

**RICCARTON/WIGRAM COMMUNITY BOARD
AGENDA**

TUESDAY 16 DECEMBER 2014

AT 4.30PM

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

Community Board: Mike Mora (Chairperson), Helen Broughton (Deputy Chairperson), Natalie Bryden, Vicki Buck, Jimmy Chen, Peter Laloli and Debbie Mora

Community Board Adviser

Peter Dow

Phone 941 6501 DDI or 027 4893749

Email: peter.dow@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX	PG NO
PART C 1. APOLOGIES	3
PART B 2. DECLARATIONS OF INTEREST	3
PART C 3. CONFIRMATION OF MEETING MINUTES – 2 DECEMBER 2014	3
PART B 4. DEPUTATIONS BY APPOINTMENT	6
4.1 Cancer Society	
4.2 Bruce Beard	
4.3 Ross McFarlane	
4.4 Geoff Morten	
PART B 5. PETITIONS	6
PART B 6. NOTICES OF MOTION	6
PART B 7. CORRESPONDENCE	6
PART B 8. BRIEFINGS	6
PART C 9. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION - SAMUEL LI AND GRACE BLACKLER	7
PART C 10. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION - HAMISH DALE, LOGAN DICK, NICK SAUNDERS	10
PART C 11. BROKEN RUN - PROPOSED ROAD NAME CHANGES	14

Riccarton/Wigram Community Board 16. 12. 2014

- 2 -

PART A	12.	PROPOSED SPEED LIMIT CHANGES RICCARTON/WIGRAM WARD, GENERAL SPEED LIMIT REVIEW	16
PART C	13.	CHURCH CORNER - PROPOSED PARKING PLAN	44
PART C	14.	NGA MAHI ROAD - PROPOSED P120 PARKING RESTRICTION	50
PART A AND C	15.	KNIGHTS STREAM SUBDIVISION - SERVICE EASEMENTS	53
PART A AND C	16.	WIGRAM ROAD/HAYTON ROAD—REVOCATION OF RESERVE AND LAND	58
PART C	17.	HALSWELL DOMAIN – TREE REMOVAL AND REPLACEMENT PLANTING	63
PART C	18.	LUDECKE PLACE - PROPOSED STREET TREE RENEWAL	68
PART C	19.	RICCARTON/WIGRAM COMMUNITY BOARD – APPOINTMENT OF RECESS COMMITTEE 2014/15	95
PART B	20.	COMMUNITY BOARD ADVISER’S UPDATE	96
PART B	21.	MEMBERS’ INFORMATION EXCHANGE	98
PART B	22.	MEMBERS’ QUESTIONS UNDER STANDING ORDERS	98

1. APOLOGIES

2. DECLARATION OF INTEREST

Members are reminded of the need to be vigilant to stand aside from the decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. CONFIRMATION OF MEETING MINUTES – 2 DECEMBER 2014

The minutes of the Board's Ordinary Meeting of 2 December 2014, are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Ordinary Meeting of 2 December 2014, be confirmed.

12. 2. 2014

**RICCARTON/WIGRAM COMMUNITY BOARD
2. 12. 2014**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 2 December 2014 at 4.01pm in the Community Room,
Upper Riccarton Library, 71 Main South Road.**

PRESENT: Mike Mora, Helen Broughton, Natalie Bryden, Vicki Buck,
Peter Laloli and Debbie Mora

APOLOGIES: Apologies for absence were received and accepted from Jimmy
Chen.

An apology for lateness was received and accepted from
Peter Laloli who arrived at 4.07pm and was absent for clauses 2
and 10.

An apology for lateness was received and accepted from Vicki Buck
who arrived at 4.29pm and was absent for clauses 1 to 6.1 and 10.

Prior to the commencement of the meeting, the Chairperson presented a Certificate of Appreciation to
Phil Holstein, Principal, for his services to the Riccarton High School community and to the wider
Riccarton/Wigram community. Mr Holstein has been appointed as Principal at Burnside High School.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DECLARATIONS OF INTEREST

Nil.

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** correspondence regarding the Council's decision on the Alcohol Restrictions in
Public Places Amendment Bylaw 2014.

6. BRIEFINGS

6.1 FACILITIES REBUILD 2015 - UPDATE

6. Cont'd

Mike Sheffield, Project Manager, Facilities Rebuild, briefed the Board on the strengthening projects for the Middleton Park Pavilion, Sockburn Park Toilets and Halswell Domain Scout Den Toilets.

6.2 MAIN SOUTH ROAD/BRYNLEY STREET - COMMERCIAL DEVELOPMENT

Weng-Kei Chen, Asset Engineer, briefed the Board on a commercial development at the intersection of the Main South Road and Brynley Street.

Board members indicated opposition to a proposal to undertake roading changes on the Main South Road associated with the development.

7. COMMUNITY BOARD ADVISER'S UPDATE

Nil.

8. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matter:

- Quarrying – advice was provided of a forthcoming meeting convened by the Mayors office.

9. BOARD MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD**

10. CONFIRMATION OF MINUTES – 18 NOVEMBER 2014 AND 25 NOVEMBER 2014

The Board **resolved** that the minutes of its Ordinary Meeting of 18 November 2014 and Extraordinary Meeting of 25 November 2014, be confirmed.

The meeting concluded at 4.45pm.

CONFIRMED THIS 16TH DAY OF DECEMBER 2014

**MIKE MORA
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 CANCER SOCIETY

Martin Witt, Manager Health Promotion and IT Services of Cancer Society has been granted speaking rights to address the Board in relation to smoke free community spaces.

4.2 BRUCE BEARD

Bruce Beard has been granted speaking rights to address the Board to request the removal of a street tree on Yaldhurst Road in the vicinity of Gladson Avenue.

4.3 ROSS MCFARLANE

Ross McFarlane, has been granted speaking rights to address the Board in relation to the Speed Limit Review. Clause 12 of this agenda refers.

4.4 GEOFF MORTEN

Geoff Morten has been granted speaking rights to address the Board in relation to the proposed parking plan for Church Corner. Clause 13 of this agenda refers.

5. PETITIONS

6. NOTICES OF MOTION

7. CORRESPONDENCE

8. BRIEFINGS

9. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION - SAMUEL LI AND GRACE BLACKLER

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director, Office of the Chief Executive	N	
Officer responsible:	Transitional Unit Manager, Community Support	N	
Author:	Jacqui Miller, Community Recreation Adviser	Y	DDI 941 6537

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is staff initiated report is to seek approval of an application for funding from the Riccarton/Wigram Community Board's 2014/15 Youth Development Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Youth Development Fund is to celebrate and support young people living in the Riccarton/Wigram ward by providing financial assistance for their development. The Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

- 3.2 The Youth Development Fund will consider applications for the following activities:

3.2.1 Personal Development and Growth

For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.

3.2.2 Representation at Events

Applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

- 3.3 The following eligibility criteria must be met:

- 3.3.1 Age groups 12 to 25 years.
- 3.3.2 Projects must have obvious benefits for the young person and if possible the wider community.
- 3.3.3 Only one application per person permitted per year.
- 3.3.4 Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.
- 3.3.5 Successful applicants will be required to attend a Youth Celebration event hosted by the Community Board to report back on their experiences.

- 3.4 Each application will be assessed by the appropriate staff member and presented to the Board for its consideration.

4. COMMENT

- 4.1 Burnside High School is requesting funding towards the cost of ten students to attend the Spirit of Adventure Trophy Voyage which will take place in Auckland from 21 to 25 February 2015.

9. Cont'd

- 4.2 One of the students who has been selected lives in the Riccarton/Wigram ward. His name is Samuel Li from Rubicon Place in Hei Hei. Samuel is in Year 10 at Burnside High School.
- 4.3 The Spirit Trophy Voyages are for Year 10 students. Teams of ten students from four schools, with one teacher per school, compete against each other over a period of five days. The team with the most points at the end of the voyage wins the Spirit Trophy.
- 4.4 All events include teamwork, problem solving, debate, ship-handling and aquatic sports in and on the water. Teams will go ashore for a day and complete a task against others that will involve ingenuity, leadership, excitement and reward.
- 4.5 The ship environment will help build self-confidence and ability to work in a team. Through the programme, students will learn the fundamentals of seamanship, water safety, sailing and marine sciences including navigation, meteorology and conservation.
- 4.6 The students have been busy holding a variety of fundraising activities to contribute towards the cost of the trip. To date these activities have included selling pasta, sausage sizzles and cake-bakes.
- 4.7 Applications are also being submitted to the Fendalton/Waimairi and Burwood/Pegasus Community Boards towards students living in their wards.
- 4.8 The following table provides a breakdown of the costs:

Expense	Amount (\$)
Return airfares to Auckland and shuttle to harbour	\$300
Spirit of Adventure (all other costs)	\$675
Total	\$975

- 4.9 The second applicant to consider for funding support is **Grace Blackler** who has been invited by the Canterbury Basketball Association to referee as the Great Murray River Jamboree, New South Wales Australia from 28 November to 2 December 2014
- 4.10 Grace is 14 years old and lives in Halswell. She has been refereeing for almost two years. In the first term of 2014 she travelled after school on Fridays to North Canterbury to referee for five to six hours in Rangiora, and Woodend. On Mondays she referees at Pioneer and on Wednesday at Hillmorton High School. In the recent school holidays Grace was invited to referee at the Under 13 National tournament in Dunedin where she was able to meet other referees.
- 4.11 The concept of the Great Murray River Jamboree has been developed to provide junior basketball players with an enjoyable experience that includes more than just head to head competition. The Jamboree experience includes games, social activities and coaching clinics. Participation and fun are the key focus at the Jamboree. The games have specially designed rules that cater for the involvement of all players.
- 4.12 Grace was born with a congenital heart condition and has had four open heart surgeries. Grace lives life to the best of her ability and is very proud of her achievement to participant and volunteer in her sport to such a high level considering her disability.
- 4.13 Grace has applied to Heart Kid New Zealand for financial support through their scholarship scheme, however due to her schooling and refereeing commitments she has been unable to do any other forms of fundraising activities.
- 4.14 The following table provides a breakdown of the costs:

9. Cont'd

Expenses	Amount (\$)
Flights, Taxes and Insurance	\$720
Travel Uniform, Food, Accommodation	\$489
Jamboree Registration, Jamboree Shirt	\$690
Passport	\$82
Total	\$1981

5. FINANCIAL IMPLICATIONS

- 5.1 This is the first time that funding has been sought from both applicants.
- 5.2 There is currently \$9,468 remaining in the Riccarton/Wigram Community Board's 2014/15 Youth Development Fund.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board makes a grant from its 2014/15 Youth Development Fund of:

- 6.1 \$250 to Samuel Li towards the costs to participate in the Spirit of Adventure Trophy Voyage in Auckland in February 2015.
- 6.2 \$500 to Grace Blackler towards the costs to participate in the Great Murray River Jamboree, New South Wales, Australia from 28 November to 2 December 2014.

10. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION - HAMISH DALE, LOGAN DICK, NICK SAUNDERS

		Contact	Contact Details
Executive Leadership Team Responsible:	Director, Office of the Chief Executive	N	
Officer Responsible:	Community Support Unit Transitional Manager	N	
Author	Ruby Tiavolo, Grants Adviser	Y	941 6288

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Riccarton/Wigram Community Board to consider three applications for funding from the 2014/15 Youth Development Fund. This is a staff initiated report.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable.

3. BACKGROUND

- 3.1 The purpose of the Youth Development Fund is to celebrate and support young people living in the Riccarton/Wigram ward by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

- 3.2 The Youth Development Fund will consider applications for the following activities:

3.2.1 Personal Development and Growth

For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.

3.2.2 Representation at Events

Applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

- 3.3 The following eligibility criteria must be met:

3.3.1 Age groups 12 to 25 years

3.3.2 Projects must have obvious benefits for the young person and if possible the wider community.

3.3.3 Only one application per person per year.

3.3.4 Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.

3.3.5 Successful applicants will be required to attend a Youth Celebration event hosted by the Community Board to report back on their experiences.

- 3.4 Each application will be assessed by the appropriate staff member and presented to the Board for its consideration.

4. COMMENT

- 4.1 **Hamish Dale** is requesting funding assistance as he has been selected as one of eight referees from all over New Zealand to represent Basketball Pacific Association at the 2015 Pacific Coast Slam Tour in Port Macquarie, New South Wales from 15 to 24 January 2015.

10. Cont'd

- 4.2 The Pacific Slam Development Tour is a regional initiative of the Basketball Pacific Association and the South Island and regularly provides the opportunity for elite development of players and referees at the recommendation of their Associations or Technical Commissioners at Tournaments.
- 4.3 Hamish is 15 years old and resides in the Riccarton/Wigram Ward. This is his first application to the Riccarton/Wigram Youth Development Fund. He is a student at St Thomas of Canterbury College and has been playing basketball from the age of seven and plays social basketball for the Pioneer Basketball Association.
- 4.4 Hamish currently referees for the Canterbury Basketball Association, North Canterbury Association and Basketball New Zealand, four days a week at various venues. This takes up between 10 to 12 hours of his time. Hamish has refereed at local and national Basketball Championship level for his age group and in 2013 was awarded St Thomas of Canterbury College Referee of the year.
- 4.5 Hamish aims to complete NCEA Level 1 endorsed with Merit and in the future aims to gain a Criminal Justice degree at Canterbury University. He wishes to continue refereeing at National and Local levels with the long term goal of refereeing in the Women's Basketball League. Hamish enjoys participating in community events and is a member of the Hope Youth Committee organising events for youth in the Hornby community.
- 4.6 The following table outlines event expenses, income and funding requested for Hamish Dale:

Expenses – 2015 Pacific Coast Slam Tour	Amount
2015 Pacific Coast Slam Tour (Accommodation, Uniforms, Meals, Tournament Entry Fees, Team Photo, Supervision)	\$2,000
TOTAL	\$2,000
Income – 2015 Pacific Coast Slam Tour	Amount
Rotary Hornby (Pending)	\$400
Thea Mickell Services (Pending)	\$400
Canterbury Basketball (Pending)	\$200
TOTAL (Pending)	\$1,000
Amount Requested	\$500

- 4.7 **Logan Dick** is requesting funding assistance to compete for the Lincoln High School Mixed Touch Team at the New Zealand Secondary Schools Touch Nationals being held in Auckland from 12 to 14 December, 2014.
- 4.8 Logan is 17 years old and resides in the Riccarton/Wigram Ward. This is his first application to the Riccarton/Wigram Youth Development Fund. He is a student at Lincoln High School and has been a member of the Lincoln High School Mixed Touch Team for the past two years. Logan also plays rugby and social basketball over the winter season.
- 4.9 The New Zealand Secondary Schools Touch Nationals is the highest level of touch for secondary schools. The Lincoln High School Mixed Touch Team has competed at this event for the past six years and are the current Canterbury and South Island Champions 2014. The Lincoln High School Mixed Touch Team was a finalist in the 2014 Zonta Awards. The team trains three times and plays one game a week.

10. Cont'd

- 4.11 The following table outlines event expenses, income and funding requested for Logan Dick:

Expenses – Logan Dick	
2014 New Zealand Secondary Schools Touch Nationals	Amount
Airfare	\$280
Accommodation	\$285
Transport	\$95
Food	\$40
Tournament Entry Fee	\$30
Uniform	\$170
TOTAL	\$900
Income – Logan Dick	
2014 New Zealand Secondary Schools Touch Nationals	Amount
Quiz Night	\$150
Chocolate Sales	
TOTAL	
Amount Requested	\$200

- 4.7 **Nick Saunders** is requesting funding assistance to compete for the Lincoln High School Mixed Touch Team at the New Zealand Secondary Schools Touch Nationals being held in Auckland from December 12 to 14, 2014.
- 4.8 Nick is 15 years old and resides in the Riccarton/Wigram Ward. This is his first application to the Riccarton/Wigram Youth Development Fund. He is a student at Lincoln High School and has been a member of the Lincoln High School Mixed Touch Team for the past two years. Logan also plays softball and basketball.
- 4.9 The New Zealand Secondary Schools Touch Nationals is the highest level of touch for secondary schools. The Lincoln High School Mixed Touch Team has competed at this event for the past six years and are the current Canterbury and South Island Champions 2014. The Lincoln High School Mixed Touch Team was a finalist in the 2014 Zonta Awards. Nick's team trains three times and plays one game a week, and he also plays Thursday evening touch outside of his School team.
- 4.11 The following table outlines event expenses, income and funding requested for Nick Saunders:

Expenses – Nick Saunders	
2014 New Zealand Secondary Schools Touch Nationals	Amount
Airfare	\$280
Accommodation	\$285
Transport	\$95
Food	\$40
Tournament Entry Fee	\$30
Uniform	\$170

10. Cont'd

TOTAL	\$900
Income – Nick Saunders	
2014 New Zealand Secondary Schools Touch Nationals	Amount
Quiz Night	
Part-time Employment	\$150
TOTAL	\$150
Amount Requested	\$200

5. **FINANCIAL IMPLICATIONS**

- 5.1 In 2014/15, the total budget available for allocation in the Riccarton/Wigram Youth Development Fund is \$14,618.
- 5.2 There is currently a balance of \$9,468 in the Board's 2014/15 Youth Development Fund.
- 5.3 Current recommendations align with the 2013-16 Three Year Plan page 227 regarding community grants schemes including Board funding.

6. **STAFF RECOMMENDATION**

- 6.1 It is recommended that the Riccarton/Wigram Community Board:
 - 6.1.1 Approve a grant of \$500 from its 2014/15 Youth Development Fund to Hamish Dale towards costs of participating in the 2015 Pacific Coast Slam Tour.
 - 6.1.2 Approve a grant of \$200 from its 2014/15 Youth Development Fund to Logan Dick towards the cost of competing in the New Zealand Secondary Schools Touch Nationals 2014.
 - 6.1.3 Approve a grant of \$200 from its 2014/15 Youth Development Fund to Nick Saunders towards the cost of competing in the New Zealand Secondary Schools Touch Nationals 2014.

11. BROKEN RUN - PROPOSED ROAD NAME CHANGES

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer	N	
Officer responsible:	Resource Consents Unit Manager	N	
Author:	Bob Pritchard, Subdivision Officer	Y	DDI 941 8644

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this staff initiated report is to obtain the Riccarton/Wigram Community Board's approval to three new road names and one new right-of-way name for a further stage in the Broken Run subdivision.

2. EXECUTIVE SUMMARY

- 2.1 The subdivision will create sixty-one residential allotments, two allotments to vest in the Council as reserve, and a further four allotments which will vest as legal road.

3. BACKGROUND

- 3.1 The earlier stage of this subdivision created a theme of high country farms, and the names proposed for this stage will continue that theme. In each case, second and third preference names have been provided. This may be necessary in respect to the second road name proposed by the applicants as Arrowsmith, where there is an existing name Hammersmith in use in Christchurch. Two further names Middle Rock Crescent and Wilden Crescent are proposed in the event that Arrowsmith is declined. The following names are proposed as follows:

- 3.1.1 Asheridge Place – substitutes provided are Walter Peak Place and Glenrock Place.
- 3.1.2 Arrowsmith Crescent - may be confused with Hammersmith Drive (existing name) – substitutes provided are Middle Rock Crescent and Wilden Crescent.
- 3.1.3 Four Peaks Drive - substitutes are Glentanner Drive and Bendrose Avenue.
- 3.1.4 Deerwood Lane - substitutes are Ribbonwood Lane and Foveran Lane (Ribbonwood however is in use already in Hillsborough, Christchurch). Foveran may also be unsuitable with there being an existing Fovant Street in Russley.

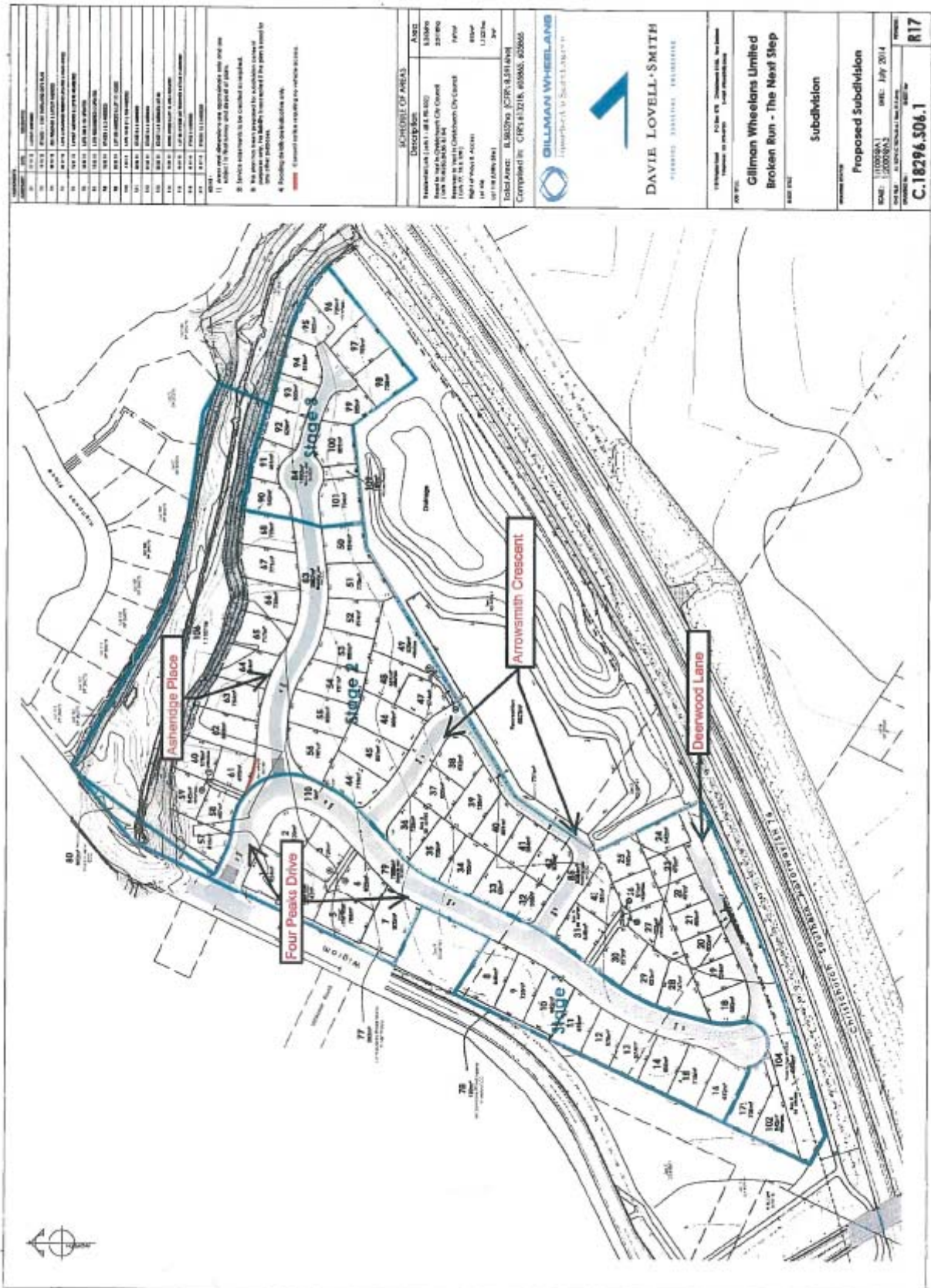
4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial costs to the Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of the nameplates are charged direct to the developer.

