

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 15 APRIL 2008

AT 4.30PM

**IN THE BOARDROOM
AT SOUTH LIBRARY, SERVICE CENTRE AND SOUTH LEARNING CENTRE
66 COLOMBO STREET**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

Community Board Adviser

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 4 APRIL 2008**

The report of the Board's meeting of Friday 4 April 2008 is **attached**.

CHAIRPERSONS' RECOMMENDATION

That the report of the Board's meeting of 4 April 2008 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

3.1 Valarie Cowan, resident of Gamblins Street

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**SPREYDON/HEATHCOTE COMMUNITY BOARD
4 APRIL 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Friday 4 April 2008 at 8.00 am
in the Boardroom, Beckenham Service Centre**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

The meeting adjourned at 8.40 am and reconvened at 9.00 am

APOLOGIES: An apology for early departure from the meeting was received and accepted from Sue Wells, Barry Corbett and Chris Mene who departed at 9.14 am and were absent for part of clause 8.

The Board reports that

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board related activity over the coming weeks, in particular the public consultation regarding the South Water Treatment Building.

7. BOARD MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Waltham Urban Fair was extremely successful and the school venue suited the Fair.
- Primary School Rugby league Tournament – Rowley Avenue School came second.

8. MEMBERS' QUESTIONS

The following questions with staff comment were tabled.

1. How many and what percentage of City housing tenants in the Spreydon/Heathcote Ward receive a Work and Income benefit, including National Superannuation, or are on the minimum wage, or close to it?

Staff comment:

We are unable to answer this question by Ward but 95% of all our tenants are on a benefit of some kind, superannuation 45%, invalids 30%, unemployment and sickness 20%. The other 5 % are those whose circumstances change after they have given us this information or do some form of paid work.

2. How many and what percentage of City housing tenants in the Spreydon/Heathcote Ward, are eligible to receive an accommodation allowance?

Staff comment:

We believe that if someone qualifies for our housing then they qualify for an accommodation allowance.

3. How many and what percentage in the Spreydon/Heathcote Ward (due to receiving an accommodation allowance) will only have to pay a 5.4% rent increase?

Staff comment:

We do not have Ward by Ward figures.

4. How many and what percentage of City Housing tenants in the Spreydon/Heathcote Ward who receive a benefit or national superannuation or are on the minimum wage or close to it, will not be eligible for an accommodation allowance?

Staff comment:

As stated we do not have Ward by Ward figures.

5. Of the latter, does the Christchurch City Council intend to have discretion and assist where there are cases of hardship and City housing tenants are unable to pay their increased rents?

Staff comment:

We said we will work with any tenant who has undue hardship and assist where possible.

Following a lengthy discussion around the City housing questions the Board **decided**:

To establish an informal working party composed of members Karolin Potter, Phil Clearwater and Chris Mene together with appropriate staff, which will look into the type of information which the Board may reasonably expect regarding City Housing, including, what can actually be extracted from Council data, the frequency of any reports which are generated, exactly what information the Board actually needs to be useful for its purposes, maintenance/refurbishment matters, and any other relevant matters.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING REPORT – 7 MARCH 2008

The Board **resolved** that the report of its ordinary meeting of 18 March 2008, be confirmed.

10. 2007/2008 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board considered a report providing a six month update on the balance of its 2007/08 project and discretionary funding allocations.

The Board **resolved**:

- (a) To seek further information from staff on the establishment of a web site/community forum as part of the communications initiative.

11. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME

The Board considered a report from the Community Recreation and Sport Adviser seeking funding for Hannah Newbould, a 16 year old Cashmere High School student what has been selected as a member of the New Zealand Secondary Schools Cross Country Team to travel to the Czech Republic to compete in the ISF World Schools Cross Country Championships.

The Board **resolved** to make a grant of \$500 to Hannah Newbould to travel to the Czech Republic to compete in the ISF World Schools Cross Country Championships.

The meeting concluded at 9.37 am

CONFIRMED THIS 15 TH DAY OF APRIL 2008.

**PHIL CLEARWATER
CHAIRPERSON**

CHAIRPERSONS' RECOMMENDATION

Minutes not seen by Chair.

Clause 8

**Christchurch City Council
Regulation & Democracy Services**

Memorandum

Date: 20 March 2008

From: Peter Mitchell, General Manager, Regulations and Democracy Services Group

To: Spreydon / Heathcote Community Board

cc: Lisa Goodman
Jenny Hughey

**Submission to Remuneration Authority
Role of Council Appointees to the Community Board**

Introduction

This memorandum is to record advice that I have given to the Board Chair regarding an informal submission forwarded to the Remuneration Authority in the name of the Board in November 2007. A question had arisen as to why the two appointed members of the Community Board were not involved in the formulation of that submission.

This question gives rise to an important issue regarding when the appointed members of a Community Board are involved in a decision made by a Board, and situations when they should not be involved.

This memorandum records that in my view while appointed Board members are involved in Board decision making processes there can be situations where because the Board members are also Councillors, it can be inappropriate for them to be involved in a Board's decision because issues have already been considered so are about to be considered by the Council.

In my view there are two situations when it is not appropriate for appointed Board members to be involved in decisions a Board may make:

- a) Board submissions on electoral reviews initiated by the Council.
- b) Where the Council has reached a view on remuneration for all elected members and the Remuneration Authority is seeking the views of the Community Boards.

This is the first time that this issue of the involvement of appointed Board members has arisen in the context of the Council's remuneration process and I believe that it is important for me to record the reasons for my view that it is not appropriate for appointed members of the Board to be involved in the Board remuneration decisions.

Status of a Community Board

To provide context to this matter it is first necessary to consider the status of a Community Board and the role of the appointed Board members.

Clause 8 Cont'd

The Local Government Act provides that each Community Board is an unincorporated body of persons with a stated statutory role.

At law an unincorporated body of persons is generally considered not to be a legal entity like a company or the Council itself. However it is possible that such a body may, by statute, be treated as a legal entity for the purposes of that particular statute. In my opinion the Local Government Act 2002, and the Local Electoral Act 2001 provide that the Community Boards are to be treated as a legal entity for certain purposes under those two statutes. Those two situations are:

- (a) The Community Board can make representations on a Council's remuneration review to the Remuneration Authority. That is of relevance in the particular situation here regarding the remuneration review. This is also actively encouraged by the Remuneration Authority.
- (b) A Board can legally object to a Council's decision on an electoral review proposal and the Local Government Act provides that a Community Board can appeal in its own name to the Local Government Commission.

So for the purposes of those two statutes, and on these 2 occasions only, the Community Board has the status of a legal entity. The Local Government Act 2002 provides that any person may object to the Remuneration Authority on a remuneration proposal by a Council and it was in that context that the Spreydon/ Heathcote Community Board proposed to make a submission to the Remuneration Authority.

Council Appointees to a Community Board

The Community Board in Christchurch comprises five persons who are directly elected to the Community Board and the Council has the discretion to appoint Councillors from the community board area as members of the Community Board. It has been the practice of the Christchurch City Council, since re-organisation in 1989, that the two ward Councillors (1 Councillor for the Banks Peninsula ward) are appointed as members of the relevant Community Board. Having made that appointment legally those Council appointees are just as much members of the Board as those who are elected to the Board, subject to my comments below regarding the electoral review process and the remuneration process.

I make the comment regarding the fact that the appointees have exactly the same legal status as the elected members of the Board because there may have been a perception that an appointed Community Board member has a different status from an elected Board member. That is not the case. Whether the person is elected to the Board or appointed to the Board once that election or appointment has been made, and the person has taken the declaration as a Board member, then they have exactly the same legal status to be informed of issues before the Board, to receive agendas, move motions and vote on items.

However as I've said above there are two situations where this general principle is not applicable. The first of those is when the Council is conducting an electoral review and the second is with a Remuneration Review.

Electoral Review

The Local Electoral Act requires that the Council carry out an electoral review at least every six years (and I note that another review is due to be completed by August 2009). One of the issues to be considered as part of that review is whether or not the Council continues to have Community Boards.

The legislation also provides that the Community Boards have a separate right to lodge an appeal to the Local Government Commission against any proposal that may be made by its current Council. As a hypothetical example if the Council proposed that a Community Board be abolished then Parliament intended that the Community Board itself in its own name have the right to formally make an appeal to the Local Government Commission.

In that context I have previously advised Councillor members of Community Boards that it would be inappropriate for them to, in effect, vote twice on such an issue, once at the Community Board level and once at the Council level. In that situation Council appointees should choose either to vote on the issue at Community Board level (and therefore not vote on the matter at Council) or not vote at Community Board level and reserve the right to vote on the matter at the Council level.

Clause 8 Cont'd

Remuneration Review Process

The Remuneration Authority has requested the Council that when it forwards its proposal to the Remuneration Authority that it advise the Authority of any dissent by a Councillor or by a Community Board. So particularly with regard to the latter the Remuneration Authority is wishing to hear the views of the Community Board on the particular proposal.

In the current situation the Council had resolved at its meeting on 7 November 2007 to put a proposal before the Remuneration Authority which included payments to be made to the Community Boards. This proposal had to be forwarded to the Remuneration Authority by 20 November 2007 and because of the recent Local Body Elections there was insufficient time for all of the Community Boards to consider the Council's proposal at a formal meeting and to provide their own response to the Remuneration Authority. Given that situation, which was not of the Community Boards or Council's making, some of the Boards took the step of putting in an informal submission to the Remuneration Authority to be later ratified by the Community Board in question. I understand the submission put forward by the Spreydon/Heathcote Community Board has now been referred to a properly convened Board meeting, and has been adopted by the Board.

So an informal submission was sent to the Remuneration Authority by the Spreydon/Heathcote Community Board but without the involvement of the two Council's appointees of the Community Board who had already voted on the matter at the Council meeting on 7 November 2007.

Given the Remuneration Authority's desire to be aware of any dissent from a Community Board (and the position of the Spreydon/Heathcote Community Board was a dissent from the Council's proposal) then it was in my view appropriate for the Council's appointees, as they had already been involved in the decision making processes, not to be involved at the Community Board level on the formulation of the Board's submission. In that sense, although the legal framework is not exactly the same, there is a similarity with regards to the electoral review process where Council's appointees to Community Boards should, when the Council has already made the decision on a proposal, not then vote a second time at the Community Board level on the Board's response to that proposal.

This issue has not arisen before in this way with remuneration reviews as previously the Council has endeavoured to have Community Boards providing submissions to the Council before the Council itself settles on a Remuneration proposal. However in future I believe that where the Council has made such a proposal and there is dissent by a Community Board then the Council appointees on that Board should not be involved at Board level on the formulation of its submission.

Another reason for this is it is not the Councillors remuneration that will often be an issue in the formulation of such a submission. So the Council appointees themselves do not have any direct interest in the Boards submission except an indirect one in that if the submission was to be successful then it may have an indirect impact on the Councillor remuneration if that was to be reduced by the Remuneration Authority. However I believe it is preferable that there be a transparent process whereby Councillor's vote on their own remuneration through the Council and the elected Community Board members only vote on their remuneration through the process of the Board formulating a submission to the Remuneration Authority.

Comments by Simpson Grierson

Given my comments above maybe contentious I have asked Simpson Grierson Solicitors to peer review these comments. They have done this and their comments are:

1. *We have reviewed your memorandum, as provided to us by email on 10 December 2007.*
2. *We agree that Council appointees to community boards must choose, in the two situations you have identified, whether to act in their role as community board member or Councillor. There may also be other situations where the member must elect which role they will perform.*
3. *In our opinion, the issue arises due to the application of natural justice principles. We agree that those appointed and elected to the community board members have the same status as members of the community board. The appointed members remain members of both the community board and Council at all times. However, natural justice may require them to excuse themselves from either the board or Council proceedings for certain matters.*

Clause 8 Cont'd

4. *In these situations, the relevant principle of natural justice is that "no person may be a judge in their own cause". Councillors will participate in a variety of matters on the Council and the Board in this dual role. Exercise of each role will only create the potential for a conflict of interest in relation to the exercise of their other role at the time that the matter comes to be considered by that other body. At that time, it is appropriate for the Councillors to rescue themselves and take no part in the proceedings.*
5. *It is important to note that, even where that potential conflict does not relate to pecuniary benefit to the Councillors, natural justice may still operate to prevent the Councillors' involvement. Apparent bias is a category of bias based on whether there is perceived to be a reasonable danger of bias (in the mind of the fully informed member of the public). It does not require there to be actual or potential pecuniary advantage, but is based on the perception of bias due to relationships or conduct.*
6. *The two situations you have identified are situations where this would apply. If the members have participated in these two matters in their role as Councillors (as has occurred with the remuneration review submission), it will not be appropriate for them to participate in the matter as board members. For the electoral review matter, it may be that the councillors will not have considered the matter at the time the community board makes its submission. On that basis, the members could be involved with the community board submission, but that will preclude subsequent involvement in their role as councillors. In short, they should choose which role they will perform.*

Conclusion

I acknowledge that this is the first time this situation has arisen regarding remuneration reviews and I can understand the tension it has created where Councillor's appointees have not been included in the process to formulate the Board submission but I believe that was appropriate in the circumstances of this particular case on remuneration.

Having reached that view I would emphasise that this memorandum should only be seen as acknowledging that Councillor appointees should not be involved in Board processes around election reviews and remuneration and no further than that.

This should not be seen as any acknowledgement that it is appropriate for Councillor appointees to Community Boards not to be involved in Board deliberations. If that was to occur it would put any Board discussions in legal jeopardy because all Board members must have an opportunity to be properly involved in the Board's decision making process. As I noted at the beginning of this memorandum as a general principle elected board members and appointed board members have exactly the same status on the Community Board for all issues, other than election reviews and remuneration issues.

9. SPARKS ROAD / HOON HAY ROAD PEDESTRIAN CROSSING FACILITIES

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Acting Unit Manager, Transport and Greenspace
Author:	Peter Rivers, Project Manager, Capital Programme Group, DDI 941-8084

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the safety improvement works in Sparks Road and Hoon Hay Road.

EXECUTIVE SUMMARY

2. The project is located in the Spreydon / Heathcote ward, outside the Hoon Hay School and Our Lady of Assumption School (OLA) on Sparks Road and outside OLA on Hoon Hay Road. There is a large BP station on the corner of Hoon Hay and Sparks Roads. Opposite the schools on both roads is residential.
3. The objectives for the project include: providing improved crossing facilities for students of OLA; maintaining existing levels of service for students of Hoon Hay School; providing adequate street lighting; maintaining or improving level of service for other road users; and minimising loss of on street parking.
4. It is proposed: to move the existing school patrolled pedestrian (zebra) crossing to a point midway between the two schools on Sparks Road (Refer Attachment 1); to install a new KEA crossing outside OLA on Hoon Hay Road (Refer Attachment 2); and to carry out minor works at the Rydal Street intersection with Sparks Road.

