



2. DEPUTATIONS BY APPOINTMENT

(b) NZ POLICE - SUPERINTENDENT JOHN REILLY

As discussed at the February meeting of the Committee, Superintendent Reilly will attend to discuss the implications of the financial controls being introduced to reduce a possible budget deficit.

4. POLICE REPORT

A copy of the Christchurch Police report will be separately circulated.

5. CO-ORDINATING COMMITTEE FOR TRAFFIC SAFETY

Officer responsible City Streets Manager	Author Susan Cambridge, DDI 332-2722
Corporate Plan Output: Road Safety page 9.6 text 8	

The purpose of this report is to provide information from the last meeting of the Traffic Safety Co-ordinating Committee including recent education and awareness campaigns.

INTERSECTION CAMPAIGN

12 February 2001 was the launch of the Canterbury Intersection Safety campaign. In Christchurch the main focus is red light running with a Police campaign and the red light running advertisement on television. There will also be a campaign relating to all kinds of intersections with billboards displaying the message "Be alert at intersections" and a series of radio advertisements on the main radio stations. This campaign is being run throughout Canterbury.

Information about intersection crashes and a media release were used for the media launch of the campaign.

PEDESTRIAN SAFETY CAMPAIGN

Television and billboards with pedestrian safety advertising are being aired to correspond with schools going back at the end of January and beginning of February.

SPEED CAMPAIGN

Messages about the start of the State Highway Patrol will be included in the television advertising as the March launch approaches. Billboards and television advertisements are being used to get messages to the community about slowing down.

The Police hours for community speed campaigns in the Safety Administration Programme were used to target speed in the 40km/h school zones at the beginning of the school year. The speed trailer was used to reinforce this enforcement campaign.

CYCLISTS AND CAR DOORS

Sheets of one large and two small stickers encouraging drivers to look for cyclists before opening their vehicle doors are currently being distributed to cycle shops, schools and service centres.

NZ ROADSHOW TRUST

The New Zealand Roadshow Trust has carried out a study of new drivers and their parents to gather information to put a programme in place to reduce crashes among young drivers.

In Australia there is a focus at present on increasing the experience of new drivers in the learner phase when they are driving with supervision. Studies in Sweden have shown that where novice drivers in the learner phase of licensing get at least 120 hours of experience supervised driving experience, their crash rate reduces by 30%.

To find out what was happening in New Zealand in this area, the Roadshow Trust commissioned a survey of 324 novice drivers and 146 of their parents.

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Important points from the study include:

- The number of hours of driving experience in the learner phase is very low. Nearly half the students would have had less than 24 hours of driving experience in a six-month learner licence phase. In Victoria the recommended minimum is 120 hours.
- A high proportion (29%) of novice drivers had had crashes.
- It is very easy to get a licence. Nearly all passed on the first attempt.
- 65% of novice drivers are having professional driving instruction but many are having only a small number of lessons.
- The range of driving situations experienced by many young drivers was limited especially in the areas of driving in the dark, in rain, on gravel roads and in the inner city.

As a result of this study, the Roadshow Trust is in the process of setting up a programme to encourage parents/caregivers of young drivers to give more hours of supervised driving during the learner phase. The results of this study form one of the topics at the AA Driver Education foundation Conference in Wellington in March.

Chairman's

Recommendation: That the information be received.

6. CLEARBROOK PALMS SUBDIVISION SEWER COST SHARING SCHEME

Officer responsible City Water and Waste Manager	Author Mike Bourke, DDI 371-1364 & Neville Stewart, DDI 371-1366
Corporate Plan Output: Sewer Reticulation New Assets	

The purpose of this report is to seek approval to establish a sewer cost sharing scheme that will distribute the costs of a sewer pipeline provided by Suburban Estates Ltd in their Clearbrook Palms Subdivision off Marshland Road, to future developers of residential land further up stream in the catchment.

INTRODUCTION

Cost Share Schemes are put in place to ensure the development of any subdivision allows for future growth of upstream areas in an orderly and cost effective manner. Put simply, the Council pays now (or acts as banker) for a larger pipe that future developers contribute to as they progressively connect to this pipe.

