crossing on Ilam Road, located at a point 37 metres north of its intersection with Rountree Street be revoked.
- (d) **Install pedestrian crossings as follows:**
- (i) That a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Ilam Road, located at a point 122 metres south of its intersection with Montana Avenue.
  - (ii) That a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Ilam Road, located at a point 327 metres south of its intersection with Montana Avenue.
  - (iii) That a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Ilam Road, located at a point 37 metres north of its intersection with Rountree Street.
- (e) **Install parking restrictions as follows:**
- (i) That the stopping of vehicles be prohibited at any time on the north side of Kirkwood Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 27 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 13.5 metres.
  - (iii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Ilam Road commencing at a point 13.5 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 17.5 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 31 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 77 metres.
  - (v) That a school bus stop be created on the east side of Ilam Road commencing at a point 108 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 16 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 124 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 10 metres.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**1 Cont'd**

- (vii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Ilam Road commencing at a point 134 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 49 metres. This restriction is to apply from 9:00am to 2:30pm School Days Only.
- (viii) That the parking of vehicles be restricted to a maximum period of three minutes on the east side of Ilam Road commencing at a point 134 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 49 metres. This restriction is to apply from 8:00am to 9:00am and 2:30pm to 3:30pm, School Days Only.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 183 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 75 metres.
- (x) That a bus stop be installed on the east side of Ilam Road commencing at a point 258 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 58 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 316 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 370 metres.
- (xii) That a bus stop be installed on the east side of Ilam Road commencing at a point 686 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 14 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 700 metres north of its intersection with Kirkwood Avenue extending in a northerly direction to the intersection of Montana Avenue.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Montana Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 16 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the north side of Montana Avenue commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 16 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Montana Avenue and extending in a northerly direction to the intersection of Creyke Road.
- (xviii) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a southerly direction for a distance of 38 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the south side of Rountree Street commencing at its intersection with Ilam Road and extending in a westerly direction for a distance of 72 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north side of Rountree Street commencing at its intersection with Ilam Road and extending in a westerly direction for a distance of 10 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at its intersection with Rountree Street and extending in a northerly direction for a distance of 11 metres.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**1 Cont'd**

- (xxii) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Ilam Road commencing at a point 11 metres north of its intersection with Rountree Street and extending in a northerly direction for a distance of 11 metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 22 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 240 metres.
- (xxiv) That a bus stop be installed on the west side of Ilam Road commencing at a point 262 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 50 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 312 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 76 metres.
- (xxvi) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 497 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 21 metres.
- (xxvii) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 550 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 17.5 metres.
- (xxviii) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 586 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 12 metres.
- (xxx) That a bus stop be installed on the west side of Ilam Road commencing at a point 598 metres north of its intersection with Rountree Street extending in a northerly direction for a distance of 28 metres.
- (xxxi) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 626 metres north of its intersection with Rountree Street extending in a northerly direction to the intersection of Maidstone Road.

**(f) Install Give Ways**

- (i) That a Give Way control be placed against Montana Avenue at its intersection with Ilam Road.
- (ii) That a Give Way control be placed against Kirkwood Avenue at its intersection with Ilam Road.
- (iii) That a Give Way control be placed against Rountree Street at its intersection with Ilam Road.
- (iv) That a Give Way control be placed against Science Road at its intersection with Ilam Road.
- (v) That a Give Way control be placed against University Drive at its intersection with Ilam Road.
- (vi) That a Give Way control be placed against Homestead Lane at its intersection with Ilam Road.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**11. CARBINE PLACE – PROPOSED NO STOPPING**

The Board considered a report recommending the installation of a No Stopping Restriction on Carbine Place.

The Board **resolved** to approve:

- (a) That the stopping of vehicles currently prohibited at any time on the north side of Carbine Place commencing at its intersection with Epsom Road and extending in a easterly direction for eight metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Carbine Place commencing at its intersection with Epsom Road and extending in a easterly direction for 17 metres.

**12. ANNEX ROAD, BIRMINGHAM DRIVE AND WRIGHTS ROAD: PROPOSED BUS STOPS**

The Board considered a report recommending that it approve the existing bus stops along a bus route that encompasses Annex Road, Birmingham Drive and Wrights Road.

The Board **resolved**:

**Bus Stops A as identified on attached Plan TG123801 and TG123801a:**

- (a) That a bus stop be installed on the northeast side of Annex Road commencing at a point 170 metres southeast of its intersection with Blenheim Road and extending in a south easterly direction for a distance of 14 metres.
- (b) That the stopping of vehicles be prohibited at any time on the northeast side of Annex Road commencing at a point 162 metres southeast of its intersection with Blenheim Road and extending in a south easterly direction for a distance of eight metres.
- (c) That a bus stop be installed on the southwest side of Annex Road commencing at a point 146 metres southeast of its intersection with Blenheim Road and extending in a south easterly direction for a distance of 14 metres.
- (d) That the stopping of vehicles be prohibited at any time on the southwest side of Annex Road commencing at a point 160 metres southeast of its intersection with Blenheim Road and extending in a south easterly direction for a distance of 8 metres.

**Bus Stop B as identified on attached Plan TG123801 and TG123801b:**

- (e) That a bus stop be installed on the southwest side of Annex Road commencing at a point 159 metres northwest of its intersection with Magdala Place and extending in a north westerly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the southwest side of Annex Road commencing at a point 151 metres northwest of its intersection with Magdala Place and extending in a north westerly direction for a distance of 8 metres.

