

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

**MONDAY 26 APRIL 2010**

**AT 8AM**

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

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

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

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- PART B 6. STRUCTURES ON ROADS POLICY 2010**

**1. APOLOGIES**

Faimah Burke

**2. DEPUTATIONS BY APPOINTMENT**

Nil.

**3. STAFF BRIEFINGS**

**3.1 CIRCUIT STREET KERB AND CHANNEL RENEWAL**

Sharon O'Neill, Project Manager and Lorraine Correia, Consultation Leader, will be in attendance to brief members on the above project

#### 4. JELLIE PARK RECREATION AND SPORT CENTRE – PROPOSED PARKING RESTRICTIONS AND GIVE WAY CONTROL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board Works, Traffic and Environment Committee's recommendation that the Fendalton/Waimairi Community Board approve that Parking Restrictions be installed in the car park of Jellie Park Recreation and Sport Centre, and that a Give Way Control be installed at the exit from the complex. These parking restrictions will operate at all times.

#### EXECUTIVE SUMMARY

2. Staff have received a request from management at Jellie Park Recreation and Sport Centre, that parking restrictions be installed in the car park of the sport centre. Parking restrictions proposed include (please refer to plan TG103605 **attached**):
  - (a) Time restricted P180 parking for the main parking area directly in front of the main building
  - (b) P5 drop off zone directly outside the main entrance to the complex
  - (c) Mobility Parking
  - (d) P5 Goods Vehicles Only Zone
  - (e) No Stopping parking restrictions on all of the access routes around the car park
3. Following the recent redevelopment at Jellie Park Recreation and Sport Centre including the extension of the old car park, staff are now experiencing the following problems on a regular basis:
  - (a) Vehicles parking in the mobility parking spaces without displaying a mobility card.
  - (b) Vehicles parking in the P5 drop off zone for long periods of time.
  - (c) Vehicles parking on No Stopping lines.
  - (d) Vehicles parking in the access ways, driveways and in front of the loading zone.
  - (e) People who are not patrons of the complex parking in the car park for long periods.
  - (f) Vehicles parking in the bus park area.
  - (g) Motorists ignoring the "give way to the right rule" (failing to give way) when exiting the car park.
4. Existing parking restrictions, including 111 standard parking spaces, five Mobility Parking spaces, a 32 metre long strip designated as P5 drop off zone, and the area outside the loading dock that fits the criteria for P5 Goods Vehicles Only, have not been formally approved by the Board, and therefore parking enforcement staff are powerless to issue offence notices.
5. Staff at the Recreation and Sport Centre do not intend to have active enforcement carried out on the P180 parking restrictions unless the parking is by people not using the Centre, but do intend to have enforcement carried out on the P5 drop off zone, the P5 Goods Vehicles Only and the Mobility parks. These restrictions will not be enforceable without the Board's approval.

#### 4. Cont'd

6. Currently some motorists exiting the Recreation and Sport Centre car park are failing to give way to traffic on Ilam Road, and staff consider the installation of Give Way Control against the exit is justified and will increase the level of safety for all road users in the vicinity of the car park exit.
7. Although the recommendations in this report are not on "legal road", the public still has access to the areas concerned whether by right or not. This means that the areas are considered as road by law and therefore the recommendations are enforceable.
8. Refer paragraphs 19, 20 and 21 for consultation details.

#### **FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$3,400.

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

10. The cost of the installation of road markings and signs is being paid for by the Jellie Park Recreation and Sport Centre.

#### **LEGAL CONSIDERATIONS**

11. Part 1, Clause 5 of the Christchurch City Council *Traffic and Parking Bylaw 2008* provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 10 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
13. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above.

