

8. REPORT OF THE ENVIRONMENT AND TRAFFIC COMMITTEE: 20 APRIL 2004

Officer responsible Community Advocate	Author Mary Fraher, Community Advocacy Assistant, DDI 941 6624
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The purpose of this report is to submit the following report and recommendations for the Board's consideration.

Report of the Environment and Traffic Committee meeting held on Tuesday, 20 April 2004 at 9.00am in the Boardroom, Linwood Service Centre.

Present: Yani Johanson (Chair), Linda Rutland, Bob Todd and Rod Cameron.

Linda Rutland left at 10.15am and was absent for sub clause 8.6.

Rod Cameron arrived at 10.34am and was absent for sub clauses 8.1 – 8.5.

8.1 **BEALEY AVENUE: P60 PARKING RESTRICTION**

Officer responsible Network Operations Team Leader	Author Jeff Owen, Traffic Engineer, DDI 941 8971
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The purpose of this report is to seek the Board's approval for the installation of a P60 parking restriction on Bealey Avenue outside Sportsmed Canterbury.

BACKGROUND

A request has been received from Sportsmed at 156 Bealey Avenue for a short term parking restriction outside its business. Sportsmed is situated on the south side of the Avenue between Sherborne Street and Colombo Street. At present the area is unrestricted and is parked out by all day commuter parking. Parked vehicles also tend to encroach into the access to Sportsmed.

INVESTIGATION AND CONSULTATION

This area on Bealey Avenue is all business premises. Numerous other businesses exist at the intersection with Colombo Street. These extend south from Bealey Avenue, and kerbside parking is already restricted by time limited parking. However no such restrictions exist on Bealey Avenue at this location. Due to no existing parking restrictions, all day commuter parking is taking place on Bealey Avenue.



Proposed P60 Parking Restriction – Bealey Avenue

PROPOSAL

The proposal is to install a P60 Parking Restriction on the southern side of Bealey Avenue from Sherborne Street to Colombo Street. This is shown on the plan above. This will affect eight car parks. The proposal was put to Pegasus Health, a business immediately adjacent to the proposed restricted parking. No objection was received and the company saw benefits in the proposal.

The Council's Parking Strategy provides guidance for the allocation of kerbside parking. Bealey Avenue is classified as a 'Major' arterial within the City Plan. For business and residential areas on arterial roads, the policy states in 5.2.3 Kerbspace Parking Priority:

To allocate kerb space where demand exceeds supply, in general accordance with the Arterial Roads table below.

	Arterial Roads Parking Priority
1	Bus Stops
2	Taxi, Limousine and Shuttle services
3	Loading Zones
4	Parking for People with disabilities
5	Short-stay private vehicle parking for business and retail needs
6	Residents' parking
7	Commuter parking

This proposal to install time restricted parking on Bealey Avenue fits with the Strategy.

Committee

Recommendation: That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Bealey Avenue commencing at a point six metres from its intersection with Sherborne Street and extending in a westerly direction for a distance of 60 metres.

Chairperson's

Recommendation: That the recommendation be adopted.

8.2 ST ASAPH STREET: P10 PARKING RESTRICTION

Officer responsible Network Operations Team Leader	Author Andrew Hensley, Traffic Engineer – Community, DDI 941 8616
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The purpose of this report is to seek the Board's approval for the installation of P10 parking on St Asaph Street near Fitzgerald Avenue.