**ATTACHMENT TO CLAUSE 2 CONT'D**

**13. APPLICATION TO THE RICCARTON WIGRAM 2012/13 YOUTH DEVELOPMENT SCHEME –  
CONNIE LOUISE DICK**

The Board considered a report seeking Board approval for funding from its 2012/13 Youth Development Scheme for Connie Louise Dick.

The Board **resolved** to allocate \$250 from its Youth Development Scheme towards travel costs for Connie Louise Dick to coach at the Great Murray River Basketball Jamboree.

**14. APPLICATION TO THE RICCARTON WIGRAM 2012/13 YOUTH DEVELOPMENT SCHEME –  
BRAYDEN DRUMMOND**

The Board considered a report seeking Board approval for funding from its 2012/13 Youth Development Scheme for Brayden Drummond.

The Board **resolved** to allocate \$280 from its Youth Development Scheme towards travel for the Canterbury Caledonian Pipe Band's travel to the Pipe Band World Championships in Glasgow, Scotland.

**15. APPLICATION TO THE RICCARTON WIGRAM COMMUNITY BOARD 2012/13 DISCRETIONARY  
RESPONSE FUND**

The Board considered a report seeking Board approval for funding from its 2012/13 Discretionary Response Fund for the University of Canterbury Athletics Club Incorporated.

The Board **resolved** to allocate \$823 to the University of Canterbury Athletics Club Inc. from its 2012/13 Youth Development Scheme for the delivery of costs of the Junior Athletics Club Programme.

**16. RICCARTON WIGRAM COMMUNITY BOARD REPORT – RECESS COMMITTEE 2012/13**

The Board considered a report seeking Board approval to put in place delegation arrangements for making of any required decisions (including applications for funding) that would otherwise be dealt with by the Board, covering the period following its final scheduled meeting or the year on 11 December 2012 up until the resumption of its ordinary meetings in January 2013.

The Board **resolved**:

- (a) That a Recess Committee, comprising of the Board Chairperson or Deputy Chairperson and any two Board members, be authorised to exercise the delegated powers of the Riccarton/Wigram Community Board for the period following its ordinary meeting on 13 December 2012 up until the Board resumes normal business in late January 2013.
- (b) That the application of any such delegation be reported back to the Board for record purposes.

**17. RICCARTON WIGRAM COMMUNITY BOARD – 2013 MEETING SCHEDULE**

The Board considered a report recommending that it adopt the ordinary meeting dates from February to September 2013.

**ATTACHMENT TO CLAUSE 2 CONT'D**

The Board **resolved** to adopt the ordinary meeting dates, Transport and Greenspace Committee meeting dates and a Small Grants Committee meeting as follows:

Tuesday 22 January 2013  
Tuesday 5 February 2013  
Tuesday 19 February 2013  
Tuesday 5 March 2013  
Tuesday 19 March 2013  
Tuesday 2 April 2013  
Tuesday 16 April 2013  
Tuesday 7 May 2013  
Tuesday 21 May 2013  
Tuesday 4 June 2013  
Tuesday 18 June 2013  
Tuesday 2 July 2013  
Tuesday 16 July 2013 (*Strengthening Communities Funding Decisions*)  
Tuesday 6 August 2013  
Tuesday 20 August 2013  
Tuesday 3 September 2013  
Tuesday 17 September 2013

Meeting schedule of Transport and Greenspace Committee Meetings up to September 2013 to be held at 9.00 am (4.00 pm on Friday 10 May) at the Upper Riccarton Library, 71 Main South Road, Upper Riccarton as follows:

Friday 22 February 2013  
Friday 22 March 2013  
Friday 19 April 2013  
Friday 10 May 2013 (4.00 p.m.)  
Friday 21 June 2013  
Friday 12 July 2013  
Friday 23 August 2013  
Friday 20 September 2013;

Small Grants Committee Meeting on 21 August at 3.00 p.m.

**18. COMMUNITY BOARD ADVISER'S UPDATE CONTINUED**

**18.1 RICCARTON/WIGRAM YOUTH DEVELOPMENT SCHEME CRITERIA**

The Board considered the reviewed Youth Development Criteria guidelines that were presented in the Community Board Adviser's Update.

The Board **resolved** to approved the proposed 2013 Youth Development Criteria Guidelines to be valid from 1 July 2013.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 7.36 pm.