The Clearbrook Palms Subdivision is part of the urban growth area extending from Lake Terrace Road, to Philpotts Road and bounded to the north by QEII Drive. The initial development of Fairway Park east of Marshland Road has already established a main sewer outfall system. To service this area the Clearbrook Palms Subdivision is the next stage of three further stages extending the sewerage system to service the remainder of the urban growth area right through to the vicinity of Philpotts Road. This report is very much a summary of a complex cost share proposal that includes the extension to the outfall rising main.

Cost Share Scheme

The areas included in the proposed cost share scheme are shown on plan in Attachment C enclosed in black borders and described as follows:

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Area 1	Clearbrook Palms Subdivision	99 lots
Area 2	Hanham Block	17 lots
Area 3	Stewart Block	18 lots
Area 4	MacDonald Block	53 lots
Area 5	Multiple owners west of Clearbrook St to Hills Road	65 lots
Area 6	Multiple owners Hills Road to Philpotts Road	378 lots
Area 7	Moore Block west of Philpotts Road	50 lots

COST SUMMARY

In establishing the main sewer outfall for the above areas, Suburban Estates have spent \$205,844 on the trunk sewer. Of this amount, Suburban Estates Limited's assessed cost share (including Areas 1 & 2) is \$69,068. The reimbursement therefore due to Suburban Estates Limited is \$136,776 (i.e. \$205,844 - \$69,068).

Further there is a rising main extension required in Lake Terrace Road as the area develops (estimated cost \$250,000) that forms part of this cost share proposal.

The reimbursement due to Suburban Estates (i.e. \$136,776), and the costs of the future rising main (i.e. \$250,000) will be recouped by a charge on the areas listed below:

Area 1 and 2. No further charge as these have paid for by Suburban Estates in the initial development.

Area 3	\$553 per lot	Area 6	\$686 per lot
Area 4	\$728 per lot	Area 7	\$686 per lot
Area 5	\$686 per lot		

The scheme description is outlined in Attachment A and a detailed breakdown of and costs are included in Attachment B.

SUMMARY

In order to develop and sewer the areas of land described above Suburban Estates have already installed certain main line sewerage reticulation. They are now due for reimbursement by the Council as described.

To gather in appropriate contributions from other future section purchasers it is necessary to establish the Cost Sharing Area outline in this report.

BUDGET PROVISION FOR FUNDING

Funds are available in the City Water and Waste's Sewer Reticulation -New Assets-Subdivision Contributions item in the current budget.

- Recommendation:**
1. That a Clearbrook Palms Subdivision Sewer Cost Sharing Area be established to recover the cost of sanitary sewer infrastructure required to service the L1, L1A, L1B and potential L1 zones in the area extending from Marshland Road to west of Philpotts Road and bounded by Queen Elizabeth Drive to the north.
 2. That the Council approve the area outlined on the attached plan (i.e. areas 1 to 7) Attachment C, as the Clearbrook Palms Subdivision Sewer Cost Sharing Area.
 3. That the Council pay to Suburban Estates Ltd the sum \$136,776 plus GST.

Chairman's

Recommendation: That the above recommendation be adopted.

7. BIO-SOLIDS TO CANTERBURY FORESTS: UPDATE

Officer responsible City Water & Waste Manager	Author Mike Bourke, Operations Manager, DDI 371-1364
Corporate Plan Output: Liquid Waste	

The purpose of this report is to update the committee on progress towards bio-solids application to Canterbury forests. Application commenced in August last year but has been temporarily halted to allow some of the resource consent conditions to be sorted out.

BACKGROUND

Bio-solids are the organic solids recovered from the wastewater treatment processes and treated so that they are suitable for reuse in the environment. Until mid 1997 bio-solids were applied to the Bromley Farm land and the Bexley landfill areas as a soil conditioner and fertiliser. It has also been used on two Christchurch parks, Cuthberts Green and Rangers park in the mid 1980's to rejuvenate the soil to better support grass.