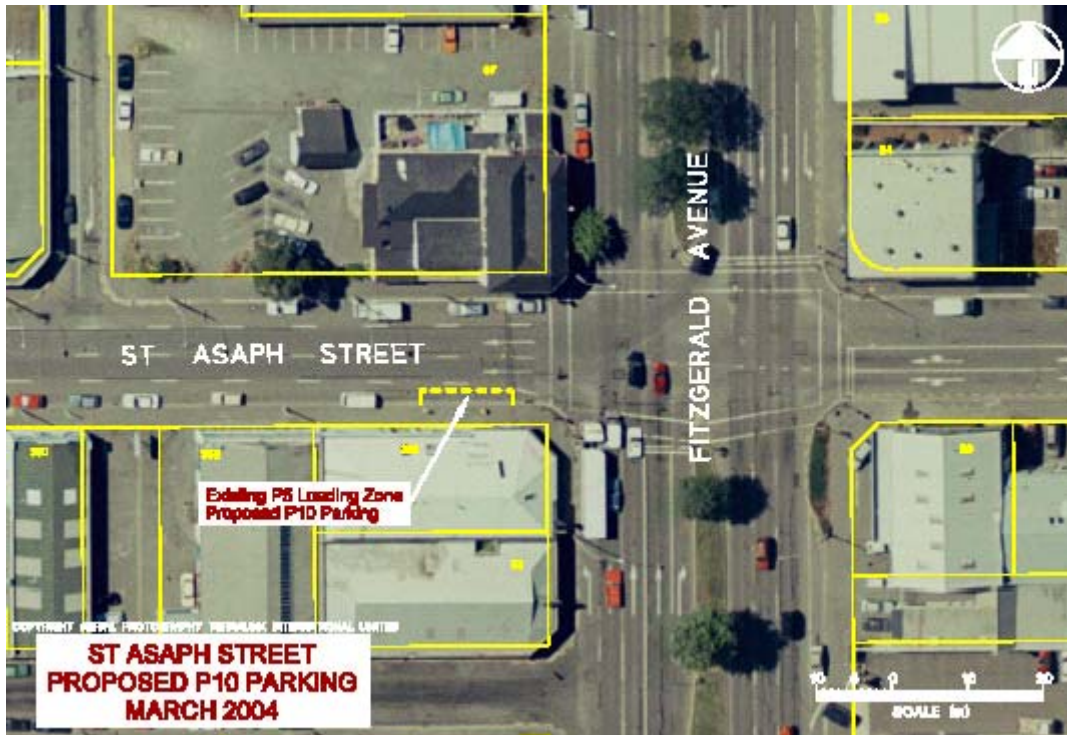
BACKGROUND

A request has been received from the property owner of 368 St Asaph Street, on behalf of a new tenant (who is yet to occupy), to change the present P5 Loading Zone to P10 parking outside this property. The tenant is a design and printing business with retail sales and has requested that the changes be made to better suit its business requirements. There is no other parking outside the building or off-street parking. The property also has a bus stop outside.

The present P5 Loading Zone, from observations, is seldom used and the area is served by other loading zones nearby.

PROPOSAL

It is proposed to remove the present P5 Loading Zone and replace with P10 parking.



PARKING STRATEGY

The Council's Parking Strategy provides guidance for the allocation of kerbside parking. For business areas, Policy 6G On-Street Parking refers:

"To use a mix of pricing regimes, time and parking restrictions to encourage the turnover of on street parking in areas of high demand."

The Strategy suggests that kerb-space parking priority should be given as follows:

To allocate kerb space where demand exceeds supply, in general accordance with the Commercial/Retail Centres table below.

Commercial/Retail Centres (Including Central City) Parking Priority	
1	Bus Stops
2	Taxi, Limousine and Shuttle services
3	Loading Zones
4	Parking for people with disabilities
5	Short-stay private vehicle parking for business and retail needs
6	Residents' parking
7	Commuter parking

Although the proposed P10 is of a lower priority than the P5 Loading Zone when using the table above, it is felt that for this particular location, given the background mentioned, it is appropriate.

CONSULTATION

The request has come from the property owner on behalf of the tenant.

The Parking Operations Team Leader is agreeable to this proposal.

Committee

- Recommendation:**
1. That the P5 Loading Zone on the south side of St Asaph Street commencing at a point eight metres from its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 12 metres be removed.
 2. That the parking of vehicles be restricted to a time limit of 10 minutes on the south side of St Asaph Street commencing at a point eight metres from its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 12 metres.

Chairperson's

Recommendation: That the recommendation be adopted.

8.3 SULLIVAN AVENUE STREET RENEWAL

Officer responsible Asset Management Team Leader	Authors Brian Neill, Network Operations, DDI 941 8616; Ken Stevenson, Asset Management, DDI 941 8555
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PURPOSE

The purpose of this report is to respond to the Board's request for information on the street renewal and living streets process and the reasons behind Sullivan Avenue being reprogrammed for construction during 2008/09.

BACKGROUND

At its meeting on 31 March 2004, the Board received a deputation from residents of Sullivan Avenue who were concerned that the Council has reprogrammed scheduled street renewal work in their street and that the opportunity for the Council to enter into a 'living streets process' may not occur for some time. The residents also presented a petition signed by 80 people supporting the deputation.

The Board decided: *"to seek a report to the Environment and Traffic Committee addressing the issues raised in the deputation and outlining the process for creating a living street."* This report outlines how the decision was made to defer this project during the street renewal prioritisation process and comments on the opportunities available to the Board to readdress the timing of the project.