FINANCIAL IMPLICATIONS

5. The cost estimate for this project is \$142,100. This project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

LEGAL CONSIDERATIONS

7. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

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

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the LTCCP Community Outcome – A Safe City and the Capital Works Programme – Safety Improvement Projects. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. Contributes to providing a safe transport system LTCCP Safety Outcome, pg 151.

Clause 9 Cont'd

ALIGNMENT WITH STRATEGIES

11. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

12. As above.

CONSULTATION FULFILMENT

13. Initial community consultation was undertaken with the two affected schools. Initial internal Council consultation was undertaken in January 2007. The scheme plan was presented to the Spreydon/Heathcote Community Board on the 18 December 2007.
14. A meeting was held between project team members and the Board of Trustees from each school on 14 June 2007.
15. Community consultation on the preferred option was undertaken in February 2008. Approximately 600 publicity pamphlets were delivered to households in Hoon Hay Road, Sparks Road and their adjoining streets, 500 to schools, and 90 to other interested groups, of which 243 responded. Three on site meetings were also held. The majority of respondents (85%) were in support of the proposed Option 2.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the Sparks Road School Patrol Pedestrian Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan (Refer Attachment 1).
- (b) Approve the Hoon Hay Road Kea Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan (Refer Attachment 2).
- (c) Approve the following new "no stopping" restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the east side of Rydal Street and extending 20.0 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the west side of Rydal Street and extending 18.0 metres in a westerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15.0 metres in a southerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the east side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15.0 metres in a southerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at a point 35.0 metres west of its intersection with the west side of Rydal Street and extending 27.0 metres in a westerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 42.0 metres west of its intersection with the west side of Rydal Street and extending 26.5 metres in a westerly direction.

Clause 9 Cont'd

- (vii) That the stopping of vehicles be prohibited at any time on the west side of Hoon Hay Road commencing at a point 82.5 metres north of its intersection with the north side of Sparks Road and extending 13 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Hoon Hay Road commencing at a point 80.0 metres north of its intersection with the north side of Sparks Road and extending 19 metres in a northerly direction.
- (d) Approve the following new priority control:
 - (i) That a "Give Way" sign be placed against Rydal Street at its intersection with Sparks Road.

CHAIR RECOMMENDATION

That the staff recommendation be confirmed.

BACKGROUND (THE ISSUES)

- 16. Our Lady of Assumption have identified that they have difficulty getting their students across both Sparks Road and Hoon Hay Road and requested that the Council provide improved facilities.
- 17. There is currently a school patrolled pedestrian (zebra) crossing across Sparks Road at the Hoon Hay School main entrance but there are no crossing facilities for OLA across Sparks Road or Hoon Hay Road.
- 18. Initial project focus for the Sparks Road part of the project was on providing a separate KEA crossing directly outside OLA on Sparks Road (Sparks Road Options 2, 3, and 4 below). The traffic engineers involved were adamant that this required the existing pedestrian crossing to change to a KEA crossing because they consider that it is less safe to have two dissimilar crossings in close proximity.
- 19. A joint meeting of the Board of Trustees from each school was held on 14 June 2007 with project team members to discuss the issues around replacing the existing pedestrian crossing outside Hoon Hay School. The Hoon Hay School Board was adamant that the existing crossing should remain because they consider that a crossing facility was required for times outside school patrol times. The two Boards agreed a compromise position whereby a single school patrolled pedestrian (zebra) crossing would be installed at a suitable mid point between the two schools. This option was then developed by the project team and added as Option 5 (Option 2 on the Consultation Leaflet). This was one of the two scheme options taken out for community consultation and as a result of this consultation is now the proposed scheme.

THE OBJECTIVES

- 20. The primary objectives for the project are as follows:
 - (a) Provide improved crossing facilities for students of OLA.
 - (b) Maintain existing level of service for students of Hoon Hay School.
 - (c) Ensure adequate street lighting is provided.

Clause 9 Cont'd

21. The secondary objectives for the project are as follows in priority order:
 - (a) Maintain or improve level of service for other road users.
 - (b) Minimise loss of on street parking.

THE OPTIONS (SPARKS ROAD)

22. Five options were developed for Sparks Road.
23. Option 1 involves no changes to the existing street arrangement. This has the benefit of retaining all kerb side parking on Sparks Road in the vicinity of Hoon Hay School and Rydal Street. This option however will not give any of the safety benefits to the school children and their parents / guardians. It will not help in reducing vehicle speeds along this section of Sparks Road and there will be no change in the difficulty currently experienced in crossing Sparks Road in the vicinity of the school.
24. Options 2, 3, and 4 involve adding a new KEA crossing on Sparks Road and replacing the existing school patrolled pedestrian crossing at Hoon Hay School with a KEA crossing.
25. Option 2 (Option 1 on the Consultation Leaflet) installs two build outs on Sparks Road just east of Rydal Street and Hoon Hay School. The build out on the north side of Sparks Road would require some kerb side parking to be removed. The southern build out would be at the corner of Sparks Road and Rydal Street. As with the build out on the northern side of side of Sparks Road some kerb side parking will be lost.
26. Option 3 includes a flush median and centre island crossing on Sparks Road, to the east of Rydal Street. This option includes tactile paving at each of the dropped kerbs and at the central median island. The existing kerb side parking restrictions will be extended along the north side of Sparks Road for a distance approximately 25 metres to the west and 50 metres to the east either side of the centre line of the Hoon Hay School access.
27. Option 4 includes a single build out on the northern side of Sparks Road just east of Rydal Street and Hoon Hay School together with a flush median and centre island. The build out would require approximately 10 metres of kerb side parking to be removed on the northern side of Sparks Road. The realigned traffic lanes, due to the flush median and centre island, would require approximately 40 metres of kerb side parking to be removed either side of Rydal Street, on the southern side of Sparks Road.

THE PREFERRED OPTION (SPARKS ROAD)

28. Option 5 (Option 2 on the Consultation Leaflet) moves the existing "School Patrolled Pedestrian Crossing" by adding two build outs on Sparks Road just west of Rydal Street to provide a shared crossing for Hoon Hay School and Our Lady of the Assumption School. The build outs would require some kerbside parking to be removed. There would be no loss of kerb side parking along Rydal Street. The build outs would reduce the carriageway width to 9.2 metres. This reduced width would have the effect of slowing traffic speeds in the vicinity of the school, as well as improving the crossing facility for school children and their parents / guardians. The build outs would each have tactile paving at the crossing points and room for the school patrol crossing 'swing gate'.
29. As well as the build outs to the west of Rydal Street there will be improvements to the Rydal Street intersection. It is proposed to reduce the radius around both corners. Both sides of Rydal Street would have new cut down kerb crossing incorporating tactile paving and a realignment to the footpath. A Give Way control will also be introduced against Rydal Street at the intersection with Sparks Road. The works at Rydal Street will reduce vehicle speeds and improve safety for pedestrians using the crossing and the Rydal Street entrance area.

Clause 9 Cont'd

THE OPTIONS (HOON HAY ROAD)

30. Four options were developed for a crossing on Hoon Hay Road.
31. Option 1 considers leaving the layout of Hoon Hay Road as it currently is, with no improvement works. This has the benefit of retaining all kerb side parking on Hoon Hay Road in the vicinity of Our Lady of the Assumption School and church. This option however will not give any of the safety benefits to the school children and their parents / guardians. It will not help in reducing vehicle speeds along this section of Hoon Hay Road and there will be no change in the difficulty currently experienced in crossing Hoon Hay Road in the vicinity of the school.
32. Option 3 includes a flush median and centre island crossing on Hoon Hay Road, to the north of Sparks Road. This option is not feasible due to the location of the bus stop on the west side of Hoon Hay Road. To allow the necessary carriageway width the bus stop be required to be relocated and it is felt that this would not be desirable. This option was not investigated further.
33. Option 4 includes a single build out on the western side of Hoon Hay Road north of Sparks Road, with a central median. The build out would require approximately 13 metres of kerb side parking to be removed on the western side of Hoon Hay Road. The realigned traffic lanes, due to the flush median and centre island, would require approximately 42 metres of kerb side parking to be removed on the eastern side of Hoon Hay Road. The build out would leave the carriageway approximately the same width of 4.2 metres in each direction.

THE PREFERRED OPTION (HOON HAY ROAD)

34. Option 2 introduces a KEA School Crossing by adding two build outs on Hoon Hay Road north of Sparks Road and outside Our Lady of the Assumption School and church. The build out on the west side of Sparks Road would require the accommodation of a residential driveway. It would also require kerb side parking to be removed. The eastern build out would be just north of a double residential driveway and the southern end of the build out would be required to be tapered to allow vehicles ease of access to this driveway. Approximately 13 metres of kerb side parking will be lost. The western build out would be just north of the existing bus stop. It incorporates cut down kerbs, to the north of the crossing point, for a driveway access. Approximately 16 metres of kerb side parking will be lost. The build outs would reduce the carriageway width to 9.2 metres. This reduced width would have the effect of slowing traffic speeds in the vicinity of the school, as well as improving the crossing facility for school children and their parents / guardians. The build outs would each have tactile paving at the crossing points and room for the KEA crossing 'swing gate'.
35. The build out on the eastern side of Hoon Hay Road would introduce a sump at the northern corner, adjacent to the kerb, to prevent ponding. There would not be a requirement for additional drainage at the build out on the western side of Hoon Hay Road. Surface water at the build out would flow southward to the existing sump and north of the build out would flow north to the existing sump, as the build out is at a crest point. There would however need to be a kerb side channel, built into the build out, between the driveway access and the northern end of the build out to allow drainage from the driveway access to the existing sump north of the build out.

ASSESSMENT OF OPTIONS

The Preferred Option

36. Sparks Road Option 5 (Option 2 on the Consultation Leaflet) with Hoon Hay Road Option 2

Clause 9 Cont'd

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social and economic wellbeing of the community. Increased safety for pedestrians by providing a safe crossing point for the two schools and the community, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points. Improved pedestrian safety in the vicinity of the intersection between Rydal Street and Sparks Road.	Loss of on street parking.
Cultural	-	-
Environmental	-	-
Economic	-	Estimate \$142,100

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and ability to undertake its functions.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

External consultation has indicated that the preferred option is supported by the community, particularly the two schools.

Other relevant matters:

No other relevant matters identified.

Maintain the Status Quo (if not preferred option)

37. Sparks Road Option 1 with Hoon Hay Road Option 1

	Benefits (current and future)	Costs (current and future)
Social	Existing parking remains.	Pupils, staff, and parents of OLA and Hoon Hay School have reduced crossing options and face increased risk.
Cultural	-	-
Environmental	-	-
Economic	No capital outlay.	-

Clause 9 Cont'd

<p>Extent to which community outcomes are achieved:</p> <p>No improvement to road safety or school road safety community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Existing situation will continue with no improvement to the overall traffic conditions in this street.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>External consultation has indicated that this option is not supported by the community, particularly the two schools.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>
--

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

38. Sparks Road Option 2 (Option 1 on the Consultation Leaflet) with Hoon Hay Road Option 2.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social and economic wellbeing of the community. Increased safety for pedestrians by providing a safe crossing point for the two schools and the community, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points. Improved pedestrian safety in the vicinity of the intersection between Rydal Street and Sparks Road.	Loss of on street parking.
Cultural	-	-
Environmental	-	-
Economic	-	Estimate \$112,000

<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and ability to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p>

Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

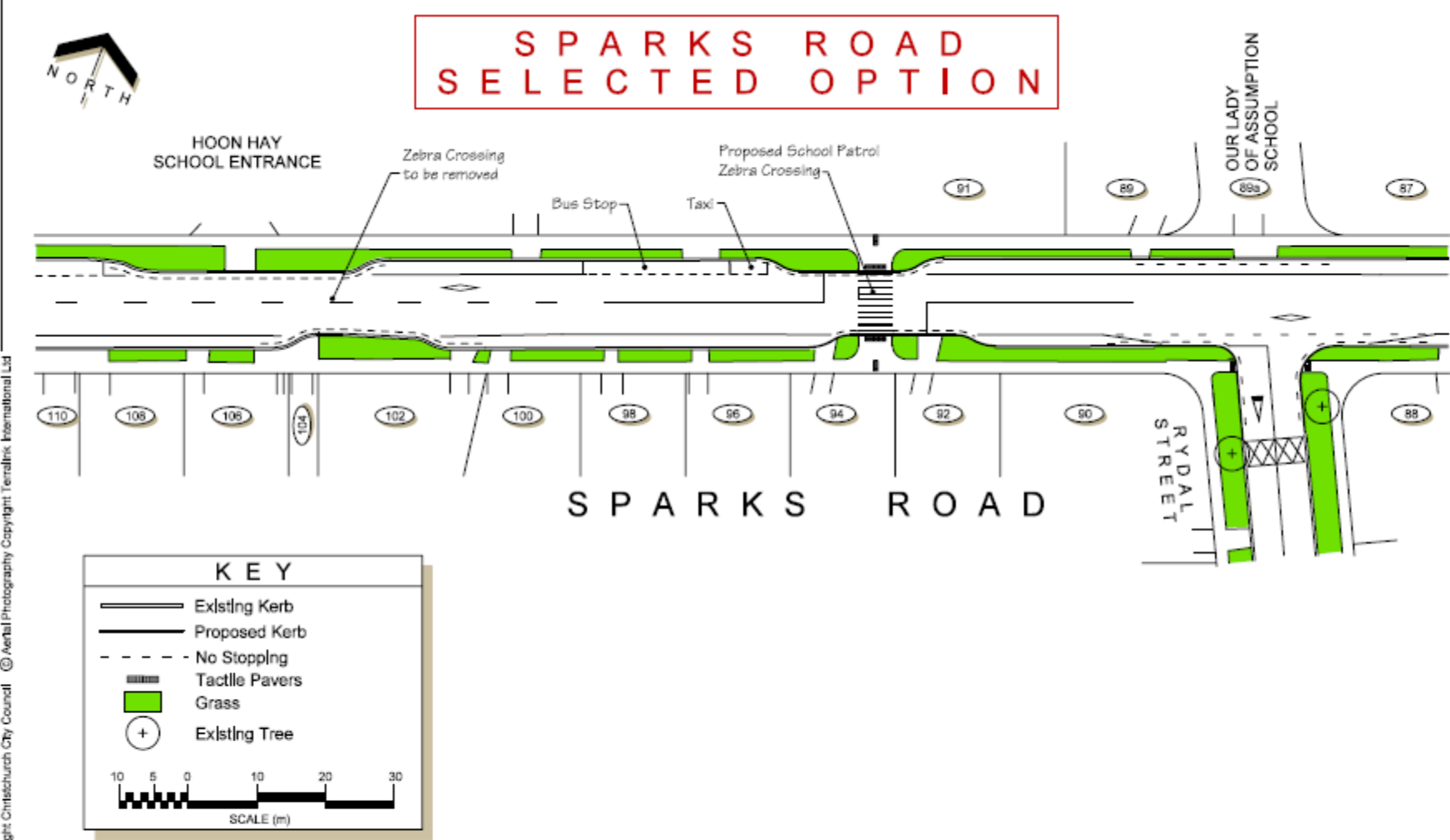
External consultation has indicated that this option is not supported by the community, particularly the two schools. It is also not supported by the Police who advise that having two school crossings in close proximity results in increased crossing breaches.