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Approve the proposed names Asheridge Place, Wilden Crescent (instead of Arrowsmith), Four Peaks Drive, and Deerwood Lane.





12. PROPOSED SPEED LIMIT CHANGES RICCARTON/WIGRAM WAROAD, GENERAL SPEED LIMIT REVIEW

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Transport and City Streets	N	
Author:	Ryan Rolston, Traffic Engineer	Y	DDI 941 8516

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to recommend that the Riccarton/Wigram Community Board recommend to the Council that it approve the proposed speed limit changes described within this report.

1.2 This is a staff initiated report following a general review of speed limits.

2. BACKGROUND

2.1 A city wide review of speed limits has recently been completed. Proposed changes have been consulted on.

2.2 **Attachment 1** is a map that shows the proposed changes to speed limits in the Riccarton/Wigram ward that have been consulted on.

3. COMMENT

3.1 Council staff reviewed the speed limits of a number of roads in the Riccarton/Wigram ward and recommend a number of changes. The Board was advised of the proposed changes before commencing consultation through a Part A report at its meeting of 15 April 2014. There were a number of subsequent additions and amendments made to the consultation list by the Board, Council and staff. The resulting list that was consulted upon is as per the following table, also showing the consultation response for each road.

Table 1: Proposed Speed Limit Changes and Consultation Response

Road	Location	Speed Limit		Consultation Response		
		Existing	Proposed	Support	No Comment	Opposition
Awatea Road	Change the speed limit from a point 50 metres southeast of Wilmers Road to a point 165 metres northwest of Wigram Road	80	60	5	1	0
Candys Road	Change the speed limit from Sabys Road to the existing 60/100 change point 110 metres southeast of Sabys Road	100	80	3	0	0
Cashmere Road	Change the speed limit from Kennedys Bush Road to the existing 50/80 change point 280 metres southwest of Happy Home Road	80	70	12	3	9
Cashmere Road	Change the speed limit from the existing 50/70 change point 80 metres south of Hendersons Road to the existing 50/70 change point 190 metres west of Kaiwara Street	70	60	14	1	4

Road	Location	Speed Limit		Consultation Response		
		Existing	Proposed	Support	No Comment	Opposition
Hendersons Road	Change the speed limit from Cashmere Road to a point 200 metres west of Cashmere Road	70	60	3	0	2
Downies Road	Change the speed limit for its entire length.	100	80	3	0	0
Fountains Road	Change the speed limit for its entire length.	100	80	1	0	0
Hodgens Road	Change the speed limit for its entire length.	100	80	3	0	0
Hoon Hay Valley Road	Change the speed limit from Cashmere Road to the existing 50/80 change point 800 metres southeast of Cashmere Road	80	70	6	0	1
Halswell Junction Road	Change the speed limit from Alvaston Drive to a point 100 metres southeast of Wigram Road	80	60	6	2	2
Longstaffs Road	Change the speed limit from Whincops Road to Hodgens Road	100	80	1	0	0
Marshs Road	Change the speed limit from Quaifes Road to the existing 70/100 change point 380 metres southeast of Main South Road (SH 1)	100	80	14	2	2
McTeigue Road	Change the speed limit for its entire length.	80	50	0	0	1
Murphys Road	Change the speed limit for its entire length.	100	70	6	1	3
Quaifes Road	Change the speed limit for its entire length.	100	80	7	2	1
Sabys Road	Change the speed limit from a point 50 metres southwest of Quaifes Road to Trices Road.	100	80	4	0	0
Shands Road	Change the speed limit from Marshs Road to a point 190 metres northeast of Marshs Road	100	80	1	0	0
Whincops Road	Change the speed limit from Halswell Junction Road to Quaifes Road	100	50	7	1	0
Whincops Road	Change the speed limit from Quaifes Road to Longstaffs Road	100	80	5	0	0
Wigram Road	Change the speed limit from the existing 50/80 change point 60 metres northeast of Awatea Road to the existing 50/80 change point 50 metres southwest of Hayton Road	80	60	2	0	0
None specific	-	-	-	14	1	4

12. Cont'd

- 3.2 A total of 190 submissions were received following the distribution of the consultation material in July 2014 across all proposed speed limit changes city wide. A summary of the submissions and staff responses for individual roads is provided as **Attachment 2**. It is noted that the summary provided contains all roads where changes are proposed city wide rather than those within the Riccarton/Wigram ward for the purpose of information only.
- 3.3 There is majority support for all proposed speed limit changes in the Riccarton/Wigram ward. No further changes to speed limits are currently proposed as a result of the consultation. However, it is acknowledged that there is a significant amount of development occurring in the ward that will necessitate further changes to speed limits.
- 3.4 The highest opposition to a speed limit change was for the rural section of Cashmere Road from Happy Home Road to Kennedys Bush Road. The majority of comments opposing reducing the speed limit from 80 kilometres per hour to 70 kilometres per hour seek that the speed limit is reduced further. Because this section of road is clearly rural, it is considered that the proposed 70 kilometres per hour is the lowest credible speed limit that can be imposed.
- 3.5 It is also noted that several submitters have sought that the speed limit on Murphys Road is reduced further than the proposed 70 kilometres per hour (down from 100 kilometres per hour presently). Murphys Road is rural on its southern side with new residential development on its northern side, being the current boundary of the Longhurst subdivision. It may be necessary to reduce the speed limit to 50 kilometres per hour in the future but presently 70 kilometres per hour is the most appropriate speed because of the rural component of the road. It is noted that a temporary 70 kilometres per hour speed limit has been installed for some time and appears intuitively as the appropriate speed limit for the road.

4. **LEGAL CONSIDERATIONS**

- 4.1 Road Controlling Authorities are required to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2003 (the Rule) and subsequent amendments. The legal mechanism for the Council to set a speed limit under the Rule is by resolution under the Christchurch City Council Speed Limits Bylaw 2010.
- 4.2 **Attachment 3** is the legal opinion which was sought on the approach taken by the Council when recommending a speed limit change that differed from the appropriate calculated speed limit determined by the Rule.
- 4.3 There are two important features of the legal opinion. Firstly, the Board (and Council) considered that given the wording of the Council's Speed Limits Bylaw, it was open to the Board to use its discretion as to the speed limit that may be appropriate. This is not the case. The Bylaw is simply a mechanism by which the Council sets speed limits. The Bylaw does not give the Council an unlimited discretion to set any speed limit that it wants.
- 4.4 Secondly, it is the Setting of Speed Limits Rule that governs the way in which the Council makes decisions about what speed limit to set. The Council must apply 'Speed Limits New Zealand'¹ to determine the calculated speed limit when reviewing or setting a speed limit. This is underpinned by the explanatory material at the front of the Rule that states:

Land Transport Rule: Setting of Speed Limits 2003 establishes procedures whereby road controlling authorities may set enforceable speed limits on roads within their jurisdictions.

¹ Speed Limits New Zealand – Schedule 1 of Land Transport Rule: Setting of Speed Limits 2003 (<http://www.nzta.govt.nz/resources/rules/setting-speed-limits-2003.html#schedule1>)

12. Cont'd

The purpose of the procedures is to ensure that the risk to public safety is minimised and that the freedom of road users to travel on New Zealand roads at speeds that are reasonable and appropriate is protected through checks and balances on the actions of road controlling authorities. This is achieved through the Director of Land Transport Safety setting standards and auditing and monitoring the application of the rule by road controlling authorities. The power to set a speed limit is limited to road controlling authorities that have power to make bylaws concerning the use of roads under the Local Government Act 2002 (principally, territorial local authorities and Transit New Zealand); or power to make bylaws under specific legislation (such as some airport authorities).

- 4.5 The New Zealand Transport Agency (NZTA) has a responsibility for ensuring speed limits are set consistently throughout the country. To fulfil this responsibility the NZTA may direct a Road Controlling Authority to set a speed limit in accordance with the Rule. The NZTA may exercise the powers and responsibilities of a Road Controlling Authority to change a speed limit if the Rule is not complied with. The NZTA support the majority of changes proposed in the ward. The NZTA does not support a 50 kilometres per hour speed limit on McTeigue Road, but has subsequently indicated that this relates mainly to the fact that changing the speed limit generates unnecessary additional signage.
- 4.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.7 The recommendations of this report align with the Christchurch Transport Strategic Plan 2012-2042.
- 4.8 The proposed speed limit changes are in accordance with the Christchurch City Council Speed Limits Bylaw 2010.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The estimated implementation costs of revising speed signage for the roads where speed limit changes are proposed is \$8,500.

6. **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board recommend that the Council:

- 6.1 Resolve that pursuant to Section 5 of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 6.1.1 to 6.1.45, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
 - 6.1.1 Revoke the 80 kilometres per hour speed limit of Awatea Road from a point 50 metres south east of Wilmers Road and extending in a south easterly direction to a point 165 metres north west of its intersection with Wigram Road.
 - 6.1.2 Approve that the speed limit on Awatea Road be set at 60 kilometres per hour commencing at a point 50 metres south east of Wilmers Road and extending in a south easterly direction to a point 165 metres north west of its intersection with Wigram Road.
 - 6.1.3 Revoke the 80 kilometres per hour speed limit of Candys Road from a point measured 150 metres south easterly generally, along Candys Road from Sabys Road.

12. Cont'd

- 6.1.4 Revoke the 60 kilometres per hour speed limit of Candys Road from Halswell Road westerly, generally, along Candys Road to a point 150 metres from its intersection with Sabys Road.
- 6.1.5 Approve that the speed limit on Candys Road be set at 80 kilometres per hour commencing at its intersection with Sabys Road and extending in a south easterly direction for a distance of 110 metres.
- 6.1.6 Approve that the speed limit on Candys Road be set at 60 kilometres per hour commencing at its intersection with Halswell Road and extending in a north westerly direction to a point 110 metres south east of Sabys Road.
- 6.1.7 Revoke the 70 kilometres per hour speed limit of Cashmere Road from Hendersons Road to a point measured 200 metres west from Kaiwara Street.
- 6.1.8 Revoke the 80 kilometres per hour speed limit of Cashmere Road south, and then west generally, from a point measured 240 metres west from Happy Home Road to a point measured 50 metres east from Kennedys Bush Road.
- 6.1.9 Approve that the speed limit on Cashmere Road be set at 70 kilometres per hour commencing at its intersection with Kennedys Bush Road and extending in a north easterly direction to a point measured 280 metres southwest of its intersection with Happy Home Road.
- 6.1.10 Approve that the speed limit on Cashmere Road be set at 60 kilometres per hour commencing at a point measured 80 metres south of Hendersons Road and extending to a point measured 190 metres west of Kaiwara Street.
- 6.1.11 Revoke the 70 kilometres per hour speed limit of Hendersons Road from a point measured 240 metres south of Rowley Avenue to Cashmere Road.
- 6.1.12 Approve that the speed limit on Hendersons Road be set at 70 kilometres per hour commencing at a point measured 260 metres south east of Rowley Avenue and extending to a point measured 200 metres west of Cashmere Road.
- 6.1.13 Approve that the speed limit on Hendersons Road be set at 60 kilometres per hour commencing at its intersection with Cashmere Road and extending to a point measured 200 metres west of Cashmere Road.
- 6.1.14 Revoke the 100 kilometres per hour speed limit of Downies Road from Whincops Road south easterly, generally, to the Selwyn District Council boundary.
- 6.1.15 Approve that the speed limit of Downies Road be set at 80 kilometres per hour.
- 6.1.16 Revoke the 100 kilometres per hour speed limit of Fountains Road on the city side of the centreline from Longstaff Road northwest, generally, to Hodgins Road (boundary road with Selwyn District Council).
- 6.1.17 Revoke the 100 kilometres per hour speed limit of Fountains Road from Hodgins Road north easterly generally, to Marshs Road.
- 6.1.18 Approve that the speed limit of Fountains Road be set at 80 kilometres per hour.

12. Cont'd

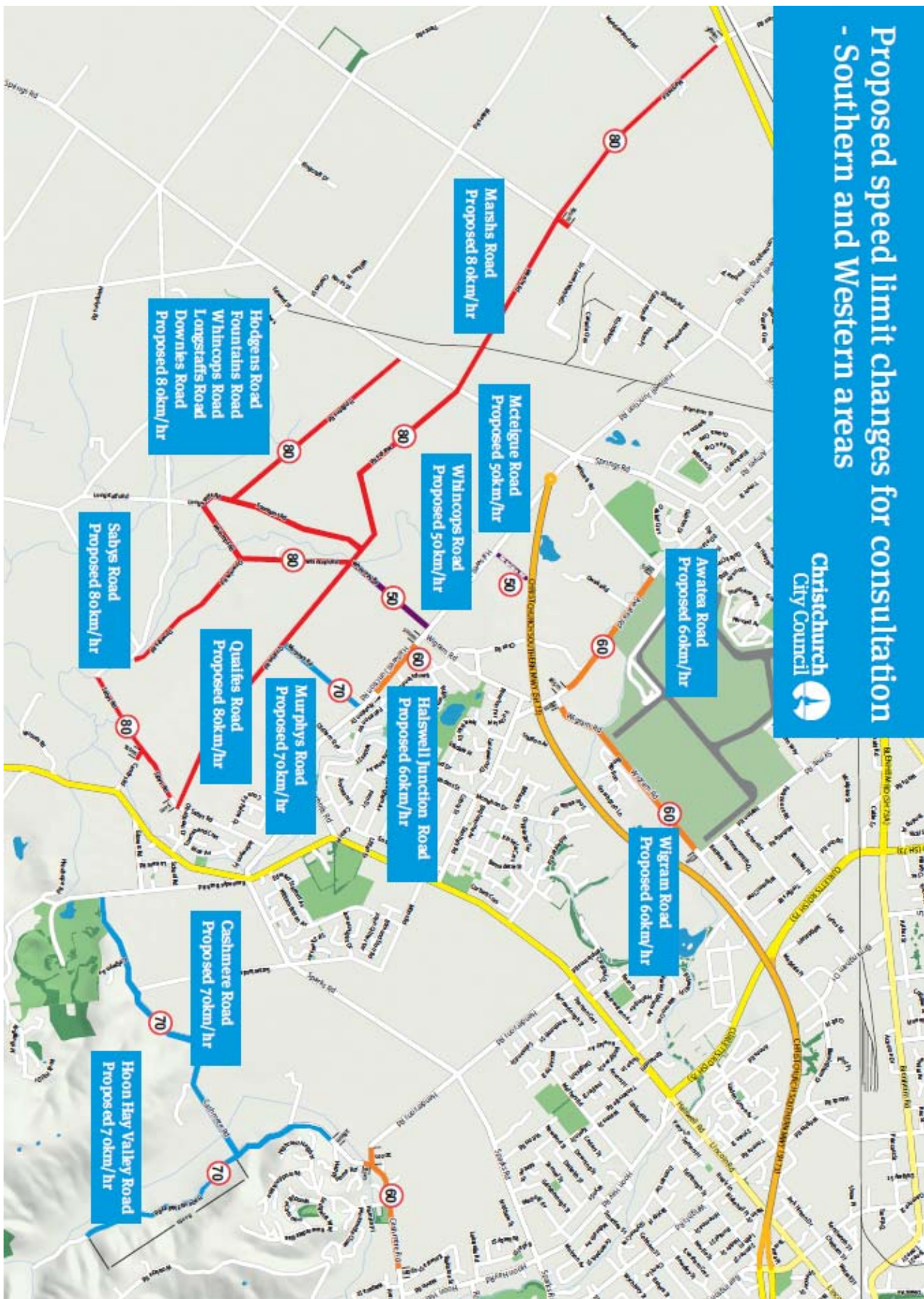
- 6.1.19 Revoke the 100 kilometres per hour speed limit of Hodgens Road on the City side of the centreline from Springs Road south easterly, generally, to Fountains Road (boundary road with Selwyn District Council).
- 6.1.20 Approve that the speed limit of Hodgens Road (SDC boundary road) be set at 80 kilometres per hour.
- 6.1.21 Revoke the 80 kilometres per hour speed limit of Hoon Hay Valley Road from Cashmere Road south, generally, to a point measured 800 metres south from Cashmere Road.
- 6.1.22 Approve that the speed limit of Hoon Hay Valley Road be set at 70 kilometres per hour commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 800 metres.
- 6.1.23 Revoke the 80 kilometres per hour speed limit of Halswell Junction Road from a point 121 metres south east of its eastern most intersection with the Christchurch Southern Motorway (SH 76) and extending in a south easterly direction to a point 140 metres north west of its intersection with Alvaston Place.
- 6.1.24 Revoke the 60 kilometres per hour speed limit of Halswell Junction Road, from a point measured 140 metres northwest from Alvaston Place, southeast, generally, to State Highway 75, Halswell Road.
- 6.1.25 Approve that the speed limit of Halswell Junction Road be set at 80 kilometres per hour commencing at a point measured 121 metres south east of its eastern most intersection with the Christchurch Southern Motorway (SH76) and extending in a south easterly direction to a point 100 metres southeast of Wigram Road.
- 6.1.26 Approve that the speed limit of Halswell Junction Road be set at 60 kilometres per hour commencing at its intersection with Halswell Road (SH75) and extending in a north westerly direction to a point measured 100 metres southeast of Wigram Road.
- 6.1.27 Revoke all existing speed limits for Longstaffs Road commencing at its intersection with Whinchops Road and extending to its intersection with Hodgens Road
- 6.1.28 Approve that the speed limit of Longstaffs Road (SDC boundary road) be set at 80 kilometres per hour commencing at its intersection with Whinchops Road and extending to its intersection with Hodgens Road.
- 6.1.29 Revoke the 100 kilometres per hour speed limit of Marshs Road on the city side of the centreline from a point measured 380 metres south of State Highway 1 south easterly, generally, to Springs Road (boundary road with Selwyn District Council).
- 6.1.30 Revoke the 100 kilometres per hour speed limit of Marshs Road south easterly, generally to Quaifes Road/Whincops Road.
- 6.1.31 Approve that the speed limit of Marshs Road be set at 80 kilometres per hour commencing at a point 380 metres southeast of State Highway 1 and extending in a south easterly direction to Quaifes Road.
- 6.1.32 Revoke the 80 kilometre per hour speed limit of McTeigue Road from its intersection with Halswell Junction Road and extending in a north easterly direction to its end.

12. Cont'd

- 6.1.33 Approve that the speed limit of McTeigue Road be set at 50 kilometres per hour.
- 6.1.34 Revoke the 100 kilometres per hour speed limit of Murphys Road from Halswell Junction Road south westerly, generally to Quaifes Road.
- 6.1.35 Approve that the speed limit of Murphys Road be set at 70 kilometres per hour.
- 6.1.36 Revoke the 100 kilometres per hour speed limit of Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road.
- 6.1.37 Revoke the 80 kilometres per hour speed limit of Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road.
- 6.1.38 Approve that the speed limit of Quaifes Road be set at 80 kilometres per hour.
- 6.1.39 Revoke the 100 kilometres per hour speed limit of Sabys Road from a point measured 50 metres south westerly, generally, from Quaifes Road to Knights Stream (boundary with Selwyn District Council).
- 6.1.40 Approve that the speed limit of Sabys Road be set at 80 kilometres per hour from a point measured 50 metres south west of Quaifes Road and extending in a south westerly direction to Trices Road (Selwyn District Council boundary).
- 6.1.41 Revoke the 70 kilometres per hour speed limit of Shands Road from a point measured 100 metres north easterly, generally, from Halswell Junction Road to a point measured 1240 metres west from Halswell Junction Road.
- 6.1.42 Approve that the speed limit of Shands Road be set at 70 kilometres per hour commencing at a point 170 metres north east of Halswell Junction Road and extending in a south westerly direction to a point measured 190 metres north east of Marshes Road.
- 6.1.43 Approve that the speed limit of Shands Road be set at 80 kilometres per hour commencing at its intersection with Marshs Road (Selwyn District Council Boundary) and extending in a north easterly direction for a distance of 190 metres.
- 6.1.44 Revoke the 80 kilometres per hour speed limit of Whincops Road from Halswell Junction Road south-west, generally, to a point measured 100 metres north-east from Quaifes Road.
- 6.1.45 Revoke the 100 kilometres per hour speed limit of Whincops Road on the city side of the centre line from Longstaffs Road north easterly, generally to Knights Street (boundary road with Selwyn District Council).
- 6.1.46 Revoke the 100 kilometres per hour speed limit of Whincops Road from Knights Stream north easterly, generally to Quaifes Road.
- 6.1.47 Approve that the speed limit of Whincops Road be set at 80 kilometres per hour commencing at its intersection with Quaifes Road and extending initially in a southerly direction then in a south westerly direction to its intersection with Longstaffs Road.

12. Cont'd

- 6.1.48 Revoke the 80 kilometres per hour speed limit of Wigram Road from a point 58 metres north east of intersection with Awatea Road and extending in a north easterly direction to a point 50 metres south west of its intersection with Hayton Road.
- 6.1.49 Approve that the speed limit of Wigram Road be set at 60 kilometres per hour from a point 58 metres north east of intersection with Awatea Road and extending in a north easterly direction to a point 50 metres south west of its intersection with Hayton Road.
- 6.2 Resolve that the speed limit changes contained within this report come into force on 1 March 2015.