**CONFIRMED THIS 11TH DAY OF DECEMBER 2012**

**MIKE MORA  
CHAIRPERSON**

**8. CLYDE ROAD - SIGNALISED CROSSING AT HINAU STREET**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport & Greenspace
<b>Author:</b>	Michael Thomson, Senior Traffic Engineer and Philippa Upton, Consultation Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's recommendation to the Council to approve the removal of the central island pedestrian crossing facility on Clyde Road, just north of Hinau Street, and upgrade this facility to a signalised pedestrian crossing (**refer Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council staff have facilitated the production of a School Travel Plan for Ilam School. As part of the school community consultation, there was considerable concern raised about the safety and convenience of the existing crossing facility on Clyde Road, just north of Hinau Street. Ilam School has a significant number of children who live to the east of the school, who need to cross Clyde Road when travelling to/from school by bike or on foot.
3. This crossing point is also used by students from Kirkwood Intermediate, which also has an entrance on Kirkwood Avenue, and also used by University of Canterbury students.
4. This crossing is on the strategic cycling route from Hagley Park to the University, and would complement other facilities on this route. For example, signalised crossings exist across Straven Road by Matai Street West and across the railway line at Mona Vale.
5. Clyde Road is classified as a collector road in the City Plan. At this site, Clyde Road has an average weekday daily traffic volume of 15,200 vehicles per day, recorded in May 2011. This volume is above the desirable for a collector road which is 3,000-6,000 vehicles per day. Further to this, the morning peak traffic volume average (0800 – 0900 hours) is 1,300 vehicles. This unusually high hourly volume, when school children are trying to cross the roadway, is similar to many busier arterial road morning peak volumes.
6. Cycle lanes and associated parking restrictions currently exist along the kerbside on Clyde Road, therefore there will be no loss of parking as a result of this proposal. There are currently parking restrictions on Hinau Street at the intersection. Additional parking restrictions (broken yellow lines) will be required at the proposed crossing point on Hinau Street to maximise visibility for pedestrians crossing this local road to access the signal controlled crossing.
7. Adjacent residents, although supportive of the need for safe crossing points for both university and school students, have questioned the need for a crossing at this location and expressed concern about the potential effect on access to their properties. Alternative crossing locations have been considered (refer to The Options Considered paragraphs 44 - 56). Several residents have also raised concerns that the installation will have a detrimental effect on the living environment and value of their properties. Responses to these issues and to alternative suggestions made by residents have been provided to submitters by the project team (refer to Consultation Fulfilment paragraphs 21 – 42). The proposal is fully supported by Ilam School, Kirkwood Intermediate, University of Canterbury Management Staff and the Students Association, and supported by key stakeholders Royal Foundation for the Blind and Environment Canterbury.
8. A peer review of the proposed design was undertaken by external consultants in addition to the Road Safety Audit undertaken by other external consultants. The review identified one design issue for consideration, which was the reduced median width and the implications for right turning vehicles from Clyde Road into Hinau Street, waiting for a gap in traffic and blocking through movements. It is considered that the signals could assist with providing breaks in the traffic to assist the movements. If queuing is extending back from Riccarton Road past Hinau Street then southbound drivers should not enter the intersection if it cannot be cleared, therefore gaps for right turners could also be provided this way.

**8 Cont'd**

9. Following consideration of community feedback the Council then commissioned an additional independent assessment of the proposal. Traffic Engineering Consultants Beca were chosen, owing to their significant experience with pedestrian issues on roads, including research and input into the New Zealand Transport Agency's Pedestrian Planning and Design Guide.
10. Beca was asked to assess pedestrian crossing activity on Clyde Road from the crossing island south of Kirkwood Avenue, to the University frontage, classify pedestrians by age (school children or adult), assessing crossing safety relative to traffic gaps, to decide on the most appropriate crossing facility, and the most appropriate location of this facility on Clyde Road.
11. Beca's independent analysis concluded that a signalised crossing just north of the Hinau Street intersection is the most appropriate crossing facility in terms of safety and convenience for all road users.

**FINANCIAL IMPLICATIONS**

12. Funding for this project has been allocated from the Pedestrian Safety Initiatives and Safer Routes to School Implementation Budgets within the 2009-19 LTCCP.

**DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2009-19 LTCCP BUDGETS?**

13. As above.

**LEGAL CONSIDERATIONS**

14. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides the Council with the authority to install parking restrictions by resolution.
15. Section 334(1)(a) of the Local Government Act 1974 authorises the Council to construct and enclose any part of a road as a pedestrian safety area. Section 334(1)(d) of the Local Government Act 1974 also authorises the Council to construct or provide on, over, or under any road facilities for the safety, health, or convenience of the public, or for the control of traffic or the enforcement of traffic laws. Section 334(1) goes on to state that "*provided that no such construction, erection, laying out, or planting shall be carried out, unless in the opinion of the council the construction, erection, laying out, or planting will not unduly impede vehicular traffic entering or using the road ...*"
16. The installation of any traffic control, parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**HAVE YOU CONSIDERED THE LEGAL IMPLICATIONS OF THE ISSUE UNDER CONSIDERATION?**

17. As above. Staff are of the view that the proposed signalised crossing will not unduly impede vehicular traffic entering or using the road in terms of section 334(1) of the Local Government Act 1974.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

**ALIGNMENT WITH STRATEGIES**

19. This project aligns with the Council's Pedestrian, Cycling and Road Safety strategies.



**8 Cont'd**

**DO THE RECOMMENDATIONS ALIGN WITH THE COUNCIL'S STRATEGIES?**

20. As above.

**CONSULTATION FULFILMENT**

21. Council staff have been through a robust process in order to gather the views and preferences of those persons who may be interested in or affected by this matter.
22. As this project is a safety improvement in response to the concerns raised by the Ilam School community, the school community has been informed, and approved of the proposal. During the school's travel plan process, the University of Canterbury Facilities Management staff were also informed and approved of the proposal (refer responses below).
23. Notices were sent to adjoining residents, absentee landowners and stakeholders, informing them of the proposal. During the two week period allowing for comment, two informal site meetings were held with residents to explain the plan and hear their concerns. Feedback and project team response is as follows:
- (a) Of the twelve parties providing comment on the plan, five indicated full support. These represented affected schools, University Management staff, Students Association, and a Hinau Street property.
  - (b) Two submitters representing Environment Canterbury, and the Royal Foundation for the Blind approved of the plan and provided additional comments and suggestions.
  - (c) Five submissions representing adjacent landowners oppose the plan at this location.
24. The University of Canterbury Manager - Estate and Assets, approved of the plan as part of the improvement of pedestrian and cycle access to the University campus, and sees the value of the improvement in access to University Drive, that would result in the break in north-bound traffic when the pedestrian phase is activated at the crossing. The Students' Association representative acknowledges the crossing would improve safety and visibility for pedestrians in an increasingly busy and congested area.
25. In response to a request by the Royal Foundation for the Blind for improvements to layout, the project team confirms that tactile pavers complying with required standards will be installed at all crossing points within the project area. No changes are proposed to the western sides of the landscaping, the existing kerb cut-downs, and no tactile pavers are to be installed at the existing cut downs at the corner of Hinau Street.
26. Environment Canterbury requested additional consideration of the potential for an increase in bus services along this route, and asked the Council to consider relocating a bus stop. The project team confirms sufficient road width has been maintained and has referred the bus stop request to the relevant Christchurch City Council staff.
27. A resident request to leave the crossing as it is with some modifications is not considered viable, as the signalisation was proposed in response to strong concerns about the current impediment to children for safe crossing of Clyde Road, including vulnerability while at the island and lack of waiting space on the island.
28. There were a number of suggestions made by adjacent land owners for alternative locations to enable students to cross Clyde Road. The pedestrian counts taken at the four locations (the existing island south of Kirkwood Avenue, between Kirkwood and Hinau Street, the existing island north of Hinau Street, and south of University Drive at the bend in the road), show that the island north of Hinau Street was consistently the most used, with 63 percent of pedestrians crossing at this location in the morning peak, 48 percent during the off-peak and 45 percent during school finishing times.