Other relevant matters:

No other relevant matters identified.

15. 4. 2008

- 19 -

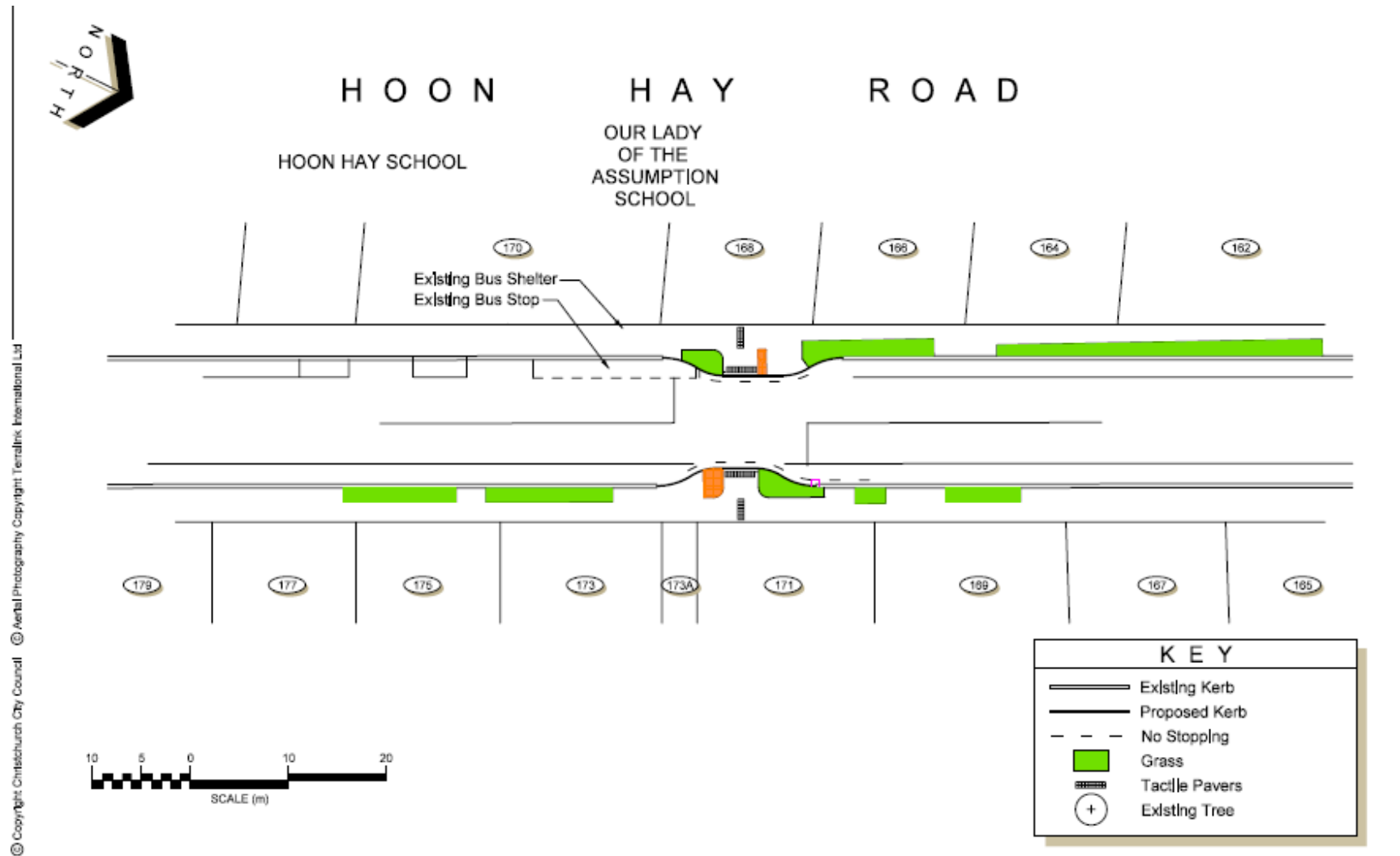


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SPARKS ROAD
 Safety Improvements
 For Board Approval

Original Plan Size: A4
 ISSUE.3 11/01/08
 TP192602 VMI



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HoonHay Road
Safety Improvements
For Board Approval

Original Plan Size: A4
 ISSUE.2 07/03/08
 TP192601 ABG

Summary of Consultation feedback and project team responses

Initial community consultation was undertaken with the two affected schools.

A meeting was held with the two schools Boards of Trustees on 14 June 2007.

Community consultation on the preferred option was undertaken in February 2008. Approximately 600 publicity pamphlets were delivered to households in Hoon Hay Road, Sparks Road and their adjoining streets, 500 to schools, and 90 to other interested groups, of which 243 responded.

Three on site meetings were also held.

The majority of respondents (85%) were in support of the proposed Option 2.

Support	Number of Responses	% of Total Responses
General Support Sparks Option 1	21	8.6%
General Support Sparks Option 2	207	85.3%
Does Not Support either Sparks Option	4	1.6%
No Comment on Sparks Rd options	11	4.5%
Total for Sparks Road	243	100%
General support for Hoon Hay	194	79.8%
Does not support Hoon hay	8	3.3%
No comment on Hoon hay	41	16.9%
Total for Hoon Hay Road	243	100%

As a result of the majority support for a single school patrolled zebra crossing (Option 2) together with the strong school support for this option, the project team will proceed with Option 2.

15. 4. 2008

- 22 -

Concern	Summary Description	Team Response
Option 1 (2 x kea crossing facilities)	<p>There are problems crossing so near the corner</p> <p>A kea crossing provides no pedestrian protection outside school hours</p> <p>The OLA facility is too close to the corner and would create difficulties with turning traffic.</p>	Given decision to proceed with option 2, no response required.
Option 2 (zebra crossing facility)	Option 2 would create problems with people not wanting to cross away from school entrances especially in wet weather	This problem is acknowledged and was known when scheme was developed. The project team has assurances from the two school BOT that they will ensure pupils and parents cross at the crossing.
	I support option 2 because I want to keep the zebra crossing.	Noted, no action required.
Hoon Hay Kea crossing	Disapprove of the loss of parking on the street.	Team considers that the loss of parking is acceptable in the light of pedestrian safety concerns and low parking demand.
	This will make it more difficult to turn right while the kea crossing is operational.	Acknowledged, however it will make a left turn easier and this gives options (turn round at roundabout or use Lyttelton Street). Restriction is only present when Kea crossing is operational. No action required.
	The length of the kerb build out outside 166/168 Hoon hay Road seems overly long. Please shorten the kerb build out to allow a car and trailer to park here	<p>Agree, the build out discussed is on the down stream side and its length may be able to be reduced and still have enough room for a full height kerb.</p> <p>Scheme designer to endeavour to adjust available length to permit parking of two cars.</p>
On-street Parking / No stopping restrictions	The no stopping needs extending on the northern side of Hoon Hay Road to the boundary of 169/171 to improve visibility when leaving the entrance to No.173a + b.	Agreed, scheme designer to extend no stopping to boundary of 169/171.

Concern	Summary Description	Team Response
	No stopping needs too be extended from the Rydal/Sparks intersection back to No. 88 Sparks Rd.	No action required, no stopping already goes to boundary of No 88.
	A greater no parking area outside the school would give children better access to the crossing.	Already limiting available parking, no action required.
Other suggested improvements	Keep the existing pedestrian crossing and create a new kea crossing to OLA school in Sparks Rd as per option 1	Traffic engineers will not permit dissimilar crossing treatments in close proximity to each other. No action required.
	Extend the cutdown for 173b over the entire curved section back to the straight kerb outside No.s 171 + 173. Flare the vehicle entrance on both sides as per diagram.	Removing kerb increases danger to waiting pedestrians. Schemer to check turning radius into 173 Hoon Hay Rd to ensure that trailer can get in.
	Erect safer routes to school signs on red bars at all pedestrian facilities and the Hoon Hay/Sparks roundabout.	No, safer routes to school signs not normally installed at Kea Crossings and there is no suitable crossing at the roundabout for children.
	<p>The water ponds outside the vehicle entrance to 166 Hoon Hay Road and in times of moderate to heavy rain will run down the drive and flood the resident's garage.</p> <p>Can the sump outside 168/170 Hoon Hay Road be made a double and/or side entry sump to improve the drainage.</p>	Detailed designer to endeavour to investigate this ponding in detailed design.
Issues outside the scope of the project	Shame the money was wasted extending the kerb outside Hoon Hay School in 2007.	No action required.
	The removal of the speed hump in Rydal St would improve accessibility for people in this area.	No action required, contrary to Council desire to limit vehicle speeds through residential streets.

Concern	Summary Description	Team Response
	Please install speed indicator mounted on a pole facing traffic coming from Halswell e.g. the one outside P.M. Hospital	No action required, consider that the area already has sufficient speed advisory information, including a 40km/h section.
	Repair the sunken area in the carriageway at 96 Sparks Road.	Consultation Leader to raise RFS to have sunken area checked.
	The cycle lanes in Sparks Road on the city side of Hoon Hay Road need to be extended past the schools.	<p>Outside scope & budget of project however the proposed buildouts for the crossing leave an available road width of 4.6 metres each way. If the cycle lanes are extended in the future this would allow lane widths through the crossing of 3 metres with 1.6 metre cycle lanes.</p> <p>Cycle planner advises that this work is not on the forward programme.</p>

10. RUSKIN STREET – PROPOSED NO STOPPING

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen/Patricia Su, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for additional broken yellow “No Stopping” lines in Ruskin Street.

EXECUTIVE SUMMARY

2. The Council has received a request from the resident at 5 Ruskin Street to extend the existing “No Stopping” lines opposite his property. Currently the existing “No Stopping” on the south side of Ruskin Street between Selwyn Street and the first one-way slow point is not continuous.
3. Ruskin Street was reconstructed in 2005 as part of the Addington Cluster Reconstruction Project. Due to the narrow road reserve width in Ruskin Street the new kerb and channel was placed in same position as the old ditched channel. This has meant the traffic way width of 7.5 metres was retained. This width does not allow for kerb side parking on both sides of the road while maintaining adequate manoeuvring space for property access and passing traffic.
4. The remaining sections of Ruskin Street are either wide enough to provide parking on both sides of the road or where there is inadequate width, “No Stopping” lines have been installed opposite parking to provide adequate access and manoeuvring. See attachment one for details.
5. The most practical and cost effective solution to help mitigate the residents concerns is to install a ‘No Stopping” section from Selwyn Street to the first one way slow point as has been installed in the other sections in Ruskin Street. It is noted that the section from the first slow point to Kipling Street has been treated in this manner.
6. However, it is proposed to install a no stopping restriction opposite the driveway to 5 Ruskin Street only. This will provide adequate manoeuvring for property access. The property on the south side of Ruskin Street, Bishop Selwyn Courts has not agreed to installing “No Stopping” restrictions over the whole section. Management has commented that on street parking is vital for their business and has agreed that the majority can be banned except for three parking spaces nearer the driveway to the Courts.

FINANCIAL IMPLICATIONS

8. The cost of this proposal is estimated to be \$200.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. The Land Transport Rules provide for the installation of parking restrictions.

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

11. As above.

Clause 10 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Consultation has been carried out with all affected residents on the north side of Ruskin Street who agree with this proposal. However residents of Bishop Selwyn Courts have agreed to the majority of the south side of Ruskin Street from Selwyn Street to one way slow point being banned except for three parking spaces. The recommendations below reflect their wishes.