Following an extensive review of Bio-solids reuse options in 1989 the Council chose forest application as the main reuse option to pursue. Overseas experience was researched and trials carried out in 1991/1992 in local forests. The experience and scientific knowledge gained from these trials clearly indicated tree growth benefits, best application rates, and techniques for a full-scale forest project.

The Council then confirmed its decision to progress towards forest application as the main bio-solids reuse option. Consents were lodged for application of Bio-solids to 1500 hectares of Canterbury forests in the Dunsandel, Burnham, Chaney's areas, all owned by the Selwyn Plantation Board. Extensive consultation was held with local people and the consents were finally granted in October 1998. The consents contain significant requirements for environmental monitoring. Successful forest application depends on having the bio-solids in a de-watered state, ie the consistency of damp soil. This de-watering equipment was commissioned in June 1997 and provided the means to convert the liquid bio-solids to the de-watered form. Since that time whilst suitable forest application equipment is being developed the bio-solids has been used almost entirely at the Burwood landfill to rehabilitate the landfill surface to better support plant growth.

COMMENCEMENT OF FOREST APPLICATION

Forest application started in August 2000 in the Dunsandel forests with application as part of Government funded trials involving the Forest Research Institute, Landcare, University of Canterbury and Lincoln University. Application to the trial areas took approximately fifteen days. Two further applications were made to demonstrate the system and application equipment to delegates from the Australasian Soil Science Conference and to a potential forest application contractor from Auckland. No further application has been made to any forest areas pending resolution of certain problems with the consent conditions. Local people and Selwyn District Councillors have expressed concern at the consent problems and wish to see these matters resolved before any further application of bio-solids. If the consent conditions cannot be fully met an application for variation of consent condition will need to be made. The need for public notification of any application for variation is dependent on whether the effects of the proposed variation are considered by the consenting authorities to be minor or not.

CONSENT CONDITION BREACHES

There are two consents covering the forest application; a Land Use Consent from the Selwyn District Council and a Discharge Consent from Environment Canterbury. The problems with these consents relate to four conditions:

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- Dry solids content of the bio-solids (ECan and SDC consent)
- Transportation routes (SDC consent)
- Fencing of Forest areas where bio-solids have been applied (SDC consent)
- Location of one (of the 5) groundwater monitoring wells (ECan consent)

The issues of transport routes and fencing have been resolved, as there was scope for different interpretations of these conditions. Resolution has been reached by negotiation and consideration of the original intent of the conditions.

The location of the groundwater monitoring well and the dry solids consent condition require some further work to clearly show the likely impacts of these changes. When this change in impact has been quantified in each case, formal application for a variation will be lodged. It is expected that the impacts of these changes will be minor and that the application will not need to be notified. The process of gaining variation to the two consent conditions should be relatively simple.

AGREEMENT WITH SELWYN PLANTATION BOARD.

The Selwyn Plantation Board has expressed a wish to have a formal agreement covering the application of bio-solids to its forests as the Board will incur some costs in having the bio-solids applied. These costs relate to maintenance and provision of access to the forest blocks. While positive tree growth response is expected from bio-solids application this has yet to be proven on full scale application in Canterbury. An agreement has been drafted by the City Solicitor and is now with the Selwyn Plantation Board.

In summary the basis of the Agreement is that the Selwyn Plantation Board will allow the Council to apply bio-solids to its land whilst the Council will maintain responsibility for the appropriate Resource Consents and meet the costs of maintaining forest access (e.g. removal of wind blow). The basis of payment is defined by the quantity of bio-solids applied and will be around \$75,000 per annum.

SUMMARY

While the move to forest application has been slower than anticipated and held up by minor problems with some of the consent conditions, it is expected that full-scale forest application will commence in the next few months. An agreement between the Selwyn Plantation Board and the Council to apply bio-solids to forests is ready to be signed.

Recommendation That the City Water and Waste Operations Manager (Mike Bourke) be authorised to sign the agreement with the Selwyn Plantation Board subject to the final approval of the City Solicitor.

Chairman's

Recommendation: That the above recommendation be adopted.