**8 Cont'd**

29. Locating the crossing between 60 and 62A Clyde Road, north of University Drive, as requested by adjacent residents, has been investigated, but it is considered too far from the pedestrian desire lines for Ilam School, Kirkwood School, and the University if students are accessing University Drive, from Hinau street. The majority of University students crossing Clyde Road were observed crossing at the existing pedestrian crossing island north of Hinau Street.
30. The suggestion of two signalised crossings at different locations to meet the separate needs of the primary and University students, is outside the scope of the project, and would not meet the objectives outlined for this project. It is considered that the proposed crossing is in a location that meets the needs of both groups. University staff have indicated concerns about increasing the already high levels of traffic on University Drive if the Clyde Road/University Drive intersection was signalised, as this would provide an improved level of service to drivers as they would have a dedicated phase to exit University Drive.
31. A suggested crossing south of Hinau Street, between the two intersections, would have an impact on right-turning traffic in both directions from Clyde Road into Kirkwood Avenue and Hinau Street, with additional safety implications in regards to a signalised crossing immediately adjacent to left turning traffic from the side roads. The existing bus bay would also need to be relocated.
32. Concern was raised about driveway access for possible future subdivision development at number 48 Clyde Road. It is considered that the property at 48 Clyde Road has the option to access their property from Hinau Street, although access would also be achievable from Clyde Road with modifications to the landscaping and a new cut-down. The property owner would need to apply for a new vehicle crossing as standard process. All other properties on the eastern side of Clyde Road adjacent to the crossing would continue to have existing driveway access. Vehicle access to the subdivided lots on the western side could achieve access through either shared driveways or double driveways. The provision of build outs at the crossing location would not only improve visibility between pedestrians and drivers, but also reduce the crossing time for pedestrians, and minimise the red phase (stop) time for drivers on Clyde Road.
33. Adjacent property owners on the eastern side of the road expressed concerns about the lights, noise and pollution they believe will affect them and their property values. Due to the existing traffic flows on Clyde Road, and the queuing that currently occurs on this corridor, the proposed crossing is unlikely to affect the existing situation.
34. Experience at other signalised sites does not support resident concerns about limited access to their properties during peak times, as motorists are more likely to leave a gap in the traffic when in a stationary queue, compared to continuous free-flowing traffic. Existing queues on Clyde Road already extend back from the Riccarton Road/Clyde Road intersection to Hinau Street in peak traffic.
35. Resident concerns that traffic will be delayed as a result of the change in road layout at the crossing are not considered valid. This is because reducing the width of the road at the build-outs will reduce the crossing distance, shortening the pedestrian crossing time and therefore reducing the stop (red phase) for drivers. Also, the proposed traffic lanes will be of similar width to the current arrangement, owing to the removal of the central median. The school crossing demand is unlikely to occur in the evening peak traffic period, therefore there will be minimal delay to motorists.
36. A suggestion to signalise the intersection with Clyde Road and Hinau Street was investigated, however it was considered that it could encourage 'rat-running' through Hinau Street and the full pedestrian phase required would hold traffic for longer in Clyde Road.

## 8 Cont'd

37. In addition to the alternative crossing locations raised above, which include outside number 60 and 62 Clyde Road, Clyde Road/University Drive intersection, Clyde Road/Hinau Street intersection, in between Hinau Street and Kirkwood Avenue on Clyde Road, and the Clyde Road/Kirkwood Avenue intersection, one further location was considered. This was at the existing crossing island south of Kirkwood Avenue. This option was considered to have some similarities to the proposed crossing location north of Hinau Street in terms of design, however it is not located on the primary desire line for pedestrians or cyclists. During the counts, pedestrians were observed using this crossing at all count times. In the morning peak hour, it was predominantly used by Kirkwood Avenue students and University students. As there is a crossing aid at this location it was the second most heavily used crossing point in the morning and afternoon periods. However, the numbers were less than half of those observed crossing at the island north of Hinau Street. Also, the Kirkwood location does not complement the proposed alignment of the future 'City to University cycle/pedestrian' route.
38. The existing signalised crossing at the Creyke Road/Clyde Road intersection is too far away to service the identified catchment.
39. As part of the project, a permanent warning sign will be installed to alert drivers on the approach from the north before they come around the bend about the presence of signals ahead.
40. Vegetation will not be removed but modified on the corner of Hinau Street to widen the path for pedestrians, and the berm on the northeast corner is to be replaced with sealed footpath because it is worn owing to pedestrian demand and use, because of the desire line across the corner.
41. Following consideration of all issues raised during consultation, including the commissioning of a peer review and subsequent independent assessment of the proposal (refer to paragraphs 8 - 11), the proposed Plan for Consultation remains unchanged and is presented in this report as **Attachment 1**.
42. All respondents have been sent a letter thanking them for their input, and a summary of feedback and project team response. Details of the meeting were also provided so that any interested people can attend, or request speaking rights when the report is presented to the Riccarton/Wigram Community Board for their recommendation, and to the Council as final decision maker. Submitters have also been advised that the peer review and independent assessment are available on request.