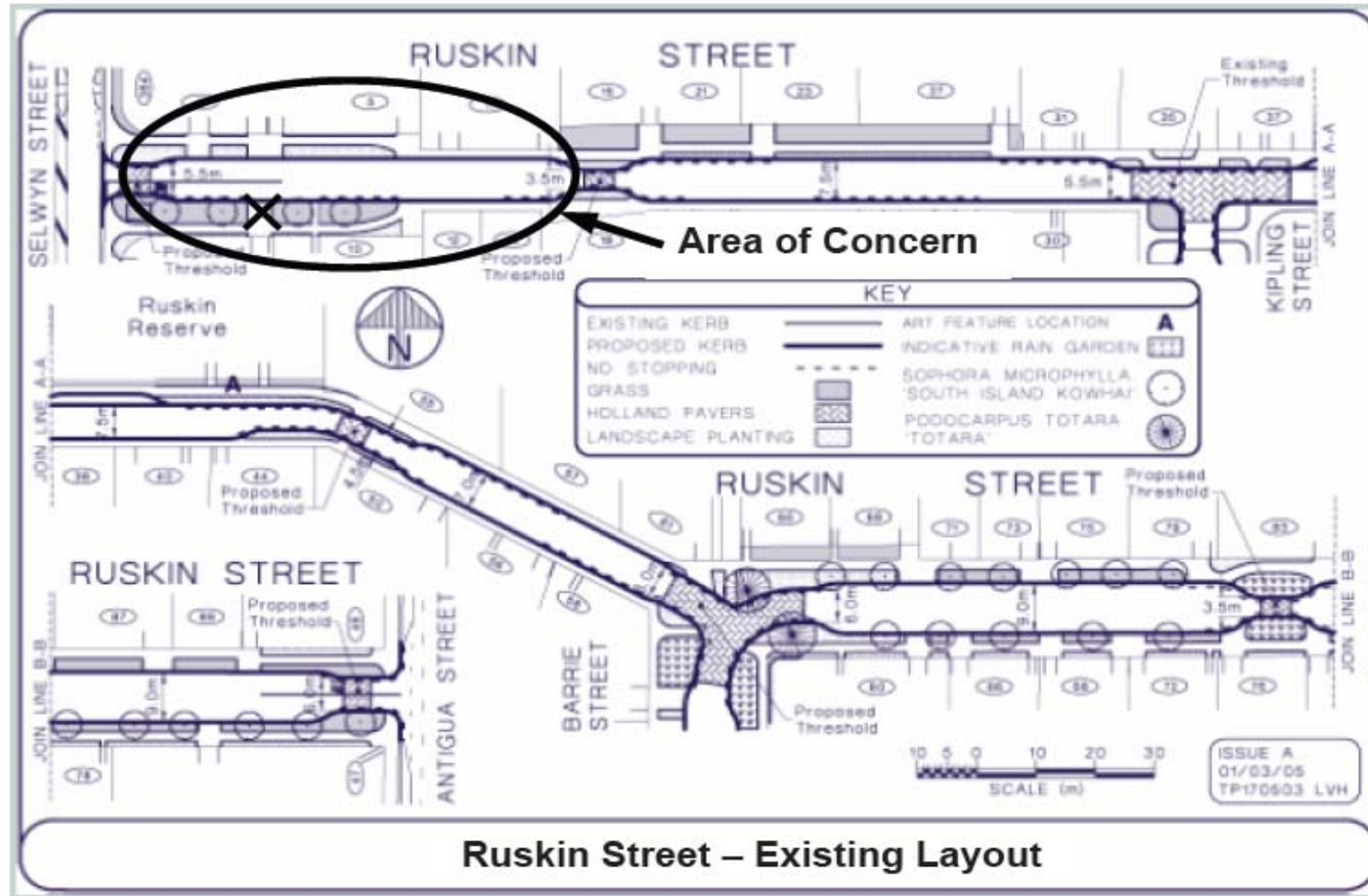
STAFF RECOMMENDATION

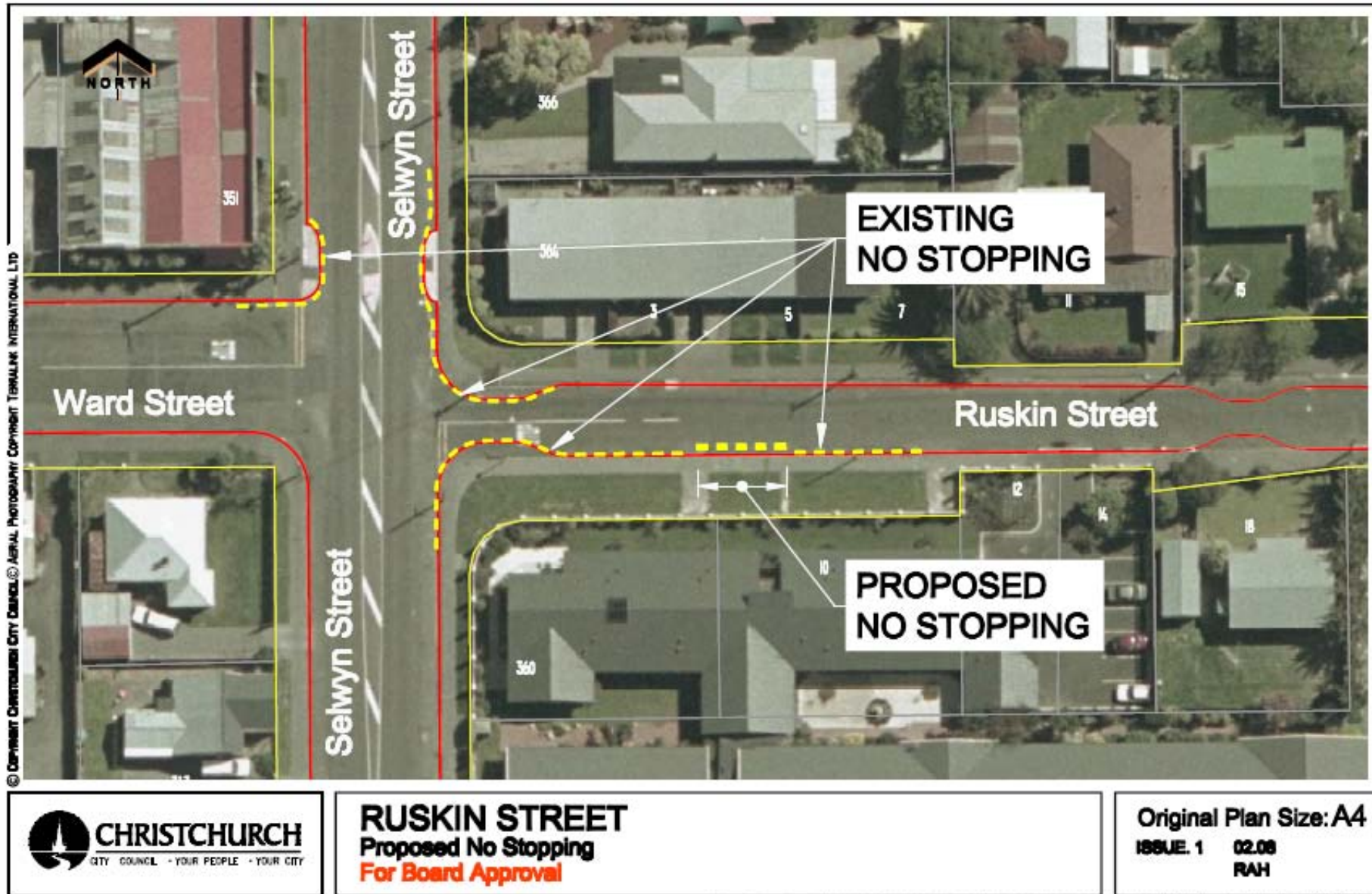
It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in an easterly direction for a distance of 25 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 36 metres from its intersection with Selwyn Street and extending in a easterly direction for a distance of 15 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in a easterly direction for a distance of 51 metres.

CHAIR RECOMMENDATION

That the staff recommendation be confirmed.





CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

RUSKIN STREET
Proposed No Stopping
For Board Approval

Original Plan Size: A4
ISSUE 1 02.08
RAH

\\nstrada file location - W:\PROJECTS\001 TO 200\028 TO 030\46 CSR NON CONTRACTED WARD\RUSKIN ST BYL - 46-90725\58\46 RUSKIN STREET.DWG

11. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME – FEBBIE SANGKOP

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Loren Sampson, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Spreydon/Heathcote Community Board's 2007/08 Youth Achievement Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, a 17 year old girl who lives in the Hoon Hay area towards costs associated with attending the SADD (Students Against Driving Drunk) South Island Conference.
3. This is the first time the applicant has applied to the Community Board for support.

BACKGROUND ON FEBBIE SANGKOP

4. Febbie Sangkop is a 17 year old Villa Maria College student who lives in McCarthy Street in Hoon Hay. Febbie has requested funding assistance to attend the South Island Conference for Students Against Driving Drunk (SADD) which is being held in Christchurch from April 22-24.
5. Febbie is the Chairperson of the Christchurch committee for SADD and is one of two coordinators for the Villa Maria College SADD group. The South Island SADD conference is an important event where youth will get the opportunity to meet, exchange ideas and establish links. Underpinning this event is the desire to reinforce the message that no student should drive under the influence of alcohol nor should they get in a car with a drunk driver.
6. Febbie is working energetically to promote the SADD message within the school environment including talking at school assemblies, being an active member of the Crash Bash Road Show organising team, facilitating meetings for students at school and also liaising with the school guidance counsellor about a number of SADD issues.
7. Febbie's referees state 'Febbie relates very well to both teachers and her fellow students, and has set a fine example for the younger girls through her caring and thoroughly responsible outlook. Febbie is an enthusiastic, effective and motivational leader of the SADD group and deserves every support in this venture' and 'Febbie has the leadership qualities and maturity to make the link between her peers and the wider community'.

FINANCIAL IMPLICATIONS

8. The following table details trip expenses and funding requested by the applicant. The current balance of the Youth Achievement Scheme fund is \$1,390.00.

EXPENSES FOR FEBBIE SANGKOP	Cost (\$)
Conference fee (covers accommodation at the venue from 22-24 April, all meals and all conference events, materials and resources)	\$ 150.00
Total Cost	\$ 150.00
Amount raised by applicant to date	\$ Nil
Amount requested from Community Board	\$ 150.00

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The applicant is seeking funding from the Community Board's 2007/08 Youth Achievement Scheme which was established as part of the Board's 2007/08 Project Funding.

Clause 11 Cont'd

LEGAL CONSIDERATIONS

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

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Physical Recreation and Sport Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocate \$150.00 from the 2007/2008 Youth Achievement Scheme to Febbie Sangkop to attend the SADD South Island Conference in Christchurch from 22-24 April 2008.

CHAIR RECOMMENDATION

That the staff recommendation be confirmed.

12. CASHMERE PLAYGROUND UPGRADE AND LANDSCAPE ENHANCEMENT

General Manager responsible:	City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Manager
Author:	Ann Campbell, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is for the Community Board to approve the final landscape plan (**refer attachment 1**) for Cashmere Playground upgrade and landscape enhancement and to proceed to detailed design and construction, following public consultation.

EXECUTIVE SUMMARY

2. Hansen Park is situated in Cashmere on Cashmere Road between Barrington Street and Hackthorne Road, opposite the Heathcote River. It shares a wider reserve with Cashmere Bowling Club and Cashmere Tennis Club.
3. It was identified in the planning stages that this playground was considered an 'iconic' playground in the city and had play equipment which was always slightly different to what was in other parks. With this in mind the design and choice of new equipment was chosen to try and retain that different/slightly quirky theme.

FINANCIAL IMPLICATIONS

4. The funding for this development project in Cashmere Playground has been set aside in the Transport & Greenspace Capital Programme:

• Playground Renewal	\$8,000	07/08	\$100,000	08/09
• Amenity Landscape	\$50,000	08/09	\$15,000	09/10
• Playground Undersurfacing	\$10,000	08/09		

The total estimated costs for the project are approximately \$170,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes – as per above.

LEGAL CONSIDERATIONS

6. All work will be carried out by a Council approved contractor.

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

7. Yes – as per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP: Parks, Open Spaces and Waterways – Page 123

Recreation – by offering a range of active and passive recreation and leisure opportunities in parks, open spaces and waterways.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Yes – as per above.

Clause 12 Cont'd

ALIGNMENT WITH STRATEGIES

10. Parks Access Policy
Youth Strategy
Recreation and Sport Strategy

Do the recommendations align with the Council's strategies?

11. Yes – as per above.

CONSULTATION FULFILMENT

12. In January 2008, 550 public information leaflets were distributed to the local community with a proposed concept plan for the playground upgrade and some associated minor landscaping. We also used this opportunity to gauge community opinion and use of the toilets within the reserve so funding could be allocated for an upgrade if supported. The summary of consultation, including comments is attached for your information (**refer Attachment 2**).
13. There was a modest degree of community engagement in this project (approx 12 % response rate), which were largely supportive of the project and provided some very valuable feedback and ideas.
14. From the feedback received the following figures outline the level of support:
- | | |
|----------------------------------|----|
| • Number of submissions received | 66 |
| • Support for the proposed plan | 62 |
| • Do not support proposed plan | 4 |
| • Support upgrade of toilets | 63 |
| • Remove toilets | 3 |
15. The following objectives were used when developing the concept plan:
- To provide interesting play equipment that promotes physical activity, is adventurous, encourages social and communication skills and helps develop fundamental movement skills.
 - To consider the needs of the local community and the constraints of the available funds
 - Provide a play experience for a range of playground users
 - Provide a safe and accessible playground
 - Integrate the playground into the site with appropriate landscape treatment including planting of shade trees
 - Gather feedback on the use and location of the existing toilet block
16. The main issues raised during the consultation were:
- (a) **Please keep the maze and small play structure**
The plan has been amended to retain these two pieces of equipment in their existing location and to incorporate into picnic area at the back of the reserve. The maze will be tidied up and repainted.
- (b) **Retain gum tree**
The gum tree identified for removal of the plan is on private land, not Council. The gum tree is to remain.
- (c) **Request for a drinking fountain**
A drinking fountain will be installed as part of this project and a location has been identified on the final plan.
- (d) **Retain small stone wall at back of reserve**
This wall will now remain and be incorporated in the redesign of the back picnic area of the reserve

Clause 12 Cont'd

- (e) **Request for shade**
Additional trees will be planted throughout the reserve to provide shade to users of the reserve
 - (f) **Request to keep as much of the planting as possible as children like to play amongst it**
The majority of the thinning will take place in the south east corner of the reserve through to Crichton Terrace to improve visibility and sight lines and for safety purposes. The perimeter planting within the reserve will be tidied up but the bulk of the planting will remain.
 - (g) **Toilets to remain and be upgraded**
The existing toilets will remain but will be upgraded and redesigned to a safer parks layout, this will be done as funding becomes available.
 - (h) **Path to toilet**
As part of the redesign of the back area of the reserve a sealed path leading to the toilets will be included.
 - (i) **Lock the toilets**
The toilets will be added to the parks locking contract so they will be locked in the evening.
 - (j) **Entrance gate to be self closing**
This will be checked and amended as necessary to accommodate this request.
 - (k) **Seat on front east side of playground to remain**
This will now remain and be included in the overall upgrade.
17. There were a small number of comments received around the choice of play equipment, however the project team chose what was proposed to keep the character of "different" pieces of equipment and not wanting to duplicate what is in other parks elsewhere. Also taken into account is the space limitations of the reserve and providing a play area, picnic area, as well as hard surface paths for both walking and childrens trikes/bikes to use.
18. Comments were also received about making the park more natural play rather than as much static play equipment. There are two reserves within this area that offer this type of play experience, Purau Reserve in Purau Terrace and Victoria Park in the Port Hills – this information will be relayed back to submitters.
19. Overall the feedback received was very supportive and it was fantastic to get feedback from grandparents who take their grandchildren to this playground and who used to take their own children and still have fond memories of the park.
20. Following the feedback received the following changes have been made to the final plan:
- The maze and small play structure will remain
 - Gum tree in the south east corner will remain as it is on private property
 - Drinking fountain to be installed as part of the development
 - Small stone wall in south west side of the reserve will remain
 - More trees will be planted to provide more shade areas
 - Perimeter planting will remain relatively untouched – apart from a tidy up
 - Existing toilets to be upgraded as soon as funding allows
 - Sealed path to the toilets
 - Toilets to be added to the toilet locking contract

Clause 12 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) approve the final plan for Cashmere Playground Upgrade and Landscape Enhancement and to proceed to detailed design and construction.

CHAIR RECOMMENDATION

That the staff recommendation be confirmed.