The deputation presented the Board with a number of concerns, most of which can be addressed during the street renewal process. Typically, this process commences 18 months to two years prior to the tendering process for such a project. Once the timing issues have been resolved it would then be appropriate for the City Transport Unit to report on specific issues and how living streets principles could be applied to this particular project.

STREET PRIORITISATION PROCESS

The Board will be aware that a new process for prioritising street renewals was approved by the Council in April last year. A copy of the approved process is attached. As part of this process streets are rated based on their condition, traffic volume and proximity to schools etc, and then ranked taking into account clustering and other factors. The streets to be rated come from the road assessment and maintenance management database to ensure those streets in the worst condition are done first. This new process was used in developing the five year programme that has been approved in the draft long term council community plan.

It is noted that when approving the new process the Council also resolved that the new process be applied to all streets that were already on the programme from 2005/06 onwards.

It is also noted that the new process was put in place to avoid debate about individual streets at Council level during the annual plan process.

SULLIVAN AVENUE COMMENTS

Sullivan Avenue scored reasonably highly in the rating, which is not surprising considering the issues raised by the petitioners. The other streets in the area, that is McKenzie Avenue and Keswick Street, scored lower. It is noted that the issues raised by the petitioners are typical of many streets of similar age in the city. They are not unusual or extreme issues.

The ranking process (Step 3) placed Sullivan Avenue in the 2007/08 year. It had previously been in the 2005/06 and 2006/07 years. Mackenzie Avenue and Keswick Street were new to the programme and were placed in 2008/09.

The ranking process places an emphasis on 'clustering' streets so areas of common interest can be completed concurrently. This has tended to result in some streets with lower ratings rising in the programme so they can be done at the same time as the higher rated streets in the same area. Because Mackenzie Avenue and Keswick Street scored lower and the link between them and Sullivan Avenue was not as strong as some other areas, for example Charleston, there were no 'special' reasons for Sullivan Avenue being higher than 2007/08. It is noted, though, that this initial ranking (Step 3) placed Sullivan Avenue ahead of some Charleston projects, that is Grenville Street, Grafton Street, Henry Street and Frederick Street.

PREVIOUS HAGLEY/FERRYMEAD COMMUNITY BOARD DECISIONS

The Board will recall that as part of Step 4 of the process the attached table was presented to the November 2003 meeting of the Environment and Traffic Committee to enable it to consider reprioritisation. At this meeting the Committee considered that the Charleston projects mentioned above should be brought forward from 2008/09 into 2007/08. The Committee, under delegated authority, agreed to swap these with Madras Street, Ryan Street and Sullivan Avenue. This resulted in Sullivan Avenue being placed in 2008/09.

LONG TERM COUNCIL COMMUNITY PLAN (LTCCP)

The Draft LTCCP for 2004/05 has been approved by the Council and is out for public consultation.

It is noted that the prioritisation process will take place during the preparation of each LTCCP. This will be once every three years, except the first LTCCP is for two years. The Board will have the opportunity to consider Sullivan Avenue again during the preparation of the next LTCCP.

LIVING STREETS PROCESS

Living Streets is about achieving a better balance in our streets between activities (pedestrian, bicycles, general traffic) and neighbouring development (residential and business).

The living streets philosophy is applied to all street improvement projects. As part of the implementation of the living streets philosophy some pilot projects were constructed to enable an evaluation of the process and philosophy.

The kerb and channel prioritisation process has a principle of *'Recognition of street renewal as a means of improving the social fabric of the city by providing a more pleasant streetscape to encourage community involvement and activity'*. This means that all street renewal projects are developed with this as a key guiding principle, and the street renewal budget allows for this.

DISCUSSION

The approved process has been used in developing the new five year street renewal programme, and the LTCCP is out for public submissions. The Council will then consider the submissions before finalising the plan in June. The submission process is then the process for the Board to suggest making changes to the draft programme. Alternatively the Board could wait until the next LTCCP process and look at reprioritising Sullivan Avenue then.

If the Board wishes to support the Sullivan Avenue project being brought forward in the programme now then it could recommend a substitution and make a submission on that basis.

CONCLUSION

The deputation by Sullivan Avenue residents highlighted a number of issues that are endemic to wide roadways in older suburban areas of the city. The Council's street renewal and living streets process will address most of these issues.