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

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

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

16. As above.

#### **ALIGNMENT WITH STRATEGIES**

17. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

#### **Do the recommendations align with the Council's Strategies?**

18. As above.

**4. Cont'd**

**CONSULTATION FULFILMENT**

19. Staff considered that as no individual property owner of Ilam Road would be directly affected by the proposal, no public consultation was carried out.
20. Because the recommendations are for parking restrictions on a Council reserve and not a road, the Acting Transport and Greenspace Manager as asset owner was also consulted and agrees with the recommendations.
21. The Officer in Charge – Parking Enforcement, agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board Works, Traffic and Environment Committee recommends that the Fendalton/Waimairi Community Board approve the following in relation to parking at the Jellie Park Recreation and Sport Centre car park:

- (a) That the parking of vehicles within the Jellie Park Recreation and Sport Centre car park be restricted to the specific classes of vehicle, classes of road user, time periods and placement of parking spaces as shown on the attached plan "TG103605" Issue 2 dated 17 March 2010.
- (b) That a Give Way control be placed against the vehicle exit of the Jellie Park Recreation and Sport Centre at its intersection with Ilam Road.
- (c) That the stopping of vehicles be prohibited at any time on both sides of all access ways within the Jellie Park Recreation and Sport Centre as shown in the attached plan "TG103605" Issue 2 dated 17 March 2010.

## 5. LEINSTER ROAD – PROPOSED PARKING RESTRICTION OUTSIDE ELMWOOD NORMAL SCHOOL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	George Kuek, Senior Traffic Engineer – Community

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board Works, Traffic and Environment Committee's recommendation that the Board approve that a P3 (8am - 9am and 2.30pm – 3.30pm School Days) Parking Restriction and a school bus stop (9am - 3pm School Days) be installed on the southeast side of Leinster Road outside Elmwood Normal School (refer to **attachment**).

### EXECUTIVE SUMMARY

2. This report is in response to the request by the Fendalton/Waimairi Community Board at its meeting on 10 February 2009, when the Board was considering the Merivale North Parking Plan, for a further report to be brought back to the Board with respect to Leinster Road, specifically in regard to parking around Elmwood Normal School.
3. Leinster Road is a local road running generally in a northeast – southwest direction, linking Papanui Road and Rossall Street. Both Papanui Road and Rossall Street are minor arterials.
4. Almost two-thirds of the way along Leinster Road from its intersection with Papanui Road, Allister Avenue (another local road) links Leinster Road to another minor arterial Heaton Street, to the north of and parallel to Leinster Road.
5. This proposal is for parking to be restricted to a maximum of three minutes (P3) between 8am - 9am and 2.30pm – 3.30pm on school days, and for no stopping except for a school bus between 9am and 3pm on school days, on the south eastern kerbside of Leinster Road outside the school frontage. A four metre No Stopping restriction is being proposed between the above two restrictions, for the purpose of the required manoeuvring area for a bus, in line with the current bus stop marking standards.
6. Parking is currently unrestricted outside and opposite Elmwood Normal School between Allister Avenue and Rossall Street.
7. Parking is currently unrestricted on Allister Avenue. However, staff are currently investigating parking options on Allister Avenue as part of the proposed Heaton Street Traffic Management Scheme.
8. Parking surveys have been carried out in this section of Leinster Road on 11 occasions between 24 December 2009 and 8 March 2010, at different times of the day, and at school term and non-term times.
9. During these parking surveys, it was observed that parking was relatively sparse on both sides of Leinster Road between Allister Avenue and Rossall Street.
10. A residential development is currently being constructed on the northwest side, at 65 and 67 Leinster Road, directly across from Elmwood Normal School. The survey results show that on that side of Leinster Road, 70 percent of the vehicles parked there belonged to builders and tradesmen working at the construction site.
11. It is likely that fewer vehicles will be parked outside this construction site after construction is completed.
12. The surveys also show that vehicles parking on the southeast side of Leinster Road outside Elmwood Normal School are predominantly private vehicles.

**5. Cont'd**

13. Under the proposed Heaton Street Traffic Management Scheme, some of the on-street parking on Heaton Street, Circuit Street and Allister Avenue which are currently unrestricted are proposed to be converted to time-restricted parking. Most of these unrestricted parking spaces are currently being used as all-day parking by commuters.
14. If the proposed Heaton Street Traffic Management Scheme is approved and implemented, it is expected that some of the commuters will migrate to the unrestricted parking spaces at the southwest end of Leinster Road. These commuters may occupy some of the spaces outside Elmwood Normal School currently used by parents to drop-off and pick-up their children attending the school.
15. The proposed P3 (8am - 9am and 2.30pm – 3.30pm School Days) Parking Restriction outside Elmwood Normal School will ensure that this area is available for parents to drop-off and pick-up their children before and after school hours.
16. In addition to this P3, the school has requested a school bus stop to further assist with student travel arrangement.
17. Consultation has been carried out with the school and residents from twelve adjoining properties. Details of responses are described in the consultation section below.