### THE OBJECTIVE

43. To improve safety for pedestrians and cyclists, particularly school children, via installation of pedestrian and cycle signalised road crossing facilities.

### THE OPTIONS CONSIDERED

44. Staff have identified six reasonably practicable crossing options in relation to improving the safety and convenience of the existing crossing facility on Clyde Road, just north of Hinau Street. In addition to assessing the option of a signalised pedestrian crossing, staff assessed eight different locations for a possible signalised pedestrian crossing.

### THE PREFERRED OPTION (OPTION 5)

45. After considering all of the six crossing options, technical advice and community feedback, the preferred option is Option 5. Option 5 is the most viable solution to the safety issues which have generated this proposal. Option 5 is detailed in **Attachment 1**.

**8 Cont'd**

**OPTION 1: DO NOTHING - I.E. RETAIN EXISTING CENTRAL ISLAND NORTH OF HINAU STREET**

46. These central islands generally work well and allow pedestrians to cross in two phases, rather than having to wait for a gap in traffic in both directions to cross in one attempt. However, at this site the morning peak traffic volumes, which coincide with the morning peak school crossing activity, are very high. This creates difficulties for school children and pedestrians to cross.

**OPTION 2: GRADE SEPARATED FACILITY (UNDERPASS/OVER BRIDGE)**

47. There are a number of issues with these facilities, apart from the very high cost of installation, as follows:
- (a) resulting extra distance to walk can deter many pedestrians, who would prefer to walk the shortest route, for example directly across the roadway.
  - (b) Ramp gradients can create difficulties for mobility impaired pedestrians.
  - (c) Underpasses may be associated with anti-social behaviours, which results in reluctance by some to use them.
  - (d) Flooding of an underpass at this site is very likely due to adjacent groundwater conditions.
  - (e) Ramp gradients associated with an over bridge would be significant structures, as it is ideal to have a 6 metre clearance from the road surface to the soffit level. At the desirable 1:20 gradient (for wheelchair access), the ramp length would be 120 metres long.
  - (f) Over bridges have the potential for a significant downgrade in the streetscape appearance.

**OPTION 3: PEDESTRIAN CROSSING**

48. Experience with pedestrian crossings on busy roads is that these facilities can have safety concerns where there is not a continuous flow of pedestrians. Pedestrian crossings function best, and more safely on roads with slow approach vehicle speeds, with a consistent higher volume of pedestrians crossing and a corresponding high expectation by the motorist to have to stop for a pedestrian. Examples of this scenario are recent pedestrian crossing installations in Hereford Street and Cathedral Square prior to the earthquakes.
49. The Clyde Road crossing activity is similar to the Ilam Road pedestrian crossing, near the Rountree Street intersection. At this particular Ilam Road pedestrian crossing, even though there is significant pedestrian activity, there has still been a fatal collision where a motorist failed to stop for a child pedestrian on a weekend morning.

**OPTION 4: KEA CROSSING (SCHOOL PATROL WITHOUT PEDESTRIAN CROSSING)**

50. The implementation of a 'kea' crossing (swing out stop signs operated by trained child school patrollers) at this location was not considered viable owing to the distance from the school, and because this system would hold the traffic for longer, as opposed to a short 'on demand' crossing phase.

**OPTION 5: SIGNALISED PEDESTRIAN CROSSING (MID BLOCK)**

51. These crossing facilities require the motorists to stop to allow the pedestrians to cross the road, as is the case with pedestrian crossings. However experience has demonstrated that signalised crossings are more likely to result in approaching motorists stopping, compared to a pedestrian crossing. This is due to the dynamic nature of the signals, i.e. changing colours, with pole-mounted, and usually overhead traffic signals, changing to yellow then to red for the motorist, whereas with a pedestrian crossing, the only change may be the pedestrian walking out into the roadway.

**8 Cont'd**

52. Signalised crossings can be set up to account for cyclists with parallel cycle crossing facilities e.g. Antigua/Oxford and Matai/Straven crossing facilities. At pedestrian crossings, cyclists are required to dismount to use the crossing legally.
53. As a result of the discussions above, a signalised pedestrian crossing facility has been proposed as the most appropriate treatment for this site.

**OPTION 6: SIGNALISED PEDESTRIAN CROSSING AS PART OF FULL SIGNALISATION OF THE CLYDE/HINAU INTERSECTION**

54. Clyde Road is a collector road, and Hinau Street is a local road. The full signalisation of this intersection, to assist pedestrians crossing the road could have many road network implications. Through traffic on Clyde Road would be delayed longer, as not only would pedestrians have time to cross, but Hinau Street would be given a dedicated phase. This in turn would make Hinau Street a desirable short cut on to the network and potentially lead to rat-running through local residential streets.

**FURTHER ANALYSIS OF SIGNALISED PEDESTRIAN CROSSING LOCATION OPTIONS**

55. Eight locations have been considered for a signalised crossing, either as a mid block facility or incorporated into an intersection. These locations are listed in Table 1 and shown in Figure 1.
56. The advantages and disadvantages of each location are listed below and then are considered against each option.