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CASHMERE VALLEY RESERVE PLAYGROUND UPGRADE

Original Plan Size: A3
301402
Scale 1:400
March 2008

Board Approval Plan

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
1	Y		Y		Plan looks great, thanks. We are regular users of this playground we feel strongly the toilets should remain – it's inconvenient if there are none. This site lends itself to a flying fox being already sloped. We have noticed a mixed age group using the playground – a flying fox would be very inviting for the older children – could this be considered please.
2	Y		Y		My house is opposite the Crichton Terrace entrance to the playground. It faces the gum tree which has been marked for removal. This tree is actually on private land, which is part of the property of No 10 Crichton Terrace, so there maybe a legal problem, and should be left alone. Also this gum tree is in healthy new growth, and it flowers profusely from March to August every year, providing a winter habitat for a large community of nectar eating and insectivorous birds. Including bellbirds, fantails, grey warblers, whole flocks of wax-eyes and finches, as well as blackbirds and sparrows. It is a neighbourhood landmark, loved by everyone and should have a protection order rather than threat of removal. It is a delight. Maybe the deciduous ash next to it could be removed instead, branches are dropping out of it, and it is on the other (council) side of the fence. Toilets – Passers by, walkers, joggers, delivery van and taxi drivers often use this access to the toilets – where else could they go.
3	Y		Y		There needs to be toilet facilities whether they are upgraded or replaced – which ever the better option. Just removing them will not serve the users of the playground.
4		N	Y		Toilets – important to have toilet facilities in this playground. There are no others close by. Need to be safer and more child friendly. General Design This is a unique somewhat 'iconic Christchurch playground we would like to see all the existing climbing equipment in the proposed picnic area retained. We would also like to have the maze and the original see-saw retained as they are significant design feature of this playground. Some 'monkey bars' would be good. We do like the idea of 'centralising' most of the play equipment in the area close to Cashmere Road (as per the plan) as this will make the supervising young children easier. Thanks for retaining the big slide!! We would like to see the bark by the back gate fenced off to stop children going into the bushes completely and am happy the vegetation will be thinned out. Will removing the lighting make it less or more likely the park will be used for unsavoury activities at night?

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
5	Y				I look forward to the upgrade of the very popular Cashmere playground New toilets closer to the street would deter unsavoury activity and should be made accessible to the large number of walkers, runners and cyclists who enjoy this area.
6			Y		Please do not remove toilets there are no other public toilets along this part of the river/hill walk
7	Y		Y		The New Proposal looks fantastic. The only suggestion I have is maybe a small skateboard ramp where the existing junior swings are at the front of the park so is visual from street and away from other play area's There is a great need for toilets at this park, my children and a lot of friends children frequent this park regularly we would really be caught short without a toilet there. Thanks for hearing my view. Often there are quite a number of children at this park do you think activities D and E will be enough or will there be two each of the activities. From a mothers view lots of arguments.
8	Y		Y		I always hate to see existing mature trees removed Please (must) retain or replace with same. The swings that 'strap in' a baby or toddler I see on plant 'play equipment to be removed' has a sand pit been discussed I used to take my children and now take by first grandchild to this park, I had made comment to 'Granddad' that the park could do with an upgrade so am thrilled to see this is going to happen. Please keep or replace "Baby Strap In Swings' they love it.
9	Y		Y		We have greatly enjoyed the play ground when our children were young 28 years ago – now we hope to use for our grandson. Toilets near the playground are useful.
10	Y		Y		We are very pleased and excited about the upgrade. We have 3 boys and use the park a lot. We are pleased you are keeping the excellent slide. We like the plan especially the new equipment. The maze is great for preschoolers so we will miss it. The toilets do need to be kept as many families and people from bus stop nearby, use it, also walkers and picnickers and runners. They are always fine during the day when the majority of people are at the park. We hope there will still be things for preschoolers. Also could there be a bike rack and gates that self shut. Thank you Good luck

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
11	Y		Y		<p>Upgrading the toilets is essential. We suggest that one children's size toilet bowl (low one) in each men's and women's would be very good.</p> <p>Also it will be a good idea to have a water fountain.</p> <p>My 6 year old son and his friends are enjoying very much to plan in bushes at the south-east corner. We think it is very important to have bushy and nature play areas.</p> <p>Thinning out the bush would be a sad thing for them</p>
12	Y		Y		
13	Y		Y		<p>The present playground has been in existence now for many years and is looking very tired. The idea of an upgrade is splendid.</p> <p>I would question whether removing the lighting is a good idea, but perhaps there is sufficient light from the street. I feel it is important to retain some toilet facility especially with young children and families being the main users. However perhaps a single toilet with better security and closer to the road could be an improvement.</p> <p>There is no close public toilet in this area.</p> <p>The new play equipment would be of great benefit to the play area. I look forward to developments.</p>
14	Y		Y		<p>The new equipment chosen for the plan is very limiting. I would like to see the small children's play area be upgraded rather than removed – add tunnels, ramps, small low swing bridge etc. to existing structure, where it is, (by the new proposed picnic area)</p> <p>The large play area would benefit from putting in large play structures as seen in many other parks. Swing bridges, polls to slide down, tunnels to go thru, slides to go down and climbing structures. These would be very well utilized pieces of equipment.</p> <p>These would be the main pieces of equipment and then you could add the odd Kompon racer etc.</p> <p>This is a very popular park and would be even more well utilized if appropriate new equipment was chosen. At present the playground is very limited with little opportunity for children of any age to explore and develop gross motor skills.</p> <p>I don't believe that the proposed plan caters for younger children at all and that there are better pieces of equipment that could be chosen in order to meet the proposed objectives.</p> <p>I think a lot more thought needs to go into this plan in order to meet community needs.</p> <p>I am happy to be contacted if I am able to help in any way. Regards Renee Ashworth</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
15	Y		Y		Great plant well overdue for an upgrade. If you are including a picnic area you are encouraging people to stay for longer, therefore I believe you need to have toilets. If they are removed children (and maybe some adults!) are going to use the gardens as the toilet. Possibly move toilet block to nearer the road for security. Decent park goers shouldn't have to have no toilet block because of a few 'unsavoury' idiots. Look forward to enjoying the new facilities.
16	Y		Y		
17	Y		Y		
18	Y		Y		Thank you for the opportunity to comment as I take grandchildren to the park frequently I would also like to express appreciation for the upgrade. I would like to see a few more seats (for parents and grandparents) to make supervising children easier and more comfortable. While staying with family in Lower Hutt recently we visited a playground where a very popular piece of equipment was in constant use by lots of children and parents, it was like a huge climbing frame shaped rather like a marquee.
19	Y		Y		With path to toilet My children 7, 10 and 11 use this a lot. They like the ideas, but would like to see a bigger playground structure in the middle. E.g. like the one at Hollis Avenue Park. That way more children can play on it at one time. Positioned somewhere at the at the structure at 'C' The maze is fun could it be made bigger, new elsewhere in the park.
20	Y		Y		Take the plum tree, between the gate and Crichton Terrace out as it gets smelly and all over the path.
21	Y		Y		1. Add basketball hoop for use by older kids/accompanying adults 2. ?? pond/water feature 3. Well placed trash cans 4. drinking water spout(s) 5 ?? BBQ grill (small) at the picnic area
22	Y		Y		Am looking forward to the upgrade as have taken my three children there when they were young, and now visit with my grandchildren. Am please you are holding on to the slide as the kids just love it.

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
23	Y		Y		Please keep and upgrade the toilets – as middle aged female who is out walking most days I often get caught short and these toilets are a god send. However they are rather gross. Plenty of lighting as well as motion activated lighting might help
24	Y				<ol style="list-style-type: none"> 1. This proposal looks terrific 2. When our children were small, they loved the maze. It was a nice point of difference at this playground. Does this need to go?? 3. We are please you are removing the skate bowl. This was never used for skating, often has broken glass in it and is dangerous for littlies. 4. The new equipment looks great. 5. The public toilet is useful, but if it a choice between safety and convenience, we'd choose the former. Would relocating them to nearer the road help?? Thanks for consulting us.
25					<ol style="list-style-type: none"> 1 Thank you – a fine piece of government communicating effectively with it constituents. The plan seems ok. But>>: 2. Toilets in public places are a mark of civilized places. Really I would like to see the toilets removed from present location, but rebuilt near Cashmere Road.
26	Y		Y		I feel it is most essential to have toilet at a children's playground. Perhaps way of locking the doors at appropriate times could be looked into.
27	Y		Y		I suggest the addition of shade cloth protection of at least on area/seating. When I used to come here with small children I missed a shady spot to sit and supervise playing children.
28	Y		Y		
29					I am neutral on the subject I don't have children or grandchildren who will use it and it is not a place I frequent therefore I neither agree of disagree with the plans!
30			Y		Children often enjoy riding bicycles or tricycles around the park, especially down the grass slope – where a lot of the play equipment is now proposed. Why put seats hard against the paths??? Don't remove seats along the eastern side of the park – they offer good views for supervision get shelter from the east wind and get the late afternoon sun. Children also like riding bicycles in the skate bowl
31	Y		Y		I know the toilets could be a problem. Has there every been a problem? Retain if possible What about restoring the ? bridge at the same time it is getting rough. The one by coffee culture. Is the equipment suitable for under 5 year olds?

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
32	Y		Y		<p>I am now taking a second generation of children to this playground so know it well!!</p> <ol style="list-style-type: none"> 1. Toilets are essential, kids need clean, safe, accessible toilets very close, the cant wait. 2. In the upgrade could a (unisex) parenting room be added for the under 5's and for parents to change babies? Along the lines of the South Library or similar. 3. over or near the picnic area can shade sails be erected? 4. plants near the slide will be broken off within a few days, sadly, as kids clamber from the edges. 5. add recycling bins – glass, cans and food/contaminated kept separate, kids recycle at home and this reinforces the behaviour. 6. include a drinking fountain where overflow runs to garden/grass area. <p>The playground has been a community focus for years (almost 40 with my family) – it's good to know it will be getting some fresh ideas.</p>
33	Y			Y	<p>There seems to be no provision or discussion re:</p> <ul style="list-style-type: none"> ▪ rubbish (make it a rubbish free park) ▪ lighting (inadequate) ▪ gates (need upgrading) and labels ▪ cycle stands required (near Cashmere and Crichton Terrace entrances ▪ a rope climbing frame for older children 8 - 12
34			Y		<p>Toilets should not be removed Gum tree which you list on Upper Crichton Terrace should be Crichton Terrace is on private land and should remain. The rest of the plant is OK</p>
35	Y		Y		<ul style="list-style-type: none"> ▪ We think an up-grade is a great idea ▪ A water drinking fountain would be good ▪ Small tidy toilets would be best – to discourage High School students from using them al a location for bonking ▪ Keep little kids play structure or relocate. My kids spent hours on these when they were toddlers it would be a shame to lose them.
36	Y			Y	<p>I think you have a great opportunity here to turn a large area into an amazing playground with appeal to children from 0 – to at least 10. Instead it seems to me that you are reducing the amount of equipment in the playground and failing to take advantage of all the space available. I would like to see the land used to create several different areas to play – each with appeal to a different age group. A number of the existing playground objects are very outdated and should be scrapped not relocated. I think you need to include a fort/playground building with a number of activities available within it to appeal to older children. I think your current (climbing</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
					wall, tunnels, ladders and flying fox)design has very little in for toddlers and young children (who wont be using equipment A, B, C or E, or the relocated objects) I suggest you look more closely at playgrounds such as the one on Napier's foreshore or Oriental Parade, Wellington. I support the removal of the equipment at the rear near the toilets without an equivalent replacement makes the playground limited for young children . I think that you should focus less on creating picnic areas and more on the equipment itself – without good equipment the popularity of a picnic are is likely to be much reduced, I also think you need to consider adding some shade areas.
37	Y		Y		We definitely need a toilet – where there are preschoolers, there are 'urgent needs'. It should be out in the open – moved from the current site if possible and upgraded to be like the ones at Victoria Park etc. Looks great – bring it on!!!
38	Y		Y		We feel it is extremely important to keep the toilet block. As we have young children, access to toilets is vital. The rest of the plan looks very good. We look forward to seeing the completed work. All the best
39	Y		Y		<ul style="list-style-type: none"> ▪ Would refer to see some equipment that encourages/allows children to play together – such as at Barrington park – those turrets/walkways are really great ▪ Definitely keep the toilets ▪ Something to stop the end of the slide getting wet ▪ Never realised it was a skateboard bowl – you know it cobbled!!! ▪ BBQ and shaded area would be good
40	Y		Y		<ul style="list-style-type: none"> ▪ Good idea to put 'junior' and 'senior' swings together – suits my 10 month old and 2 year old. ▪ Please keep the small 'play structure' My 2 year old loved it and my 10 month now enjoys it. The slide is perfect for littlies and the balls are entertaining. They enjoy the wide ladder thing and play 'shops' through the doorway. ▪ Keep the toilets! I see them used by play ground users (including us) and others out jogging etc. ▪ Good to think about clear sight lines. I often loose sight of the 2 year old – usually around the bushes on the western side. <p>We look forward to the update/upgrade. We are at the playground at least every second day and enjoy the wide range of play equipment and (fenced in) space.</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
41	Y		Y		<p>Why are you excluding the 'youth' age group from the playground? There is a large secondary school down the road. Teenagers don't use items such as 'Racer' and 'The Bean' what a short sighted approach. Removing the badly planned (and I suspect under utilised because of that) skate bowl and not replacing it is a statement from the council that youth don't matter.</p> <p>They do There is compelling research to encourage teenagers to use public areas for recreation. I suggest you heed it. Re Toilets: Unless you want people using trees – they should be in the plan!! Ann I am looking forward to your response</p>
42	Y		Y		Upgrade existing toilets making them more open and safe to use.
43			Y		I question spending all this money on gaining 'some' feedback when it is quite clear that the playground just needs tidying up, and upgrading some of the play equipment. This money you have wasted (not a small amount either) could have been spent instead on additional play activities. Get some 'balls' and just do it. Surely there must be someone within the Christchurch City Council with some 'nouse' and knows what to do to improve this playground without having to ask!
44	Y		Y		<p>I reside at 10 Crichton Terrace and have a few views on the enhancement of the park.</p> <ol style="list-style-type: none"> 1. I believe the gum tree is on my property and would not like it removed. 2. I would like to see the removal of the climbing shrubs which have come onto my property and made home in some trees. This climber has since been removed but is taking over all the other plants in its path in the park 3. I would like to see the toilets locked in the evening if upgraded. This seems to be happening in some of the other playground/parks in Christchurch 4. for security reasons we would like to see existing lights to remain.
45			Y		<p>Need shade. Plenty of seats Seems only a small amount of activities, is the rest of the area able for children to bike run around, skateboard BBQ areas with coin operation?? Like Spencer Park by Picnic area. Toilets – move to front of park in a corner at the end, means they are unable to be sent at night, so the activities not wanted can be conducted unseen by public.</p>
46	Y		Y		Looks great log overdue upgrade

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
47	Y			Y	I would like to see more playground equipment so the children can play more adventure games and have more fun. The playground equipment that the council is planning to put in is not as 'adventurous' as I would like it to be!!! Also I would like to see the old toilets gone!!!
48	Y		Y		
49.	Y				Why don't you pint in of those pommer swings as in the botanical gardens. We need more equipment which promotes playing together, good for teenagers too as a lot of high school students go to the park. There has been a steady removal of pieces of equipment with fewer pieces being put in when they are removed. Roundabout, long swing, slide, tunnels all gone. Now little children's equipment, maze and swings, skate bowl will all be gone. I like the new RELAX . Children will work together. All ages use the park and it is used a lot.
50.	Y		Y		Looking forward to the finished product would like to see the toilets moved from current position forward, towards Cashmere Road more and perhaps that may stop any existing trouble.
51			Y		I feel the concept plan is not an even spread of equipment for all age groups. By removing the maze and 'littles' play structure (with multiple activities) and replacing it with only Double Junior Slide and ONE Kampon Racer there is becoming less for 'littlies' to do. In view of the fact that bigger kids are at school 6 hours a day, it would make sense to have more equipment for under 5's. At the very least a small cluster of Kampon racers (3-4) for the younger age group as they lose interest very quickly if the equipment isn't user friendly or age appropriate. It is also a shame to see the maze going, this is a huge hit with the under 5's. The zebra crossing needs repainting as the has not been done since hot weather melted the tar and road ship was laid and it is very hared to see and cars are less inclined to stop and let people cross.
52	Y		Y		Great Proposal – any chance you could change the style of the seesaw, which isn't mentioned in proposal. The design doesn't allow for use on each end to see each other and therefore makes the experience a bit boring.
53	Y		Y		Overall the plan is excellent, the playground is certainly due for an upgrade. The only issue we have is with the planned removal of the maze. Our children are now aged 4 and 8 and have both enjoyed playing in the maze. In fact it's the play item they have most fun with (still do actually). Toilets could definitely do with an upgrade but please don't remove them. They are the only public toilets in the immediate area. If there's a problem with the location, maybe they could be shifted to the river side of the road?