**FINANCIAL IMPLICATIONS**

18. The estimated cost of this proposal is approximately \$1,000.

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

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

**LEGAL CONSIDERATIONS**

20. 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.
21. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 10 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
22. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

23. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

25. As above.

**ALIGNMENT WITH STRATEGIES**

26. The recommendations align with the Council Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004.

**5. Cont'd**

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

27. As above.

**CONSULTATION FULFILMENT**

28. Residents from twelve adjacent properties have been consulted. Five responses have been received. Three of these responses fully support the proposal. One resident supports the proposal but would like dedicated resident or visitor parking.
29. One resident objects, as they believe these restrictions will transfer school staff parking to their side (northwest side) of the road. This resident would prefer the drop-off / pick-up zone to be opposite the school.
30. In regard to the dedicated residents parking request, this does not comply with current Council policy, as residents do have some on-site parking.
31. Providing a drop-off/pick-up zone on the school side reduces the need for children to cross the roadway from vehicles, therefore this recommended option is considered safer. Discussions with school staff indicate that the opposite kerbside will not be fully occupied by school staff vehicles.
32. The Officer in Charge - Parking Enforcement, agrees with this recommendation

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board Works, Traffic and Environment Committee recommends that the Board approve:

- a) That a school bus stop be installed on the southeast side of Leinster Road commencing at a point 29 metres southwest of the prolongation of the Allister Avenue north eastern kerb line, and extending in a south westerly direction for a distance of 14 metres. This school bus stop is to operate from 9am – 3pm on school days.
- b) That the stopping of vehicles be prohibited at any time on the south eastern side of Leinster Road commencing at a point 43 metres southwest of the prolongation of the Allister Avenue north eastern kerb line, and extending in a south westerly direction for a distance of 4 metres.
- c) That the parking of vehicles be restricted to a maximum period of three minutes on the south eastern side of Leinster Road commencing at a point 47 metres southwest of the prolongation of the Allister Avenue north eastern kerb line, and extending in a south westerly direction for a distance of 68 metres. This restriction is to apply for the period 8am – 9am and 2.30pm – 3.30pm on school days.



## 6. STRUCTURES ON ROADS POLICY 2010

<b>General Manager responsible</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible</b>	Asset and Network Planning Manager
<b>Authors</b>	Tina von Pein, Project Manager – Public Places Policies Review

### PURPOSE OF REPORT

1. To seek comments from Community Boards on the draft Structures on Roads Policy 2010 (**Attachment A**).

### EXECUTIVE SUMMARY

2. At the 5 March 2010 meeting of the Regulatory and Planning Committee the Committee resolved: *“That this issue lie on the table until staff have briefed Community Boards, and that it return to the Committee in April in light of these discussions”*.
3. With the 2006 amalgamation of Banks Peninsula District Council (BPDC) and Christchurch City Council (CCC) some operational policies specific to each area remained in existence for the respective areas.
4. With the adoption of the Public Places Bylaw 2008 (the bylaw) the policies related to structures on roads were identified as needing review to ensure they appropriately give effect to the bylaw. The Council appointed Public Places Policies Working Party has worked with staff on the review of this and the other operational policies that relate to matters covered by the bylaw.
5. The proposed Structures on Roads Policy 2010 provides a single policy for the whole of the city and incorporates and replaces the following:

(a) Current CCC policies:

- (i) Airspace over Public Roads - Granting Rights.
- (ii) Structures on Roads (Ramp, Retaining Walls, Garage, Parking Platform etc).

*Note: “Use of Legal Road as Licensed Premises policy”:* The ability of the Council to revoke a permit to occupy legal road as licensed premises as currently contained in this policy now forms part of each individual permit issued by the Council and is therefore not retained.

(b) Current BPDC policies (all part of the Banks Peninsula roading Policy):

- (i) Structures on Legal Roads in Urban Areas - License to Occupy Policy.
- (ii) Retaining Walls - Responsibility Policy.
- (iii) Fencing Policy.