Residents are concerned about the deferral of this work until 2008/09. The Board can either support the Sullivan Avenue project being brought forward in the Capital Works Programme by offering a substitution and making an appropriate submission to the Council or wait until the next LTCCP process and look at reprioritising Sullivan Avenue then.

Committee's

- Recommendation:**
1. That the information be received.
 2. That the proposed street renewal work scheduled for Sullivan Avenue (Ensors - Whittington) in 2008/09 be brought forward and swapped with proposed work scheduled for Cambridge Terrace (Barbadoes - Fitzgerald) in 2006/07 subject to consultation with the local residents' groups.

Chairperson's

- Recommendation:** That the recommendation be adopted.

8.4 CYCLE STRATEGY: DRAFT UPDATED 2004 VERSION

Officer responsible Principal Transport Planner/Team Leader	Author Michael Ferigo, Transport Planner – Cycling and Pedestrian, DDI 941 8925
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The purpose of this report is to introduce a draft updated Council cycle strategy to the Board and invite feedback on it. The draft updated strategy has been distributed to members. This updated version of the strategy was reported to the Council, which released it for a consultation period ending on 7 May 2004. The Council's cycle strategy is now four years old and was programmed to be updated at this time.

BACKGROUND

In 1996 the Council adopted its first cycling strategy - one of the first councils in New Zealand to do so – and updated it at the start of 2000. It has proved to be an effective document with the outcomes reported to the Council each year.

Members will recall they were informed last year of the proposed process to update the strategy.

The new 2002 New Zealand Transport Strategy gives clear support for sustainable transport, and as a result, initiatives at national, regional and local levels have been developing with extra impetus. This recent support towards sustainable transport has paralleled cycling gaining:

- (i) more funding;
- (ii) recognition through strategies;
- (iii) legal recognition through changes in the road user rules; and
- (iv) development of national design and planning guidelines.

The need for a periodic update of the strategy was recognised by the Council when it adopted the last (updated) strategy in 2000. It is particularly timely that the current strategy be updated now to take into account the current changes in the cycling environment throughout New Zealand.

A full revision of the cycle strategy, which will involve a comprehensive consultation process, is expected to be undertaken in 2008.

PROCESS UPDATE

Initially, a sample of stakeholders was interviewed to gain views on the strengths and weaknesses of the existing strategy and to gain suggestions for an updated version. This sampling included interviews with cycle advocates, representatives from transport/interest organisations, members from community boards and the Sustainable Transport and Utilities Committee. The information was presented to a working party of the Cycle Steering Committee to gain further direction and several more meetings were held to fine tune versions of the draft strategy.

A project calendar has been developed for both the preparation of the strategy document and its promotion. This calendar has been prepared with the aim of having the final document adopted by Council and available to the public well before the local government elections in October 2004.

DRAFT (UPDATED) STRATEGY

The updated strategy is consistent with the direction of the Council's existing cycling strategy, but takes new impetus from such documents as the Metropolitan Christchurch Transport Statement Stage One and other national and regional transport related strategies. The updated strategy recognises the current key issues and trends affecting cycling and looks to deliver targeted resources to the areas which achieve best results. This will include focussing on both existing cyclists and potential cyclists with an increased focus on initiatives directed at school aged cyclists.

The updated strategy looks to take the advancements of the last strategy (that effectively halted the earlier decline in cycle numbers), towards stabilising, advancing and increasing cycle use in the future.

Vision

The new proposed vision recognises the current vision for "*Christchurch to be the most cycle-friendly city*". With eight years of improvements in cycling we have largely stabilised the earlier decline in cycling in the city but recognise that there is still a long way to go to reach the objectives set. To do this the strategy needs to ensure that everyone is on board - cyclists and non cyclists alike so we now look to a new vision where "*Everyone Likes Cycling in Christchurch*".

Current Strategy Vision: "To Be the Most Cycle-Friendly City"

Proposed New Vision: "Everyone Likes Cycling in Christchurch"

The new vision is interpreted as: "Where the benefits of cycling as a safe, enjoyable and popular form of transport and recreation are valued by the community, and where recognition of these benefits leads to growth in cycling."

Objectives

We are looking to retain the two objectives of the current strategy but also recognise it is not just a case of raising numbers of cyclists and reducing cycle accident numbers. Cycling needs to be an enjoyable activity to gain popularity and help Christchurch to be considered a friendly cycle city.