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
54	Y		Y		<p>This park has been an important part of our family life. We are thrilled to know the park is to be upgraded and love the plans.</p> <p>Please keep the toilets as they are well used by visitors to the park and the many members of the community whom are out running, walking and cycling. Unfortunately if the toilets are removed, young children will be left only to use the bushes when the need to go is urgent.</p>
55		N	Y		<p>We would be happy if you kept the existing toilets and upgraded them and put clear male (symbol) sign on the male toilets and clearly marked symbol on the female toilet. We want them separate. We hope you can put a bench near the hand basin to put bag on and put a mirror on wall and a seat needed to rest on and hooks on walls and doors to hang bags on. Also put handrails leading into toilet block for disabled and make sure all paths lead to seats so we don't have to walk on the lawn to reach any seats, we not some seats are in inaccessible areas for wheel chairs please put separate female wheelchair toilet and separate male wheelchair toilet for we must protect people.</p> <p>Old people enjoy watching children play Cashmere has many retired people in the area and they require a safe park with facilities such as handrails along paths in uphill areas of the park and lights are needed. Do you intend to remove the lights?? Put skylight on the toilet roofs for daylight if you need to save on power!!! But please save the toilets as cripple people and old frail people been toilets.</p>
56		N	Y		<p>Please keep the toilets as old people taking their grandchildren to the park need toilet facilities many old people have week bladders and kidney problems so need toilets as the absence of toilets could be hazardous. Please not there are several rest homes and a hospital in Cashmere and so elderly people like visiting the parks in Cashmere but they need good footpaths for walker frames and mobility scooters and public toilets. For safety and health reasons people keep the male and female toilets separate as I note there is more chance of crime in unit toilets as that means anybody can frequent the toilet area but if toilets are separate then male and female areas should be separate and safer, also more hygienic as often male toilets and unit toilets are very dirty and wet on floors and filthy. So keep female toilets separate for health reasons too. Very young old people with grand children also need safe toilet areas. Please do not combine female and male toilets as they only encourage more crime! Do not waste money on music toilets some places have as old people need time and can't rush.</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
					When upgrading the toilets put hooks on all doors so bags can be hung on them and not put on the floor also put seat ledges to sit on as old people can rest while waiting in queue and also put seats outside toilet areas so old people can rest if there is a queue so they don't faint from standing. Toilet facilities are very important in the daily life of the very young and the very old as they have health requirements. Remember the pioneers who founded Cashmere area now old and should be respected by giving them facilities not taking facilities away! Too much of recreation is based on the fit and healthy but what about the disabled please be considerate and kind in your planning of improvements for the Cashmere Park Playground Reserve area.
57	Y		Y		Please ensure that all playground equipment meets the required safety standards. The approaches to this playground area should be looked at and in particular the standard of the footbridge crossing the Heathcote River this bridge need considerable maintenance – maybe a replacement is necessary.
58	Y		Y		Toilets – young children particularly little boys often want to go 'wees' I think that toilets are essential on or near a child's playground.
59	Y		Y		This playground has always been an amazing play experience for children it was always ahead of others. I took my own children there when they were little and over the years as a social worker I have taken many others. An upgrade is needed as it is looking a bit tired but I can not say I agreed with the removal of trees especially the not natives if or when there is replanting I hope it will not just be with native trees. I feel it is extremely important that his park keeps the public toilets how can one have a park for all ages with no toilets.
60	Y		Y		The existing tree in the top corner close to Crichton Terrace and overlooking the bowling green should be replaced with a tree that will give shade, large enough to sit under the existing tree to watch the bowls. I have seen this many times, as I play bowls. Is it necessary to remove the vegetation to be able see through to Crichton Terrace?? The existing gum tree does also give shade for cars belonging to the people playing bowls.
61	Y		Y		We support the upgrade of the existing toilet block as there are few public toilets in the area. We are keen to see the upgrade build in as many security features as possible. It should have a tall pole with light above the toilet block that has a stone guard. 1. No dogs in the playground, big signs at both gates advising such 2. Four back to back seat/tables (each suitable 2 adults 4 children plus food bag) 3. Rubbish receptacles positioned close to seat/tables 4. East fence between playground and private residence (runs from bowling green to Cashmere Road) needs new top wire and fence to be re-stretched or restrained.

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
62	Y				<p>We are regular users of Cahsmere Park and agree strongly that the Playground needs to be upgraded, however, we had hoped that the Council's design would be more inspiring and innovative than the concept plant sent out for consultation. Therefore we offer the following for your consideration</p> <p>We encourage the Council to live up to the garden city image of Christchurch and create a more natural, New Zealand backyard-like experience for children. We would like Cashmere Playground to be different than you other park designs by being altogether more unique and reflective of the principles of sustainability.</p> <p>We ask that the Council reconsiders its design to include the use of more open-ended natural play spaces and areas, thus allowing for dynamic physical and social play, and less static 'closed' single structures. For example, the Kompan 'Racer' and Conlastic 'The Bean' are what we consider 'closed' pieces of equipment. They are limited in their function and do little to support the first of your identified project objectives. Rather than promote activity, they restrict movement, are not in anyway adventurous and certainly don't encourage risk taking. These structures are limited in the ways they can encourage social or communication skills. We have doubts about the Hags 'Relax' too and question the long-term value of such a gimmick.</p> <p>Instead of the proposed sofffall area and structures B, D, and E we would like to see further use of planting and natural resources such as grasses, shrubs, boulders, trees, trails, wooden bridges, platforms, hills and other 'maze-type' challenges, to create an adventure/wild area for children. Such an area would encourage more adventurous physical, creative and social play while also providing physical challenges. Appropriately designed, this area could be easily supervised and incorporate the existing cabbage trees. Children of all ages would enjoy space like this. This kind of space has the added advantage of encouraging parents, grandparents and other adults to get involved with children's play.</p> <p>Links between the other proposed pieces of equipment such as the Double Junior Slide, the Kompan 'Trio Somersault' and See-saw could be made using planting and paths. We ask that the material used be wood and metals rather than plastic.</p> <p>We do not believe that an upgrade of the current swings is necessary. These appear to be in good shape and are well used. We feel it would be an excessive use of resources should they be replaced.</p> <p>The current young children's structure at the top of the playground is a very well used piece of equipment too. In particular, the doorway and window are used by children to play shops and houses. This type of imaginary/dramatic play is especially significant for younger children. This piece of equipment could be retained and built into a new design, or alternatively a new wooden wall structure with a doorway and large window could be incorporated into the new playground.</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
					<p>The level of physical challenge this structure currently provides our youngest children could be achieved through our proposed wild/adventure area.</p> <p>The playground is large and shade in the summer is at a premium. Sails to create shaded areas, particularly over picnic areas and play equipment should be incorporated into a revised plan.</p> <p>We are pleased to see you propose to upgrade the existing large slide. This is a loved piece of equipment for children of all ages and parents alike. The safety of children using the slide has been a concern to many for some time.</p> <p>On the matter of the toilets, we believe these should be retained but upgraded. Having toilets on site has been a god-send for may a parent with young children. In our experience having toilets on site means we go to the playground and stay longer. We often meet our other friends with children at the playground and they too have commented on how good it is to have such facilities on site. The toilets are not only used by people using the playground, but also walkers and cyclists.</p> <p>If the current budget does not allow for the ideas suggested in this submission, please allow the community the chance to fundraise, so that we can get the best possible playground for the many community members that use it.</p> <p>We look forward to seeing a revised concept plan for the playground.</p>
63	Y		Y		<p>Things I like about Cashmere Playground:</p> <ul style="list-style-type: none"> ▪ I want the slide and wooden steps to stay. ▪ More see-saws and slides ▪ More swings, take seats away ▪ Keep the maize and the big hole ▪ Keep the steps up to the big slide ▪ Want to keep the fire pole (currently in the small play structure) <p>In addition to Matty's comments:</p> <p>Cashmere Playground is special in that the 'whole' site is the playground, it is secure and fenced. This could be increased by replacing the deteriorating fence on the east boundary and putting pod gate/kindy gate (pull-up) locks on the gates. I think should retain or update or recreate some of the more unusual play items i.e. the timber poles on the S.E. side. Why fill everything, kids like 'hidi' hole play games.</p> <p>Keep the stone wall to SW and the path – make path into circuit for trikes – great hills and flat here plus add a tunnel into the footpath i.e. a culvert pipe to ride/walk through and some humps in the footpath. The whole site can be developed for more creative and developmental play.</p>

	Yes	No	Toilet		COMMENTS
	playgrd	playgrd	Upgrde	remove	
64	Y		Y		<p>Relocating the benches to alongside the path would be an unrelaxing place to sit and busy and very strange. As a local I prefer to sit back closer to the green area and out of the sun.</p> <p>The gum by Upper Crichton (actually Crichton Terrace) is beautiful, smell good unless replaced by a specimen tree. Trees are beautiful! Why remove pittos? The picnic tables are in direct sun.</p> <p>The climbing objects are hopeless for children are there no better??</p> <p>Please retain a toilet – upgraded. The new playground activities look great. Thank you</p>
65	Y		Y		<p>Very important to have toilets in playgrounds. Do not remove!!</p> <p>Existing baby swings and slide need updating.</p> <p>Climbing equipment (forts) and slides are most popular playground items for my toddlers.</p>
66	Y		Y		<p>I live locally and walk pas the playground daily. My twin daughters are now 7 months old so we can begin to make more use of the playground.</p> <p>I am strongly in favour of retaining public toilets despite potential nuisance/unsavoury activity. They are at least available for safe us in the daytime when adults are around to supervise. If the budget allowed an automated toilet kiosk at the front gate opening towards the street (Cashmere Road) should eliminate the risk of unsavoury activities. It could be locked after daytime hours or situated near street lights to further minimise unsavoury activities</p> <p>I would also like to commend you for undertaking this upgrade as it has something to offer residents of all ages and most importantly children of all ages.</p> <p>N B I would also request that the drinking fountain be available. This would benefit adults and children plus be of benefit for those picnicking in the park and for handwashing etc. if the toilets were removed it would be even more valuable (though please retain the toilets)</p> <p>N B The toilets are important for those resident who live further away than nearby neighbours of the park.</p>

CASHMERE PLAYGROUND UPGRADE AND LANDSCAPE ENHANCEMENT Consultation Summary

The consultation on this project was carried out in January 2008 and received 66 submissions (12% response rate).

Submitters were asked to respond to a concept for a playground upgrade and landscape enhancement at Cashmere Playground.

Landscape Proposals	Number of Responses	Percentage of Responses
<i>Yes – I support the proposed concept plan</i>	62	93%
<i>No – I do not support the proposed concept plan</i>	4	7%
<i>Support upgrade of toilets</i>	63	94%
<i>Remove toilets</i>	3	6%

While these figures indicate strong support for the project in general the following issues were also identified:

- Retention of maze and junior play structure
- Request for a drinking fountain
- Retain the small stone wall at back of reserve
- More shading
- Keep as much of the perimeter planting as possible as children play amongst it
- Path needed to the toilets
- Lock the toilets at night
- The gate at the front needs to shut automatically when closed

13. REQUEST FOR FUNDING: SPREYDON/HEATHCOTE COMMUNITY BOARD DISCRETIONARY FUND

General Manager responsible:	General Manager, Michael Aitken
Officer responsible:	Catherine McDonald, Manager – Community Support
Author:	Ingrid de Meyer - Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present to the Spreydon/Heathcote Community Board, funding requests from community groups for consideration under the 2007/08 Board Discretionary Funds.

EXECUTIVE SUMMARY

2. This year funding allocations for community groups will be available as of September 2008 (previously July). For some community groups this has created a shortfall period of two months. A total of five groups have applied to the Board's Discretionary fund for support during this period. Requests total **\$25,529** for the shortfall period. In addition the Cashmere Resident's Association has applied for funding support for the second stage of the Cashmere's Visioning Project which has been supported by the Spreydon/Heathcote Strengthening Communities Action Plan Committee. A total of \$5,000 is requested to complete this project bringing the total requested to the Boards' 2007/08 Discretionary Fund to \$30,529.
3. The applications from the following groups are initiatives that have already gained support from the Community Board either through Board Project funding processes or the Spreydon/Heathcote Scap Committee and meet the Board Discretionary objectives and align with Strengthening Communities Strategy.
4. The following table illustrates the groups, their projects, how much was requested and the staff recommendations made.