The proposed policy therefore provides clarity and consistency in the management of applications for structures on roads throughout the Council area.

6. For most of its content the proposed policy incorporates the current CCC policies with updated wording and minor changes. The provisions in the existing ‘city’ and ‘peninsula’ policies are overall similar in nature. There are also some additions e.g. the provisions relating to verandas and fences, and inclusion of the Banks Peninsula fences policy into the new policy for the whole city. Current provisions in both CCC and BPDC policies which addresses council operational procedures (and do not belong in policy statements) were not retained.
7. This policy addresses only structures of permanent nature on roads and therefore does not deal with temporary structures on roads such as those associated with restaurants and cafes occupying sidewalks, which is planned for consideration and consultation during 2011, nor with ‘paper roads’ which is planned for consideration at a later stage.

**6. Cont'd**

8. In summary, the proposed policy achieves an overdue streamlining and consolidation of policies and introduces:
- (a) Provisions relating only to verandas previously in the Public Places Bylaw 1992;
  - (b) Changed provisions relating to fences;
  - (c) New provisions on the use of airspace over roads for architectural features; and
  - (d) New provisions for infrastructural and other structures.

Key stakeholder groups were contacted in writing about the proposed review and no concerns were raised.

9. It is not proposed to have a Special Consultative Procedure for the Structures on Roads Policy. The policy will become operative once adopted by Council, and relevant stakeholders will be notified in writing.

**FINANCIAL IMPLICATIONS**

10. Current policy enforcement is undertaken on a 'response to a complaint' basis. It is anticipated that this will remain the same with the adoption of a reviewed policy, with no anticipated additional expenses.

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

11. Yes.

**LEGAL CONSIDERATIONS**

12. The Public Places Bylaw 2008 came into force on 1 July 2008. Clause 8 of that bylaw provides for operational policies to be formulated, relating to matters regulated by the bylaw. Such policies must be adopted by Council resolution, and may include information on application procedures, administrative arrangements, terms and conditions related to activities in public places, definition of terms and other guidance information.

The consideration and adoption of such policies must be done in accordance with the Council's usual decision-making processes under the Local Government Act 2002.

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

13. Initial analysis of this policy and the potential review requirements have been considered in relation to the CCC Policy on Determining Significance, and the level of formal consultation that may be required has also been considered.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. The following LTCCP chapters are relevant: 5.3 City Promotions – 5.3.2 Promoting the City as an attractive place to live, learn and work.– 9.0 Enforcement and Inspections – Protect public health & safety; enforce compliance.

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

15. As above.

**6. Cont'd**

**ALIGNMENT WITH STRATEGIES OR OTHER BYLAWS**

16. The Structures on Roads Policy is aligned to the following Christchurch City Council strategies, plans and policies:

- (a) Central City Revitalisation Strategy.
- (b) Safer Christchurch Strategy.
- (c) Pedestrian Strategy.
- (d) Parking Strategy.

Equity and Access for People with Disabilities Policy  
Long Term Council Community Plan

17. This policy gives effect to the Public Places Bylaw 2008 and should be read in conjunction with the Council's General Bylaw 2008, Traffic and Parking Bylaw 2008, Parks and Reserves Bylaw 2008 and the relevant rules, policies and objectives in the District Plan/City Plan.

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

18. Yes.

**CONSULTATION FULFILMENT**

19. During the drafting of this policy some initial discussion has been undertaken with key stakeholders including Community Boards. Potentially affected external parties and associations were invited to provide feedback on any concerns and no concerns were raised.

**STAFF RECOMMENDATION**

That the Board consider, and comment on, the draft Structures on Roads Policy 2010.