8. **SEA LETTUCE IN THE AVON HEATHCOTE ESTUARY**

Officer responsible City Water & Waste Manager	Author Mike Bourke, Operations & Maintenance Manager, DDI 371-1364
Corporate Plan Output: Regional Parks	

The purpose of this report is to inform Committee members of the situation regarding sea lettuce and advise of initiatives to address some of the negative impacts of the sea lettuce. A copy of this report has also been forwarded to the Parks and Recreation Committee for its information.

8 Cont'd

BACKGROUND

The odour from rotting sea lettuce on the shores of the Estuary has been intense this year. The Council is monitoring the situation and collecting the lettuce when it can be picked up from near the high tide line.

Sea lettuce is the bright green algae that grow around the world in sheltered rocky coasts and in estuaries. Sea lettuce grows particularly well in shallow estuaries where light can penetrate the clear water and water temperatures are warmer. Nitrogen and phosphorus in coastal rivers or other discharges aid this growth. Weather patterns that influence the nutrient levels in the oceans also impact on the growth of sea lettuce in tidal waters.

The growth of sea lettuce in the Avon Heathcote Estuary is influenced by all of these factors. The nuisance caused by the sea lettuce results from the large amounts of plant material that is growing over some winter seasons. Given the right conditions it can multiply in the spring and summer period breaking away and washing up on the shores and shallow areas of the estuary in smelly heaps.

The discharge of treated wastewater from the Christchurch Wastewater Treatment Plant is often said to be the cause of the sea lettuce. While the discharge will be one factor in the growth of sea lettuce it is not the major cause of excessive growth. As part of the investigations into wastewater solutions the Council sought the best scientific advice we could obtain, using consultants from NIWA. Their answers indicated that complete removal of the wastewater from the estuary would reduce sea lettuce by up to 50% in some high-growth locations, but overall the reduction would be only about 20%. They also concluded that there would still be the potential for significant growth of sea lettuce with complete removal of the wastewater and a large reduction in nutrient loads from the two rivers. The reason for this is that growth is limited as much by the transparency of the water, and by the shearing effect of wind and tidal flows, as it is by the supply of nutrients.

COUNCIL INITIATIVES

In 1998 the Council was granted consent from the Regional Council to take vehicles on to the Estuary in order to remove build up sea lettuce near the high tide area. This consent applies to the area on the eastern side of the Estuary south of Ebbitide Street. In each of the last three summers some sea lettuce has been removed from this area. In the last few months three pick-ups of sea lettuce have been carried out. However, when the whole of the intertidal areas are covered in sea lettuce it is not possible to remove it all. The present odour problems relate to the areas of decaying sea lettuce over large parts of the intertidal areas. Vehicle movements on the floor of the estuary do cause significant damage and as most of the decaying sea lettuce is now a jelly like consistency it is not able to be picked up and removed. It is not known how long the odour will last, as this will depend on weather conditions and how quickly the remaining material breaks down

Staff from several units are working on the development of an overall Estuary Management Plan, a Sea Lettuce Management Plan and on the development of the Green Edge proposals. These three initiatives are being co-ordinated. Meanwhile opportunities for other means of reducing sea lettuce nuisance will continue to be investigated..

SUMMARY

A Sea Lettuce Management Plan is being developed. This will be reported to City Services and other relevant Committees later in the year. In the meantime Parks and Waterways Unit will continue to collect drifts of sea lettuce from estuary beaches and keep the public informed.

Chairman's

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Recommendation: That the information be received.

9. CANTERBURY HAZARDOUS WASTE MANAGEMENT STRATEGY

Officer responsible City Water & Waste Manager	Author Zefanja Potgieter, Resource Planner Solid Waste DDI 371-1271
Corporate Plan Output: Regional Initiatives	

The purpose of this report is to present the final version of the Canterbury Hazardous Waste Management Strategy.

In July 2000 the Committee appointed a working group consisting of Councillors O'Rourke, Buck and Stonhill to study the draft regional hazardous waste strategy as developed by the Regional Hazardous Waste Working Party during 1999 and 2000. On 12 September 2000 the Committee approved the Draft Hazardous Waste Management Strategy subject to certain changes. At the 13 December 2000 meeting of the Regional Hazardous Waste Working Party all submissions on the draft strategy were considered, and the changes proposed by the Council were all adopted and are reflected in the attached final Strategy. The only step left in the process is for each Canterbury council to adopt the final version of the Strategy.