**Advantages:**

- (a) On the primary desire line for the majority of pedestrians and cyclists (school and/or University)
- (b) Minimal/no impact on vehicle entrances to property
- (c) Minimal/no impact on local road connections (i.e. at intersections)
- (d) Complements the 'City to University cycle /pedestrian' route objective
- (e) No effect on existing bus stops

**Disadvantages:**

- (f) Limited access options for future developments on private land
- (g) Not on the primary desire line for the majority of pedestrians and cyclists (school and/or University)
- (h) Does not complement the upgrade of the 'City to University cycle/pedestrian' route objective
- (i) Affects access to local roads
- (j) Creates an attractive short cut route through local/private roads
- (k) Has effect on existing bus stops

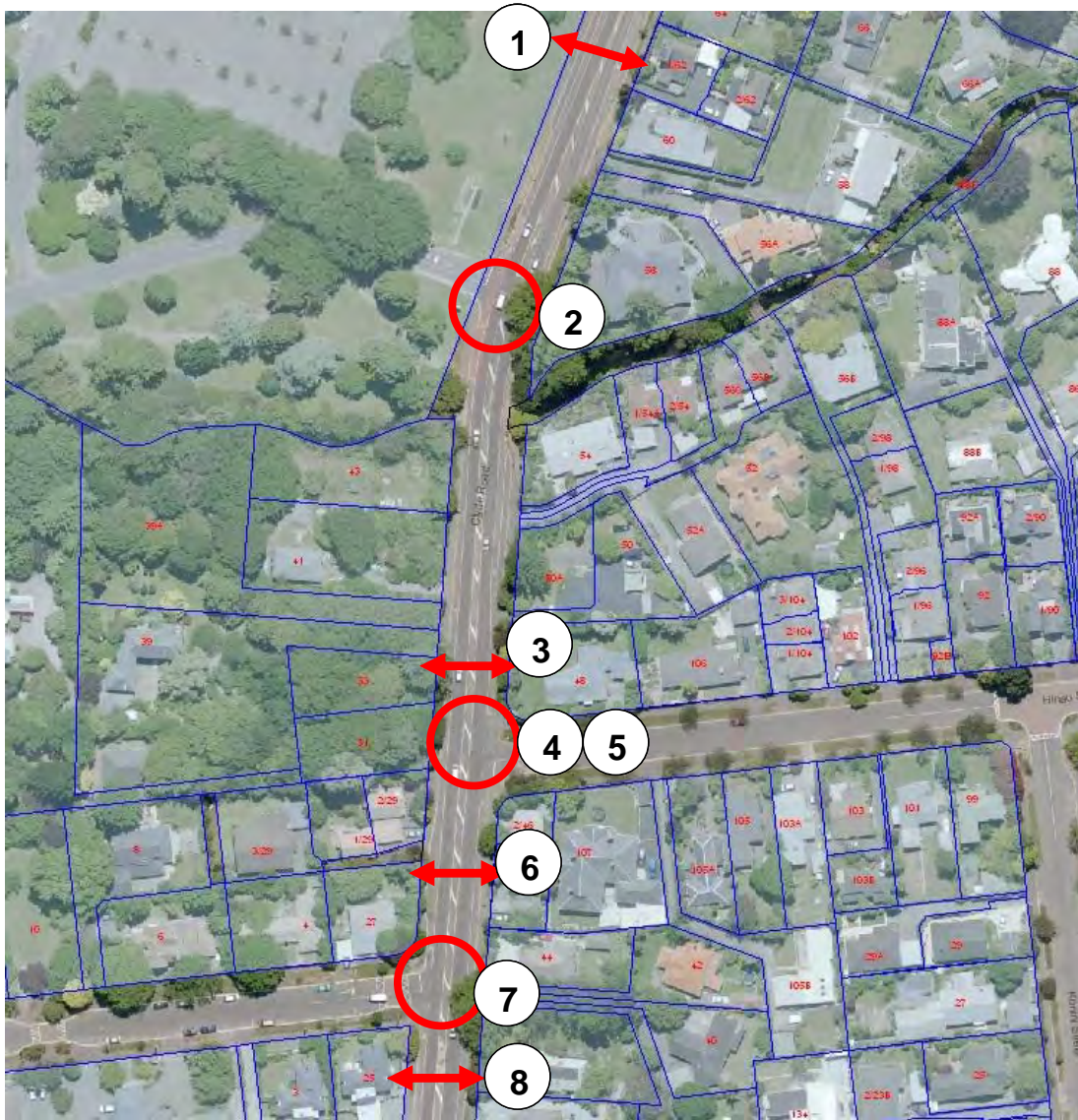
## 8 Cont'd

Table 1: Advantages and Disadvantages of Locations

LOCATION	ADVANTAGES	DISADVANTAGES
1. North of University Drive intersection	B, C, E	G, H
2. Clyde Road/University Drive	B, D, E	G, I, J
3. North of Hinau Street at existing islands	A, C, D, E	F
4. Clyde Road/Hinou Street - signalisation	A, D, E	F, I, J
5. Clyde Road/Hinou Street – restricted movements by installation of island to restrict right turning movements into and out Clyde Road, and left turns only permitted	A, D, E	F, I
6. Between Hinau Street and Kirkwood Avenue	NO ADVANTAGES	F, G, H, I, K
7. Clyde Road/Kirkwood Avenue - signalisation	E	F, G, H, I, J
8. South of Kirkwood Avenue	C, E	F, G, H

## 8 Cont'd

Figure 1: Crossing Locations Considered (circles indicate intersections)



## INDEPENDENT ASSESSMENT

57. Beca Infrastructure Ltd was commissioned to carry out an external/independent assessment of the pedestrian crossing issues on Clyde Road in June 2012, due to the significant concerns raised by residents regarding the proposed crossing facility upgrade, north of Hinua Street. The report, entitled 'Pedestrian Crossing Evaluation - Clyde Road' was submitted to the Council in August 2012.
58. The objectives of this independent assessment were:
- to identify an appropriate pedestrian crossing location based on the needs of local users (Primary and Intermediate school children as well as University students/adults);
  - to consider the needs of people cycling along Clyde Road and Hinua Street;
  - to identify the appropriate type of pedestrian crossing;
  - to evaluate the economic efficiency of the installation of a mid block signalled pedestrian crossing; and
  - to review the possible options and identify any risks/benefits of the proposal, including identifying any amendments to scheme design.

