

## **CANTERBURY REGIONAL COUNCIL**

### **JOINT CHRISTCHURCH CITY COUNCIL/CANTERBURY REGIONAL COUNCIL COMMITTEE**

MINUTES OF A MEETING OF THE JOINT CHRISTCHURCH CITY  
COUNCIL/CANTERBURY REGIONAL COUNCILS HELD ON WEDNESDAY, 15  
MARCH 2000 IN COMMITTEE ROOM TWO OF THE CHRISTCHURCH CITY  
COUNCIL, TUAM STREET, CHRISTCHURCH FROM 4.00 P.M.

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#### **PRESENT**

##### **Christchurch City Council**

Councillors A Crighton (Deputy Chairperson), D Close (from 4.15 p.m.), P Harrow, C Manning and S Wells.

##### **Canterbury Regional Council**

Councillors V Campbell (Chairperson), K Burke, H Hay, R Johnson, D Shand, J Waters and P Yeoman (from 4.30 p.m.).

#### **IN ATTENDANCE**

Councillors R Little and R Johnston (Canterbury Regional Council), M Mora, A Wilkie and R Cave (Riccarton Wigram Community Board), C Williams (Burwood Pegasus Community Board).

## **STAFF PRESENT**

### **Christchurch City Council**

W Brixton and for part meeting, D Hinman, K Couling, C Rance, P Roberts and P Atkinson.

### **Canterbury Regional Council**

J Talbot, E Brussovs and for part meeting W Holton-Jeffreys, I McChesney, R Ball and L Fleete.

## **1. APOLOGIES**

Apologies were received from Cr C Evans (CCC) and for lateness from Cr P Yeoman (CRC), and sustained.

## **2. MINUTES**

The minutes of the previous meeting held on 16 February 2000 as circulated, were taken as read and confirmed with the addition of Cr Yeoman being recorded as an apology.

## **3. MATTERS ARISING**

### **CLAUSE 5 BULLET POINT 1 REFERS**

Staff responded to Cr Crighton's concerns about the effect of increased bus movements in the Rolleston Avenue cultural precinct. Paul Roberts outlined the difference in current movements 5-6 per hour to a proposed 23-32 per hour. He illustrated by way of a video traffic in the area and the effect of a bus every two minutes. The reduction in parking spaces and their location was outlined. In terms of car equivalents traffic in the area was currently 93.8 cars, 2.8 coaches and 3.4 buses. It was noted that the bus layover did not impact on cultural features such as the Museum in contrast to tour coaches. In addition should the two way Lichfield Street proposal eventually proceed, the layover could be relocated removing nearly all buses from Rolleston Avenue. A City Council study of the cultural precinct servicing had also been taken into account by staff and this looked at further options for public transport such as the Shuttle and the tram.

The following points emerged from discussion:

- In response to Cr Crighton's questions about environmental effects and consultation with residents in the area, Regional Council staff outlined the extensive consultation on bus routes and use of focus groups. City Council staff advised that consultation on traffic management and facilities had not yet occurred because the details of the overall bus route system had not yet been finalised. This would commence soon. The Committee wished to have reports on this process at future meetings.

- It was agreed that the effect of tour coaches was a separate matter with distinctive impacts which the City Council should address in the cultural precinct study.

#### **CLAUSE 7 – RESOLUTION**

In response to the Committee's request for the CRC to take all practical steps to clean up Owaka Road and Abletts Tip sites, John Talbot advised that a letter had been sent to the Riccarton Wigram Community Board outlining action taken and progress. Copies of the letter had been referred to City Councillors and were circulated at the meeting.

The Community Board's invitation for the Joint Committee to visit the Board's area would be taken up, possibly as part of a future Joint Committee Seminar programme.

### **5. DEPUTATIONS AND PETITIONS**

Nil.

### **6. WATERWAY MANAGEMENT (EGERIA Densa ERADICATION)**

Ken Couling and Chris Rance spoke to the City Council report on discovery of *egeria densa* in Kerrs Reach in April 1999. The action taken, cost and methods of control were outlined to the Committee. The future management strategy was for controls with ultimate eradication. However, because of the significant regional implications it was submitted that the status of the plant (in the Regional Pest Management Strategy) should be upgraded from "surveillance" category to "total control" and that the additional annual cost (\$60,000) be shared between the City and Regional Councils.