The final Strategy sets out the direction and action plans for regional cooperation on hazardous wastes and is the first of its kind in New Zealand – and is recommended for adoption. The City's financial commitment to specific action plans as set out the implementation plan contained in the Strategy has been budgeted for.

Recommendation: That the Council adopt the Canterbury Hazardous Waste Management Strategy 2000 as a guideline for future regional hazardous waste initiatives.

Chairman's

Recommendation: That the above recommendation be adopted.

10. SUBMISSION ON ENVIRONMENT CANTERBURY DISCUSSION DOCUMENT "WATER IN THE BALANCE"

A copy of this report will be separately circulated.

11. NORTH HAGLEY PARK SHARED PATHWAY

Officer responsible City Streets Manager	Authors Victoria Lawson, DDI 371 1680, Brent Ferigo, DDI 371 1925
Corporate Plan Output: Information and Advice to Council	

The purpose of this report is to advise the Committee of the current status of the project to develop a shared pathway along the northern boundary of North Hagley Park, before further designing the pathway for implementation.

BACKGROUND

The proposal to develop the pathway received Committee approval last November and was subsequently released for public consultation. It was decided that the results of this consultation be reported back to the Committee for final approval of expenditure.

Hagley Park serves as one of the two primary cycling focal points within the city's cycle network. The Cycle Network Plan identifies the need for improved cycle facilities in and around Hagley Park. The proposed pathway development and its associated cycle works are part of the identified improvements within the plan and are scheduled for implementation within the 2000/01 financial year.

The primary objective of this project is to improve the safety, access and flow of cyclists and other park users by providing an all weather pathway running parallel to Harper Avenue from the Fendalton Road corner to the Carlton Mill corner.

CONSULTATION

Over 200 pamphlets were distributed (copy tabled). They were handed out to park users within 50 metres of the proposed path, and displayed in the Botanical Gardens Visitors Centre. They were also sent to the YMCA and Christchurch Girls' High School along with the usual recipients such as Community Boards, Parks and Recreation Committee, and City Services Committee members, Council Service Centres and Libraries.

- We received **29 replies**, of which:
 - 24 were supportive
 - 2 were non-supportive
 - 3 were in regard to unrelated matters
- The two non-supportive responses related to the proximity of the proposed path to the golf course/straying golf balls.
- Within the supportive responses, further requests were made for:
 1. An improved level of general maintenance for paths and lighting within Hagley Park (5 responses)
 2. Lines, symbols or signs to warn/separate wheeled users and those on foot (4 responses)
 3. A 3m wide path, not 2.5m (1 response by SPOKES - local cycle advocate group)
 4. Lighting now, not at a later date (1 response)
 5. An alignment closer to road (1 response)
 6. An alignment kept away from road, due to car fumes (1 response)
 7. Distance markers along the path's length (1 response)

11 Cont'd

Overall the consultation responses have been extremely positive and we have endeavoured to meet those requests that met the objectives of the project.

The final shared use pathway is essentially the same as the original plan proposed and approved by the City Services Committee in November 2000. The pathway has still to gain the necessary resource consent.

Recommendation: That the proposed pathway along the northern boundary of North Hagley Park be approved for implementation.

Chairman's

Recommendation: That the above recommendation be adopted.

12. WORCESTER STREET P5 LOADING ZONE AND P30 COACH PARKING

Officer responsible City Street Manager	Author Peter Atkinson Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of the report is seek approval to extend the existing P5 loading zone and to change the bus stop into a P30 coach parking area on the southern side of Worcester Street east of Oxford Terrace.

