

6. CHRISTCHURCH CITY TRAFFIC AND PARKING BYLAW 1991

Officer responsible Network Operations Team Leader	Author Brian Neill, Network Operations Team Leader, DDI 941-8616
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The purpose of this report is to outline proposed changes to the Christchurch City Traffic and Parking Bylaw 1991. It is recommended that the Council support proposed administrative changes to the Bylaw, the creation of a separate 'speed limit' bylaw and decide upon a provision in the Bylaw that will effectively close-off the Square to all light motor vehicles between the hours of 12 midnight and 5am on Thursday - Friday, Friday - Saturday and Saturday - Sunday.

Other changes to the Bylaw will be required once the Cathedral Square Completion Subcommittee has decided on the final traffic management layout for the north-western sector of the Square and Worcester Street between Oxford Terrace and Cathedral Square. It is intended that a comprehensive report covering all of these actions will be presented to the Sustainable Transport and Utilities Committee at its meeting in June 2004.

BACKGROUND

The administrative changes that are needed to update the Bylaw involve changes in definitions and wording to assist parking enforcement.

The new LTSA speed limit rule became operative on 1 April 2004. Road controlling authorities such as the Christchurch City Council are being encouraged to formulate a separate bylaw for speed limits. Prior to April 2004, 50, 70 and 100 km/h speed limits were set by gazette notice authorised by the Manager, Safer Roads, Land Transport Safety Authority (LTSA). All other speed limits (ie speed limits under 50 km/h, 60 km/h and 80 km/h) were set by the road controlling authority. The Christchurch City Traffic and Parking Bylaw 1991 has been used for setting speed limits on roads in the city in the past.

If a new bylaw is created, all speed limits on roads controlled by the Council will be scheduled and indicated on a map, copies of which will be held by agencies such as the LTSA and the NZ Police.

A petition has been received from the Cathedral Square Stakeholders Group requesting consideration of a move to ban light vehicles from Cathedral Square on Thursday - Friday, Friday - Saturday and Saturday - Sunday between the hours of 12 midnight and 5am. Vehicle noise is of considerable concern to hotels, backpackers and other accommodation in the Square. It is understood that there are over 2,000 beds available within the Cathedral Square precinct bounded by Gloucester Street, Manchester Street, Hereford Street and Oxford Terrace.

It would be appropriate to process this request from the stakeholders group at the same time that changes are made to traffic management resulting from the pending work in the north-western sector of the Square and Worcester Street between Oxford Terrace and Cathedral Square.

TIMEFRAME

Following consideration of this report it is suggested that the following timetable be adopted to ensure that all of the processes required for changing the existing Bylaw and creating a new (speed limit) bylaw are completed by September 2004:

- May 2004 - consideration by the Committee and the Council on recommended actions from this report and consideration of the petition presented by the Cathedral Square Stakeholders Group.
- June 2004 - consideration by the Committee and the Council of a proposed revision to the Christchurch City Traffic and Parking Bylaw 1991 and a new Speed Limits 2004 Bylaw.
- July 2004 - submissions on the proposed revisions to the Christchurch City Traffic and Parking Bylaw 1991 and new Speed Limits 2004 Bylaw considered by the Council.
- August 2004 - final drafts of the proposed changes to the Christchurch City Traffic and Parking Bylaw 1991 and new Speed Limits 2004 Bylaw considered by the Council.
- September 2004 - confirming resolutions for the changes to the Christchurch City Traffic and Parking Bylaw 1991 and new Speed Limits 2004 Bylaw considered by the Council.

The Council will need to enter into a 'special consultative procedure' for some of the changes being made to the existing Traffic and Parking Bylaw and for the creation of the new Speed Limits Bylaw. The process for advancing this work will be reported to the Committee and the Council in June 2004.

SPEED LIMITS 2004 BYLAW

The transfer of information from the existing bylaw to a new 'dedicated' bylaw for all speed limits on roads in the city is a relatively straight forward matter. The existing provisions and Fourth Schedule 'Bylaw Speed Limits' from the existing Bylaw can be transferred directly into a new document. Fifty (50), 70 and 100 km/h speed limits will be also transferred from the LTSA gazette notice that applies to Christchurch and Selwyn District.