Regional Council staff advised that it was timely to add *egeria* to the list of new plants being considered for inclusion/re-categorisation in the Strategy. While that action was immediate the process required by legislation (not unlike a plan variation) would mean that the re-categorisation of *egeria* would not occur for about 12 months. The Regional Council could not take retrospective action in terms of cost sharing and the question of riverbed ownership also needed to be clarified.

Accordingly, Cr Johnson moved, seconded by Cr Crighton moved the adoption of three of the four staff recommendations (No.4 deleted) with minor word additions.

Cr Wells moved seconded by Cr Manning an amendment to Staff Recommendation 1 by including the words "...seek an urgent variation...". This amendment was put and carried and the motion as amended was then put and carried.

#### ***Resolved***

- (a) *That the Canterbury Regional Council seek an urgent variation to reclassify the E.densa species as a total control plant in the Regional Pest Management Strategy to acknowledge its serious threat to the Canterbury region.*

- (b) *That the City Council reports to the Regional Council by 31 October each year its proposed E.densa eradication programme for the following financial year.*
- (c) *That the Canterbury Region considers the annual E.densa eradication programme and funding when reclassifying the plant pest.*

Johnson/Crighton

## **6. NORTHERN ROADING (ALTERNATIVES TO ROADING STUDY)**

Stuart Woods spoke to his report and attached correspondence which outlined that stakeholder meetings had indicated that the Nross study which was limited to roading options needed to consider alternatives to roading, i.e. a much broader approach.

The study brief was well underway and the City Services Committee had resolved that the study should be led by the City Council but carried out in close collaboration with the Regional and other District Councils and other parties such as Transit New Zealand.

Regional Council staff outlined the partnership approach and close working relationship on a number of transport projects and plans built up with City Council staff and the disappointment that a joint study approach was not being used. This was particularly because of the Regional Council's greater responsibility for public and alternative transport options and because funding proposals for ATR can only be submitted to Transfund through the Regional Council.

The following points emerged from discussion:

- That the City Services resolution was a compromise from a wide range of views of the Committee and that from the Christchurch City Council viewpoint the difference between a collaborative and a joint study was not great.
- That the attendance of the two Northern Area Councillors of the Regional Council signified the wider regional importance of the study. This was heightened by the urban population growth particularly in Waimakariri District.
- Cr Burke suggested that a mechanism be developed to refer matters of differing opinion to the other Council prior to any Committee or Council decisions being taken. This was to avoid positions being taken before all information was available.

### ***Resolved***

*That the information be received.*

Burke/Shand

## **7. SINGLE COIN FARES**

Ian McChesney spoke to the report noting that the proposal was one factor being addressed to speed up bus services. There was a need to reduce passenger loading time from seven to four seconds to fit in with the operating needs of the new interchange. Some 850 submissions had been received from the public on the proposal and those in support exceeded those not by a ratio of 4:1. The 20% opposed were primarily on the grounds of cost increase. The increases proposed (the first since 1991) would increase cash fares for 1 and 2 section and Zone 1 fares by 5-7%. This is well below inflation movement for the period. It was hoped that increases in cash fares might encourage greater use of multi-trip tickets.

Cr Wells submitted that childrens fares should drop from the \$1 proposed to 50 cents on the basis of affordability and not discouraging future adult patrons.

In answer to a question about electronic ticketing, this was currently being looked at with either smart cards or magnetic strip tickets. It was revealed that current monthly passes were not dissimilar to overseas concession cards.

### ***Resolved***

*That the Joint Committee receive the report and forward its comments on the proposed single coin fare to the Regional Council.*

Hay/Close

## **8. EXTRAORDINARY AND URGENT BUSINESS**

Nil.

## **9. NEXT MEETING**

The next meeting was scheduled for Wednesday, 26 April 2000.

## **10. CLOSURE**

The Chairperson declared the meeting closed at 5.50 p.m.

CONFIRMED

DATE \_\_\_\_\_ CHAIRPERSON \_\_\_\_\_