One of the changes resulting from the relocation of the buses from Cathedral Square has been the need to revise the use of the bus stop on the south side of Worcester Street between Cathedral Square and Oxford Terrace. The proposal is to increase the size of the existing loading zone at the western end of the bus stop and to change the remaining bus stop to a P30 coach park. The P5 loading zone, which is proposed to be at any time, is designed to allow for vehicles to service the adjacent buildings and to provide a pick up and drop off area for the theatre and the new cafe bar complex. The P30 coach park is to assist with the vehicle associated with the Information Centre and is also is proposed at any time because there are buses that arrive at this location after 6pm and on a Sunday

The Parking Operations Manager supports the proposed changes.

- Recommendation:**
1. That a P5 at any time loading zone be created on the southern side of Worcester Street commencing at a point 35 metres measured in a westerly direction from a point opposite the eastern kerblines of Oxford Terrace and extending in an easterly direction for a distance 18 metres.
 2. That coach only parking area with a P30 time limit of 30 minutes which is to apply at any times be created on the southern side of Worcester Street commencing at a point 53 metres measured in a westerly direction from a point opposite the eastern kerblines of Oxford Terrace and extending in an easterly direction for a distance 18 metres.
 3. That the existing parking restrictions in the above described area be deleted

Chairman's

Recommendation: That the above recommendation be adopted.

13. BATH STREET P120 PARKING RESTRICTION

Officer responsible City Street Manager	Author Peter Atkinson Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of this report is to seek approval to create a P120 parking restriction on the northern side of Bath Street.

Bath Street is a local street which runs between Colombo Street and Montreal Street adjacent to the South City Complex. At the present time there are a number of parking restrictions along the north side of the street which were associated with the servicing of South City and a number of businesses that have since been demolished. It is proposed to replace these restrictions with a P120 parking restriction along the whole of the north side of the road. There are no changes proposed for the south side of the street which is presently unrestricted.

The proposed parking restriction has support from representatives of all the businesses in the street and the Parking Operations Manager.

- Recommendation:**
1. That a parking restriction with a time limit of 120 minutes be created on the northern side of Bath Street commencing at a point 40 metres measured in a westerly direction from a point opposite the western kerb line of Colombo Street and extending in a westerly direction for a distance of 150 metres.
 2. That the existing parking restrictions on the northern side of Bath Street be deleted.

Chairman's

Recommendation: That the above recommendation be adopted.

14. HIGH STREET- P60 METERED PARKING AND P5 LOADING ZONE

Officer responsible City Street Manager	Author Peter Atkinson Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of this report is to seek approval to change the use of an existing bus stop to a metered parking space and P5 loading zone.

Buses are no longer using High Street as a bus route and therefore the bus stop on the north eastern side of High Street to the north of Tuam Street is redundant. It is proposed to replace this bus stop with a metered parking space and a P5 Loading Zone.

This change in parking restriction is supported by the local business community and the Parking Operations Manager.

- Recommendation:**
1. That a parking meter with a P60 time limit be located on the north eastern side of High Street commencing at a point 34 metres measured in a north westerly direction from a point opposite the northern kerblines of Tuam Street and extending in a north-westerly direction for a distance of 6 metres.

14 Cont'd

- 2. That a P5 Loading Zone be located on the north eastern side of High Street commencing at a point 24 metres measured in a north westerly direction from a point opposite the northern kerbline of Tuam Street and extending in a north-westerly direction for a distance of 10 metres.
- 3. That the existing bus stop in the above described area be deleted.

Chairman's

Recommendation: That the above recommendation be adopted.

15. TRAMWAY LANE PEDESTRIAN MALL

Officer responsible City Street Manager	Author Peter Atkinson Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of this report is to seek approval to create a section of Tramway Lane as a pedestrian mall.

Tramway Lane is a narrow local access street that runs between Worcester Street and Hereford Street. The width of the Lane has a width of some 6 metres which has been formed with a 1.2 metre wide footpath and the balance as road carriageway. The Lane also forms part of the tram system and provides the link between the tram barn in the Lane and the main loop which starts in Worcester Street. There are a total of 9 properties serviced from the lane of which 5 require vehicle access.