ATTACHMENT 2 TO CLAUSE 12

Submission Comment	Project team response
1/ - Belfast Road	
We have no objections to the proposed speed limit changes on Belfast Road.	Thank you for your support.
Future speed limit reviews will need to take into account the proposed motorway and development of Blakes Road.	Noted for future reference.
2/ - Cavendish Road	
The street is built up now so the speed should be 50 all the way to stop speeding between Sturrocks and Styx Mill.	The proposed speed limit will be 50 Kilometres per hour from Sturrocks Road to 50m south of Styx Mill Road.
No accidents have been seen to occur as a result of vehicles travelling at 70 kilometres per hour so don't change the speed limit!! The new subdivision will have only one extra street coming onto Cavendish Road near Sturrocks Road so there is no need to change the 70 kilometres per hour speed limit.	Due to increased traffic activity it is no longer safe to travel at 70 kilometres per hour during business hours.
Good idea!	Thank you for your support.
Extend the existing 50 kilometres per hour speed limit from the existing 50/70 change point 80 metres north of Sturrocks Road to the intersection with Styx Mill Road.	The proposed change point is the most appropriate for sign visibility.
The Cavendish/Styx Mill intersection is very dangerous! Recently three accidents within two weeks, the 50 kilometres per hour speed limit is needed.	Thank you for your support.
Extensive residential development is planned for the area bounded by Gardiners Road, Styx Mill Road, Cavendish Road and Claridges Road. All the roads within this area should have a 50 kilometres per hour speed limit to reflect their residential nature.	The speed limits in this area will be reassessed as development occurs.
A 50 kilometre per hour speed limit is required for the large retirement village planned for the western side of Cavendish Road.	Thank you for your support.
3/ - Frosts Road	
People exceed the existing speed limit as they will the proposed speed limit. I am concerned for children's safety.	There is an off road cycle and pedestrian path provided.
70 kilometres per hour is too fast for such a short stretch of road. I would support 60 kilometres per hour and suggest changing Travis Road between Travis Country Drive and the Frost Road roundabout to 60 kilometres per hour.	This was considered but more appropriate to avoid having another speed limit in the area.
The edge of road along the swamp needs to be marked e.g. with arrows/cats eyes as there is a sharp drop off the edge of seal.	Options will be considered to address this issue.
This proposed speed is excellent.	Thank you for your support.
The distance from Travis Road to Beach Road is far too short - one picks up speed again and then has to slow down for Mairehau Road.	The proposed speed limit change point 100 metres south of Beach Road allows a driver plenty of time to slow down.
The condition of the road surface is not adequate for the proposed increase in the speed limit.	Frosts Road was recently fully reconstructed
70 kilometres per hour is good as long as vehicle speeds are reduced to 50 kilometres per hour before entering the Beach Road intersection. This intersection is dangerous now, without vehicles travelling at an increased speed through it. An electronic 50 kilometres per hour sign 100 metres down Frost Road and a speed hump at the Travis Wetlands pedestrian walkway crossing on Frost Road is needed.	The proposed speed limit change point 100 metres south of Beach Road allows a driver plenty of time to slow down. Speed humps are not installed on arterial roads.
4/ - Gardiners Road	
There is no need to increase the separation of the speed limit change point and the electronic speed sign.	Subsequent discussions with NZTA clarified that it is not proposed to relocate speed limit any further than present (this proposal is to approve current layout)
Heavy vehicle traffic with on street parking need slower speeds.	The speed limits in this area will be reassessed as development occurs.
Extend the existing 50 kilometre per hour speed limit further south to a point 100 metres south of the Wilkinsons Road/Gardiners Road intersection.	

Increasing numbers of cyclists and pedestrians are using Gardiners Road with no footpath, is a 50 kilometres per hour more appropriate?	
The restriction should come back to the Styx Mill Road intersection.	
Larger signs are needed e.g. Gardiners Road at Sawyers Arms Road end.	This will be considered.
The change has already been made - it has made no difference to speedsters. The signs should be shifted further towards Styx Mill Road. The flashing sign by the new 50 kilometres per hour signs is normally not operating. The only way to stop incessant speeding is to introduce judder bars.	The electronic sign's reliability will be investigated and appropriate action taken. Speed humps are not installed on arterial roads.
5/ - Linwood Avenue	
Proposed speed limit excellent.	Thank you for your support.
6/ - Main North Road	
Leave the speed limit at 80 kilometres per hour for this road, to fit its rural environment and other roads in the area. Reducing the speed limit is not an appropriate way to address safety concerns here.	Noted
7/ - Marshland Road	
About time this is done, we can't get out of our drive for speeding idiots.	Thank you for your support.
The speed limit should be increased to 100 kilometres per hour.	This would reduce safety.
Commonsense.	Thank you for your support.
Support 70 kilometres per hour but with recent development it should be 60 kilometres per hour. Vehicles travel too fast.	The speed limits on Marshlands Road will be reassessed as development occurs.
There is no need to restrict traffic speed at the northern end of Marshland Road. Marshland Road is congested at peak times when traffic moves at less than 70 kilometres per hour. The rest of the time, the traffic is moving freely and mostly safely. To restrict the flow would be a backward step.	Marshland Road is a high risk corridor with a poor safety record. An independent safety assessment of the corridor recommends reducing the speed limit as a priority to lessen the severity of crashes.
We support the lowering of the speed limit to 70 kilometres per hour on Marshlands Road. Hopefully it will be quieter.	Thank you for your support.
It already bottlenecks, 70 kilometres per hour will make it worse. Keep it at 80 kilometres per hour to clear traffic.	80 kilometres per hour can no longer be maintained on safety grounds.
We do <u>NOT</u> support this change.	Noted.
Support change speed limit 80-70.	Thank you for your support.
This is too slow. 80 is good!	For safety reasons the speed limit should be reduced to 70 kilometres per hour.
Reduce Marshland Road to 60 kilometres per hour, same as Main North Road at Northwood. This will prevent further accidents as the current road condition is poor and the traffic loading is very high.	60 kilometres per hour would be an excessive reduction in the speed limit and could not be justified on safety grounds.
Perfect ok. Very good.	Thank you for your support.
This is rural land. 90% of the time the traffic levels are low. Slowing the traffic down on Marshlands Road will make the congestion worse having just started the traffic moving with the new traffic signals at Prestons Road. We need to keep traffic moving and not slow it down. This amount of speed reduction will return the road back to the congestion we have just got rid of.	Lowering the speed limit by 10 kilometres per hour will not increase congestion as the distance between vehicles is reduced.
The Prestons Road sub division is going to make this road very busy and dangerous The speed limit should be dropped to 70 kilometres per hour.	Thank you for your support.
The speed limit would be better at 70 kilometres per hour.	Thank you for your support.
The existing 80 kilometres per hour limit fits the function of this road, its rural environment and other roads in the area. Reducing the speed limit is not an appropriate way to address safety concerns here, however intersection improvements like those at Prestons Road would.	Marshland Road is a high risk corridor with a poor safety record. An independent safety assessment of the corridor recommends reducing the speed limit as a priority to lessen the severity of crashes.
8/ - Prestons Road	
Prestons Road has become congested. With a reduced speed zone trucks may use QE2 Drive instead of Prestons and Burwood Roads and it will be easier to turn right out of the Limes Ave with traffic travelling slower.	Thank you for your support.

Due to increased residential properties and traffic - the reduced speed limit is a good idea. Perhaps with a future reduction to 50 kilometres per hour!!	Thank you for your support.
We agree with the changes.	Thank you for your support.
Should be <u>50</u> kilometres per hour not 60 kilometres per hour. Reasons: 1. Development now makes Prestons Road East a <u>residential</u> area. 2. Proposed school site <u>demands</u> a maximum of 50 kilometres per hour. 3. Marshland Domain driveway many 'near misses' with turning vehicles. 4. Proposed traffic signals at Marshlands Road makes 60 kilometres per hour a nonsense. 5. <u>Minimise</u> differing speed limits - e.g. 50:60:70 in this locality. Keep it <u>50 kilometres per hour</u> .	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
Reduce the speed limit down to 50 kilometres per hour to allow for the elderly people in the Rest Homes.	Thank you for your support
60 kilometres per hour is good 50 kilometres per hour would have been better.	
80 kilometres per hour is too fast for the amount of traffic and new subdivisions here. I support reducing the speed.	
Support 60 kilometres per hour but with all development in area 50 kilometres per hour needs to be seriously looked at.	50 kilometres per hour is not an appropriate speed limit at the present time.
Proposed speed limit of 60 should be 50, with a pedestrian crossing provided close to Alpine View Lane. The following developments are occurring, there is a major housing development and a New High School off Prestons Road. We support all other proposed speed limit changes.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
We look forward to the speed limit being reduced to 60 kilometres per hour. The present partial pedestrian crossing (outside houses 5 & 6) also needs replacing with a full pedestrian crossing.	This would not be a safe position for a pedestrian crossing.
We do <u>NOT</u> support this change.	Noted.
It will make negotiating to and from Alpine View Lifestyle Village a lot safer. Thank you for the Prestons/Marshlands intersection traffic lights.	Thank you for your support
I support the proposed 60 kilometres per hour along Preston's Road, with school children and elderly crossing the road.	
Make it 50 kilometres per hour from Oasis Grove to Marshlands Road, with increasing traffic from Prestons subdivision.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
The change to 60 will need to be policed as vehicles travel over 80 kilometres per hour now.	Thank you for your support
Not before time.	Thank you for your support
With a new medical centre on Prestons/Marshland intersection and parking at premium at after school time having to park and walk across that area should be 50-60 both sides of Marshlands Road..	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed following further residential development.
The speed limit should be 60 kilometres per hour right along Prestons Road to a point 50 metres west of the Alpine View apartments. Currently elderly residents struggle to cross the road because of the 80 kilometres per hour zone. Residents walking to Waitikiri Drive are put in danger as cars speed up to 80 kilometres per hour. Traffic will continue to have difficulty joining the Prestons Road traffic flow. It is very difficult to access and will become more so with the traffic associated with the new developments.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
The completion of units at Alpine View Village Prestons Residential Development and proposed New World supermarket will necessitate the proposed new speed limit of 60 kilometres per hour.	Thank you for your support.
The change does not go far enough up Preston's Road to the west. We would support it if there was a continuation of the 60 kilometres per hour zone along Preston's Road to the west of Marshlands Road to a suitable distance past the 40 kilometre safety sign for Marshland School.	The existing 40 kilometres per hour temporary speed zone is the most appropriate protection for the school.

Due to the amount of residential building in this area 50 would be more appropriate. There are also two bends in the road and it is difficult to exit property with the speed of traffic and heavy duty trucks. If this is not possible then 60 is a vast improvement on the current 80.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further residential development has occurred.
Adopt 60 kilometres per hour and decrease to 50 kilometres per hour 100 metres west of Alpine View. This gives a longer stretch of road at 50 kilometres per hour. Often trucks still speeding well after the current speed limit change. Our house backs onto Prestons Road where it is meant to be 50 kilometres per hour. Trucks and most cars are often doing more than this. By lowering to 50 kilometres per hour 100 metres west of Alpine View - along with an electronic alert sign all vehicles should be slowed down to 50 kilometres per hour.	This is considered the most appropriate location until further speed limit reductions occur.
Several large new residential areas exit and entry onto Prestons Road (including aged care facilities). This is a very sub standard road 50 kilometres per hour is appropriate.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed following further residential development.
The speed limit really needs to be reduced here. The noise of the cars and trucks going by is awful feels like an earthquake with the huge trucks.	Thank you for your support.
The 80 to 60 kilometres per hour is good but it should be 50 kilometres per hour and a pedestrian crossing installed outside the new Alpine Village as cars speed around the blind bend making it difficult to cross safely.	This would not be a safe position for a pedestrian crossing.
The change to 60 kilometres per hour should cover Prestons Road to the west to an appropriate distance past the 40 kilometres per hour school temporary speed zone. On the west side of Marshland Road at Prestons Road there is a Primary School, Preschool and Doctors Surgery. The national statistics for pedestrian accidents show that children aged between 0 and 14 years and the elderly over 65 years are at most risk of being injured or killed as pedestrians. Why not slow the traffic down in this area?	The existing 40 kilometres per hour temporary speed zone is the most appropriate protection for the school.
Urban 60 kilometres per hour roads should also be engineered to reflect their urban nature with kerbs, medians, pedestrian crossing points and street lighting as appropriate. There should also be a 80/70 kilometres per hour change point west of Marshlands Road on Prestons Road which would need to take into account the school speed zone.	Road where a speed limit of 60 kilometres per hour are proposed will be supported by urban features as development progresses. Marshland School is being relocated at the end of 2015. At this time the school speed zone will be revoked and the speed limit of Prestons Road will be reconsidered.
9/ - Wilkinsons Road	
This is a narrow, potentially dangerous piece of road. A large volume of heavy vehicles use this road - a reduction in speed is necessary.	Thank you for your support.
No need for 150 metres setback from Johns Road, 80 kilometres per hour is not possible in 150 metres to a stop sign or right or left turn into Wilkinsons Road at 80 kilometres per hour.	The proposed change point is the most appropriate due to sign visibility.
A 50 kilometres per hour limit would make it safer for residents on this road.	Thank you for your support.
We support the proposed speed limit but not the proposed 50/80 kilometres per hour change point which should be at the start/end of the residential development with the exact location taking into account shading from trees in the area.	Staff met with the NZTA to discussed and determined a mutually agreeable change point.
10/ - Awatea Road	
Speed limit should be 50 kilometres per hour not 60 kilometres per hour from 101 Awatea Road to Wigram Road a lot new homes are being built.	50 kilometres per hour is not an appropriate speed limit at the present time. The speed limit may be reviewed when further residential development has occurred.
The speed limit on Owaka Road and Carrs Road (north of the motorway) also needs changing given that Awatea Road is being reduced to 60 kilometres per hour. Owaka and Carrs Roads are short no-exit roads and there is no reason for them to remain at 80 kilometres per hour. The southern portion of Carrs Road is currently 80 kilometres per hour is a no exit road off Wigram Road where the speed limit on Wigram Road is 70 kilometres per hour. It would seem sensible to change Carrs Road South to be consistent with Wigram Road.	Noted - this will be consulted on in the future.

The Wigram Skies subdivision developer strongly supports the proposed change from 80 kilometres per hour to 60 kilometres per hour.	Thank you for your support.
A large retirement village is planned on the northwest corner of Awatea Road and Wigram Road. The reduced speed limit is more consistent with the adjacent urban land use.	Thank you for your support.
11/ - Candys Road	
Please put a horse sign at the Halswell Road end of Candys Road to warn motorists turning off Halswell Road going to Sabys Road that they are entering an area with a lot of horse riders.	The possible installation of a horse warning sign will be investigated.
12/ - Cashmere Road (Kennedys Bush Road to Happy Home Road)	
It needs to be 60 right to past Sutherlands Road as this is a narrow road with <u>many</u> cyclists, Please lower the speed limit!	70 kilometres per hour is the lowest speed limit allowed in a rural area.
With numerous cyclists/corners/narrow road - with broken edges - limit should be 60!! <u>BUT</u> the long term solution is to widen the road.	
Change to 60 kilometres per hour all the way. The changes need to be <u>well</u> signposted. Cashmere Road and Hendersons Road from Oderings to Sparks Road should be one speed limit.	
I do not support the change, generally traffic self regulates to even slower at times. Safe currently.	It is unsafe to rely on traffic to self regulate.
Many pedestrians are walking to Halswell Quarry Park and cyclists are using this road, so the speed limit should be changed to max 60 kilometres per hour, not 70 kilometres per hour.	70 kilometres per hour is the lowest speed limit allowed in a rural area.
The speed limit should be reduced to 60 as some properties enter Cashmere Road on a blind curve around Sutherlands Road intersection. Present speed limits are too high for an unmarked road.	
Make it 60 kilometres per hour from Kaiwara to Kennedy's Bush Road, removing the suggested 60-50-70 kilometres per hour. The poor road surface and usage by cyclist and runners, would be best served by a 60 kilometres per hour speed limit.	
The speed limit between Halswell quarry and Sutherlands Road should be lower than you propose because it is dangerous to school kids.	
Cashmere between Kennedys Bush and Sutherlands is too busy and dangerous. Right speed limit is 60 kilometres per hour not 70 as proposed although I welcome 70 as an improvement from existing.	
A footpath is needed from Kennedys Bush Road to the quarry car park entrance on Cashmere Road. Pedestrians use this stretch of road extensively and there is nowhere to walk off the road.	Safety at the Quarry entrance off Cashmere Road is to be further investigated for appropriate action.
The 70 kilometre speed limit on Cashmere Road is ok for the road between Sutherlands Road and Hoon Hay Valley Road. The speed limit should be 50 kilometres on Cashmere Road from Sutherlands Road to Kennedys Bush Road with plantings to narrow the road and slow traffic approaching the entrance to the quarry car park on Cashmere Road. If you are on Cashmere Road driving towards Kennedys Bush Road you do not have good visibility as you approach the quarry. The corners are blind and the hump in the road means drivers have little time to act. I have seen many near misses with cars travelling on Cashmere Road near the quarry car park.	70 kilometres per hour is the lowest speed limit allowed in a rural area. Safety at the Quarry entrance off Cashmere Road is to be further investigated for appropriate action.
Needs to be 50 earlier than current sign. We have difficulty exiting our R.O.W as cars are going too fast and it is a blind corner. We have had several near misses.	70 kilometres per hour is the lowest speed limit allowed in a rural area.

<p>The speed limit on Cashmere Road from the bend on the north side prior to Sutherlands Road to Kennedys Bush Road should be no more than 60 kilometres per hour. The criteria for assessing new speed limits should include; the topography, width of the road, road usage, accident history of the area, the number of driveways and properties connected to each driveway. When considering these criteria the speed limit of 80 kilometres per hour in this area is dangerous. A speed limit of 70 kilometres per hour while better, is still too high. Safety mandates a 60 kilometres per hour limit. Two of the driveways between Sutherlands Road and the Halswell Quarry car park entrance service a number of properties. One services 9 houses another services 6 properties. High cycle use occurs all year on both week days and weekends. Cyclists travel individually, in pairs, in smaller groups and also in large pelotons. There have been a number of accidents in the area. The most recent I am aware of occurred at the beginning of June when a person exiting our driveway was involved in a significant collision with a motorcyclist travelling south on Cashmere Road. The police officer who attended said it was the third accident he had attended in the area within recent times.</p>	<p>70 kilometres per hour is the lowest speed limit allowed in a rural area.</p>
<p>Cashmere Road needs to be 60 kilometres per hour from 280 metres west of Happy Home Road to Hoon Hay Valley then 70 kilometres per hour west of Hoon Hay Valley. From Happy Home Road the tar-seal is narrow and winding with no space to walk, ride etc on the hill side. A few horse riders, a lot of walkers and runners and large numbers of cyclists use this section. You have Hendersons Road at 70 kilometres per hour, but it seems wider, and clear vision all the way.</p>	<p>70 kilometres per hour is the lowest speed limit allowed in a rural area.</p>
<p>The Westmorland Resident's Association has made many submissions for the speed limit on Cashmere Road to be reduced; this proposal is excellent and great news! "Post earthquake" traffic has increased so much, traffic conditions are fraught with danger in this area. There have been accidents, some reported, some not.</p>	<p>Thank you for your support.</p>
<p>It should be 60 kilometres per hour (not the proposed 70 kilometres per hour). Few drivers keep to the 50 kilometre on Cashmere Road at Happy Home Road.</p>	<p>70 kilometres per hour is the lowest speed limit allowed in a rural area.</p>
<p>I do not support the 70 kilometres per hour speed limit for Cashmere Road, Henderson Road to Halswell. This road is used by many recreational users, it should not be more than 60 kilometres per hour.</p>	
<p>The present speed of 80 kilometres per hour works well. There is little housing & the road has good visibility. 80kilometres/per hour reflects its rural amenity and should be maintained.</p>	<p>The proposed speed limit reflects the speed of existing traffic.</p>
<p>13/ - Cashmere Road (Hendersons Road to Kaiwara Street)</p>	
<p>The road is used by school cyclists. I have witnessed many near collisions with cars. If not changed soon will be a fatality.</p>	<p>Thank you for your support.</p>
<p>We would like it reduced to 50 kilometres per hour considering the number of cyclists that use this stretch of road.</p>	<p>60 kilometres per hour is the most appropriate speed limit for this section of Cashmere Road and reflects existing traffic speeds.</p>
<p>The speed limit should be reduced to 50, 60 is still too high. People will drive up to 70.</p>	
<p>Unnecessary to reduce speed limit. Safe currently. Does not warrant decrease.</p>	
<p>You don't need to slow traffic as there are hardly any houses along the road. I am not aware of any accidents, keep speed at 70 kilometres per hour.</p>	
<p>This road is well used by cyclists to the quarry, I think it should be a 60 kilometres per hour road.</p>	<p>Thank you for your support.</p>
<p>14/ - Hendersons Road</p>	
<p>It is dangerous for cyclists as well as noise pollution to the valley. If the cars slow down they are quieter.</p>	<p>The rural environment is unsuitable for a speed limit of less than 70 kilometres per hour.</p>
<p>Need to lower to 50 kilometres per hour around blind bend because of a farm entrance and slow tractor.</p>	
<p>Hendersons Road from Cashmere Road to Sparks Road should be <u>60</u> kilometres per hour with Sparks Road.</p>	

Riccarton/Wigram Community Board 16. 12. 2014

- 31 -

We support 70 → 60 or even 70 → 50. It is very dangerous for the cyclists at the Cashmere/Hendersons intersection and bend. We would like 50 kilometres per hour extended into Hendersons Road for 400 metres minimum west of Cashmere Road please.	60 kilometres per hour is the most appropriate speed limit for this section of Cashmere Road and reflect existing traffic speeds.
The existing 70 kilometres per hour is good for the road is mostly straight and free of residential housing.	
This narrow winding road without a centre line should be 50 kilometres per hour throughout.	The rural environment is unsuitable for a speed limit of less than 70 kilometres per hour.
No I do not support change. Hardly anyone killed in the area lately.	60 kilometres per hour is the most appropriate speed limit for this section of Cashmere Road and reflect existing traffic speeds.
While supporting the proposed speed limit of 60 kilometres per hour, the Council should consider changing the speed limit of 70 kilometres per hour in the next section of Hendersons Road to 80 kilometres per hour to match the speed limit in Sparks Road and reduce the number of 10 kilometres per hour change points.	The Sparks Road/Hendersons Road roundabout has a speed limit of 70 kilometres per hour, and therefore it is considered that the present 70 kilometres per hour provides a more coherent outcome than would be achieved by increasing the speed limit to 80 kilometres per hour
15/ - Downies Road	
Just get on with it O.K.	Thank you for your support.
16/ Fountains Road and 17/ Hodgens Road	
No comments received.	
18/ Hoon Hay Valley Road	
Hendersons Road is 70, but it seems wider, has clear vision all the way, and wide all the way. In Hoon Hay Valley there is barely room for passing a large vehicle and there is a lot of those - most people usually slow right down when passing.	Thank you for your support.
I am happy with proposed change to Hoon Hay Valley Road as it is very windy road and 70 is a more realistic speed for it.	Thank you for your support.
The road needs widening, a lower speed limit will see congestion grow at peak times.	Widening the road is outside the scope of this project. Extending the 60 kilometres per hour speed limit will make the road safer and have no negative effect on congestion.
19/ Halswell Junction Road	
The Halswell Junction Road proposal is 80 to 60 It's already 60! Signs are in place.	This signage is only temporary.
We are building on Halswell Junction Road so am pleased it will be 60kilometres.	Thank you for your support.
Why drop that small stretch? Because cars/lorries won't slow down.	This is an extension of the existing 60 kilometres per hour speed limit.
The reduction to 60 kilometres per hour should be extended to McTeigues Road. There will be people accessing directly onto this road next year.	60 kilometres per hour is not an appropriate speed limit at the present time. The speed limit will be reviewed when further development has occurred.
The real issue is car and truck egress from McTeigue Road onto Halswell Junction Road at peak and normal traffic times when the Halswell Junction Road traffic is travelling at 80 kilometres per hour. There is no compatibility in the Halswell Junction Road speed limit against a stationary movement exiting from McTeigue Road. Future traffic movements on this part of Halswell Junction Road will increase with expanding residential and light industrial site in the area. The Halswell Junction Road 60 Kilometres per hour speed limit needs to be extended from Alvaston Drive north west to the existing 70 kilometres per hour limit prior to the motorway roundabout.	
We support the speed limit changes in the area around Aidanfield Christian School, principally Halswell Junction Road.	Thank you for your support.
20/ Longstaffs Road	
No comments received.	
21/ Marshs Road	