6. Cont'd

**BACKGROUND**

20. On 1 July 2008 the Christchurch City Council Public Places Bylaw 2008 became operative.
21. The bylaw enables the management of public places in order to balance the various different, and sometimes competing, lawful uses for which public places may be used. It seeks to provide for reasonable controls to protect health and safety, to protect the public from nuisance and to provide for the regulation of trading in public places.
22. Following the adoption of the bylaw a new operational policy was proposed to be developed from a review of the 12 relevant existing policies and associated matters. The policies all relate to the clauses in the bylaw that regulate commercial activities and obstructions in public places (clauses 6 and 7). This report only deals with the specific policies of the 12 that deal with structures on roads. The remaining policies have either already been considered by the Council (*Trading and Events in Public Places* in February 2010) or will be considered later in 2010/2011.
23. The current policies were developed before the amalgamation of Banks Peninsula District Council and the Christchurch City Council, and all were developed before the adoption of the new bylaw. The policies need to be reviewed to ensure that they are still necessary, that they are appropriate and that they are fit for purpose. The review of the policies addresses the following criteria:
  - (a) Rationalise the current policies where needed;
  - (b) Establish whether current practice and needs align with the policies;
  - (c) Assess whether any new matters need to be included;
  - (d) Establish whether the policies align with the bylaw;
  - (e) Take account of internal (Council) needs and external (stakeholder) needs; and,
  - (f) Result in redrafted policies that are coherent, stand-alone documents.
24. In addition to these 12 policies, related operational issues have been identified that would benefit from being included in or adopted into the new operational policy, resulting in some new areas of consideration.
25. On 2 February 2009, the Regulatory and Planning Committee agreed to appoint a working party to work with staff to discuss the review of operational policies that relate to matters covered by the Public Places Bylaw 2008. The members of the Public Places Policies Working Party are Crs Wells, Wall, Shearing, Reid and Johanson. The working party concluded its deliberations during 2009 with a meeting on 4 December 2009. Due to the considerable workload of reviewing all 12 policies, the Council on 24 September 2009 approved a timetable to split consideration of the 12 policies into a first group to be finalised by June 2010 (including those considered in this report), with the remainder to be considered in 2011 after the 2010 local government elections.

**Proposed Structures on Roads Policy:**

26. The proposed Christchurch City Council Structure on Roads Policy 2010 provides a single policy for the whole of the city and incorporates and replaces the following:
  - (a) Current CCC policies:
    - (i) Airspace over Public Roads - Granting Rights.

## 6. Cont'd

- (ii) Structures on Roads (Ramp, Retaining Walls, Garage, Parking Platform etc).

*Note: "Use of Legal Road as Licensed Premises policy":* The ability of the Council to revoke a permit to occupy legal road as licensed premises as currently contained in this policy now forms part of each individual permit issued by the Council and is therefore not retained.

- (b) Current BPDC policies (all part of the Banks Peninsula Roading Policy)

- (i) Structures on legal Roads in Urban Areas - License to Occupy Policy.
- (ii) Retaining Walls - Responsibility Policy.
- (iii) Fencing Policy.

The proposed policy therefore provides clarity and consistency in the management of applications for structures on roads throughout the Christchurch City Council area.

- 27. For most of its content the proposed policy incorporates the current CCC policies with updated wording and minor changes. The provisions in the existing 'city' and 'peninsula' policies are materially the same. There are also some additions e.g. the provisions relating to verandas and fences, as set out in the Background section below. Current provisions in both CCC and BPDC policies which addresses council operational procedures (and do not belong in policy statements) were not retained.
- 28. In summary the proposed policy achieves an overdue streamlining and consolidation of polices and introduces (1) provisions relating only to verandas previously in the 1992 Public Places Bylaw; (2) changed provisions relating to fences which are taken from the Banks Peninsula policy and is now proposed for the whole city, (3) new provisions on the use of airspace over roads for architectural features; and (4) new provisions for infrastructural and other structures. Key stakeholder groups were contacted in writing about the proposed review and no concerns were raised.

### THE OBJECTIVES

- 29. The key objectives of the public places policy review are to:
  - (a) Review and update, as appropriate, the policy clauses and to enable a working policy that is supported by the Council and the community.
  - (b) Bring together the current policies and practices for both the former BPDC and CCC.
  - (c) Align the policy with current CCC plans and strategies.
- 30. The key objective of this policy is to manage structures on street and to develop a single policy to assist the public in identifying what can happen where and under what conditions.

### THE OPTIONS

- 31. Two options have been identified in relation to managing structures on roads.
  - (a) The adoption of a new Council policy.
  - (b) Maintain the status quo with some editing to factually update of current policies.

### THE PREFERRED OPTION

- 32. The preferred option is the adoption of the proposed Council policy. The proposed policy is attached to this report.