The occupants of the lane have expressed concern about the use of the Lane by errant motorists . A number have also suggested that the Lane could be used for outdoor seating activities. The Lane is presently being used by "hoons" as part of their circulation route to and from Colombo Street. What is of special concern is the unique characteristics of the Lane as a sound shell and the attraction to motorists to exhibit their noisy devices. The behaviour of these motorists has had a material impact on the adjacent business. This has resulted in both loss of business and concern for the safety of customers as well as visitors to this locality.

A number of possible solutions could be introduced for the control this section of street. These solutions range from devices to moderate the speed of vehicles to part closure of the Lane. Devices to slow vehicles such as road humps could add to the challenge that the Lane already presents. The closure of part of the lane would require vehicles to U turn to avoid vehicles reversing out of the Lane. There are limited opportunities for vehicles to carry out this manoeuvre.

A more effective solution for this section of road is to create a pedestrian mall similar to City Mall and New Regent Street. This Mall would however, operate at different times, as the proposed hours would be from 6pm to 7am the following day. This restriction would apply 7 days of the week. To overcome the conflict with the operation of the tram and access to two car parking areas the, proposed mall is recommended to extend from Hereford Street to the vehicle entrance to No 207 Manchester Street.

The proposed pedestrian mall has the support from all the affected property occupiers. A problem that would be unique to this situation is the proposed hours of operation. While there are some Council contractors that operate during the proposed hours of the pedestrian mall, the responsibility for any vehicle barriers will desirably rest with the property occupiers affected by the control. Representatives from this group have indicated their support with the control of any barriers.

15 Cont'd

Tramway Lane is seen to have potential both as a pedestrian route and as an area for out door seating. The tram barn was especially constructed with windows to be an attraction in itself. Adjacent to the Hereford Street intersection on either side of Tramway Lane there are food and beverage outlets as well as the potential of the Lane itself. Submissions have been made to enhance the street with tree planting, feature paving and the addition of other features to give special character and at the same time provide physical restraint to the speed of vehicles along the street. Currently no special provision has been set aside for these works in the Council budget or central city initiatives.

- Recommendation:**
1. That pursuant to section 336 of the Local Government Act 1974, the Christchurch City Council resolves by Special Order, that the part of Tramway Lane between Worcester Street and Hereford Street shown on the plan attached be declared a pedestrian mall.
 2. That the driving or parking of any vehicles or the riding of any animals be prohibited between the hours of 6pm and 7am the following day and from Monday to Sunday subject to the following exceptions and conditions:
 - (a) Trade and other vehicle (including those operated by service authorities) of any class may enter the Mall at specified times if authorised by the Parking Operations Manager or City Streets Manager.
 - (b) Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor may enter the Mall at any time.
 - (c) Any vehicle or specified class of vehicle that has entered the Mall under any section of this special order must not be parked for a longer period than is necessary for its driver to carry out his or her business or for the period of any emergency.
 - (d) Nothing in this Special Order shall be deemed to prohibit or restrict the use of the Mall by any fire appliance, ambulance or other vehicle where it is necessary for that appliance or ambulance or other vehicle to enter the Mall or portion thereof for the protection of human life or property
 3. That consideration be given to enhancing Tramway Lane as part of the Central City amenity improvements.

Chairman's

Recommendation: That the above recommendation be adopted.

16. WELLES STREET P5 LOADING ZONE

Officer responsible City Street Manager	Author Peter Atkinson Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of this report is to seek approval to create a P5 Loading zone on the southern side of Welles Street.

Welles Street is a local access street that runs between Colombo Street and Manchester Street. At present there is a P15 parking restriction along the northern side of the street and a single loading zone on the south side. This street is one where parking meters are soon to be installed on both side of the street. A request has been received for a short term parking restriction to serve two of the business on the south side of the street. These businesses receive a number of potential customers who require convenient short term parking. To address this issue it is proposed to provide a P5 loading zone .

The Parking Operations Manager supports the proposed parking restriction.

Recommendation: That a P5 loading Zone be created on the southern side of Welles Street commencing at a point 96 metres measured in an easterly direction from a point opposite the eastern kerbline of Colombo Street and extending in an easterly direction for a distance of 10 metres.

Chairman's

Recommendation: That the above recommendation be adopted.