Riccarton/Wigram Community Board 16. 12. 2014

- 32 -

The road is narrow and is used by many trucks. Reducing the speed to 80 kilometres per hour makes good sense.	Thank you for your support.
It is an improvement for safety of people and animals with the reduced speed limit.	
70 would be better. There are animals and children riding bikes. Lots of speed, crashes and dangerous driving. We used to ride our horses around here but my nine year old can't. We get a lot of boy racers at night now. For a pedestrian getting off the Springs Road bus and walking it isn't safe as cars often hit the verge. Springs/Marsh's intersection is very scary with too fast vehicle speeds.	The proposed 80 kilometres per hour speed limit is the most appropriate speed limit for this section of Marshs Road at the present time. Note that the proposed 80 kilometres per hour speed limit is a collaboration between Christchurch City Council and Selwyn District Council.
From the existing 'built up' 70 kilometre sign should be reduced to 50 kilometre not increased to 80 kilometre. Traffic at present exceed 70 kilometre and this includes many large trucks. The road surface suggests reduction rather than the increase. The changes to 80 kilometres would have a serious impact to this area. Walkers to Main South Road shops, school bus route, cycle runs to trail by pass North route to Barters/Pound Road. Wish to point out too coming off Main South Road on to Marshs Road there is no sign to indicate speed. 50 kilometres, 70 kilometres, 80 kilometres.	The existing 70 kilometres per hour speed limit on the northern lost section of Marshs Road remains the most appropriate speed limit. The 400 metre section of Marshs Road that presently has a 70 kilometres per hour speed limit does not meet the minimum length requirement for a 50 kilometres per hour restriction under the Setting of Speed Limits Rule.
Bring it down to 80 and even from Newlands Road where it is now 70. Very few do 70 and a lot of teenagers bike or walk to & from school after being dropped off.	Thank you for your support.
The proposal is to reduce Marshs Road from 100 kilometres per hour to 80 kilometres per hour - because of the narrow roadway and two very sharp corners (35 kilometres per hour) speed limit should be reduced to <u>70 kilometres per hour</u> .	The proposed 80 kilometres per hour speed limit is the most appropriate speed limit for this section of Marshs Road at the present time (Christchurch City Council and Selwyn District Council).
Please change the first 200 metres to 300 metres from Main South Road intersection to 50 Kilometres per hour - as this has a number of residential dwellings.	The existing 70 kilometres per hour is the most appropriate speed limit for this section of Marshs Road at the present time (Christchurch City Council and Selwyn District Council) and no change is proposed. The speed limit in this area will be reassessed as development occurs.
The 80 kilometres per hour limit should terminate at Meadowlands Road and become 50 kilometres per hour as road front housing both sides of road and built up. A lot of trucks use this road and need to slow before this stretch.	
There is nothing along this road to cause problems.	The proposed 80 kilometres per hour speed limit is the most appropriate speed limit for this section of Marshs Road at the present time (Christchurch City Council and Selwyn District Council). Safety improvements for the Springs Road/Marshs Road intersection will be investigated.
This speed limit urgently needs lowering, as traffic has increased greatly on Marshs Road, especially at peak times. Lowering the limit to 70 would be preferable to keep it the same as Murphy's Road. Please also review the intersection of Marshs and Springs Road which needs a roundabout as the intersection is dangerous.	
The limit should be <u>70 kilometres per hour</u> . There is a high usage by heavy trucks from Main South Road to Springs Road. All 80 kilometres per hour areas shown on map should be <u>70 kilometre</u> maximum. Roads are too narrow with uneven surfaces and edges for higher speed limit. <u>In reality 80 kilometres per hour = 90+, 70 kilometres per hour = 80+.</u>	
Max <u>70 kilometres per hour</u> . Between Quaifes Road and Springs Road, 2 very dangerous bends on Marshs Road one person killed and many accidents (12). Road very narrow for truck and trailers. NOTE: Have lived here for 23 years traffic a hell of a problem at 35 kilometres per hour <u>corners</u> .	
In any area where there is a high concentration of cycle traffic reducing the difference in speed between the cycles and motorised vehicles will result in a safer environment for both parties. This proposal reduces that speed difference so receives our endorsement. Speed limits on Marshes Road and the roads adjacent (currently proposed to be lowered to 80 kilometres per hour) could be further lowered to 70 kilometres per hour due to the number of recreational cyclists using this area and the lack of any shoulder markings on these roads.	

22/ - McTeigue Road	
The existing 80 kilometres per hour speed limit should be retained due to the short cul-de-sac nature of the road.	Staff are satisfied that 50 kilometres per hour is a suitable speed limit for the industrial development occurring on McTeigue Road.
23/ - Murphys Road	
Speed should be 50 kilometres per hour not 70 as this is a residential area with a lot of children around.	The speed limits in this area will be reassessed as development occurs.
The speed limit should be 50 kilometres per hour consistent with Whincops North. Heavy pedestrian movements potentially with new residential development to the west. Murphy Road/Quaifes Road intersection is a known accident area.	
There will be houses along the length of this road - like Whincops Road so the speed limit should be 50 kilometres per hour or 60 kilometres per hour not 70 kilometres per hour.	
For half of Murphys length, it's residential, and narrow. Therefore it should be 60 kilometres per hour. We live here - 70 is too fast.	
A school is planned for the corner of Murphys Road & Quaifes Road. 60 kilometres per hour seems more appropriate.	The speed limits in this area will be reassessed as development occurs.
Residents are now access directly onto this road with more coming next year this should be reduced to 60 kilometres per hour.	
24/ - Quaifes Road	
A 60 kilometres per hour limit should be considered to allow for on going development and for consistency with the adjacent section of Halswell Junction Road.	The speed limits in this area will be reassessed as development occurs.
Speed should be 50 kilometres per hour not 70 as this is a residential area with a lot of children around.	
Quaifes Road to Halswell Junction Road <u>50 kilometres per hour</u> . Same as Whincops Road. Many new houses on road side, see development.	
This road is very busy consider a lowering to 60.	
(Between Murphys Road and Sabys Road) suggest 60 kilometres per hour instead of 80 kilometres per hour, as children going to school and joggers use this road.	Project team response
Comment - Quaifes Road (continued).	
Foot traffic and cyclists have increased and there is no footpath. I would like to see the speed limit reduced to 60 kilometres per hour which the majority of traffic is travelling at indicating that it is the correct speed for the roading conditions (potholes, narrow road, no lanes, no footpath, pedestrians and cyclists).	The speed limits in this area will be reassessed as development occurs.
The speed limit of 80 kilometres per hour is unsuitable for Quaifes Road due to its traffic volume it is no longer safe. A new School, years 0-13 is planned to open in 2016 to bring increased traffic and pedestrian/cycle volumes as pupils have only one road to go down and back to school if coming from the Southern end of Halswell. A cafe/produce store is to open at 223 Quaifes Road. All this change means a reduced speed limit of 60 kilometres per hour is justified similar to location 13 which is a rural area no residences and has a carriageway of 7.5-8 metres with full road markings compared to Quaifes Road carriageway width of 5 - 5.5 metres. The Eastern end of Quaifes Road now demands a reduced speed limit from the more open rural end. A change now will avoid the need to repeat this process in the very near future. Some very simple speed sign relocations will provide additional safety benefits at the very narrow blind bend where the Quaifes Drains/Creamery Stream cross under the road outside 75 Quaifes Road.	The speed limits in this area will be reassessed as development occurs.
70 Kilometres per hour for whole length. Housing development, dangerous corner Whincops/Marshs Road/Quaifes Road.	The speed limits in this area will be reassessed as development occurs.
Residents are now access directly onto this road with more coming next year this should be reduced to 60 Kilometres per hour.	

25/ - Sabys Road	
The current speed limit is too high for this road. The road is quite twisty and narrow.	Agreed
The speed reduction on this road can't come soon enough! This road has a high amount of horse riders using it; please put a horse sign near Quaifes Road where the speed limit increases to warn motorists and hopefully make it safer for riders.	The possible installation of a horse warning sign will be investigated.
Suggest the speed limit be 50 kilometres per hour.	The speed limits in this area will be reassessed as development occurs.
26/ - Shands Road	
No comments received.	
27/ - Whincops Road (Halswell Junction to Quaifes)	
Absolutely necessary to reduce to 50 kilometres.	Agreed
Please put the change from 50 to 80 just (south of) past the intersection with Marshs Road, as it is a difficult visual spot, especially going west on Quaifes Road.	Noted.
The GPS has Whincops Road down as the shortest route to Christchurch from the Selwyn area. Consequently huge trucks are using this as a route to town. Can this be changed?	This will be investigated.
We support the speed limit change, but few will actually do it. We feel it needs speed bumps or a sign, like the one outside Princess Margaret Hospital.	Thank you for your support.
This is a very positive move - there is a great deal of traffic now and will only get heavier.	
Getting more built up probably more people around. Really support the whole lot.	
28/ - Whincops Road (Longstaffs to Quaifes)	
Longstaffs Road from Hodgens to Trices should be 80 kilometres per hour. Accidents occur at Longstaffs/Trices intersection.	Selwyn District Council will be considering changes to the speed limit in their section in the near future.
Support the lowering but there are too many speed limits in a very small area with the proposed 50/60/70.	Your concern is appreciated.
Suggest the speed limit be 50 kilometres per hour.	The speed limits in this area will be reassessed as development occurs.
29/ - Wigram Road	
As the developer of the adjacent Wigram Skies subdivision, we strongly support the proposed change from 80 kilometres per hour to 60 kilometres per hour.	Thank you for your support.
General Comments	
Just get on with fixing the roads. It's an absolute farce so many roads are still in such appalling condition.	Road surfaces will be permanently fixed once all underground services have been repaired.

Riccarton/Wigram Community Board 16. 12. 2014

- 35 -

<p>There is a shop selling vegetables in the summer months at 288 Sparks Road and there has been a number of near accidents because the 80 kilometres per hour speed limit can be driven at 90 kilometres per hour. With traffic at peak hours small gaps in the traffic lead to risks being taken to drive onto the road. The other end of Sparks Road between Hendersons Road and Victor Street is 70, so all of Sparks Road to Halswell Junction road should be 70 kilometres per hour OR a turning lane could be constructed outside the gate allowing a right turn lane into our driveway. Since the traffic light has been install at Sparks Road and Halswell Junction Road the traffic has increased 100 times and with more housing coming on line there will be even more traffic. On the north side of Sparks Road opposite our market garden there is plan for a new housing complex starting by the end of 2014 called Meadow Park subdivision. Halswell Junction Road end of Sparks Road is 60 kilometres and then 80 kilometres then after Hendersons road about back to 70 kilometres in front of residential housing. There are too many speed changes for a short stretch of road or ideally all of Sparks Road should be 60 kilometres. It will create safer driving. We drive our tractor onto the road because our tractor only has topsafe driving speed of 20 kilometres at the existing speed 80 kilometres.</p>	<p>Noted for possible inclusion the next time speed limits in this area are reassessed.</p>
<p>Sparks Road between Sutherland Road and the Hendersons Road is approx 1.5 kilometres long and the speed limit should be 60 kilometres per hour, it will only add 10 to 20 second to drivers travel time.</p>	
<p>In the majority of the changes the speed appears to be being lowered to reflect an increase in residential activity in the area. This will result in a safer environment for both vulnerable road users (pedestrians and cyclists) and general vehicle movement. We know that with a reduction in the average speed on our roads, there is a corresponding reduction in serious crashes and injuries.</p> <p>In relation to Frosts Road, where the proposal is to increase the speed limit from 50 kilometres per hour to 70 kilometres per hour to a point 100 metres south of Beach Road, this would appear appropriate given the lack of residential activity along that part of Frosts Road.</p> <p>In relation to Linwood Ave, where the proposal is to increase the speed limit from 60 kilometres per hour to 70 kilometres per hour, this appears to simply be recording a change that has already been made.</p>	<p>Agreed.</p>
<p>Highsted Road - Extend the existing 50 kilometres per hour speed limit from the existing 50/80 change point to the intersection with Styx Mill Road. This is considered necessary for the safe and efficient use of this road both at present in response to the current changed traffic flows in the post-earthquake environment and also in the near future in recognition of the increased traffic demand that will be generated by new residents of the subdivision currently being constructed by the Highsted Developments Ltd.</p> <p>Claridges Road - Extend the existing 50 kilometres per hour speed limit from the existing 50/80 change to the intersection with Gardiners Road.</p> <p>Styx Mill Road - Extend the existing 50 kilometres per hour speed limit from the existing 50/80 change to the intersection with Gardiners Road.</p> <p>The requested speed limit changes in relation to Cavendish, Claridges, Gardiners and Styx Mill Roads are also made in recognition of the forthcoming increased traffic demand as surrounding land comes forward for residential development. With respect of Claridges Road, this road will be used by the subdivision currently being developed by Highsted in addition to Highsted Road. The consequential increased traffic demand on Claridges Road will thus take place in the very near term. The requested changes are identified by two Integrated Transport Assessments (ITA) recently prepared in connection with Plan Changes 71 and 72 to the City Plan.</p> <p>Plan Change 71 (PC71) and Plan Change 72 (PC72) enable the future development of 1,846 households within the Upper Styx greenfield area. This area has been fast-tracked for development since the Canterbury earthquakes and subdivisions are currently underway.</p>	<p>The speed limits in this area will be reassessed as development occurs.</p>
<p>Please add Sparks Road between Victors Road and Halswell Road; make it <u>60 kilometres per hour</u>.</p>	<p>Noted for possible inclusion the next time speed limits in this area are reassessed.</p>

Riccarton/Wigram Community Board 16. 12. 2014

- 36 -

We have no objections to the proposed Speed Limit changes, but would appreciate a longer consultation process to allow a more informed decision.	Noted.
We support <u>ALL</u> proposed speed limit changes.	Thank you for your support.
Support Southern and Western areas.	
I agree with and support all the proposed changes.	

Christchurch City Council
Legal Services Unit

LEGAL OPINION

For the exclusive use of Council Officers only

**Not for public distribution without the approval of the
Legal Services Manager**

Date: 18 JUNE 2014

From: VIVIENNE WILSON (Solicitor, Legal Services)

To: RYAN ROLSTON (Traffic Engineer)

Setting of Speed Limits

1. You have asked for legal advice in relation to the setting of speed limits under the Council's Speed Limits Bylaw 2010.

Background

2. As I understand it, recently the Riccarton/Wigram Community Board recommended some proposed speed limits of its choosing for particular streets for the purposes of undertaking consultation under the Setting of Speed Limits Rule.
3. It appears that the Riccarton/Wigram Community Board considered that given the wording of the Council's Speed Limits Bylaw, it was open to the Board to use its discretion as to the speed limit that may be appropriate.
4. The Council subsequently agreed with the Community Board and the next step is for the Council to consult on these proposed speed limits using the consultation process in the Setting of Speed Limits Rule. However, this has raised a number of questions for staff as these proposed speed limits have not been determined in accordance with the procedure set out in the Setting of Speed Limits Rule, and there is no particular evidence to show why these speed limits are appropriate.

Speed Limits Bylaw and Setting of Speed Limits Rule

5. In my opinion, it is quite clear that the Bylaw is simply a mechanism by which the Council sets speed limits. Clause 4 of the Bylaw sets out the object, and it states that *"the purpose of this Bylaw is to provide the mechanism required by the Rule to enable the Council to set speed limits for all roads under the care, control and management of the Council."*

ATTACHMENT 3 TO CLAUSE 12 CONT'D

6. The Bylaw does not give the Council an unlimited discretion to set any speed limit that it wants. It is the Setting of Speed Limits Rule that governs the way in which the Council makes decisions about **what** speed limit to set.
7. I note that in the explanatory material at the front of the Rule it states as follows:

*Land Transport Rule: Setting of Speed Limits 2003 establishes procedures whereby road controlling authorities may set enforceable speed limits on roads within their jurisdictions. **The purpose of the procedures is to ensure that the risk to public safety is minimised and that the freedom of road users to travel on New Zealand roads at speeds that are reasonable and appropriate is protected through checks and balances on the actions of road controlling authorities. This is achieved through the Director of Land Transport Safety setting standards and auditing and monitoring the application of the rule by road controlling authorities.** The power to set a speed limit is limited to road controlling authorities that have power to make bylaws concerning the use of roads under the Local Government Act 2002 (principally, territorial local authorities and Transit New Zealand); or power to make bylaws under specific legislation (such as some airport authorities).*

The objective of the rule is to contribute to a safe and efficient road network by:

- *establishing speed limits of 50 kilometres/h in urban traffic areas and 100 kilometres/h on rural roads and motorways;*
- *authorising road controlling authorities to designate urban traffic areas, to set speed limits other than 50 kilometres/h on urban roads and less than 100 kilometres/h on rural roads, and to set temporary speed limits associated with work on or near the road and for special events; and*
- ***promoting national uniformity in speed limits by requiring road controlling authorities to apply a consistent method to translate national speed limits policy into a safe and appropriate speed limit for any given road.***

8. The references to national consistency and uniformity are further explained in Schedule 1 of the Rule under the heading "speed limits policy" as follows:

1.1 Speed limits policy

The objective of speed limits policy is to balance the interests of mobility and safety by ensuring speed limits are safe, appropriate and credible for the level of roadside development and the category of road for which they are set. They must also be nationally consistent.

Road users are more likely to comply with a speed limit if it is consistent with limits on other roads in the network with similar characteristics, and if limits in general reflect the factors that most influence speed choice. The level of roadside development and the function of a road are the primary determinants of the appropriate speed limit. Consistency is an important aspect of road users' perceptions of a reasonable speed limit and will influence their willingness to comply.

Although road geometry is also a factor in determining a speed limit, it is secondary to roadside development. In situations where the road geometry encourages road users to travel at a higher speed than the speed limit determined by roadside development, engineering techniques should be used to lower vehicle speeds. When a road in a built-up area primarily serves through traffic, engineering techniques and access controls should be used to provide safety at the higher speeds that will prevail.

ATTACHMENT 3 TO CLAUSE 12 CONT'D

9. With this background in mind, I have considered the relevant provisions of the Rule.
10. As you have pointed out under section 3.1, the Council must apply Speed Limits New Zealand to determine the calculated speed limit when reviewing or setting a permanent or holiday speed limit and when reviewing or designating an urban traffic area, unless the relevant road is in a location to which section 4 applies, in which case a road controlling authority may apply Speed Limits New Zealand.
11. Section 3.2(1) then goes on to state that a road controlling authority must review a permanent or holiday speed limit, or propose to set a new speed limit, by determining: ... the **calculated speed limit** for the relevant road, in accordance with 3.1. The calculated speed limit is the speed limit calculated for a particular road by following the procedures set out in Speed Limits New Zealand.
12. Section 3.2(2) goes on to provide that unless section 4 applies, and subject to 3.2(5), if the calculated speed limit is the same as the existing speed limit, **the road controlling authority must retain the existing speed limit.**
13. Section 3.2(5) states that a road controlling authority may propose to set a speed limit **that differs from the calculated speed limit, but may set the proposed speed limit, in accordance with section 7, only if:**
- (a) *a speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area; or*
 - (b) *the proposed speed limit is less than 50 kilometres/h and 3.2(6) applies.*
- (I note that section 4 does not apply in this case.)
14. Section 7 of the Rule then sets out the consultation requirements for setting a speed limit. The Council must consult with the persons that may be affected by the proposed speed limit in accordance with section 7 of the Rule. The persons that must be consulted **include** road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed, any local community that the road controlling authority considers to be affected by the proposed speed limit, and NZTA (the Agency).
15. As you have previously mentioned, section 7.1(6) provides that
- If a proposed speed limit is 50 kilometres/h or more, and the proposed speed limit is not the calculated speed limit, the road controlling authority **must provide the [Agency] with written evidence that the proposed speed limit complies with 3.2(5) unless section 4 applies.***

ATTACHMENT 3 TO CLAUSE 12 CONT'D

16. Section 7.2 then provides for the actual decision-making and notification of set speed limits. Section 7.2(1) states that a road controlling authority that is empowered by an enactment to make bylaws must set a speed limit under this rule by making a bylaw in accordance with that enactment, unless section 5 applies. In this case, the Council's bylaw provides that the Council may resolve the speed limit by way of resolution under the bylaw.
17. Section 7.2(2) goes on to provide that when deciding to set a speed limit, a road controlling authority must take account of submissions received during consultation on the proposed speed limit.
18. Section 7.2(3) then states that following review and consultation, if a road controlling authority decides the existing speed limit is not the safe and appropriate speed limit for a particular road, it must set a new speed limit.
19. Once the new speed limit has been set the Council must notify NZTA and the Commissioner of Police at least 14 days before the speed limit comes into force.
20. Section 9 goes on to set out the responsibilities, functions and powers of the road controlling authorities and NZTA. Section 9.2(3) states that

9.2(3) If the [Agency] considers that a road controlling authority has not complied with this rule in reviewing or setting a speed limit, or that a speed limit set by a road controlling authority does not comply with this rule, the [Agency] may direct the road controlling authority to:

- (a) review, change, or modify the application of, the speed limit;]*
- (b) review or change, in accordance with this rule, the procedures used by the road controlling authority to set speed limits;*
- (c) carry out the instructions in 9.2(3)(a) and 9.2(3)(b) within a stated period.*

9.2(4) If a road controlling authority does not comply with directions given under 9.2(3), the [Agency] may exercise the appropriate responsibilities of a road controlling authority under this rule and change[, or modify the application of,] a speed limit, by notice in the Gazette.

21. Therefore NZTA has the power to direct the Council to change a speed limit, if NZTA determines that the Council has not complied with the Rule. If the Council does not comply with the direction, NZTA may change the speed limit by notice in the Gazette.

Summary of decision-making under the Rule and Bylaw

22. When reviewing any speed limit the starting point is determining the calculated speed limit. This is the default speed limit that must apply.
23. The Council has some discretion to apply a speed limit that differs from the calculated speed limit, but only if the speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area.

ATTACHMENT 3 TO CLAUSE 12 CONT'D

24. In exercising any discretion under this provision, the Council needs to act in accordance with the usual administrative law principles. This means that it must act

- Legally (i.e. follow the procedure set out in the rule)
- Fairly (again follow the procedure, only take into account relevant considerations and not take into account irrelevant considerations)
- Reasonably (i.e. if a Council makes a decision that is so absurd that no sensible person could ever dream that it lay within its powers, that decision is unreasonable in administrative law terms).

25. In setting speed limits or amending speed limits, the Council must follow a consultation process. There is a requirement to take account of submissions received during consultation on the proposed speed limit. Furthermore, if following the consultative process, the Council decides the existing speed limit is not the safe and appropriate speed limit for a particular road, it must set a new speed limit. However, as I see it, this presupposes that the Council as the road controlling authority has complied with the earlier sections (i.e. section 3) before it consults on any particular speed limit.

Consideration

26. I have a number of concerns with the process to date and the recommendations of the Riccarton/Wigram Community Board that were ratified by the Council.