Current Strategy Objectives:

- **To increase cycling in Christchurch**

Encouraging people to cycle for transport and/or recreation can increase cycling. This may include more people taking up cycling, existing cyclists cycling more often or the total distance cycled increasing. People may cycle more if they perceive cycling to be enjoyable and safe.

- **To improve safety for cyclists in Christchurch**

Safety can be improved by reducing common causes of collisions and injury, such as by improving the way other road users interact with cyclists, improving cyclists' behaviour and increasing the quality of road and other facilities in the city.

Proposed Additional Objective:

- **To increase the enjoyment of cycling in Christchurch**

Cycling can be an enjoyable activity for everyone when it is within a cycle-friendly environment. When people are enjoying cycling they are likely to cycle more and encourage others to do likewise.

Targets

The targets have been adjusted to reflect more closely the experiences learnt in monitoring cycling's progress over the last eight years in Christchurch.

DISCUSSION

The updated strategy will have a layout and format aligned to other recent Council strategies – these will be included in the draft for the consultation round and will include images that support the promotional aspects of the strategy. The content is also aligned to the direction that other recent Council strategy documents have used and includes policy along with an implementation plan.

The general direction of the strategy is not proposing major changes; in effect it is a refinement to ensure Christchurch takes full advantage of the positive changes that are happening in the wider New Zealand and regional cycling contexts.

CONCLUSION

The updated cycle strategy, whilst recognising the recent national and local advancements in the cycling environment and making improvements, essentially maintains the framework that the current cycle strategy has provided. Within this framework it will allow Christchurch to expand and better focus its resources to take advantage of the prevailing advancements in cycling in New Zealand and achieve its vision for cycling for Christchurch.

The draft of the updated strategy is currently released for consultation and all feedback will be considered by staff and the Cycle Steering Committee. A new cycle strategy will then be presented to the Sustainable Transport and Utilities Committee. The aim is for the Council to adopt the updated Strategy at its meeting in July 2004.

Committee

Recommendation: That the Board consider and formulate comments on the updated cycle strategy at this meeting to be forwarded to the City Transport Unit by 7 May 2004.

Chairperson's

Recommendation: That the recommendation be adopted.

8.5 PROPOSED BYLAW PROHIBITING THE CONSUMPTION OF ALCOHOL IN CERTAIN PUBLIC PLACES AND AT SPECIFIC TIMES IN THE CITY OF CHRISTCHURCH

The Committee considered a proposed bylaw prohibiting the consumption of alcohol in certain public places and at specific times in the City of Christchurch. This proposed bylaw has been separately circulated to Board members.

The Committee **decided** to formulate the following submissions on the proposed bylaw:

- 1 *The Board has concerns about the Council implementing any alcohol bans before the Council's alcohol policy has been finalised.*
- 2 *The Board considers that if the Police have concerns about behaviour in a local area, those concerns should be taken to the relevant Community Board first, rather than directly to the Council.*
- 3 *The Board acknowledges that there is evidence of some behavioural issues which may be unsatisfactory for local Sumner residents, but does not feel that these issues justify the need for an alcohol ban along the Esplanade, Sumner and the Board does not endorse such a ban.*

The Board requests that the youth advocacy team consider looking at positive solutions such as youth workers to deal with problematic social behaviour in Sumner.
4. *The Board encourages monitoring the situation in Sumner on an ongoing basis and asks to receive regular updates from the Police and appropriate Council staff about related issues in Sumner.*
5. *The Board considers that the central city alcohol ban area should be reduced to exclude the large residential component to the east and should only apply to the "Central City Area" as defined in the Council's Register of Delegations.*
6. *The Board encourages the production of information about the alcohol ban that can be easily distributed to patrons of bars and residents in the affected areas.*
7. *The Board encourages the Police to use their powers under the Litter Act 1979 to fine people for littering and prevent littering.*
8. *The Board recommends that the Council monitor the effects of the alcohol ban by gathering statistics on the number of people being stopped and arrested.*
9. *The Board comments that it has concerns about the way the Police have interpreted alcohol ban requirements in the past and believes the Police require significantly increased training about how the alcohol ban is to be enforced and more information about the exclusions that exist for local residents and other people affected by the bylaw.*

(Note: Linda Rutland withdrew from the discussion and voting on this item.)

Committee

Recommendation: That the Board adopt the above submissions as its submissions on the Christchurch City Liquor Control Bylaw 2004 document.

Chairperson's

Recommendation: That the recommendation be adopted.