A map of speed limits in Christchurch already exists and forms part of the legal documentation for the setting of speed limits in the city. The series of (four) maps that were produced by the City Solutions Unit and held by the LTSA are being modified to reflect the changes that have been brought about by the Government's adoption of the new speed limit rule.

The Council recently completed a review of speed limits which have only just been posted on roads in the city. It is our intention not to change any of the existing speed limits during the process of establishing a new bylaw. Staff anticipate that it will be more straight forward for the Council to alter speed limits in the future. The previous large scale reviews of city speed limits are unlikely to be required once the new bylaw is struck.

It is recommended that the drafting of a Speed Limits 2004 Bylaw be proceeded with.

LIGHT MOTOR VEHICLE BAN CATHEDRAL SQUARE

It is recommended that the Committee approve the drafting of a provision in the Christchurch City Traffic and Parking Bylaw 1991 for the banning of vehicles under 3,500 kilograms from entering the Cathedral Square precinct bounded by Gloucester Street, Manchester Street, Hereford Street and Oxford Terrace on Thursday - Friday, Friday - Saturday and Saturday - Sunday between 12 midnight and 5am. The Police are backing this move to control the passage of light vehicles through the Cathedral Square precinct in the early hours of the morning. Although the bylaw provision will apply to vehicles observed entering the Cathedral Square precinct during the restricted hours, exceptions will be made for owners, occupiers and bona fide visitors of businesses in the area.

The noise of vehicle exhausts in the early hours of the morning is extremely intrusive and has led to a number of visitors indicating that they would be reluctant to return to accommodation in the Square because of this problem. The Cathedral Square Stakeholders Group petition referred to the *"unacceptable noise levels that are now impacting on our ability to go about our business, work and live within our "living room" the Square."* The managers of eight accommodation and nine 'other' businesses, two residents and two other people signed the petition.

The Council already has provisions in the Christchurch City Traffic and Parking Bylaw 1991 that prohibits the use of motor vehicles weighing less than 3,500 kg on a number of roads in industrial areas. The roads involved are listed in the Ninth Schedule of the Bylaw along with the times and day of prohibition. Staff envisage that a similar prohibition can be applied to roads leading into Cathedral Square bounded by Gloucester Street, Manchester Street, Hereford Street and Oxford Terrace.

If the Council decides to impose such restrictions on traffic within Cathedral Square it would be appropriate to include these with the other traffic management measures that will result from adoption of a traffic management plan for the north-western sector of Cathedral Square and Worcester Street between Oxford Terrace and Cathedral Square.

CONCLUSION

There are a number of administrative and structural changes that will need to be made to the Christchurch City Traffic and Parking Bylaw 1991 relating to parking, speed limits and Cathedral Square. It is recommended that these changes to the existing Bylaw and the creation of a new Speed Limits 2004 Bylaw be proceeded with. The timeframe for this work is practicable and needs to be implemented before the work in the north-western quadrant of Cathedral Square is completed. Any changes to speed limits in the city will need to be held over until the new Speed Limits 2004 Bylaw is struck.

- Recommendation:**
1. That the information be received.
 2. That a new 'Christchurch City Speed Limits 2004 Bylaw' be drafted and presented to the Sustainable Transport and Utilities Committee and the Council in June 2004.
 3. That provision be made in the Christchurch City Traffic and Parking Bylaw to ban vehicles under 3,500 kg from entering the Cathedral Square Precinct bounded by Gloucester Street, Manchester Street, Hereford Street and Oxford Terrace between 12 midnight and 5am, seven days a week.
 4. That the necessary administrative and structural changes to the 'Christchurch City Traffic and Parking Bylaw 1991' relating to parking, speed limits and Cathedral Square be drafted and presented to the Council in June 2004.

(Note: Councillor Barry Corbett requested that his vote against recommendation 3 above be recorded. Councillor Megan Evans declared an interest in the above clause and retired from the voting and discussion thereon.)