- First, when the Community Board made its decision to recommend a number of the proposed speed limits, it does not appear to me that there was any evidence that would meet the requirements of section 3.2(5) and therefore support these recommendations.
- Secondly, in the absence of any evidence that establishes the matters in section 3.2(5), it seems highly likely that in proposing a speed limit that was different from the calculated speed limit, the Council did not take into account relevant considerations, and instead took into account irrelevant considerations. The irrelevant considerations being – we think it should be a lower speed limit etc (without the corresponding evidence).
- Furthermore, it also seems to me to be a relevant consideration that the Rule aims to promote national uniformity in speed limits by requiring road controlling authorities to apply a consistent method to translate national speed limits policy into a safe and appropriate speed limit for any given road. Adopting an approach where the Council simply decides what speed limit is the best speed limit does not promote national uniformity in speed limits. On this basis, there is a reasonably strong argument that the Council failed to take into account a relevant consideration when it agreed with the proposed speed limits to be used for the consultation.
- As I understand it, the Council's evidence shows that the calculated speed limit is the existing speed limit, and there is no evidence that establishes the matters in section 3.2(5) (and the evidence supports the calculated speed limit). On this basis, there is also a reasonably good argument that the Council is probably acting unreasonably in administrative law terms. No sensible decision-maker would make that decision.
- Finally, if the Council sets a speed limit without having the necessary evidence (and in fact the evidence that the Council does have supports the calculated speed limit), there is a very real chance that the NZTA will exercise its powers under section 9.

ATTACHMENT 3 TO CLAUSE 12 CONT'D

27. I acknowledge that following the consultative process, under section 7.2(3) if the Council decides the existing speed limit is not the safe and appropriate speed limit for a particular road, it must set a new speed limit. However, as I mentioned above, this presupposes that the Council as the road controlling authority has complied with the earlier sections (i.e. section 3) before it consults on any particular speed limit.
28. Taking all these matters into account, in my opinion, there are very real questions as to whether, to date, the Council has acted legally, fairly, or reasonably. Apart from NZTA exercising its powers to remake a speed limit, this raises a risk of someone challenging the Council's decision-making process by judicial review proceedings.

Options for the Council

29. As I see it the Council has a number of options. I set these out the table set out in the Appendix to this opinion.
30. In my opinion, the least riskiest option is for staff to go back to Council and ask the Council to revoke the resolution , and either use the calculated speed limits for the purpose of the consultation or ask staff to prepare a further report to see whether section 3.2(5) could be triggered for any of the roads in question.
31. Please call me if you have any questions.

Vivienne Wilson
SOLICITOR
Legal Services Unit
Extension: 8963
Email: vivienne.wilson@ccc.govt.nz

APPENDIX

<p>Proceed to consult on the proposals as resolved by the Council (and recommended by the Community Board)</p>	<p>The Council's decision-making to date is questionable. Potentially there is a high chance that NZTA will remake the speed limits anyway. The Council's decision-making is vulnerable from an administrative law perspective and susceptible to successful judicial review proceedings.</p>	<p>This gives the Council opportunity to undertake the consultation with the most robust proposals. Little risk of NZTA interfering with the subsequent decision of the Council. Little risk of successful judicial review proceedings.</p>
<p>Do a further report to Council and ask the Council to revoke the current resolution, and either use the calculated speed limits for the purpose of the consultation or ask staff to prepare a further report to see whether section 3.2(5) could be triggered.</p>	<p>Not a viable option for staff to not proceed with carrying out the directives of Council</p>	
<p>Do nothing – don't prepare a further report and don't proceed with consultation</p>		

13. CHURCH CORNER - PROPOSED PARKING PLAN

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Culture, Leisure and Parks	N	
Officer responsible:	Transport and City Streets Unit Manager	N	
Author:	Ryan Rolston, Traffic Engineer	Y	DDI 941 8516

1. PURPOSE AND ORIGIN OF REPORT

1.1 At its meeting on 19 August 2014, the Riccarton/Wigram Community Board resolved:

“That the Riccarton/Wigram Community Board requests a revision of parking restrictions in Bowen Street, Brake Street and Leslie Street and that a report on this work including the results of consultation, be made back to the Board by December 2014.”

1.2 This report has been prepared to fulfil that request.

2. BACKGROUND

2.1 There are high all day parking demands in Church Corner, resulting in much of the available parking on surrounding streets being dominated by commuters. Much of Bowen Street, Brake Street and Leslie Street is residential. The lack of any time limited parking at present means that there is little parking availability for residents and their visitors from Monday to Saturday.

3. COMMENT

- 3.1 It is proposed to address the parking issues by introducing a parking plan on Bowen Street, Leslie Street and Brake Street. The proposed plan is provided as **Attachment 1**.
- 3.2 The Plan involves staggered P120 parking restrictions to ensure some parking availability for residents, their visitors and other short stay users.
- 3.3 The P120 restriction will generally alternate from side to side on each street. By leaving portions of each street unrestricted, the all day commuter parking will be dispersed throughout the identified Plan area, rather than being transferred completely onto residential streets further afield.
- 3.4 Under New Zealand legislation, parking restrictions only apply between 8am and 6pm unless otherwise stated on the sign. This means that with the signage proposed, residents are able to use the restricted parking areas from 4pm to 10am the next morning without restriction.
- 3.5 Consultation has been undertaken with all residents and businesses within the identified distribution area. There were 20 submissions received, of which 18 (90 percent) support the proposal.
- 3.6 Three submitters raised the lack of clearance between parked cars and the end of the traffic island on Bowen Street at Waimairi Road as an issue. It is proposed to adjust the length of No Stopping to ease this issue.

13. Cont'd

- 3.7 Several submitters requested changes to the extent or location of P120 restrictions. It is not proposed to accommodate these requests at this stage due to the high level of support for the Plan in its present form and because the design follows the same principles of numerous other successful parking plans.
- 3.8 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.
- 3.9 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.10 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.11 The Senior Parking Officer supports this proposal.

4. FINANCIAL IMPLICATIONS

- 4.1 The estimated cost of this proposal for new signage is \$5,000.

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Revoke all existing parking restrictions on Bowen Street.
- 5.2 Approve that the stopping of vehicles be prohibited at any time on the northern side of Bowen Street commencing at its intersection with Peer Street and extending in an easterly direction for a distance of 26 metres.
- 5.3 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Bowen Street commencing at a point 26 metres east of Peer Street and extending in an easterly direction for a distance of 60 metres.
- 5.4 Approve that the stopping of vehicles be prohibited at any time on the northern side of Bowen Street commencing at a point 86 metres east of its intersection with Bowen Street and extending in an easterly direction for a distance of 33 metres.
- 5.5 Approve that the stopping of vehicles be prohibited at any time on the northern side of Bowen Street commencing at a point 200 metres east of its intersection with Bowen Street and extending in an easterly direction for a distance of 70 metres.
- 5.6 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Bowen Street commencing at a point 270 metres east of Peer Street and extending in an easterly direction for a distance of 85 metres.
- 5.7 Approve that the stopping of vehicles be prohibited at any time on the northern side of Bowen Street commencing at a point 355 metres east of Peer Street and extending in an easterly direction to its intersection with Waimairi Road.
- 5.8 Approve that the stopping of vehicles be prohibited at any time on the southern side of Bowen Street commencing at its intersection with Peer Street and extending in an easterly direction for a distance of 44 metres.

13. Cont'd

- 5.9 Approve that the stopping of vehicles be prohibited at any time on the southern side of Bowen Street commencing at its intersection with Angela Street and extending in a westerly direction for a distance of 12 metres.
- 5.10 Approve that the stopping of vehicles be prohibited at any time on the southern side of Bowen Street commencing at its intersection with Angela Street and extending in an easterly direction for a distance of 12 metres.
- 5.11 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Bowen Street commencing at a point 12 metres east of its intersection with Angela Street and extending in an easterly direction for a distance of 82 metres.
- 5.12 Approve that the stopping of vehicles be prohibited at any time on the southern side of Bowen Street commencing at a point 94 metres east of its intersection with Angela Street and extending in an easterly direction to its intersection with Brake Street.
- 5.13 Approve that the stopping of vehicles be prohibited at any time on the southern side of Bowen Street commencing at its intersection with Brake Street and extending in an easterly direction for a distance of 45 metres.
- 5.14 Approve that the stopping of vehicles be prohibited on the southern side of Bowen Street commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 21 metres.
- 5.15 Revoke all existing parking restrictions on Brake Street.
- 5.16 Approve that the stopping of vehicles be prohibited at any time on the western side of Brake Street commencing at its intersection with Bowen Street and extending in a southerly direction for a distance of 15 metres.
- 5.17 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Brake Street commencing at a point 15 metres south of its intersection with Bowen Street and extending in a southerly direction for a distance of 53 metres.
- 5.18 Approve that the stopping of vehicles be prohibited at any time on the western side of Brake Street commencing at a point 68 metres south of its intersection with Bowen Street and extending in a southerly direction for a distance of 41 metres.
- 5.19 Approve that the stopping of vehicles be prohibited at any time on the western side of Brake Street commencing at its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 31 metres.
- 5.20 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Brake Street commencing at its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 25 metres.
- 5.21 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the eastern side of Brake Street commencing at a point 40 metres north of its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 46 metres.
- 5.22 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Brake Street commencing at its intersection with Leslie Street and extending in a southerly direction for a distance of 15 metres.
- 5.23 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Brake Street commencing at its intersection with Leslie Street and extending in a northerly direction for a distance of 12 metres.

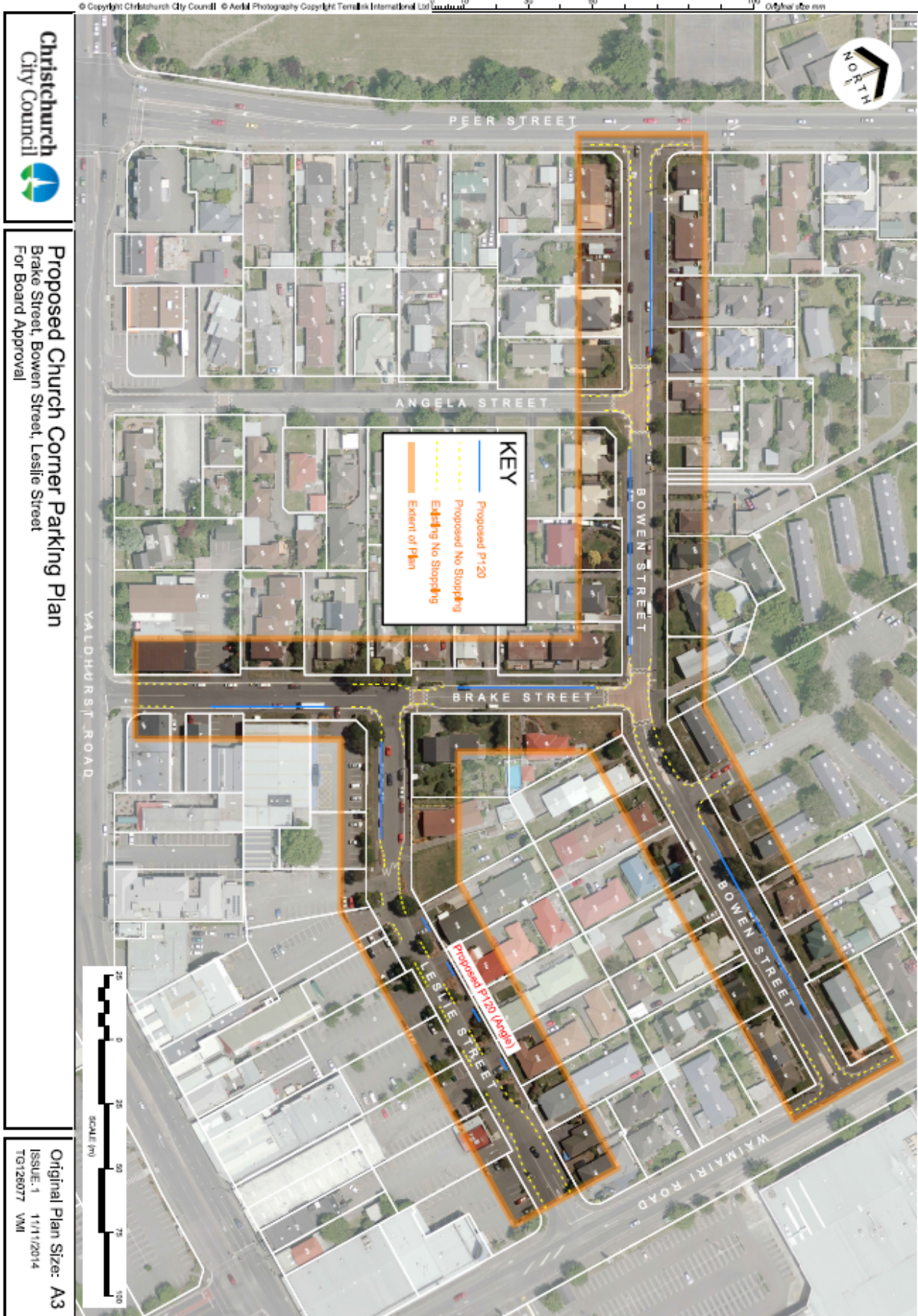
13. Cont'd

- 5.24 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Brake Street commencing at its intersection with Bowen Street and extending in a southerly direction for a distance of 16 metres.
- 5.25 Revoke all existing parking restrictions on Leslie Street.
- 5.26 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at its intersection with Brake Street and extending in an easterly direction for a distance of 14 metres.
- 5.27 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at a point 52 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of 33 metres.
- 5.28 Approve that the parking of vehicle be restricted to 90 degree angled parking only for a maximum period of 120 minutes on the northern side of Leslie Street commencing at a point 85 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of six metres.
- 5.29 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at a point 91 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of 13 metres.
- 5.30 Approve that the parking of vehicle be restricted to 90 degree angled parking only for a maximum period of 120 minutes on the northern side of Leslie Street commencing at a point 104 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of six metres.
- 5.31 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at a point 110 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of 14 metres.
- 5.32 Approve that the parking of vehicle be restricted to 90 degree angled parking only for a maximum period of 120 minutes on the northern side of Leslie Street commencing at a point 124 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of six metres.
- 5.33 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at a point 130 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of 17 metres.
- 5.34 Approve that the parking of vehicle be restricted to 90 degree angled parking only for a maximum period of 120 minutes on the northern side of Leslie Street commencing at a point 147 metres east of its intersection with Brake Street and extending in an easterly direction for a distance of six metres.
- 5.35 Approve that the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 66 metres.
- 5.36 Approve that the stopping of vehicles be prohibited at any time on the southern side of Leslie Street commencing at its intersection with Brake Street and extending in an easterly direction for a distance of 12 metres.
- 5.37 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Bowen Street commencing at a point 12 metres east of Brake Street and extending in an easterly direction for a distance of 39 metres.

13. Cont'd

- 5.38 Approve that the stopping of vehicles be prohibited at any time on the southern side of Leslie Street commencing at a point 51 metres east of its intersection with Brake Street and extending in an easterly direction to its intersection with Waimairi Road.

ATTACHMENT 1 TO CLAUSE 13



14. NGA MAHI ROAD - P120 PARKING RESTRICTION

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Steve Dejong, Traffic Engineer	Y	DDI 941 6428

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to install P120 Parking Restrictions on Nga Mahi Road (refer **Attachment 1**).
- 1.2 This is a staff initiated report following a request from a business owner on Nga Mahi Road.

2. BACKGROUND

- 2.1 The Council has received a request from a business owner on Nga Mahi Road to install time restricted parking on this road in the vicinity of Blenheim Road, to provide a turn-over parking for their customers. The request suggested that P120 would be sufficient to accommodate the needs of their business and others.
- 2.2 Nga Mahi Road is a local road that provides property access and on-street parking for a range of light industrial activities. The majority of Nga Mahi Road currently has unrestricted on-street parking, with the exception of a 25 metre long P5 parking restriction on the southern side of the road 60 metres south of Blenheim Road, outside the café. The unrestricted parking is normally fully parked out during the working day.

3. COMMENT

- 3.1 It is proposed to install a P120 parking restrictions on the eastern and western sides of Nga Mahi Road south of its intersection with Blenheim Road. The extent of restriction proposed is 21 metres and 18 metres on the eastern and western sides respectively. It is proposed to retain the current P5 parking restriction outside the café and the remainder of the unrestricted parking on Nga Mahi Road.
- 3.2 The P120 parking restriction will prevent the all-day parking that currently occurs in these areas and provide a turn-over visitor parking for the surrounding businesses.
- 3.3 The occupiers of the immediately adjoining businesses at 521 and 525 Blenheim Road were contacted and support the proposal. Occupiers of the businesses at 7 Nga Mahi Road were also consulted and were either supportive or considered themselves unaffected by the proposal.
- 3.4 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 3.5 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.6 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042.
- 3.7 The Team Leader Parking Enforcement supports this proposal.

14. Cont'd

4. FINANCIAL IMPLICATIONS

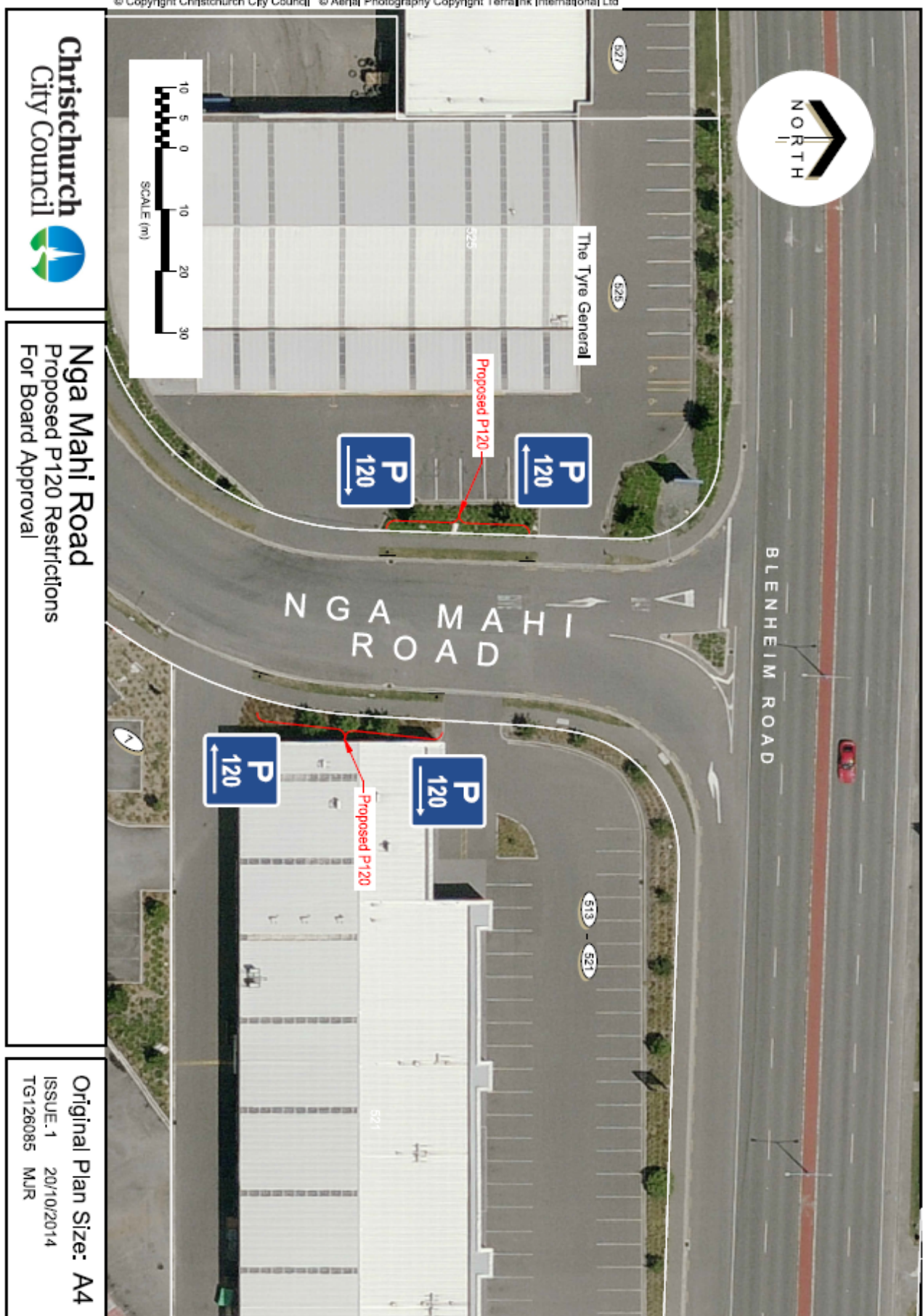
- 4.1 The estimated cost of this proposal is approximately \$800..
- 4.2 The installation of road markings is within the Long Term Plan Streets and Transport Operational Budgets.

5. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 5.1 Approve that all existing parking restrictions on the east side of Nga Mahi Road commencing at its intersection with Blenheim Road and continuing in a southerly direction for 49 metres, be revoked.
- 5.2 Approve that all existing parking restrictions on the west side of Nga Mahi Road commencing at its intersection with Blenheim Road and continuing in a southerly direction for 42 metres, be revoked.
- 5.3 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Nga Mahi Road commencing at a point 28 metres south of its intersection with Blenheim Road and continuing in a southerly direction for 21 metres.
- 5.4 Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Nga Mahi Road commencing at a point 24 metres south of its intersection with Blenheim Road and continuing in a southerly direction for 18 metres.
- 5.5 Approve that the stopping of vehicles be prohibited at any time on the east side of Nga Mahi Road commencing at its intersection with Blenheim Road and continuing in a southerly direction for a distance of 28 metres.
- 5.6 Approve that the stopping of vehicles be prohibited at any time on the west side of Nga Mahi Road commencing at its intersection with Blenheim Road and continuing in a southerly direction for a distance of 24 metres.

ATTACHMENT TO CLAUSE 14





15. KNIGHTS STREAM SUBDIVISION - SERVICE EASEMENTS

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Lewis Burn, Property Consultant	Y	DDI 941 8522

1. PURPOSE AND ORIGIN OF REPORT

1.1 This report is initiated by staff as a procedural issue arising from an application by Fulton Hogan who are undertaking the development of the Knights Stream Park subdivision. The report is in two parts to distinguish between the decisions required to approve the granting of the service easements.

1.1.1 Under Part 1, approval of the Riccarton/Wigram Community Board is sought to grant easements in gross in favour of the Christchurch City Council and Orion New Zealand over a Local Purpose (Drainage) reserve for the purpose of draining wastewater and conveyance of electricity. The Board has the delegated authority of the Council to make this decision.

1.1.2 Under Part 2, the consent of the Minister of Conservation is to be requested to the proposed easements. This decision is not delegated to the Board but is delegated to the full Council by an Instrument of delegation signed on 12 June 2013 for Territorial Authorities pursuant to Section 10 of the Reserves Act 1977. Should the Board grant the easements it is also being asked to recommend to the Council that the Council exercise the delegation from the Minister of Conservation to consent to the easements.