**8 Cont'd**

59. The methodology used to conduct this assessment included collection of qualitative data. This included interviews with the two local schools and the University on perceived safety and possible crossing options. All information was then used in an analysis using the New Zealand Transport Agency's Pedestrian Planning & Design Guide (2007). Following the completion of this assessment, an economic analysis of the preferred options was undertaken including SIDRA intersection modelling. The methodology also included the collection of quantitative data in the form of:
- (a) pedestrian and traffic counts;
  - (b) crash data records (CAS data);
  - (c) results of crash prediction modelling;
  - (d) cost of potential schemes; and
  - (e) road geometry – road and crossing widths.
60. The conclusions and recommendations of this assessment are:
- (a) Identification of an appropriate crossing location:
    - (i) The qualitative review and pedestrian count revealed that the pedestrian refuge north of Hinau Street was the most popular crossing point.
  - (b) Identification of an appropriate crossing type:
    - (i) Option C of the Beca report, 'to provide a signalised mid block crossing north of Hinau Street' was found to be the most appropriate, following quantitative and qualitative analysis, supported by SIDRA modelling.
61. The recommended Option C in the Beca Infrastructure Ltd review is the same as the Council recommendation Option 5, being the scheme presented for approval in **Attachment 1**.

**STAFF RECOMMENDATION**

1. It is recommended that the Riccarton/Wigram Community Board recommends that the Council approve a pedestrian crossing, controlled by traffic signals be installed on Clyde Road located at a point 23 metres north of its intersection with Hinau Street.
2. It is recommended that the Riccarton/Wigram Community Board approve, subject to the Council approving the pedestrian crossing, controlled by traffic signals be installed on Clyde Road, to:

