

2. CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET) - BYLAW CHANGES

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval to implement changes to the Traffic and Parking Bylaw 1991 to prohibit vehicles greater than 9 metres in length (such length including any trailer or semi-trailer) from entering Peterborough Street between Madras Street and Cambridge Terrace, with the exception of vehicles carrying out deliveries to Peterborough Street or Cambridge Terrace between Madras Street and Barbadoes Street.

EXECUTIVE SUMMARY

2. The Council has budgeted for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roding and Riverbank Improvement project in the 2005/06 financial year.
3. This project is funded by the Council through the Capital Programme budget of the Transport and City Streets Unit and the Greenspace Unit.
4. The terms of reference for this project had three overall project aims:

To meet the asset management targets of the Council: This project was initiated as part of the replacement of 20 km of kerb and dish channel per annum. Another asset management target is to minimise the write off of existing assets.

To meet the future goals and objectives of the Council for the riverbank area: This section of the Avon River and riverbank is included in the "Avon River (Central City) Strategy (January 2005).

To provide a central city community asset that meets the expectations of the Christchurch community:

5. Background information about the project is tabled.

BACKGROUND ON CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET) - BYLAW CHANGES

6. In October 2003 the Council advised residents in this section of Cambridge Terrace that it was proposing to renew the old dish guttering on the north side of Cambridge Terrace (Madras Street to Barbadoes Street) in the 2003/04 financial year.
7. Residents were also advised that in addition to the proposed carriageway work to be undertaken the Council wanted to investigate the options available for the future enhancement of the riverbank along this section of Cambridge Terrace. The Avon Loop Planning Association, the Chester Street Residents' Association and the Moa Neighbourhood Committee have been consulted and are happy for the proposed changes to go ahead.
8. At that time the Council did not have funding available for the enhancement work nor a time frame in mind, but, among the issues the Council wanted to investigate was the realignment of this section of Cambridge Terrace away from riverbank and the removal of existing on street parks that were utilised primarily by commuters. The aim of the Council at that time was to instigate the engineering work without preventing any future initiatives for the riverbank area.
9. Feedback received from the initial consultation was supportive of the project especially the proposed riverbank work and further, many submitters requested that both the engineering and the riverbank improvements should take place at the same time. Submitters were comfortable that the engineering work be delayed until the Council could secure funding for the riverbank improvements.
10. Fortunately, work programmes on the various elements of this project coincided to allow the Council to implement this suggestion and since that time, November 2003, staff have been working with the community, through neighbourhood public meetings, to design an outcome for this section of Cambridge Terrace that would be acceptable to the community.

11. In August/September 2005 a Council produced publicity brochure was delivered to residents of Cambridge Terrace, Peterborough Street and the wider community outlining the proposed plan for this section of Cambridge Terrace.
12. Thirty six submissions were received on the project and were overwhelmingly in favour of the proposal outlined. Some minor changes were suggested and these have been integrated into the plan.

OPTIONS

13. Initially the Cambridge Terrace project was to replace the old dish guttering on Cambridge Terrace between Madras Street and Barbadoes Street. Effectively only three options were investigated:
 - Replace the kerb and channel only on the existing alignment, with other proposed riverbank work to follow at an unspecified time (option 1).
 - Replace the kerb and channel on a slightly modified alignment, while combining the work with other area amenity improvements (option 2).
 - Do nothing (option 3).
14. The initial consultation process outlined the proposed work (effectively option 1) but also identified possible future enhancement of the riverbank in this area. Community feedback clearly indicated that both the engineering work and the riverbank enhancement work should be undertaken at the same time.
15. At the same time as the early consultation was taking place on this project an in depth public consultation process was underway to produce a Council Strategy for the management and enhancement of the Avon River.
16. The extended project management process for the project was sufficient to allow for the completion of the "Avon River (Central City) Strategy" (January 2005). Subsequently, it proved an ideal opportunity to plan the remainder of the Cambridge Terrace street renewal project in conjunction with the Avon River process, and develop an integrated plan. Option 1 was therefore effectively superseded, and option 2 became the preferred version. The recommended option for this section of Cambridge Terrace implements the recommendations outlined in the "Avon River Strategy".
17. The option to do nothing was not considered extensively. Retaining this option would effectively mean no change to parking, riverbank amenity and road function in the area, but would see increasing kerb and channel maintenance costs. This would mean non-compliance with the Avon River strategy and the road asset management plan.

PREFERRED OPTION

18. The recommended option is attached. The following paragraphs detail its features.
19. **Roading Improvements**
 - Remove the riverbank road between Peterborough Street and Barbadoes Street (this land is actually legal reserve – not road).
 - Replace old dish guttering with kerb and flat channel.
 - Make Cambridge Terrace at its intersection with Barbadoes Street, exit only. This will significantly reduce the traffic along this section of road and further enhance the riverbank.
 - Install a raised platform on Peterborough Street at its intersection with Madras Street.
 - Ban vehicles over 9 metres in length entering Peterborough Street from Madras Street (except emergency and/or delivery vehicles). The new section of road is narrower than the former.
 - Widen the berm along the west side of Barbadoes Street between Salisbury Street and Oxford Terrace and plant trees
20. **Riverbank Improvements**
 - Enlarge the river bank area to include the existing grass triangle and lime tree.
 - Plant more trees, shrubs and groundcovers within the enlarged riverbank area.
 - Install new path, seats, lights and a drinking fountain.

The combination of the road and riverbank improvements is designed to improve safety while enhancing one of the city's beautiful and historically significant areas.

21. Several submitters raised a number of issues, which have been incorporated into the project as follows:

- To install an indented parking bay on Barbadoes Street adjacent to 353 Barbadoes Street. The indented park will have a P5 minute time restriction.
- To install two P30 minute parking restrictions on Cambridge Terrace. One P30 park is proposed adjacent to the northern boundary of 319 Cambridge Terrace and the other P30 park is proposed adjacent to 329 Cambridge Terrace.
- To install a cycle bypass from Barbadoes Street, utilising the proposed kerb cut down for the indented parking bay adjacent to 353 Barbadoes Street, so cyclists can access Cambridge Terrace safely.
- To install a small area of landscaping against the Barbadoes Street boundary of 343 Cambridge Terrace.
- To retain the proposed drinking fountain adjacent to the new pathway at the Barbadoes Street end, however, to move the park bench further along the path and therefore away from a busy arterial road.

Another suggestion was that once the existing seats, adjacent to the lime tree in the triangle area, are removed to make way for new seating that they then be installed on the bank on the opposite side of the river. This would provide those residents living in apartments along Oxford Terrace, Barbadoes Street to Kilmore Street, with riverbank seating (currently there isn't any seating on this side at all). The project group has agreed to this with the view that these seats be replaced with more aesthetically attractive seating if and when this section of Oxford Terrace and adjacent riverbank are enhanced.

STAFF RECOMMENDATION

That the Council, under Section 68 of the Christchurch City Traffic and Parking Bylaw 1991, add the following paragraph to the sixth schedule of the bylaw:

- No motor vehicle greater than 9 metres in length (such length including any trailer or semi-trailer) shall enter Peterborough Street between Madras Street and Cambridge Terrace except for vehicles carrying out deliveries to Peterborough Street or Cambridge Terrace between Madras Street and Barbadoes Street.

BOARD RECOMMENDATION

That the staff recommendation be adopted with the addition of the words "emergency vehicles" after the words "except for".

The Board made a number of decisions under delegated authority for the roading and riverbank improvement project, which is referred to in clause 8 of this report.