PART 1 – COUNCIL IN ITS CAPACITY AS THE LANDOWNER – DECISION DELEGATED TO THE COMMUNITY BOARD

2. BACKGROUND

2.1 Situated off Aberdare Street, Halswell is a Council Local Purpose (Drainage) Reserve comprising some 2.9224 hectares which lies adjacent to land under development by Fulton Hogan Land Development Limited as Stage 3a of the Knights Stream Park subdivision.

2.2 The land making up the reserve came to the Council for mitigation of stormwater treatment for the surrounding stages of the subdivision.

2.3 A sewer pipe to connect with the mains at Kruger Road and the new road to the west of the reserve has been installed three metres below ground surface along the alignment shown on **Attachment 1**. In addition to the sewer, a new 11kv electrical connection across the reserve is required by Orion to ensure continuity of supply. The cable is to lie within the same six metre easement corridor (which is in accordance with Council's infrastructure standards) as the sewer.

2.4 No application was made for the easements prior to the vesting of the reserve and had this been the case the easements would have been processed through the Reserves Officers Committee for approval as standard practice.

2.5 The route chosen for the sewer was the only real option available to achieve the grade required to service the further stages of the subdivision to be developed to the north west of Stage 3a. An alternative alignment of the Orion easement cable route was also not considered as a viable option. The Council's Subdivision Engineer has no issue with the easements proposed.

15. Cont'd

- 2.6 Section 48 (1) of the Reserves Act 1977 provides that the Council as administering body of a vested reserve, may with the consent of the Minister of Conservation, grant rights of way and other easements.
- 2.7 Section 48 (6) of the Reserves Act 1977 allows the Council to grant easements to itself as the administering body of the reserve.
- 2.8 Section 48 (2) of the Reserves Act 1977 requires that before granting an easement the Council shall give public notice in accordance with section 119 specifying the easement intended to be granted and give full consideration to all objections and submissions received.
- 2.9 Section 48 (3) of the Reserves Act 1977 further provides that Subsection (2) shall not apply in any case where:
 - 2.9.1 The reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and
 - 2.9.2 The rights of the public in respect of the reserve are not likely to be permanently affected by the establishment and lawful exercise of the easement.

3. COMMENT

- 3.1 Approval to the easements intended is being sought retrospectively as the sewer pipe has been installed and the laying of the Orion cable is imminent to allow progression of the subdivision to title stage.
- 3.2 The installation of an underground service in the location chosen is considered to be within the exemptions of Section 48 (3) of the Reserves Act 1977 because:
 - 3.2.1 It has not materially altered the reserve (a substantial or considerable affect on the reserve) and is unlikely to be considered to be damage permanent or otherwise to the reserve as a whole, and further;
 - 3.2.2 The location of the easement and its physical impact in relation to the public's use of the reserve as a whole, noting in particular that this is a drainage reserve is unlikely to permanently affect the public's rights in respect of the reserve by the exercise of this easement.
- 3.3 The Council's standard conditions which include payment by the applicant of all costs to create the easements, survey and a compensatory payment will apply as well as restoration of the site to Council's satisfaction. Authority is being requested to delegate the negotiation and conclusion of the agreement to the Property Consultancy Manager.

4. FINANCIAL IMPLICATIONS

- 4.1 All costs in creating the easements including survey will be payable by the applicant. There will be a one off compensation payment to Council to be assessed by independent valuation.

15. Cont'd

PART 2 – COUNCIL IN ITS CAPACITY OF HOLDING THE MINISTER OF CONSERVATIONS DELEGATION

5. CONSENT OF THE MINISTER OF CONSERVATION

- 5.1 Section 48 (1) of the Reserves Act 1977 provides that in the case of reserves vested in an administering body, the administering body, with the consent of the Minister of Conservation and on such conditions as the Minister thinks fit, may grant rights of way and other easements over any part of the reserve for rights of way and other easements. The Minister's power to consent or refuse consent to the administering body to grant easements under this section over any part of a vested reserve has been delegated without limitation to the Council and in giving this consent the Council may impose such conditions as it thinks fit.
- 5.2 In exercising this consent, the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters;
- 5.2.1 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.
- 5.2.2 The easement being applied for falls within the purposes specified in Section 48 (1) of the Act.
- 5.2.3 That the provisions of Section 48 (2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48 (3).
- 5.2.4 Section 4 of the Conservation Act 1987 (This Act shall so be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977 consideration is to be given to the requirement or otherwise to consult with iwi.
- 5.3 It is confirmed the land is held by Council as a Reserve subject to the Reserves Act 1977. The Council's title CFR 616222 records this interest.
- 5.4 The easement applied for falls within the provisions of Section 48 (1) subsection (f) drainage purposes and subsection (d), electricity purposes.
- 5.5 There are sufficient grounds to waive the notification requirements of Section 48(2) of the Reserves Act as outlined in paragraph 3.2.
- 5.6 Specific consultation with iwi is not considered necessary as the site affected does not feature in the City Plan as having any significance to tangata whenua.
- 5.7 There is no reason from a procedural perspective for Council not to grant the consent of the Minister of Conservation to the easements sought.

6. STAFF RECOMMENDATIONS

Part 1 – Council in its capacity as the landowner – decision delegated to the community board

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Subject to the consent of the Minister of Conservation, grant pursuant to Section 48 (1) (f), (d) and (6) of the Reserves Act 1977, easements in gross in favour of the Christchurch City Council and Orion New Zealand Limited for underground services within a six metre wide alignment depicted by a red line on the plan as **Attachment 1** being part of Lot 914 DP 464210 for drainage of wastewater and conveyance of electricity.

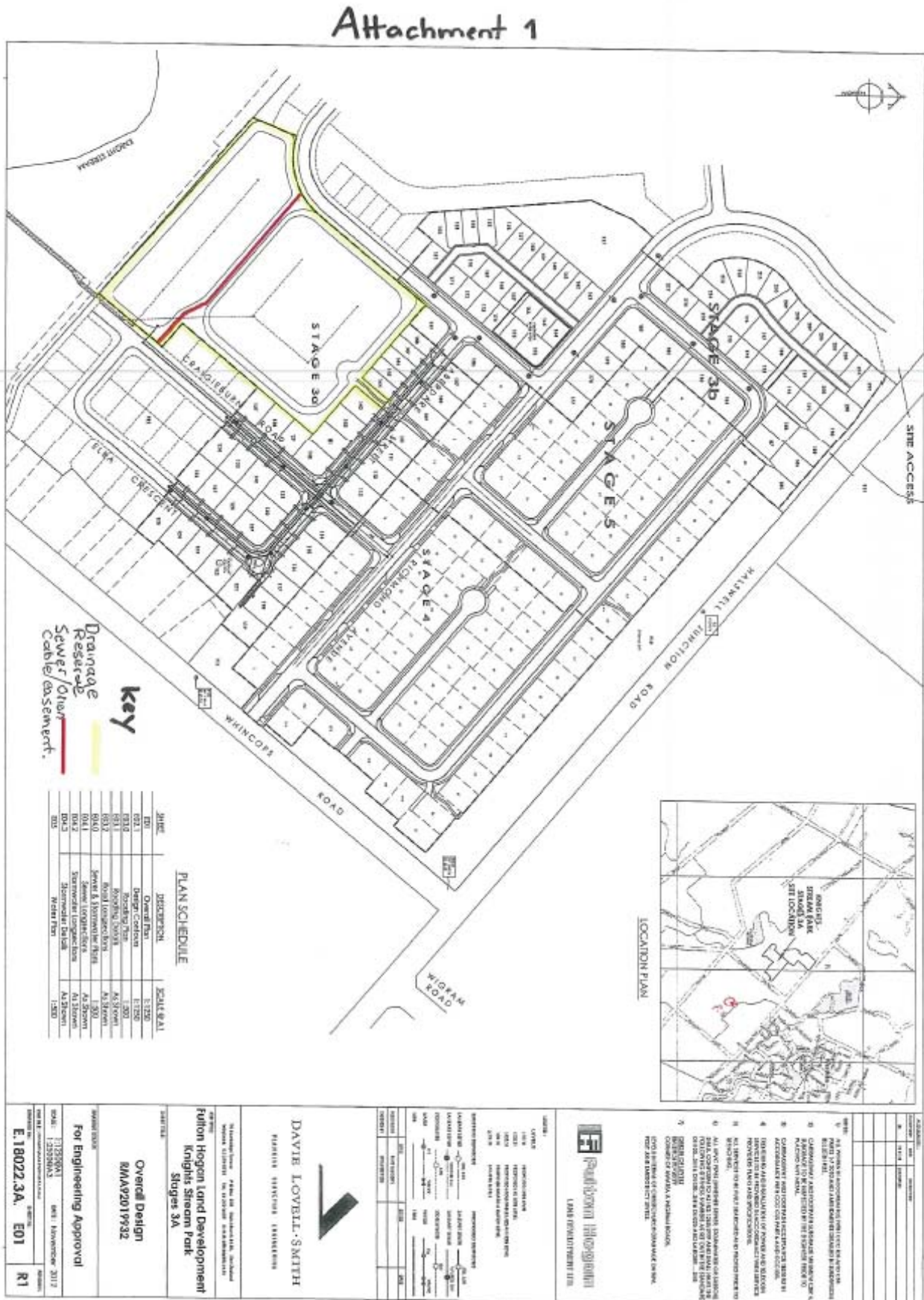
15. Cont'd

- 6.2 Delegate authority to the Property Consultancy Manager subject to recommendation 6.1, to negotiate and conclude agreement with the applicant on the terms and conditions of the easements including the authorisation to sign any documentation to implement the easements and protect the Council's interest.

Part 2 – Council in its capacity of holding the Minister of Conservation's Delegation

The Riccarton/Wigram Community Board recommend to the Council that it pass the following resolution:

- 6.3 Public notification of the intended easements for the subdivision services through the Local Purpose (Drainage) Reserve be waived in terms of the exemptions provided for in Section 48 (3) of the Reserves Act 1977.
- 6.4 Subject to 6.1 that it give the consent of the Minister of Conservation to the granting of a six metre wide easement in favour of the Council and Orion New Zealand Limited over part of Lot 914 DP 464210 along the alignment as depicted on **Attachment 1** for the drainage of wastewater and conveyance of electricity.



16. WIGRAM ROAD/HAYTON ROAD - REVOCATION OF RESERVE AND LAND EXCHANGE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer	N	
Officer responsible:	Unit Manager Asset and Networks	N	
Author:	Steve McCarroll	Y	DDI 941 8581

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report is initiated by staff as a procedural issue following a staff conclusion that the Council no longer needs to retain land held on the corner of Wigram Road/Hayton Road for Local Purpose (Drainage) Reserve and that a better use to facilitate an improved urban design outcome in the area can be achieved. Therefore the purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to:
 - 1.1.1 Under the delegated authority of the Council, commence the process pursuant to the requirements of the Reserves Act 1977 to have the reservation for Local Purpose (Drainage) Reserve over this land revoked.
- 1.2 Subject to the successful outcome of 1.1.1, to recommend to the Council that it resolve to:
 - 1.2.1 Declare a portion of the land shown as (Section 4 on **Attachment 1**) as road pursuant to Section 114 of the Public Works Act 1981.
 - 1.2.2 Exchange the balance of the land (shown as Section 1 on Attachment 1) with the adjoining owner, Ngai Tahu, for incorporation in their Wigram Skies development. In exchange, Ngai Tahu will vest on subdivision, Section 2 as shown on Attachment 1, with the Council as legal road.

2. EXECUTIVE SUMMARY

- 2.1 The land on the corner of Wigram Road and Hayton Road is classified as a Local Purpose (Drainage) Reserve vested in the Christchurch City Council and comprises an area of 0.1633 hectares and is shown as Sec 1 and 2 on the Reserve Revocation Plan (refer to **Attachment 2**).
- 2.2 The land was acquired in 2005 to overcome flooding concerns at the Wigram Road/Hayton Road corner.
- 2.3 With the development of the adjoining Wigram Skies subdivision, provision has been made for drainage in this area on an alternative area of land as part of the development of the subdivision. The retention of the above described land is therefore no longer warranted and the intention is for a portion of the land to be set aside for roading purposes (Section 4 on Attachment 1) and the balance of the land (Section 1 on Attachment 1) to be exchanged with the adjoining owner Ngai Tahu Limited for Section 2 on Attachment 1.

3. BACKGROUND

- 3.1 This site was acquired in 2005 to address the catchment drainage and localised flooding issues with a portion of the land secured for roading purposes.
- 3.2 The proposal was that a new waterway be created west of Hayton Road and the waterway to be diverted to a single culvert at Wigram Road. The risk of flooding would be alleviated at the Hayton/Wigram corner and the constriction to the waterway system would be removed to provide a better land drainage system to the Wigram East Retention Basin.

16. Cont'd

- 3.2.1 The above work was completed and further water drainage works have recently been completed in this area as a result of the adjoining Wigram Skies subdivision undertaken by Ngai Tahu.
- 3.2.2 There is now some balance land that is no longer needed for drainage purposes as shown as Section 1 on the attached plan.
- 3.2.3 As part of the development of the adjoining Wigram Skies development, there is a need to undertake upgrade works to Wigram Road. Section 2 indicated on the attached plan is currently owned by Ngai Tahu but will be transferred to the Council as part of the land exchange. This will be achieved by way of a survey plan which is yet to be prepared which will vest the area shown as Section 2 in the Council as road.
- 3.2.4 Section 1 on Attachment 1 containing an area of 1456 square metres will be transferred to Ngai Tahu and incorporated into their subdivision in exchange for Section 2 on Attachment 1, which will be transferred to the Council containing an area of 2572 square metres.

4. COMMENT

- 4.1 As the area of the Council owned land that will form the land exchange is held for reserve purposes, there is a need to revoke the reserve status so the land exchange with Ngai Tahu, can proceed.
- 4.2 The legislative process to revoke a reservation is provided for under Section 24 of the Reserves Act 1977. This process requires public notification of the intention to revoke the reservation giving reasons why this course of action is advisable.
- 4.3 The public notification process has been completed with no submissions having been received.
- 4.4 Community Board consent under delegated authority from the Council is now required to revoke the reserve status. Once the Council's consent is obtained, the consent of the Minister of Conservation to revoke the reservation, will be sought. This consent is not delegated to the Council.
- 4.5 On uplifting of the reservation, the land will then be available for the proposed land exchange which also forms part of this report.
- 4.6 The Community Board does not have a delegation to buy, sell or exchange land. Therefore, Council consent is also being sought to the proposed land exchange as detailed in the background section of this report above.

5. FINANCIAL IMPLICATIONS

- 5.1 Costs to the Council to complete the revocation process are estimated to be \$2000. These costs will be a charge against the Network Planning Team Transport budget.
 - 5.1.1 The proposed land exchange is on the basis of land for land, with no monies changing hands. Staff have valuation advice that supports this.

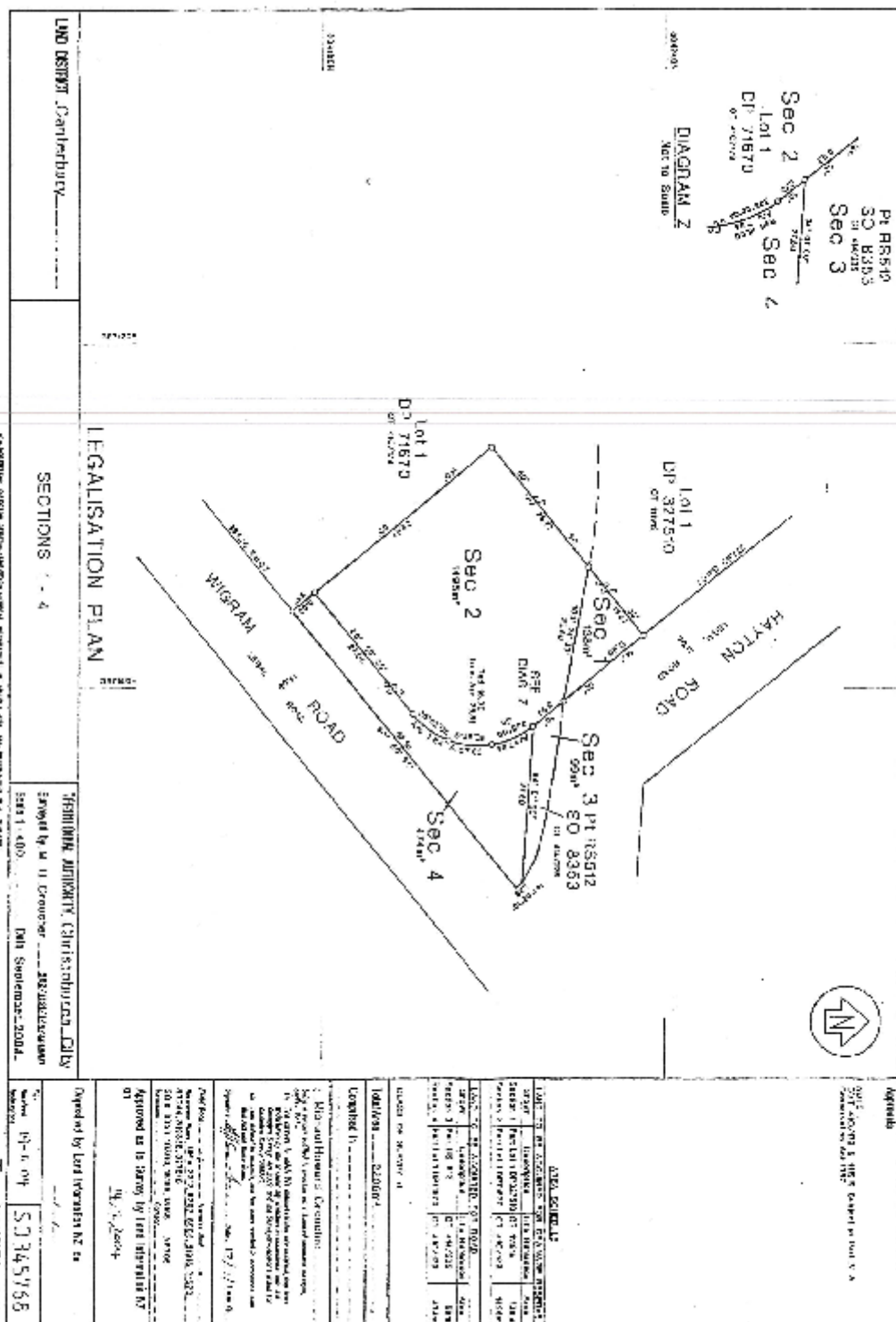
6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

16. Cont'd

- 6.1 Approve under delegation from the Council, revocation of the Local Purpose (Drainage) Reserve on the corner of Wigram Road/Hayton Road as shown as Section 1 and Section 2 on the Reservation Revocation Plan attached at Appendix 2 subject to:
 - 6.1.1. The consent of the Minister of Conservation pursuant to Section 24 of the Reserves Act 1977.
- 6.2 Recommend to the Council that they pass the resolutions in the following form:
 - 6.2.1 That approval to the land exchange between the Council and Ngai Tahu Limited is hereby granted. Council transfer to Ngai Tahu Section 1 for incorporation in their subdivision, in exchange for Section 2 on the Attached Plan 1, which is to be vested as local road upon subdivision. This exchange is to be deemed at equivalent value, that is, no monetary compensation to be paid by either party.
 - 6.2.2 That approval is hereby granted to declare Section 4 on Attached plan 1 as road Pursuant to Section 114 of the Public Works Act 1981.
 - 6.2.3 The Property Consultancy Manager be granted delegated authority to negotiate and enter into contracts to conclude matters associated with the land exchange and complete the necessary documentation to legalise Section 4 on Attachment 1 for roading purposes.





Appendix 2
Reservoir Reconnection Plan

17. HALSWELL DOMAIN – TREE REMOVAL AND REPLACEMENT PLANTING

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture, Leisure and Parks	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	Tony Armstrong, Arborist – Parks and Reserves	Y	DDI 941 5953

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek a decision from the Riccarton/Wigram Community Board on the removal and replacement planting of trees in Halswell Domain.
- 1.2 On 15 July 2014, Graeme Nicholl (the applicant) presented information to the Board regarding the shading occurring from the Council's trees located on the boundary of the Halswell Domain and his adjoining subdivision currently being developed off Halswell Road. He sought the Board's involvement to have the trees removed and indicated his willingness to meet the costs of removal and replacement of the trees. The Board decided to receive the submissions and to refer the matters raised to staff for a report back to the Board.

2. EXECUTIVE SUMMARY

- 2.1 The Council has received a request to remove trees from within a park affecting neighbouring land. The applicant has offered to pay for the costs of the work.
- 2.2 An arboricultural assessment and landscape plan has been prepared and consultation carried out with the local residents' association and a sports club within the park. The feedback from the residents' association was supportive whilst the sports club indicated some concerns.
- 2.3 The recommendation is to approve the removal and replacement planting, subject to the costs being met by the applicant.

3. BACKGROUND

- 3.1 Discussions with Mr Nicholl were originally held in late 2010 regarding the maintenance and removal of the park trees in relation to the development of the adjacent subdivision. Work was thereafter interrupted by earthquake events.
- 3.2 Discussions resumed and became more formalised during the negotiation of sale and purchase agreements during early to mid 2013, where it was indicated that tree maintenance and removals would occur in the autumn of 2014.
- 3.3 Although it is acknowledged that Mr Nicholl held concerns about the trees, it was agreed at the time that the Council would remove approximately one third of the trees in poor condition and prune the remainder as part of the maintenance programme.
- 3.4 This work was commenced earlier this year with the removal of 10 trees, but pruning work was disrupted by storm and wet weather events.
- 3.5 Mr Nicholl has subsequently requested the removal of the remainder of the trees rather than prune them, and hence has approached the Board for a decision on this.
- 3.6 Staff have since met with Mr Nicholl and Roger Pollard (Morgan and Pollard) to discuss the detail of his submission, in particular the provision of a replacement planting plan (refer **Attachment 1**).