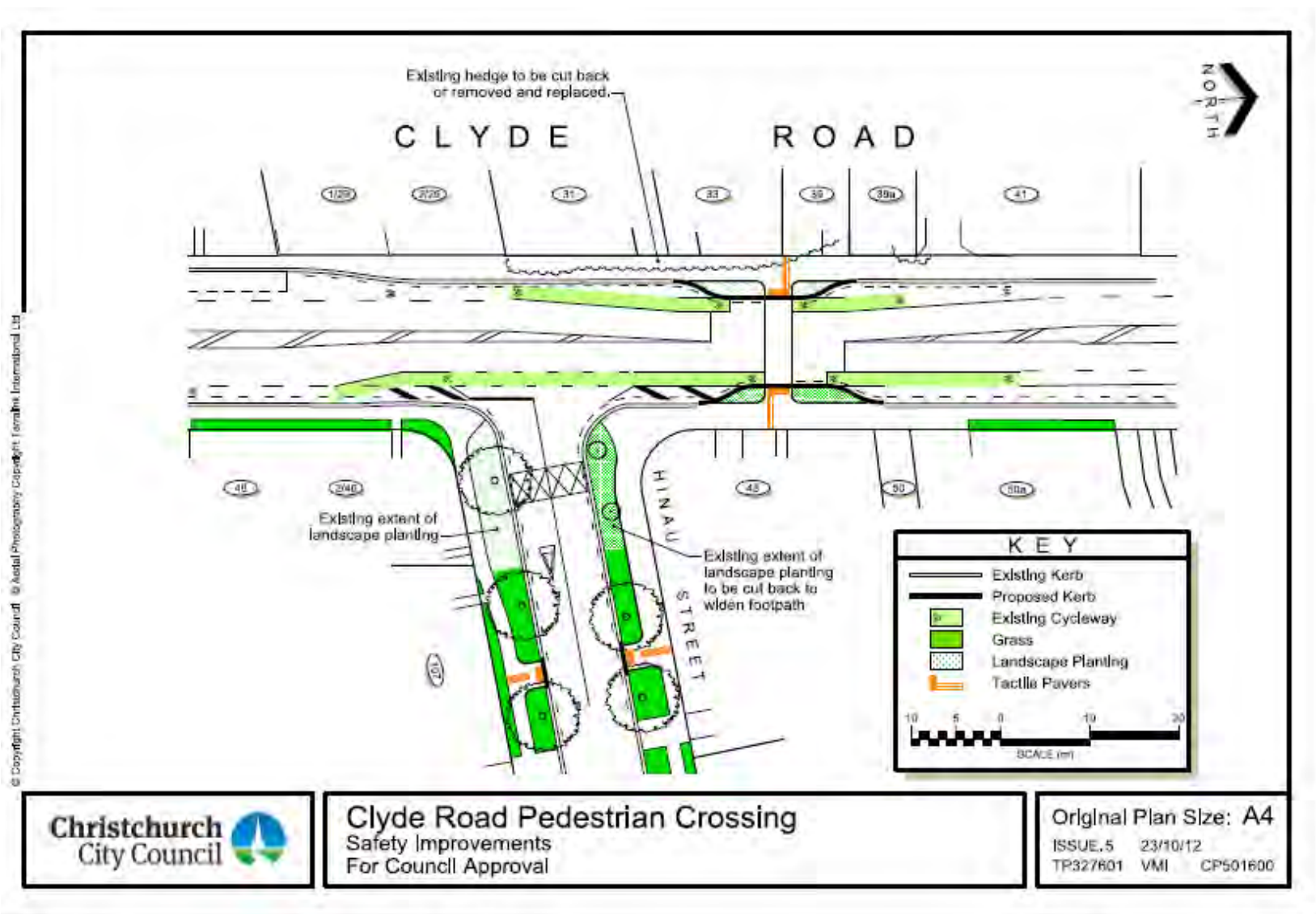
**Revoke the following:**

- (a) That any parking restriction existing on the north side of Hinau Street, commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 37 metres is revoked.
- (b) That any existing parking restricting existing on the south side of Hinau Street, commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 41 metres be revoked.

**Approve the following:**

- (c) That the stopping of vehicles be prohibited at any time on the north side of Hinau Street, commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 37 metres.
- (d) That the stopping of vehicles be prohibited at any time on south side of Hinau Street, commencing at its intersection with Clyde Road and extending in an easterly direction for a distance of 41 metres.





**9. WAIMAIRI ROAD/WADELEY ROAD – PROPOSED NO STOPPING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Acting Unit Manager Transport and Greenspace
<b>Author:</b>	Ryan Rolston, Network Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to recommend to the Riccarton/Wigram Community Board to approve a No Stopping Restriction on Waimairi Road opposite Wadeley Road (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has received several requests to resolve safety and congestion issues with drivers parking on Waimairi Road opposite Wadeley Road.
3. This section of Waimairi Road forms part of the Ring Road and is classified as a Minor Arterial.
4. When there are no cars parked on Waimairi Road opposite Wadeley Road, the high volume of northbound traffic on Waimairi Road can pass right turning vehicles into Wadeley Road relatively comfortably. However, when there are cars parked on Waimairi Road opposite Wadeley Road the space for northbound traffic to pass between right turning vehicles and parked vehicles is constrained to the point that through traffic has to slow dramatically or even stop.
5. The situation stated above is considered adverse in terms of both safety and efficiency. From a safety perspective, the allowance of parking, through traffic, and right turning traffic within the confined space creates a pinch point in which cyclists are vulnerable. There is also increased risk of passing traffic colliding with a stationary vehicle. Impeded through traffic in this location causes sudden midblock queuing which has the potential to generate rear-end crashes.
6. From an efficiency perspective, Waimairi Road carries a high volume of traffic and the movement of this traffic is the main function of the road given its Minor Arterial and Ring Road status. It is in keeping with the road’s status that any disruption to through traffic is minimised. Obstructions to through traffic as described above can have a significant upstream impact on roads operating near capacity, as Waimairi Road does during peak hours.
7. Council staff propose a No Stopping restriction on the western side of Waimairi Road opposite Wadeley Road. The proposed No Stopping restriction would extend from existing No Stopping restrictions north and south of Wadeley Road.
8. A letter drop advising on the proposed Stopping Restriction was undertaken on 23 August 2012 to residents from 151 to 165 Waimairi Road. Letters were also sent to absentee owners. Discussions were had with residents at 157 and 163 Waimairi Road at the time of the letter drop, and both were in support. Two separate phone calls were received from residents at 155 Waimairi Road, who were also in support of the proposal.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$90.00.

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

10. The installation of road markings is within the LTCCP Streets and Transport Operational Budgets.

**9 Cont'd**

**LEGAL CONSIDERATIONS**

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
13. The installation of any markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

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

**ALIGNMENT WITH STRATEGIES**

17. The recommendations align with the Council Road Safety Strategy 2004.

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

18. As above.

**CONSULTATION FULFILMENT**

19. A letter drop advising on the proposed No Stopping Restriction was undertaken on 23 August 2012 to residents from 151 to 165 Waimairi Road. Letters were also sent to absentee owners. Discussions were had with residents at 157 and 163 Waimairi Road at the time of the letter drop, and both were in support. Two separate phone calls were received from residents at 155 Waimairi Road, who were also in support of the proposal.

**STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board approves:

- (a) That all existing parking restrictions on the western side of Waimairi Road commencing at its intersection with Dovedale Avenue and extending in a northerly direction to its intersection with Maydell Street be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the western side of Waimairi Road commencing at its intersection with Dovedale Avenue and extending in a northerly direction to its intersection with Maydell Street.



**10. COMMUNITY BOARD ADVISER'S UPDATE**

- **Earthquake Recovery Update**

**11. ELECTED MEMBERS' INFORMATION EXCHANGE**

**12. MEMBERS' QUESTIONS UNDER STANDING ORDERS**

**13. RESOLUTION TO EXCLUDE THE PUBLIC**

Refer **Attachment**.

11 DECEMBER 2012  
RICCARTON WIGRAMCOMMUNITY 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 +.

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 14.	HALSWEL LIBRARY AND COMMUNITY FACILITY – ADDITIONAL LAND PURCHASE	) GOOD REASON TO ) WITHHOLD EXISTS ) UNDER SECTION 7	SECTION 7(2)(i)

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	REASON UNDER ACT	SECTION	PLAIN REASON	ENGLISH	WHEN REPORT CAN BE RELEASED
14.	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations	Section 7(2)(i)	Section 7(2)(i) The Report contains sensitive information which, if released, can affect the course of negotiations and should remain confidential.		Following the completion of a final Sale and Purchase Agreement and settlement of the site.

**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.”