17. VICTORIA STREET CYCLE LANE PROJECT - BEALEY/PAPANUI INTERSECTION

Officer responsible City Streets Manager	Author Alix Newman, Cycle Planner Officer, DDI 371-1472
Corporate Plan Output: Pages 9.5.37 and 38	

The purpose of this report is to advise the Committee of options relating to the Victoria Street cycle lane project at the intersection of Bealey/Papanui, and seek approval for a preferred design.

VICTORIA STREET PROJECT BACKGROUND

The Victoria Street cycle lane project was originally proposed in October 2000. Through the inception and consultation process the overall project has been well received. This report therefore assumes that the project is substantially acceptable, and that the only point of debate is the Bealey/Papanui/Victoria intersection layout. The overall cycle lane plan is attached in two parts.

At the initial City Services meeting, two options for the design of the Bealey/Papanui/Victoria intersection were presented with the full plan. One involved eliminating the right turn from Victoria into Bealey. The other retained the right turn. The meeting supported going out to consultation with the right-turn removed. The overall Victoria Street cycle lane project was returned to Committee following the full Council meeting of 22 February 2001, pending more information on the right-turn removal options. The two options are illustrated on the attached plan.

17 Cont'd

The consultation process returned positive comments for the overall cycle lane project, with 2 responses each for and against the right turn removal.

At this stage, it is only the right turn removal (or not) that remains unresolved. The key points of the two intersection options are:

Eliminating the right turn from Victoria into Bealey

- Advantage: Will improve overall intersection safety (of 14 recorded collisions in five years, 4 involve vehicles right turning out of Victoria Street)
- Advantage: Will retain all existing on-street parking.
- Advantage: Will improve clearance time of intersection (assistance for bus transit times)
- Advantage: Will reduce overall complexity of intersection for all users.
- Disadvantage: Will inconvenience vehicle drivers visiting properties on north side of Bealey Avenue between Victoria and Montreal.

Retaining the right turn from Victoria into Bealey

- Advantage: Will retain all existing turning movements and access that currently exists.
- Advantage: Will not inconvenience any of the Victoria Street traffic.
- Disadvantage: Will require removal of 3 existing on-road parking spaces.
- Disadvantage: Offers no safety improvements to vehicle movements.

Points to Note

- Statistics - approximately 5% of vehicles heading north-west on Victoria Street turn right onto Bealey Avenue.
- Statistics - there are only 9 properties on the north side of Bealey Avenue between Victoria and Montreal which have a total of approximately 25 on-road and off-road parking spaces between them.

PROJECT DISCUSSION AND RECOMMENDATIONS

It is the City Streets Unit opinion that the advantages offered by the right-turn restriction outweigh the disadvantages. Essentially the balance comes down to weighing safety improvements against inconvenience to property access and on-street parking removal.

It is recommended that the overall cycle lane project proceed as per the attached plans, which includes the right-turn removal.

Should it be determined that the existing right-turn is to be retained, an additional recommendation will need to be included:

- "That parking be restricted at any time on the north-eastern side of Victoria Street, commencing at the intersection of Bealey Ave and Victoria Street, and extending in a south-easterly direction for 45m."
- "That the three existing metered parking spaces, and motorcycle parking space in the above described area be removed."

17 Cont'd

- Recommendation:**
1. That cycle lanes be marked on both sides of Victoria Street, between Kilmore Street and Bealey Avenue, generally in accordance with the attached plans.
 2. That a P5 Loading Zone be created on the south-western side of Victoria Street commencing at a point 44m southeast of the intersection with Bealey Avenue, and extending in south-easterly direction for a distance of 13m.
 3. That the existing metered parking restriction in the above-described area be deleted.
 4. That no vehicles be permitted to make the right-turn from Victoria Street to Bealey Avenue, and that the right-turn lane markings be removed.

Chairman's

Recommendation: That the above recommendation be adopted.

18. CITY STREETS UNIT - ANNUAL PLAN MONITORING REPORT TO 30 DECEMBER 2000

A copy of the report has been separately circulated.

19. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.