17. Cont'd

4. COMMENT

- 4.1 An arboricultural assessment was carried out by Council's park trees contractor (Tree Tech Limited) on 31 October 2014.
- 4.2 There were 14 trees recorded, eight Silver Birch (*Betula pendula*) and six Deodar Cedar (*Cedrus deodar*). This represents a mix of deciduous and evergreen trees. The majority of trees were noted as being large, mature and in average condition.
- 4.3 The Council sent copies of the plans to the Halswell Residents' Association and Halswell United Football Club requesting feedback on the proposal, more specifically on whether they supported or did not support the proposal with any comment on the removal and/or replacement planting.
- 4.4 The Halswell Residents' Association replied that:
- "it was resolved by a majority vote that we approve of the removal of these trees (mainly because of the common belief that they represent a health hazard)".* Note: the applicant's reason for removal was stated as being for adverse shading.
- The Halswell United Football Club replied with *"We would support this if not all of the trees are taken away.*
- These trees provide necessary shelter for these fields and it is very obvious when you go to play on the fields behind the trees what a difference this makes.*
- We would like to know how the wind/shelter issue will be addressed if these trees are removed and would not support removing them if no other plan to solve this issue is planned".*
- 4.5 The birch and cedar planting continues eastwards across the park and is situated on the northern aspect of the subdivision and southern aspect of the playing fields (refer plan).
- 4.6 The proposed replacement planting appears not specifically designed for shelter, but would be considered as mitigation for the removal of the existing trees. The list of trees provided shows an equivalent number of trees to be planted as those proposed for removal, albeit smaller in size and deciduous. The species selection provides for a screening, shade and other amenity attributes, for example, colour and flower.
- 4.7 Although not directly linked to this proposal there have been other recent developments in and adjacent to this area of the park which have included tree removals, with further replanting planned. Hence the immediate environment has been and is subject to a changing landscape.
- 4.8 It was suggested that a site meeting be convened between staff, the applicant and a representative of the Football Club in order to discuss the matter in more detail however, the club declined to pursue the offer.
- 4.9 In consideration of the options for decision making it is the potential adverse effects of the existing trees (on the applicant/residents) which appear as the main issue.
- 4.10 To decline the proposal would potentially only defer a decision as it is likely that further requests would come to the Council from future residents of the subdivision. This is anticipated due to the nature and location of the existing trees.
- 4.11 A partial and/or staged removal and replacement, to minimise any adverse effects on the wider environment, is not considered appropriate in this case, as it is a relatively low number of trees and the replanting could be compromised by the available space.

17. Cont'd

- 4.12 Removal of all (14) trees and replacement planting, over a limited season and in the short term, is therefore recommended to complete and resolve this outstanding issue for the longer term.

5. FINANCIAL IMPLICATIONS

- 5.1 Mr Nicholl indicated his willingness to meet the costs of removal and replacement of trees.
- 5.2 The cost of removal and replacement of the trees, including one year's establishment maintenance, is estimated at \$15,000.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve the removal of the 14 trees on Halswell Domain and the replacement planting plan submitted, subject to the costs being met by the applicant, Mr Graeme Nicholl.

ATTACHMENT 1 TO CLAUSE 17





18. LUDECKE PLACE - PROPOSED STREET TREE RENEWAL

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	Jonathan Hansen – Arborist Street Trees	Y	DDI 941 8328

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek a decision from the Riccarton/Wigram Community Board on the removal and replacement planting of the street trees in Ludecke Place.
- 1.2 The Council has received past requests from residents in Ludecke Place to remove individual street trees due to shading, leaf litter and damage to surrounding infrastructure.

2. EXECUTIVE SUMMARY

- 2.1 Due to the concerns raised by residents and the Council Arborists, an arboricultural assessment was commissioned by the Council in May 2014 (refer **Attachment 1**). The assessment was required to determine the current condition of the street trees and their future management. The report recommended that consideration be given to the removal of all the Oak trees in Ludecke Place.
- 2.2 A meeting with residents from Ludecke Place was then held on 28 July 2014 to discuss the findings of the arboricultural assessment and the future management of the Oak trees (refer **Attachment 2**). The large majority of residents indicated that they would like the Oak trees removed and replaced in a timely manner as opposed to a staged removal over three years.

3. BACKGROUND

- 3.1 There are 29 individual mature street trees in Ludecke Place. This number is made up of three Phoenix Palms (*Phoenix canariensis*), 25 Pin Oaks (*Quercus palustris*) and one English Oak (*Quercus robur*).
- 3.2 It is estimated that the trees are of a similar age. Council records show that the Phoenix Palms were planted in 1980, the Pin Oaks were planted in 1989 and the English Oak was planted in 1991.
- 3.3 The Council has received approximately 58 customer service requests since 2002 relating to the street trees in Ludecke Place. The majority of these requests were for pruning maintenance.
- 3.3 The trees have been regularly pruned in the past to maintain statutory clearance over the carriageway. This pruning has had a limited effect in reducing shading and leaf litter.
- 3.4 A follow up letter has been sent to the residents of Ludecke Place and Cephas Close advising them of the Riccarton/Wigram Community Board meeting on 16 December and a proposed landscape plan should the Oak trees be removed (refer **Attachment 3**).

4. COMMENT

- 4.1 The three Phoenix Palms have been recorded as having no structural defects.

18. Cont'd

- 4.2 The 11 Pin Oaks growing within the median island beds are noticeably smaller trees than the garden bed and berm trees. This is likely due to the lack of soil volume within the island beds and will reduce the future growth potential of these trees.
- 4.3 There is significant damage to the median islands which is a result of root activity below the kerb and carriageway. Repairing this infrastructure to its original condition will result in significant tree root damage. Therefore removal of the trees would be required to complete these repairs.
- 4.4 Damage has been recorded to driveways and pavement as a result of root activity from five of the 15 trees located in the berms and garden beds. Root pruning and installation of root barriers is not considered practical.
- 4.5 The arboricultural assessment identified structural defects in approximately 60 per cent of the Pin Oak trees.
- 4.6 The removal of selective trees will increase wind loading of the remaining trees and this may result in future tree failures.

5. FINANCIAL IMPLICATIONS

- 5.1 The cost of removal and replacement of the trees, including one year's establishment maintenance, is estimated at \$33,000. Funding will be from the 2014/15 Street Tree Renewal budget.

6. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 6.1 Approve the removal of all the Oak trees and the replacement planting plan as submitted for Ludecke Place.



ARBORICULTURAL ASSESSMENT REPORT

Client:	Christchurch City Council
Site:	Ludecke Place, Sockburn, Christchurch 8042
Scope:	<ul style="list-style-type: none">• Undertake a visual tree assessment (VTA) of the trees growing within the berm and median strip.• Provide an assessment of current condition and recommendations for future management.
Author:	Martin Göhns
Date:	05 June 2014
Revisions:	Version 1



Arboricultural Assessment – Ludeck Place, Sockburn, Christchurch

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Table of Contents

1.0	Introduction	3
2.0	Scope	3
3.0	Survey methodology	3
4.0	Site description	4
5.0	Schedule of inspected trees	4
6.0	Assessment of 3x <i>Phoenix canariensis</i>	4
7.0	Assessment of x <i>Quercus palustris</i> in median island beds	5
8.0	Assessment of 3x <i>Quercus palustris</i> and 1 x <i>Quercus robur</i> in berms and garden beds	6
9.0	Below ground investigations	7
10.0	Main findings	8
11.0	Discussion	8
12.0	Conclusion	9
13.0	Recommendations	10
Appendix A	Tree Survey Data	12
Appendix B	Photographs	17
Appendix C	Tree Location Plan	22

ATTACHMENT 1 TO CLAUSE 18 CONT'D

1.0 Introduction.

- 1.1 Treetech Specialist Treecare Ltd. received instructions from Jonathan Hansen, Christchurch City Arborist with the Transport & Green Space Unit, to carry out an arboricultural condition assessment of the trees growing within Ludecke Place located in the berm, garden beds and median strip.
- 1.2 The site was inspected on the 7th and 9th May 2014 and the following report is based upon the findings and the conditions found on these visits.
- 1.3 The report provides data on tree parameters, an assessment of condition and recommendations for risk management.
- 1.4 All assessments were made from ground level and while the tree dimensions were measured they should be viewed as approximate only.

2.0 Scope of report

- 2.1 The objective of this assessment is to deliver advice to the tree owner on the health and structural integrity of the trees within their control and provide recommendations for risk management to meet their duty of care, insofar as is reasonably practicable, that people and property are not exposed to unreasonable levels of risk.

3.0 Survey methodology

- 3.1 The trees have been inspected using an industry recognised system of Visual Tree Assessment.
- 3.2 The trees have been assessed for risk, taking into account features such as general health, vigour, condition of the trunk, branches and foliage, buttress roots, the presence of decay fungi and other indicators of health status and mechanical defects which may affect structural stability.
- 3.3 The Tree Condition Ratings for Tree Health and Form have been assessed using the criteria in Appendix B supplied by Christchurch City Council.
- 3.4 The trees have been inspected from ground level only by a qualified arborist experienced in Visual Tree Assessment and qualified in Professional Tree Inspection. No aerial inspection or invasive testing was carried out or samples taken for analysis.
- 3.5 The assessment of risk of tree and/or branch failure is a culmination of the potential target, the likelihood of failure impacting the target and potential consequences. In order to determine the potential risk trees or parts of the tree pose, matrices commonly used in risk management across multiple industries are used as defined in (ISO). 2009. *International Standard: Risk Management–Risk Management Techniques* which are outlined in Appendix A.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

- 3.6 As part of the tree survey soil profile testing was carried out at four locations in order to ascertain soil depth. Trial hole soil samples were extracted using a soil auger fitted with a 50mm head and 1.0m rod.

4.0 Site Description

- 4.1 Ludecke Place is a residential cul-de-sac to the south of Yaldhurst Road (SH 73). The cul-de-sac is populated with mature street tree planting within the berms, garden beds and median island beds.
- 4.2 The street tree planting consists of exotic species, predominantly Pin Oak *Quercus palustris* with one English Oak *Quercus robur* and three Phoenix Palm *Phoenix canariensis*.
- 4.3 It is estimated that the trees are of a similar age. The Christchurch City Council GIS asset management data states that the *Phoenix canariensis* were planted in 1980, the *Quercus Palustris* planted in 1989 and the *Quercus robur* planted in 1991.

5.0 The Schedule of inspected trees

- 5.1 29 individual trees have been inspected and listed in the survey data in Appendix A of this report consisting of;
- 3 Phoenix palm *Phoenix canariensis*
 - 25 Pin Oak *Quercus palustris*
 - 1 English Oak *Quercus robur*

6.0 Arboricultural Assessment of the three Phoenix canariensis

- 6.1 The three Phoenix palm listed in Table 1 below are located within the berm approx. 0.5 to 1.0m from the western boundary of #1 Ludecke Place. The trees are typical of the species with full canopies.

Table 1 –

Tree ID	Status	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class
60091	Live	Phoenix canariensis	9	1	6	Average	Average	Mature
60093	Live	Phoenix canariensis	9	1	6	Average	Average	Mature
60092	Live	Phoenix canariensis	6	0.7	6	Average	Average	Mature

ATTACHMENT 1 TO CLAUSE 18 CONT'D

- 6.2 The canopies extend to the edge of the kerb within Ludecke Place and within the garden of #1 Ludecke Place. The lower fronds have been removed during previous maintenance visits leaving full well formed heads.
- 6.3 There is existing vegetation within #1 Ludecke Place to the Northern boundary providing screening from Yaldhurst Road. The location of the three Phoenix palm adjacent to the junction of Yaldhurst Road contribute to the screening of the dwelling.

7.0 Arboricultural Assessment of the Pin Oak located within the island beds.

- 7.1 There are eleven trees located within the three median island beds which are listed in Table 2 below.

Table 2 – Trees within median island beds

Tree ID	Status	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class
62467	Live	Quercus palustris	10	0.4	10	Poor	Average	Mature
62468	Live	Quercus palustris	10	0.45	12	Poor	Average	Mature
62469	Live	Quercus palustris	10	0.45	12	Average	Average	Mature
62470	Live	Quercus palustris	12	0.4	10	Average	Average	Mature
62471	Live	Quercus palustris	14	0.4	9	Average	Average	Mature
62472	Live	Quercus palustris	13	0.5	10	Average	Average	Mature
94177	Live	Quercus palustris	14	0.4	10	Average	Average	Mature
94178	Live	Quercus palustris	14	0.4	11	Poor	Average	Mature
94179	Live	Quercus palustris	16	0.4	10	Poor	Average	Mature
94180	Live	Quercus palustris	15	0.4	9	Poor	Average	Mature
158598	Live	Quercus palustris	10	0.4	12	Poor	Average	Mature

- 7.2 The trees have been pruned in the past to maintain statutory clearance over the carriageway with historic pruning wounds evident on the trunks. The trees have responded well to the previous pruning events with reactive wound wood present occluding the pruning wounds.
- 7.3 Six trees have been identified as having poor form with structural defects present including co dominant leaders, bark inclusions and stem defects.
- 7.4 Significant damage to the kerbing around the island beds was evident indicative of root activity under the kerbing and road surface.
- 7.5 Although the council GIS data states that all the Pin Oak within Ludecke Place were planted in 1989, the trees within the island beds are noticeably smaller.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

8.0 Arboricultural Assessment of the Pin Oak and English Oak located within the berm and garden beds.

8.1 There are fifteen trees located within the berms and garden beds which are listed in Table 3 below.

Table 3 – Trees with the berms and garden beds

Tree ID	Status	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class
62474	Live	Quercus palustris	17	0.5	14	Average	Average	Mature
62476	Live	Quercus palustris	18	0.6	13	Poor	Average	Mature
94167	Live	Quercus palustris	15	0.5	15	Poor	Average	Mature
94169	Live	Quercus palustris	15	0.6	16	Poor	Average	Mature
94171	Live	Quercus palustris	17	0.5	14	Average	Average	Mature
94173	Live	Quercus palustris	17	0.45	14	Poor	Average	Mature
94175	Live	Quercus palustris	15	0.45	10	Poor	Average	Mature
62473	Live	Quercus palustris	17	0.6	14	Average	Average	Mature
62475	Live	Quercus palustris	14	0.4	7	Poor	Average	Mature
94168	Live	Quercus palustris	15	0.5	12	Average	Average	Mature
94170	Live	Quercus palustris	14	0.4	10	Average	Average	Mature
94172	Live	Quercus palustris	17	0.4	10	Poor	Average	Mature
94174	Live	Quercus palustris	15	0.5	14	Average	Average	Mature
94176	Live	Quercus palustris	16	0.5	10	Poor	Average	Mature
94209	Live	Quercus robur	12	0.4	10	Average	Average	Mature

8.2 Predominantly these are larger trees, 8 of which have poor form with structural defects present including co dominant leaders, bark inclusions and stem defects.

8.3 Previous pruning was evident pruned in order to maintain statutory clearance over the carriageway and driveways with historic pruning wounds evident on the trunks. The trees have responded well to the previous pruning events with reactive wound wood present occluding the pruning wounds

8.4 Tree #94176 has a co dominant leader with a bark inclusion present. A Cobra dynamic tree support brace has been installed between the two leaders.

8.5 Tree #62476, #94171, #92172, #94173 and #94175 have asymmetrical canopies due to the close proximity of adjacent trees. Tree #62475 is no longer present with only the remnant of the stump visible.

8.6 Surface cracking/damage was evident in the pavement adjacent to Tree #94167 and #94168 and the driveways adjacent to Tree #62473, #94168 and #94170 indicative of root activity under the tar seal surface.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

9.0 Below ground investigations

- 9.1 As part of the tree survey soil profile testing was carried out at four locations in order to ascertain soil depth within the median island beds and the garden bed with the remnant of Tree #62475.
- 9.2 The soil auger samples are summarised in Table 4 below. The trial hole locations are annotated on the tree location plan in Appendix C.

Table 4 – soil auger logs

Trial Hole (TH)	Location	Depth (mm)	Observations
1	North end of island bed Opp. 1a Ludecke Place	0-200	Topsoil - moist
		200-450	Road metal/fill
		450	Trial hole terminated - impregnable layer
2	Middle of island bed Opp. 1a Ludecke Place	0-300	Topsoil/clay - moist
		300-450	Road metal/fill
		450	Trial hole terminated - impregnable layer
3	Middle of island bed Opp. 15 Ludecke Place	0-300	Topsoil/clay - moist
		300-450	Road metal/fill
		450	Trial hole terminated - impregnable layer
4	Middle of garden bed O/S 6 Ludecke Place	0-300	Topsoil/clay - moist
		300-900	Clay - moist
		900	Trial hole terminated

- 9.3 Soil depths in the median island beds have been recorded as between 200-300mm. Road metal and fill was recorded from a depth of 300 to 450mm. Trial holes #1, 2 and 3 within the median island beds were terminated at a depth of 450mm due to an impregnable layer.
- 9.4 The soil auger log recorded from trial hole #4 within the garden bed recorded a topsoil/clay layer to 300mm and moist clay to a depth of 900mm at which point the trial hole was terminated.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

10.0 Main Findings

- 10.1 The 3 Phoenix palm adjacent to the western boundary of #1 Ludecke place provide a degree of screening form Yaldhurst Road. No structural defects were recorded.
- 10.2 The 11 Pin Oak growing within the three median Island beds are noticeable smaller specimens than the garden bed and berm trees despite being planted at the same time according to the council GIS asset management data. The lack of adequate soil volume within the island beds and compaction from the adjacent carriageway construction is likely to be a contributory factor to smaller tree size.
- 10.3 Significant damage to the kerbing of the median island beds was evident indicative of root activity under the kerbing and road surface.
- 10.4 Surface cracking to the pavement and driveways adjacent to 5 trees was noted, indicative of root activity under the tar seal surface.
- 10.4 Structural defects were recorded in 14 of the 24 Pin Oak within Ludecke Place. These defects include co dominant leaders and stem defects.
- 10.5 Bark inclusions were found to be present in 6 of the 11 Pin Oak with co dominant leaders. Bark inclusions are a well-documented structural defect in trees resulting in weaker branch unions/attachments with potential for failure.
- 10.6 Where trees are present adjacent to driveways and pavements, surface cracking below the sealed surface was evident indicative of root activity.
- 10.7 Tree #94176 is a large specimen with co dominant leaders adjacent to the driveway of #1A Ludecke Place. A bark inclusion is present at the union of the co dominant leaders. A Cobra dynamic tree support brace has been installed between the two leaders as a preventative measure to reduce the risk of branch failure in severe wind events.
- 10.8 Soil depths in the median island beds have been recorded between 200-300mm with road metal/fill to 450mm where thee 3 trial holes were terminated due to an impregnable layer.
- 10.9 The soil depth in TH4 within the garden bed adjacent to the stump of the failed tree #62477 recorded a topsoil layer to 300mm and clay from 300 to 900mm when the trial hole was terminated.

11.0 Discussion

- 11.1 The damage evident to kerbing, road and pavement seal, will require repair or renewal at some stage in order to maintain the council asset, however this is beyond the remit of this report and will need to be assessed by council roading engineers in order to determine the priority. Any repair or renewal of the kerbing will require excavations in proximity to major structural tree roots which is likely to result in damage. The existing kerbing is less than 1.0m from the trunks and root severance is also likely to be required to construct new kerbing and prevent future damage to infrastructure. The root severance or significant damage to

ATTACHMENT 1 TO CLAUSE 18 CONT'D

structural roots is likely to severely compromise the structural integrity of the trees growing within the median island beds.

- 11.2 Root pruning and the installation of root barriers to the 5 trees identified as causing damage to driveways and pavement is likely to have a detrimental effect on tree health and compromise tree stability.
- 11.3 The shallow soil depths recorded in the median island beds is likely to be a contributory factor to the smaller tree size recorded and will restrict the future growth potential of the Pin Oak.
- 11.4 The soil depth recorded in the island bed adjacent to tree #62477 is at least 900mm in depth which would be adequate to sustain tree growth. The remnants of the stump is still in situ. Minimal root growth was observed to the west of the stump indicative of poor root form/establishment indicative of poor planting stock. Poor root establishment is likely to have been a contributory factor in the recent tree failure.
- 11.6 Known and well documented structural defects were recorded in 14 of the 24 Pin Oak within Ludecke Place with the potential to give rise to failures over time. A risk analysis of the trees is included within the tree data in Appendix A of this report.
- 11.7 The trees are all within falling distance of the carriageway with some within falling distance of dwellings. The occupancy rate has been assessed as frequent due to the presence of dwellings and the volume of pedestrian and road traffic to and from the properties within Ludecke Place and Cephas Close.
- 11.8 The risk rating for the trees using the (ISO). 2009. *International Standard: Risk Management–Risk Management Techniques*.
- 11.9 15 trees have been categorised as low risk with no significant structural defects recorded, however 8 of these trees have caused damage to infrastructure.
- 11.10 14 trees have been categorised as moderate risk with structural defects present, 9 of these trees have caused damage to infrastructure.

12.0 Conclusion

- 12.1 No structural defects were recorded in the 3 Phoenix canariensis adjacent to #1 Ludecke place. These palms contribute to the screening of the property from Yaldhurst Road and no remedial pruning is considered necessary at this time.
- 12.2 The 25 Quercus palustris and 1 Quercus robur within Ludecke Place are mature specimens planted in close proximity. The close planting of the trees contributes to shading in the summer months. The majority of the trees have full canopies resulting in significant leaf fall in autumn causing issues with leaf litter build up in stormwater drains, pavements and driveways.
- 12.3 Significant damage to the median island beds was noted as a result of root activity below the kerb and carriageway. Shallow soil depths (200-300mm) were recorded in the trial holes within the island beds and tree roots are extending into

ATTACHMENT 1 TO CLAUSE 18 CONT'D

soils beyond the confines of the island beds in order to sustain growth. Any repair or renewal of the kerbing of the island beds and carriageway surface will result in significant root damage and/or severance, severely compromising tree health and stability. Removal of these trees would be required for any infrastructure upgrades.

- 12.4 Damage was noted to driveways and the pavement as a result of root activity below the sealed surface from 5 of the 15 trees within the berms and garden beds. Root pruning and the installation of root barriers to prevent further damage is not considered practical as this would have a detrimental effect on tree health and compromise tree stability.
- 12.5 Fourteen of the 24 *Quercus palustris* have been recorded as having poor form with recognised structural defects that could give rise to failure.
- 12.6 The close proximity of the trees does provide a degree of shelter during adverse weather/storm events. The removal of the trees within the island bed during any infrastructure upgrade would expose the berm and island bed trees to increased wind loading. Furthermore removal of trees within the berms and garden beds with structural defects or causing damage to driveways and paths would expose neighbouring trees to excessive wind loading.
- 12.7 Trees are dynamic structures and while young trees are able to respond to changes to their environment more readily, mature trees do not have this capacity. Any selective removal of berm and garden beds and/or removal of the trees growing within the median island beds will increase the wind loading of the remaining trees increasing the risk rating to high or even severe.