Group	Purpose	Amount requested	Amount recommended
Addington.net	Funding towards rent/lease costs for two month period (July & August) for Addington.net.	\$3,000	\$3,000
Cashmere Residents Association	To support second stage of the Cashmere Visioning Project – Payment towards project manager.	\$5,000	\$5,000
Rowley OSCAR	To support shortfall in salary and operating costs (July & August).	\$6,072	\$6,072
SHARP Out of School Care	Funding towards staff & volunteer costs for Holiday Programme for the two month period (July & August).	\$4,000	\$4,000
Spreydon Community Garden Trust – Strickland Street Community Garden	Funding towards shortfall for salary and operating expenses (July & August).	\$6,000	\$6,000
Waltham Community Cottage	Funding towards salaries of Cottage Co-ordinator and Playgroup Supervisor (July & August).	\$6,457	\$6,457
Totals		\$30,529	\$30,529

Clause 13 Cont'd

5. Addington.net have been operating for 6 years and provide affordable access to computers, education and training in new technology. Outcomes for this group include focus on Life long Learning. The funding seeks to support the costs of rent. The annual cost of the lease is \$18,000.
6. The Cashmere Residents Association commissioned a visioning project in June 2007 to help them plan and provide useful, focussed input into the future development of the community. The Spreydon/Heathcote Strengthening Communities Action Plan Committee (SCAP) provided initial funding of \$5,374 to support stage one of the project. As previously reported this project could be used as a model for work with other communities across the city. (Details of the funding requested and the project are attached).
7. The Rowley OSCAR programme has been operating for eight years, and provides safe and affordable after school care for children in the Rowley area. The annual operating cost of the programme is \$33,424. The programme has recently been restructured and is administered by Manuka Cottage. The numbers of children attending this programme has increased significantly. The majority of children attending are from Maori and Pacific Island families.
8. SHARP Trust has recently been through a number of significant changes in terms of the number of programmes they deliver and this has impacted on their funding base. SHARP were delivering five after school programmes this has reduced to three. In addition SHARP have been able to increase the number of children attending the programmes so the staffing numbers and volunteers have remained static. SHARP have always operated with a high ratio of leaders to children this is a strength and supports their goal of building mentoring relationships between the children and teenage leaders. However MSD funding is based around the number of programmes a group is operating not children therefore the reduction and changes that SHARP have introduced has affected their funding for this year. This coupled with the funding timeline changes of Christchurch City Council has meant the group require support through this shortfall period.
9. Spreydon Community Garden Trust has been the official umbrella for the Strickland Street Community Garden for one year now. The project overall has been operating for eight years as a land based community development project with a wide and active community participation base. The community project works with a wide variety of social support agencies providing community education, a working example of sustainable land use and waste minimisation. The annual operating cost of the project is \$65,000 this application is for a contribution to the shortfall in salary and operating expenses for the July and August period.
10. Te Whare /Waltham Community Cottage is a community development project that has been operating for 17 years. The Waltham Cottage supports, encourages and empowers community members, providing resources, activities that are community driven to create a positive local environment, reduce isolation and enhance individual and community well being. The annual operating cost of the project is \$102,013. The funding requested is to support the shortfall in salary for the cottage co-ordinator for July and August (\$5,850) and the playgroup supervisor for the same period (\$607.50).

FINANCIAL IMPLICATIONS

11. The Spreydon/Heathcote 2007/08 Community Board Discretionary Fund has available **\$55,580** for allocation.

LEGAL CONSIDERATIONS

12. There are no legal considerations.

Clause 13 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with page 59 and 60 in the LTCCP, the goals and objectives building Strong Communities.

ALIGNMENT WITH STRATEGIES

14. This fund aligns with the Strengthening Communities Strategy and Spreydon/Heathcote Community Board Objectives for 2006-2009.

STAFF RECOMMENDATION

15. It is recommended that the Spreydon/Heathcote Community Board support the funding recommendations from the 2007/08 Fund.

CHAIR RECOMMENDATION

For discussion.

14. COLOMBO STREET / CITY SOUTH BUS PRIORITY ROUTE

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Christchurch City Council to proceed to detailed design, tender and construction for the Colombo Street / City South bus priority route, as shown in the plans for Council approval at **Attachment 1a,1b,1c**.

EXECUTIVE SUMMARY

2. The bus priority project is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This project is supported by key national and regional strategies that are developed through to local Council strategies and policies.
3. Under the Citywide Public Transport Priority Plan, the second corridor for investigation and scheme design was Princess Margaret Hospital (PMH) from / to the Exchange, via Colombo Street. This corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
4. The main areas of congestion in the AM peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. In the PM peak period the main areas of congestion are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.
5. The congestion appears to be caused by:
 - High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
 - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
 - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficiency of this roundabout.
6. The Colombo bus priority route is located entirely within the Spreydon / Heathcote Community Board area.
7. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. Of the 136 responses received, 94 (69 percent) were generally in support of the project, 29 (21 percent) were opposed to the project, and 13 (10 percent) specified no preference. In addition, there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.
8. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document **“Bus Priority Record of Consultation, Communication and Marketing – January 2008”**, which was distributed to all elected members in January 2008.
9. A summary of the issues raised during the consultation phase is shown at **Attachment 2** to this report. The key issues raised were in relation to location of bus lanes; bus stop locations; congestion; cyclist facilities; parking availability; Waimea Terrace Bridge; Dyers Pass roundabout; Sydenham Enhancement Plan; Beckenham Shops; and Thornington School.

Clause 14 Cont'd

10. As a result of the feedback received during consultation, a concept design is shown at **Attachment 1a, 1b, 1c** to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2m wide shared bus and cycle lanes. The bus lanes in both the inbound and outbound direction will mostly operate as part-time bus lanes, except on the inbound route between Sandyford Street and the Moorhouse Avenue bridge, which is a permanent bus lane.
11. Inbound bus lanes will operate between the hours of 7am to 9am. Outbound bus lanes will operate between the hours of 3pm to 6pm except in school zones, which will operate between the hours of 4pm to 6pm. Outside the stated operating hours, the bus lanes will be utilised as on-street parking spaces, where this is possible.
12. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
13. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

FINANCIAL IMPLICATIONS

14. The Colombo Street / City South bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. The estimated cost of this project is \$3,216,500 including fees and contingencies.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

15. As above.

LEGAL CONSIDERATIONS

16. There are 11 listed protected buildings, places and objects in the City Plan and on the Council's Webmap system, which are located within the project corridor; however, none of these protected buildings are affected by any of the works proposed along the corridor. There are a number of notable trees in properties fronting the Colombo Street bus corridor. Using Webmap it was identified that there are no notable trees which are likely to be affected by the project, i.e. there are no notable trees located within 10m of proposed earthworks associated with the project. There are no heritage trees along Colombo Street.
17. No resource consents are required for the works proposed.

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

18. There appear to be no legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions, the removal of bus stops, the relocation of bus stops, as well as the implementation of cycle lanes and bus lanes. The Land Transport Rules provide for the installation of parking restrictions, no stopping restrictions, relocation, removal and implementation of bus stops, cycle lanes and bus lanes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Clause 14 Cont'd

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

20. As above.

ALIGNMENT WITH STRATEGIES

21. This project is consistent with the National Transport Strategy, as well as key regional and local Council strategies including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. The scheme plans for the first three routes were presented to the relevant Community Boards and Council on the following dates:

- Spreydon/Heathcote Community Board (Colombo Route) – 28 Aug 2007
- Fendalton/Waimairi Community Board (Papanui Route) – 4 Sep 2007
- Shirley/Papanui Community Board (Papanui Route) – 5 Sep 2007
- Burwood/Pegasus & Shirley/Papanui Community Boards (Queenspark Route) – 26 Sep 2007
- Council (All three routes) – 2 Oct 2007
- Hagley/Ferrymead Community Board (Queenspark Route) – 6 Dec 2007

24. Community consultation was undertaken on all three routes from 15 October 2007 – 17 December 2007. Approximately 40,000 households along the three routes and side streets (residents and absentee landowners), and other interested groups, were provided with information about the bus priority project and the three routes. Eight hundred and eighty one responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial – 247*), Generic - 82).

25. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document "***Bus Priority Record of Consultation, Communication and Marketing – January 2008***", which was distributed to all elected members in January 2008.

Public Consultation Issues & Responses – Colombo

26. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. The Colombo route specific consultation brochure was distributed to approximately 1,932 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 9,500 route specific brochures were printed and distributed.

27. There were 136 responses received on the Colombo route, through a variety of media, as follows:

- Emails – 15
- Feedback forms – 96
- Have Your Say - 13
- Letters – 2
- Phone calls – 10

Clause 14 Cont'd

28. In addition there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.

29. The majority of respondents (69%) were in support of the proposals.

Support	Number of Responses	% of Total Responses
Support	94	69%
Oppose	29	21%
Not specified	13	10%
Total	136	100%

30. A summary of the issues raised during the consultation phase is shown at **Attachment 2** to this report. The key issues raised were in relation to:

- Location of bus lanes
- Bus stop locations
- Congestion
- Cyclist facilities
- Parking availability
- Waimea Terrace Bridge
- Dyers Pass roundabout
- Sydenham Enhancement Plan
- Beckenham Shops
- Thorrington School

STAFF RECOMMENDATION**It is recommended that the Spreydon/Heathcote Community Board:**

- (a) Support the staff recommendation and request the Council approve the Colombo Street/City South bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at Attachment 1.
- (b) Ask the Council to revoke the existing special vehicle lane operating at any time on Colombo Street on the west side, adjacent to the kerb, commencing at a point 30 metres north of Cass Street and extending in a northerly direction for 86 metres.
- (c) Ask the Council to approve a special vehicle lane, specifically a "bus lane" which restricts the lane for use for buses, bicycles and motorcycles at the following locations:
 - (i) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at its intersection with Carlyle Street and extending in a southerly direction for 78 metres.
 - (ii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Byron Street and extending in a southerly direction for 168 metres.
 - (iii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Wordsworth Street and extending in a southerly direction for 236 metres.
 - (iv) Operating at any time Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 6 metres south of Brougham Street and extending in a southerly direction for 236 metres.

Clause 14 Cont'd

- (v) Operating between the hours 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 70 metres south of Huxley Street and extending in a southerly direction for 160 metres.
 - (vi) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 120 metres south of Southampton Street and extending in a southerly direction for 345 metres.
 - (vii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 61 metres south of Tennyson Street and extending in a southerly direction for 260 metres.
 - (viii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 38 metres south of Waimea Terrace and extending in a southerly direction for 401 metres.
 - (ix) Operating between the hours of 4pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb on commencing at a point 6 metres south of Malcolm Avenue and extending in a southerly direction for 180 metres.
 - (x) Operating between the hours of 7am and 9am, Monday to Friday be installed on Cashmere Road on the north side, adjacent to the kerb commencing at a point 36 metres east of Thorrington Road and extending in an easterly direction for 154 metres.
 - (xi) Operating between the hours of 7am and 9am Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 3 metres north of Thorrington Road and extending in a northerly direction for 272 metres.
 - (xii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 27 metres north of Ashgrove Terrace and extending in a northerly direction for 205 metres.
 - (xiii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 78 metres north of Strickland Street and extending in a northerly direction for 290 metres.
 - (xiv) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Beaumont Street and extending in a northerly direction for 169 metres.
 - (xv) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Faraday Street and extending in a northerly direction for 205 metres.
 - (xvi) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Brougham Street and extending in a northerly direction for 35 metres.
 - (xvii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Sandyford Street and extending in a northerly direction for 202 metres.
- (d) Ask the Council to approve the following bus stops:
- (i) That the existing bus stop be revoked from the east side of Colombo Street commencing 33 metres north of the intersection with Walton Street and extending 25 metres in a southerly direction.

Clause 14 Cont'd

- (ii) That the existing bus stop be revoked from the east side of Colombo Street commencing 16 metres south of its intersection with Waverly Street and extending 62 metres in a southerly direction.
 - (iii) That the existing bus stop be revoked from the east side of Colombo Street commencing 58 metres south of its intersection with South Christchurch Library (Tuscany Place) and extending 28 metres in a southerly direction.
 - (iv) That the existing bus stop be revoked from the east side of Colombo Street commencing 12 metres north of its intersection with Remuera Avenue and extending 19 metres in a northerly direction.
 - (v) That the existing bus stop be revoked from the west side of Colombo Street commencing 37 metres north of its intersection with Nutfield Lane and extending 26 metres in a northerly direction
 - (vi) That the existing bus stop be revoked from the west side of Colombo Street commencing 66 metres north of its intersection with Ashgrove Terrace and extending 26 metres in a northerly direction.
 - (vii) That the existing bus stop be revoked from the west side of Colombo Street commencing 10 metres south of its intersection with Thornington Road and extending 17 metres in a northerly direction.
 - (viii) That a bus stop be installed on the east side of Colombo Street commencing 17 metres south of its intersection with Wordsworth Street and extending 25 metres in a southerly direction.
 - (ix) That a bus stop be installed on the east side of Colombo Street commencing 5 metres south of its intersection with Hutcheson Street and extending 18 metres in a southerly direction.
 - (x) That a bus stop be installed on the east side of Colombo Street commencing 113 metres south of its intersection with Malcolm Avenue and extending 20 metres in a southerly direction.
 - (xi) That a bus stop be installed on the east side of Colombo Street commencing 24 metres south of its intersection with Waimea Terrace and extending 15 metres in a southerly direction.
 - (xii) That a bus stop be installed on the west side of Colombo Street commencing 7 metres south of its intersection with Ernlea Terrace and extending 15 metres in a southerly direction.
 - (xiii) That a bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thornington Road and extending 15 metres in a northerly direction.
- (e) Ask the Council to approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use for bicycles in the following locations:
- (i) That all cycle lanes be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.
 - (ii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 5 metres north of its intersection with Lawson Street and extending in a southerly direction for a distance of 17 metres.

Clause 14 Cont'd

- (iii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 8 metres north of its intersection with Wordsworth Street and extending in a southerly direction for a distance of 3 metres.
- (iv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 10 metres north of its intersection with Brougham Street and extending in a southerly direction for a distance of 3 metres.
- (v) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 21 metres south of its intersection with Hastings Street West and extending in a southerly direction for a distance of 3 metres.
- (vi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the left turn lane into Huxley Street commencing at a point 36 metres north of its intersection with Huxley Street and extending in a southerly direction for a distance of 32 metres.
- (vii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 8 metres south of its intersection with Huxley Street and extending in a southerly direction for a distance of 63 metres.
- (viii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 32 metres south of its intersection with Southampton Street and extending in a southerly direction for a distance of 42 metres.
- (ix) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 105 metres north of its intersection with Roxburgh Street and extending in a southerly direction for a distance of 21 metres.
- (x) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 162 metres south of its intersection with Southey Street and extending in a southerly direction for a distance of 64 metres.
- (xi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 75 metres north of its intersection with Tennyson Street and extending in a southerly direction for a distance of 71 metres.
- (xii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 7 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 55 metres.
- (xiii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 18 metres north of its intersection with Fisher Avenue and extending in a southerly direction for a distance of 3 metres.
- (xiv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 14 metres north of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 45 metres.
- (xv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the bus stop commencing at a point 25 metres south of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 16 metres.
- (xvi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 131 metres south of its intersection with Malcolm Avenue and extending in a southerly direction for a distance of 3 metres.
- (xvii) That all cycle lanes be revoked on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending in a northerly direction to its intersection with Cass Street.