## 6. Cont'd

**ASSESSMENT OF OPTIONS****The Preferred Option**

33. The preferred option is the adoption of a new Council wide policy (as tabled with this report). In addition to updating the wording and minor changes to the text this policy brings together the key elements of current policies and practices and incorporates new policy clauses which will assist with developing clarity and consistency in policy understanding and application.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Clarity to community as to the policy, how to apply and how it applies.  Alignment of policies between the former Banks Peninsula DC policies and the CCC policies will assist clarity and ease of use and application.	Communication of policies is part of Council core business.
<b>Cultural</b>	None specific.	None specific.
<b>Environmental</b>	Policy will enable more robust and transparent management of structures on roads	None specific.
<b>Economic</b>	Consolidated policy.	None specific.
<p><b>Extent to which community outcomes are achieved:</b>  This policy option aligns with the following Community Outcomes:  -<b>A Safe City</b> – we live free from crime, violence, abuse and injury. We are safe at home and in the community. Risks from hazards are managed and mitigated.  -<b>An Attractive and well designed City</b> – Christchurch has a vibrant centre, attractive neighbourhoods and well–designed transport networks. Our life styles and heritage are enhanced by our urban environment.  -<b>A City for recreation, fun and creativity</b> – We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.  - <b>A Prosperous City</b> – We have a strong economy that is based on a range of successful and innovative businesses. We value sustainable wealth creation, invest in ourselves and in our future.</p> <p><b>Impact on the Council's capacity and responsibilities:</b>  The development of a consolidated policy will enable Council to better manage structures on roads through more transparent and consistent processes and procedures.</p> <p><b>Effects on Maori:</b>  No specific effects noted.</p> <p><b>Consistency with existing Council policies:</b>  The policy pulls together the key elements of the current policies and practices of the Council into a consolidated policy document and incorporates some new provisions consistent with existing Council policies.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>  No comments were received from relevant stakeholders invited to comment. As only minor changes are proposed from the existing policies and as there have been no issues with the operation of those policies it is not likely to have any significant effects.</p>		

## 6. Cont'd

**Maintain the Status Quo with some editing (not preferred option)**

34. The option of maintaining the status quo with some editing would mean maintaining the series of policies and current practices that apply to the post-amalgamation CCC area, and some specific policies that only apply to pre-amalgamation areas. Within this option it would be logical to update the policies (desk top activity) to ensure that historical and no longer relevant clauses are not included.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Communities should be aware of the current policies / practices as most have been operational since the early 1990's.	Continued segregation of the City / District Council areas as per pre-amalgamation.
<b>Cultural</b>	None specific.	None specific.
<b>Environmental</b>	Current status will continue to promote the areas of CCC and the former BPDC as two separate regions.	None specific.
<b>Economic</b>	None specific.	None specific.
<p><b>Extent to which community outcomes are achieved:</b>            This policy option aligns with the following Community Outcomes:  <b>-A Safe City</b> – we live free from crime, violence, abuse and injury. We are safe at home and in the community. Risks from hazards are managed and mitigated.  <b>-An Attractive and well designed City</b> – Christchurch has a vibrant centre, attractive neighbourhoods and well-designed transport networks. Our life styles and heritage are enhanced by our urban environment.  <b>-A City for recreation, fun and creativity</b> – We value leisure time and recognise that the arts, sports and other recreational activities contribute to our economy, identity, health and wellbeing.  <b>- A Prosperous City</b> – We have a strong economy that is based on a range of successful and innovative businesses. We value sustainable wealth creation, invest in ourselves and in our future.</p> <p><b>Impact on the Council's capacity and responsibilities:</b>            Maintaining the status quo will mean business as usual for council enforcement and policy development.</p> <p><b>Effects on Maori:</b>            No specific effects noted.</p> <p><b>Consistency with existing Council policies:</b>            The current policies broadly align with existing council strategies and plans, however the factual update is recommended, should this option be chosen, as many of the clauses are either out of date or no longer relevant.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>            No comments were received from relevant stakeholders invited to comment.</p>		

**At Least one Other Option (or an explanation of why another option has not been considered)**

35. No other option has been considered as the Council has previously adopted (24 September 2008) the recommendations to review the policies.