13.0 Recommendations

- 13.1 In view of the structural defects recorded in approx. 60% of the Pin Oak trees and significant damage noted to infrastructure, pavements and residents driveways; consideration should be given to the removal of the 24 Pin Oak and 1 English Oak.
- 13.2 There is scope for replacement planting within the berms and garden beds however the number of viable planting locations would be dependent on the presence of services and Christchurch City Council infrastructure renewal constraints.
- 13.3 Any replacement planting with median island beds would be dependent on the viability of forming suitable planting pits in accordance with Christchurch City Council infrastructure design constraints.
- 13.4 Replacement tree species have not been proposed as this is beyond the scope of this report. The selection of suitable tree species would require consultation with residents and Christchurch City Council to formulate appropriate outcomes.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Martin Göhns



Senior Consultant Arborist
Treotech Specialist Treecare Ltd

Appendix A - Tree Data
Appendix B - Photograph
Appendix C - Tree location plan

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Tree Survey Data

Appendix A

Tree ID	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class	Date Planted	Comments	Failure part	Likelihood of Failure	Impact	Consequence	Target	Occupancy rate	Move target	Risk rating
60091	Phoenix canariensis	9	1	6	Average	Average	M	1/01/1980	Canopy extends over #1 Ludecke place.	Minor branch	Improbable	Very low	Minor	Feike	Frequent	No	Low
60092	Phoenix canariensis	6	0.7	6	Average	Average	M	1/01/1980	Canopy extends over #1 Ludecke place.	Minor branch	Improbable	Very low	Minor	Feike	Frequent	No	Low
60093	Phoenix canariensis	9	1	6	Average	Average	M	1/01/1980	Canopy extends over #1 Ludecke place.	Minor branch	Improbable	Very low	Minor	Feike	Frequent	No	Low
62467	Quercus palustris	10	0.4	10	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader with bark inclusion. Damage to kerbing evident.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle	Frequent	No	Moderate
62468	Quercus palustris	10	0.4	12	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader. Damage to kerbing evident.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle	Frequent	No	Moderate
62469	Quercus palustris	10	0.4	12	Average	Average	M	1/01/1989	Within island bed. Damage to kerbing evident.	Major branch	Possible	Medium	Significant	Pedestrian/vehicle/dwelling	Frequent	No	Low
62470	Quercus palustris	12	0.4	10	Average	Average	M	1/01/1989	Within island bed. Damage to kerbing evident.	Minor branch	Possible	Medium	Significant	Pedestrian/vehicle	Frequent	No	Low
62471	Quercus palustris	14	0.4	9	Average	Average	M	1/01/1989	Within island bed. Damage to kerbing evident.	Major branch	Possible	Medium	Significant	Pedestrian/vehicle	Frequent	No	Low
62472	Quercus palustris	13	0.5	10	Average	Average	M	1/01/1989	Within island bed. Damage to kerbing evident.	Minor branch	Possible	Medium	Significant	Pedestrian/vehicle	Frequent	No	Low
62473	Quercus palustris	17	0.6	14	Average	Average	M	1/01/1989	Immediately adjacent to driveway. Rock damage to driveway. Over extending branches over garden.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle/dwelling	Frequent	No	Moderate
62474	Quercus palustris	17	0.5	14	Average	Average	M	1/01/1989	Within garden bed. Co dominant leader.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle/dwelling	Frequent	No	Moderate
62475	Quercus palustris	14	0.4	7	Poor	Average	M	1/01/1989	Suppressed canopy due to recently failed adjacent tree.	Minor branch	Possible	Low	Minor	Pedestrian/vehicle/dwelling	Frequent	No	Low
62476	Quercus palustris	18	0.6	13	Poor	Average	M	1/01/1989	Within garden bed. Lifting of path bar seal evident due to rock ingress. Co dominant leader. Asymmetrical canopy/ suppression due to recently failed adjacent tree.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle/dwelling	Frequent	No	Moderate

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Tree ID	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class	Date Planted	Comments	Failure part	Likelihood of Failure	Impact	Consequence	Target	Occupancy rate	Move target	Risk rating
62477	Quercus palustris	8	0.14	6	Very Poor	Very Poor	M	1/01/1989	Tree previously failed.	Stump only	N/A	N/A	N/A	N/A	N/A	N/A	N/A
94167	Quercus palustris	15	0.5	15	Poor	Average	M	1/01/1989	Co dominant leader with bark inclusion. Root damage evident to adjacent pavement.	Major branch	Probable	Medium	Significant	Pedestrian/ vehicle/ dwelling	Frequent	No	Moderate
94168	Quercus palustris	15	0.5	12	Average	Average	M	1/01/1989	Root damage evident to adjacent pavement.	Minor branch	Improbable	Very low	Negligible	Pedestrian/ vehicle/ dwelling	Frequent	No	Low
94169	Quercus palustris	15	0.6	16	Poor	Average	M	1/01/1989	Onset of bark inclusion on main branch at parent stem. Root damage evident to adjacent driveways.	Major branch	Probable	Medium	Significant	Pedestrian/ vehicle	Frequent	No	Moderate
94170	Quercus palustris	14	0.4	10	Average	Average	M	1/01/1989	Root damage evident to adjacent driveways.	Minor branch	Improbable	Very low	Negligible	Pedestrian/ vehicle/ dwelling	Frequent	No	Low
94171	Quercus palustris	17	0.5	14	Average	Average	M	1/01/1989	Part of a group of 3. Asymmetrical canopy.	Minor branch	Possible	Low	Minor	Pedestrian/ vehicle/ dwelling	Frequent	No	Low
94172	Quercus palustris	17	0.4	10	Poor	Average	M	1/01/1989	Part of a group of 3. Co dominant stems with bark inclusion. Asymmetrical canopy.	Major branch	Probable	Low	Minor	Pedestrian/ vehicle	Frequent	No	Moderate
94173	Quercus palustris	17	0.45	14	Poor	Average	M	1/01/1989	Part of a group of 3. Asymmetrical canopy. Trunk defect.	Trunk	Probable	Low	Minor	Pedestrian/ vehicle/ dwelling	Frequent	No	Moderate
94174	Quercus palustris	15	0.5	14	Average	Average	M	1/01/1989	No significant defects recorded.	Minor branch	Improbable	Very low	Negligible	Pedestrian/ vehicle/ dwelling	Frequent	No	Low
94175	Quercus palustris	15	0.45	10	Poor	Average	M	1/01/1989	Co dominant leader.	Major branch	Possible	Medium	Significant	Pedestrian/ vehicle/ dwelling	Frequent	No	Low
94176	Quercus palustris	16	0.5	10	Poor	Average	M	1/01/1989	Large specimen. Co dominant leader with a weak/bark inclusion. Cobra trace installed between leaders.	Major branch	Probable	Medium	Significant	Pedestrian/ vehicle/ dwelling	Frequent	No	Moderate
94177	Quercus palustris	14	0.4	10	Average	Average	M	1/01/1989	Within island bed. Significant damage evident to island bed kerb.	Major branch	Possible	Medium	Significant	Pedestrian/ vehicle	Frequent	No	Low

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Tree ID	Species	Height (m)	DBH (m)	Crown Spread (m)	Form	Health	Age Class	Date Planted	Comments	Failure part	Likelihood of Failure	Impact	Consequence	Target	Occupancy rate	Move target	Risk rating
94178	Quercus palustris	14	0.4	11	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader with stem defect. Slight lean to the west. Significant damage evident to kerbing.	Major branch	Possible	Medium	Significant	Pedestrian/vehicle	Frequent	No	Moderate
94179	Quercus palustris	16	0.4	10	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader. Damage to kerbing evident.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle	Frequent	No	Moderate
94180	Quercus palustris	15	0.4	9	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader with bark inclusion. Damage to kerbing evident.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle/dwelling	Frequent	No	Moderate
94209	Quercus robur	12	0.4	10	Average	Average	M	1/01/1991	Root damage evident to adjacent pavement.	Minor branch	Possible	Low	Minor	Pedestrian/vehicle	Frequent	No	Low
158598	Quercus palustris	10	0.4	12	Poor	Average	M	1/01/1989	Within island bed. Co dominant leader. Damage to kerbing evident.	Major branch	Probable	Medium	Significant	Pedestrian/vehicle	Frequent	No	Moderate






Age Class

M

Mature: A mature specimen with limited potential for any significant increase in size.

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Christchurch City Council - Tree condition ratings

Description	Non-existent	Excellent	Good	Average	Poor	Very Poor
Assessment of Tree Health	Assess its no longer present or cannot be found	Exemplar for species. No more than 5% foliage density loss, discoloration or disease, below ideal leaf size or shoot growth, dieback or other disorders.	Above average for species. 6-20% foliage density loss, discoloration or disease, below ideal leaf size or shoot growth, dieback or other disorders.	Representative of species. 21-30% foliage density loss, discoloration or disease, below ideal leaf size or shoot growth, dieback or other disorders.	Below average for species and should be replaced. 31-70% foliage density loss, discoloration or disease, below ideal leaf size or shoot growth, dieback or other disorders.	Trees in state of decline and should be replaced. More than 70% foliage density loss, discoloration or disease, below ideal leaf size or shoot growth, dieback or other disorders.
Assessment of Tree Form (shape & structure)		Exemplar for species. No more than 5% of overall canopy shape missing or modified. No structural defects or abnormalities.	Above average for species. 6-20% of canopy shape missing or modified. Defects do not affect structural integrity or continued well-being of tree.	Representative of species. 21-30% of canopy shape missing or modified. Defects present, but can be rectified in order to maintain the structural integrity and continued well-being of tree.	Below average for species and should be replaced. 31-70% of canopy shape missing or modified. Tree maintenance cannot improve the framework or the continued well-being of tree. Defects result in loss of structural integrity, and cannot be rectified.	Trees in state of decline and should be replaced. More than 70% of canopy shape missing or modified. Total loss of structural integrity of tree.
Overall Condition Rating	0	1	2	3	4	5
						
		Excellent	Good	Average	Poor	Very Poor

ATTACHMENT 1 TO CLAUSE 18 CONT'D

(ISO). 2009 matrices. *International Standard: Risk Management–Risk Management Techniques*

Likelihood Matrix

Likelihood of Failure	Likelihood of Impact			
	Very low	Low	Medium	High
Imminent	Unlikely	Somewhat likely	Likely	Very likely
Probable	Unlikely	Unlikely	Somewhat likely	Likely
Possible	Unlikely	Unlikely	Unlikely	Somewhat likely
Improbable	Unlikely	Unlikely	Unlikely	Unlikely

Risk Rating Matrix

Likelihood of Failure & Impact	Consequences of Failure			
	Negligible	Minor	Significant	Severe
Very likely	Low	Moderate	High	Extreme
Likely	Low	Moderate	High	High
Somewhat likely	Low	Low	Moderate	Moderate
Unlikely	Low	Low	Low	Low



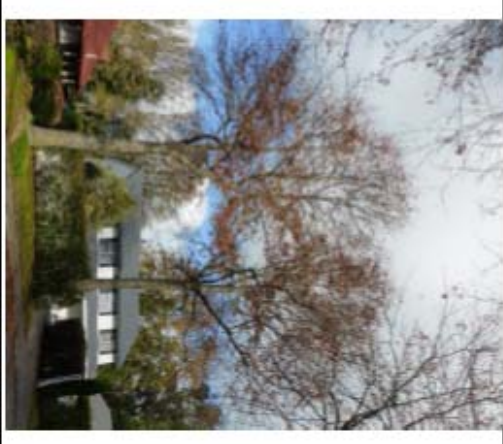
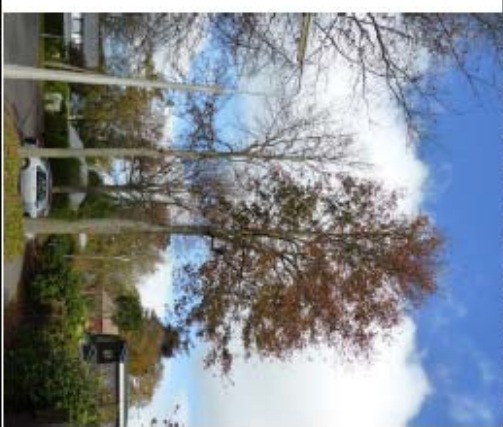

ATTACHMENT 1 TO CLAUSE 18 CONT'D

Photographs

Appendix B



ATTACHMENT 1 TO CLAUSE 18 CONT'D






		
		

Quercus palustris planted in berms.

Quercus palustris planted in berms.

Quercus robur within berm

ATTACHMENT 1 TO CLAUSE 18 CONT'D

			
Tree #94169 and #94170. Cracking evident in adjacent driveways		Tree #62473 with cracking and lifting of driveway edge evident	
			
Tree #84176 with included bark union and installed cobra brace.			
Tree #94176 with included bark union and installed cobra brace.		Tree #94173 with stem defect.	

ATTACHMENT 1 TO CLAUSE 18 CONT'D

ATTACHMENT 1 TO CLAUSE 18 CONT'D

TH4 location	
TH4 Auger sample	
Stump remnant of tree #62477 with a lack of root establishment to the west.	

Tree Location Plan



Appendix C

ATTACHMENT 2 TO CLAUSE 18



21 July 2014

Residents of Ludecke Place

Dear Sir/Madam

Street Trees in Ludecke Place

You are invited to an information session being hosted by the Riccarton/Wigram Community Board for local residents regarding the street trees in Ludecke Place.

The purpose of this session is to present and discuss the findings of a recent arboricultural report which was carried out on these trees.

The details of the session are:

Date: Monday 28 July 2014

Time: 4pm

Venue: FC Twenty 11 Club Rooms, Upper Riccarton Domain, Yaldhurst Road.

If you have any questions regarding this matter, please contact the Council Arborist, Jonathan Hansen, on 941 8999 or jonathan.hansen@ccc.govt.nz.

Yours sincerely

Jonathan Hansen

Arborist

Transport and Greenspace Unit

ATTACHMENT 3 TO CLAUSE 18



17 November 2014

Residents of Ludecke Place

Dear Sir/Madam

Street Trees in Ludecke Place

This is a follow up letter on the progress made since the July 2014 meeting with residents regarding the street trees in Ludecke Place. Due to the support received at this meeting to remove and replace the Oak trees in Ludecke Place, this option will now be presented as the Council's staff recommendation to the Riccarton/Wigram Community Board on the 16th of December 2014.

As part of the replacement planting programme, our Landscape Architect has drawn up a proposed tree replacement plan showing the location of the new trees in Ludecke Place. Below is a description of the chosen tree species:

Acer 'Red Emperor' – Japanese maples have been chosen for the vibrant colour and contrast it will bring to the street. It's a smaller growing deciduous tree suitable for its proximity to the residential boundaries.

Carpinus betulus 'Fastigiata' – Fastigate hornbeams have been chosen for the central median islands at the entrance to Ludecke Place. The columnar form will give a strong vertical presence to the street and provide a traffic calming environment. A deciduous tree turning yellow in autumn.

Liquidamber formosana – Chinese sweet gum has been chosen as a one off statement feature tree within the cul-de-sac median island. A deciduous tree providing a bold spectrum of autumn colour.

If the plan to remove and replace the trees is approved by the Community Board, then a possible time frame would involve; Removal of trees in February 2015, repair of damaged kerb and footpath in March/April 2015 and then replanting of new trees and landscape planting areas in May/June 2015.

Residents are welcome to attend the meeting of the Riccarton/Wigram Community Board. If you would like to speak at this meeting, please contact the Riccarton/Wigram Community Board Advisor Peter Dow on 941 6501.

The details of the Riccarton/Wigram Community Board meeting are:

Date: Tuesday, 16th of December 2014

Time: 4:30pm

Venue: Upper Riccarton Library, 71 Main South Road

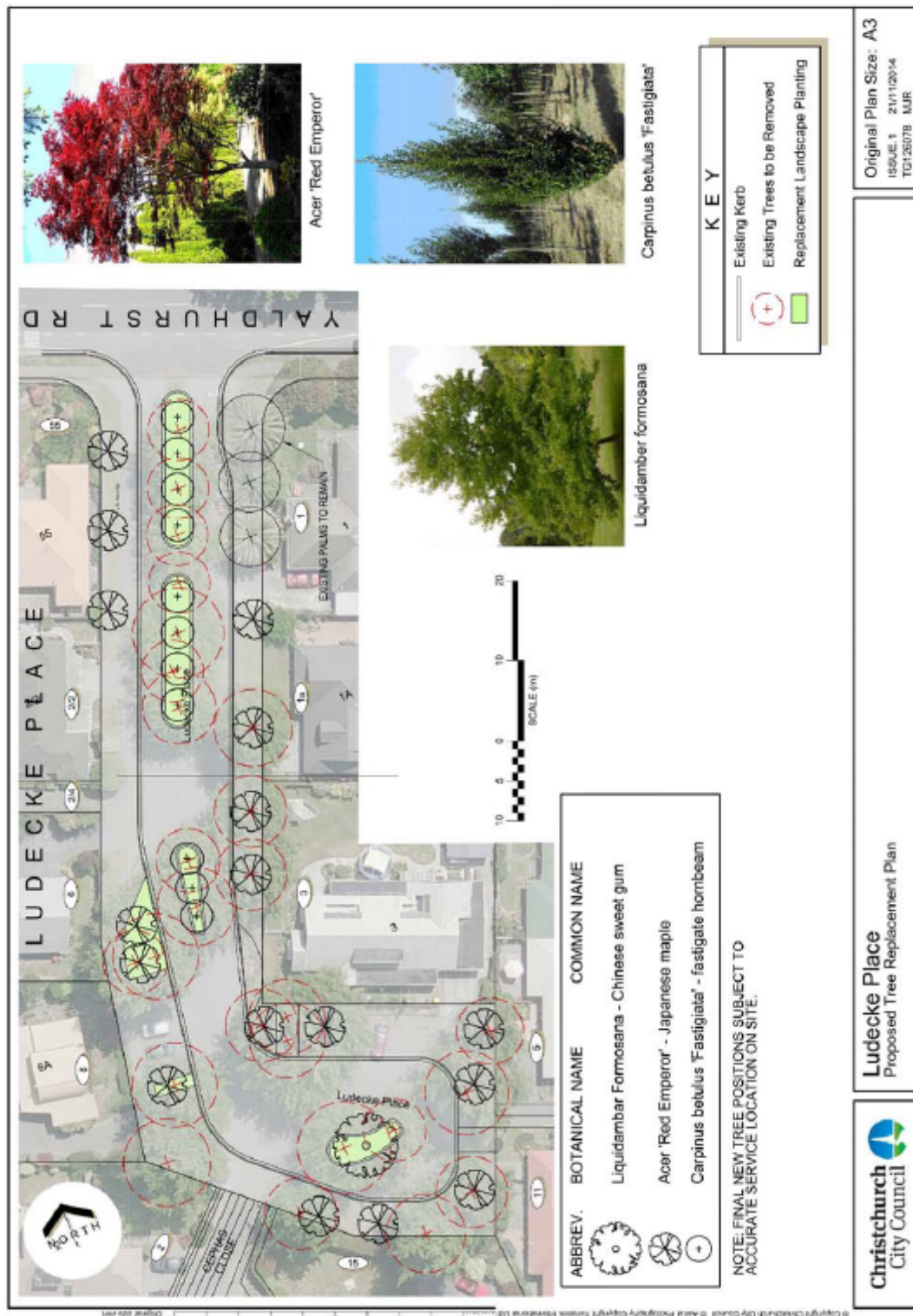
If you have any other questions regarding this matter, please contact the Council Arborist, Jonathan Hansen, on 941 8999 or jonathan.hansen@ccc.govt.nz.

Yours sincerely

Jonathan Hansen
Arborist
Parks Unit

Civic Offices, 53 Hereford Street, Christchurch, 8011
PO Box 73010, Christchurch, 8154
Phone: 03 941 8999, Facsimile: 03 941 8384
Email: jonathan.hansen@ccc.govt.nz
www.ccc.govt.nz

ATTACHMENT 3 TO CLAUSE 18 CONT'D



19. RICCARTON/WIGRAM COMMUNITY BOARD – APPOINTMENT OF RECESS COMMITTEE 2014/15

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director, Office of the Chief Executive	N	
Officer responsible:	Governance and Civic Services Manager	N	
Author:	Peter Dow, Community Board Adviser – Riccarton/Wigram	Y	DDI 941 6501

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this staff initiated report is to seek the Riccarton/Wigram Community Board's approval to put in place delegation arrangements for the 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 for the year on 16 December 2014 until its next ordinary meeting on 3 February 2015.

2. BACKGROUND

- 2.1 In previous years it has been the Board's practice to resolve to provide delegated authority to a Recess Committee comprising the Chairperson, Deputy Chairperson and one other member available (or their nominees), to make any needed decisions on the Board's behalf during the Christmas/New Year holiday period.

3. STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

- 3.1 Appoint a Recess Committee comprising the Board Chairperson or Deputy Chairperson and any two Board members available, to be authorised to exercise the delegated powers of the Riccarton/Wigram Community Board for the period following its ordinary meeting on 16 December 2014 up until the Board resumes normal business on 3 February 2015.
- 3.2 That the application of any such delegation be reported back to the Board for record purposes.
- 3.3 Note that any meeting of the Recess Committee will be publicised and details forwarded to all Board members.

20. COMMUNITY BOARD ADVISER'S UPDATE

20.1 UPCOMING BOARD ACTIVITIES

The **separately circulated** memorandum to members refers.

20.2 BOARD FUNDS 2014/15 UPDATE

For information, the **attached** monthly status update refers.

20.3 COMMUNITY BOARD REPORT – NOVEMBER 2014

Separately circulated to members for information is the Chief Executive's Community Board Report for November 2014.

ATTACHMENT TO CLAUSE 20

	Riccarton/Wigram Community Board Funding 2014/15		
2014/15	Discretionary Response Fund	Allocated	Funds Remaining
		\$ 51,197	
15-Jul	Transfer to Youth Development Fund	\$ 7,000	
15-Jul	Halswell Residents' Association - design and lighting of the Halswell Cenotaph	\$ 2,500	
16-Sep	Hornby Presbyterian Community Trust - equipment for the Hornby Spring Party	\$ 500	
14-Oct	Riccarton/Wigram 2014/15 Community and Youth Service Awards and Community Garden Pride Awards	\$ 4,000	
18-Nov	Hornby Day Care Trust - entertainment for senior clients	\$ 1,000	
18-Nov	Avonhead Community Trust - entertainment and refreshments for its Community Event during Neighbourhood Week	\$ 475	
		\$ 15,475	\$ 35,722
2014/15	Youth Development Fund	Allocated	Funds Remaining
15-Jul	Discretionary Response Fund Allocation	\$ 7,000	
19-Aug	Strengthening Communities Fund Allocation	\$ 7,618	
15-Jul	Wan Zhi Tay - International Geography Olympiad Competition	\$ 450	
15-Jul	Mary Dewhirst - Internship at the University of Airlangga, Faculty of Psychology in East Java	\$ 450	
19-Aug	Abbas Nazari - Harvard Project for Asia and International Relations Conference in Tokyo, Japan	\$ 450	
19-Aug	Christchurch School of Music - Australian Youth Orchestra Festival in Brisbane (nine students)	\$ 900	
16-Sep	Taane Whakapiri Flanagan - Nga Manu Korero Speech Competition in Napier	\$ 250	
16-Sep	Cameron Avery - Cross Country Championships in New South Wales	\$ 200	
16-Sep	Courtney McGregor - World Gymnastics Championships in China	\$ 450	
16-Sep	Anna Tempero - World Gymnastics Championships in China	\$ 200	
14-Oct	Te Aho - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Te Matau - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Hinehau Flanagan - New Zealand Boxing Nationals in Queenstown	\$ 250	
14-Oct	Georgia Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Paris Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Anna Taylor - New Zealand National Rhythmic Gymnastics Championships in Auckland	\$ 250	
14-Oct	Millie Williamson - New Zealand Gymnastics Championships in Auckland	\$ 250	
14-Oct	Logan Rupapere - Nga Manu Korero Speak Competition in Napier	\$ 50	
		\$ 5,150	\$ 9,468

21. MEMBERS' INFORMATION EXCHANGE

22. MEMBERS' QUESTIONS UNDER STANDING ORDERS