Clause 14 Cont'd

- (xviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Ernlea Terrace and extending in a northerly direction for a distance of 90 metres.
- (xix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 140 metres north of its intersection with Ashgrove Terrace and extending in a northerly direction for a distance of 3 metres.
- (xx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 85 metres north of its intersection with Aylmer Street and extending in a northerly direction for a distance of 82 metres.
- (xxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 74 metres south of its intersection with Strickland Street and extending in a northerly direction for a distance of 70 metres.
- (xxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 3 metres north of its intersection with Strickland Street and extending in a northerly direction for a distance of 76 metres.
- (xxiii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the bus stop commencing at a point 6 metres north of its intersection with Devon Street and extending in a northerly direction for a distance of 18 metres.
- (xxiv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Beaumont Street and extending in a northerly direction for a distance of 2 metres.
- (xxv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 47 metres north of its intersection with Angus Street and extending in a northerly direction for a distance of 97 metres.
- (xxvi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 4 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 32 metres.
- (xxvii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 141 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 3 metres.
- (xxviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Brougham Street and extending in a northerly direction for a distance of 3 metres.
- (xxix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 5 metres north of its intersection with Stanley Street and extending in a northerly direction for a distance of 184 metres.
- (xxx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 3 metres.
- (xxxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 10 metres north of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 183 metres.
- (xxxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 9 metres south of its intersection with Sandyford Street and extending in a northerly direction for a distance of 3 metres.

Clause 14 Cont'd

- (f) Ask the Council to approve the following no stopping restrictions:
- (i) That all no stopping restrictions be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.
 - (ii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending 7 metres in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on the east side of Colombo Street, commencing at a point 7 metres south of its intersection with Carlyle Street and extending 71 metres in a southerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 40 metres north of its intersection with Byron Street and extending 31 metres in a southerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Byron Street and extending 11 metres in a southerly direction.
 - (vi) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 11 metres south of its intersection with Byron Street and extending 79 metres in a southerly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 90 metres south of its intersection with Byron Street and extending 11 metres in a southerly direction.
 - (viii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 78 metres north of its intersection with Lawson Street and extending 11 metres in a southerly direction.
 - (ix) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 67 metres north of its intersection with Lawson Street and extending 56 metres in a southerly direction.
 - (x) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 11 metres in a northerly direction.
 - (xi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 38 metres in a southerly direction.
 - (xii) That the stopping of vehicles be prohibited at any time be installed on Colombo Street on the east side commencing at its intersection with Wordsworth Street and extending 11 metres in a southerly direction.
 - (xiii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side, commencing at a point 42 metres south of its intersection with Wordsworth Street and extending 88 metres in a southerly direction.
 - (xiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 130 metres south of its intersection with Wordsworth Street and extending 50 metres in a southerly direction.

Clause 14 Cont'd

- (xv) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Waverly Street and extending 54 metres in a southerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Brougham Street and extending 50 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 4 metres south of its intersection with Brougham Street and extending 36 metres in a southerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time Monday to Friday on Colombo Street on the east side commencing at a point 23 metres south of its intersection with Hutcheson Street and extending 50 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 12 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 21 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 50 metres in a northerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 82 metres in a southerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Huxley Street and extending 10 metres in a southerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 36 metres in a northerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 34 metres in a southerly direction.
- (xxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 34 metres south of its intersection with King Street and extending 19 metres in a southerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 18 metres in a northerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 15 metres in a southerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 31 metres south of its intersection with Southampton Street and extending 89 metres in a southerly direction.

Clause 14 Cont'd

- (xxx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 120 metres south of its intersection with Southampton Street and extending 70 metres in a southerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 13 metres in a northerly direction.
- (xxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 11 metres in a southerly direction.
- (xxxiii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres south of its intersection with Roxburgh Street and extending 24 metres in a southerly direction.
- (xxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 41 metres in a northerly direction.
- (xxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 15 metres in a southerly direction.
- (xxxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Southey Street and extending 125 metres in a southerly direction.
- (xxxvii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 100 metres north of its intersection with Tennyson Street and extending 53 metres in a northerly direction.
- (xxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 79 metres north of its intersection with Tennyson Street and extending 9 metres in a northerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 6 metres north of its intersection with Tennyson Street and extending 20 metres in a northerly direction.
- (xl) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 80 metres south of its intersection with Tennyson Street and extending 93 metres in a southerly direction.
- (xli) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 15 metres in a northerly direction.
- (xlii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 10 metres in a southerly direction.
- (xliii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 10 metres south of its intersection with Fisher Avenue and extending 63 metres in a southerly direction.
- (xliv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 39 metres in a northerly direction.

Clause 14 Cont'd

- (xiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 17 metres in a southerly direction.
- (xlv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 38 metres south of its intersection with Waimea Terrace and extending 29 metres in a southerly direction.
- (xlvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hunter Terrace and extending 12 metres in a southerly direction.
- (xlviii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 12 metres south of its intersection with Hunter Terrace and extending 156 metres in a southerly direction.
- (xlix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 177 metres north of its intersection with Malcolm Avenue and extending 40 metres in a northerly direction.
- (i) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres north of its intersection with Malcolm Avenue and extending 152 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 25 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 15 metres in a southerly direction.
- (iiii) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 15 metres south of its intersection with Malcolm Avenue and extending 98 metres in a southerly direction.
- (i) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 18 metres north of its intersection with Remuera Avenue and extending 45 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Remuera Avenue and extending 18 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Cashmere Road on the north side commencing at a point 36 metres east of its intersection with Thorrington Road and extending 154 metres in an easterly direction.
- (vii) That all no stopping be revoked on Colombo Street on the west side commencing at its intersection with Woodbridge Road and extending in a northerly direction to its intersection with Moorhouse Avenue.
- (viii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 9 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 130 metres in a northerly direction.

Clause 14 Cont'd

- (lx) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 10 metres in a southerly direction.
- (lxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 12 metres in a northerly direction.
- (lxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 27 metres north of its intersection with Thorrington Road and extending 99 metres in a northerly direction.
- (lxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 15 metres in a southerly direction.
- (lxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 16 metres in a northerly direction.
- (lxv) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 16 metres north of its intersection with Nutfield Lane and extending 99 metres in a northerly direction.
- (lxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Ernlea Terrace and extending 7 metres in a southerly direction.
- (lxvii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 37 metres south of its intersection with Aylmer Street and extending 99 metres in a southerly direction.
- (lxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 37 metres in a southerly direction.
- (lxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 12 metres in a northerly direction.
- (lxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 12 metres north of its intersection with Aylmer Street and extending 46 metres in a northerly direction.
- (lxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 70 metres south of its intersection with Strickland Street and extending 45 metres in a southerly direction.
- (lxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 6 metres south of its intersection with Strickland Street and extending 23 metres in a southerly direction.
- (lxxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 15 metres south of its intersection with Boon Street and extending 166 metres in a southerly direction.
- (lxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 15 metres in a southerly direction.

Clause 14 Cont'd

- (lxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 13 metres in a northerly direction.
- (lxxvi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 13 metres north of its intersection with Boon Street and extending 55 metres in a northerly direction.
- (lxxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Devon Street and extending 17 metres in a southerly direction.
- (lxxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Beaumont Street and extending 35 metres in a southerly direction.
- (lxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 3 metres north of its intersection with Beaumont Street and extending 5 metres in a northerly direction.
- (lxxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 19 metres south of its intersection with Angus Street and extending 90 metres in a southerly direction.
- (lxxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 19 metres in a southerly direction.
- (lxxxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 9 metres in a northerly direction.
- (lxxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Milton Street and extending to its intersection with Brougham Street in a southerly direction.
- (lxxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Stanley Street and extending 45 metres in a southerly direction.
- (lxxxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Elgin Street and extending 27 metres in a southerly direction.
- (lxxxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 5 metres south of its intersection with Wordsworth Street and extending 34 metres in a southerly direction.
- (lxxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 14 metres in a southerly direction.
- (lxxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 13 metres in a northerly direction.

Clause 14 Cont'd

- (lxxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Sandyford Street and extending 20 metres in a northerly direction.
- (xc) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Cass Street and extending to its intersection with Moorhouse Avenue in a northerly direction.
- (g) Ask the Council to approve the following pedestrian crossings:
- (i) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 6 metres north of Battersea Street.
 - (ii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 20 metres southwest of Wherstead Road.
 - (iii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 6 metres north of Battersea Street.
 - (iv) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 25 metres south of Hastings Street West.
 - (v) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 20 metres southwest of Wherstead Road.
- (h) Ask the Council that the proposed parking restrictions raised during the consultation phase be investigated and integrated with the Sydenham Parking Strategy developed for the side streets adjoining this project.

CHAIR RECOMMENDATION

Report not seen by the Chair.

Clause 14 Cont'd

BACKGROUND

31. Bus priority is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This bus priority project is driven by key national and regional strategies that are developed through to local Council strategies and policies. These include the following, with the key drivers highlighted and described below:

- National Transport Strategy
- Regional Land Transport Strategy
- Regional Passenger Transport Strategy
- **Christchurch Public Passenger Transport Strategy**
- **Metro Strategy 2006-2012**
- Greater Christchurch Urban Development Strategy
- **Citywide Public Transport Priority Plan**
- CCC Cycling Strategy
- CCC Parking Strategy
- CCC Pedestrian Strategy
- CCC Road Safety Strategy

Christchurch Public Passenger Transport Strategy (1998)

32. The Christchurch Public Passenger Transport Strategy (the Strategy), adopted in 1998 set targets for patronage growth and both Christchurch City Council and Environment Canterbury were set a range of improvements to implement. The joint strategy between the Councils highlighted the need to:

- Increase the use of buses
- Contribute to other strategies such as walking and cycling
- Reduce the amount of car use e.g. modal shift
- Avoid, remedy or mitigate the undesirable effects of growing traffic congestion eg. safety & pollution (atmospheric, noise & light) etc
- Identify a number of priority projects of which this is one.

33. A programme of improvements designed to dramatically improve public transport services included the introduction of:

- Easy access, no step, kneeling buses, which now represent 97% of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends) and 65% of buses at peak times (Monday to Friday 7-9am and 3-6pm)
- Award winning Orbiter, that runs in an orbit every ten minutes through the suburbs connecting malls, schools and recreation centres
- Real Time Information (RTI) for passengers at bus stops
- Increased frequency on routes
- Express and limited stop services
- Metro brand applied to system as result of image review

34. The vision adopted by the Public Transport Advisory Group in 1998 was that:

The public passenger transport system contributes to a healthy, sustainable Christchurch. It is attractive, convenient, safe, easy to use, and takes us where we want to go, providing a preferable alternative to many car trips.

Public passenger transport is environmentally friendly and so well used that it contributes to less congestion and pollution. It is an integrated system, allowing for flexible travel within and across the city and with other modes of transport.

Clause 14 Cont'd

Excellent use and community support means our system is affordable and economically sustainable. Our public passenger transport system helps us to enjoy our garden city and contributes towards keeping it a vibrant and fun place to live.

Our Future Our Choices (2003)

35. The updated Strategy was adopted by both Councils in July 2003, and is a constituent strategy of the Councils' long-term approach to transport planning. It also contributes to the aims of the Metropolitan Christchurch Transport Statement, which sets the recommended long-term direction for transport planning over the next 20 years.
36. The consultation undertaken in the development of the Strategy identified the goals of an attractive, convenient, integrated, efficient, and community focussed public transport system, and set a number of targets for both Councils to achieve to meet these goals. Two such targets for the City Council were the adoption of the Plan, and the development, introduction and enforcement of at least three public transport priority corridors by June 2006.
37. The success of the Strategy increasing patronage on public transport and raising public expectations has also created some challenges. For example:
 - **Overcrowding on buses at peak times** is a growing issue on some routes and unless addressed will result in a loss of passengers
 - **Rapid increases in patronage** is putting pressure on passenger waiting areas, both on and off street, at the Exchange
 - **Congestion is leading to unreliable travel times and delays** which means public transport priority measures are urgently needed within the central city and on key corridors.

Citywide Public Transport Priority Plan (2004)

38. The Citywide Public Transport Priority Plan (the Plan) was prepared in response to city-wide consultation during preparation of the Strategy update in 2003. The purpose of the Plan was to identify and prioritise transport corridors for public transport priority treatments. This was done against Council adopted criteria of unreliability and congestion issues that present problems to the greatest number of bus services and passengers, delay, benefit to others and other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.
39. The corridors identified in the Plan by Environment Canterbury, bus operators, the Passenger Transport Advisory Group and through focus groups, present significant delays and unreliability to the people who use public transport and deter many more people from using "metro" public transport. Removing these constraints, in association with the provision of high quality infrastructure and services, will result in more people using public transport as their travel mode of choice. In addition, this will contribute to the City Council's multi-modal transport objectives of reducing traffic congestion and growth, improving road safety and achieving a transport system that supports a quality of life second to none.
40. Through studying the bus frequency, excess travel time, reliability and the potential to improve the level of service, the corridors were ranked in level of priority. The first three public transport priority corridors that were recommended for development were:
 - Belfast to / from Exchange, via Papanui Road
 - Princess Margaret Hospital to / from Exchange, via Colombo Street
 - Queenspark to / from Exchange, via New Brighton Road.

Clause 14 Cont'd

41. Following these first three corridors, a further five corridors were also recommended for development in the Plan. These are:
- Hornby Mall to / from Exchange, via Riccarton Road
 - New Brighton to / from Exchange, via Pages Road
 - Sumner to / from Exchange, via Ferry Road
 - Oaklands to / from Exchange, via Lincoln Road
 - Main North Road to / from Exchange, via Cranford Street
42. In addition, the Plan recommended that the Council give approval in principle to plan for appropriate Council enforcement of any priority measures developed through the community participation process. Further details on the proposed enforcement and education campaign for implementation of the bus priority measures along the route are outlined in paragraphs 150-154.

Metro Strategy 2006-2012

43. The Metro Strategy 2006-2012 is the result of a second review of the Strategy. The Metro Strategy notes that whilst significant improvements have been made and patronage has increased, traffic growth and congestion continue to increase the potential to seriously impact on the quality of life of metropolitan Christchurch residents. Three major factors contributing to this are:
- *The population in Greater Christchurch in 2006 was over 350,000. By 2021, the population is predicted to increase to 440,000. Every month, 400 more people make Christchurch their home, which is impacting on the City's infrastructure.*
 - *Greater Christchurch has the highest rate of car ownership in New Zealand. In the 2001 census, 77% of us said we travelled to work in cars, 4% were passengers in cars with only 4% travelling by bus, 7% by cycle and 5% walking.*
 - *Traffic growth is continuing with a predicted further 20% increase in the next 15 years. This will equate to a 160% increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24km of road congestion to 78km, making commuting times 26% longer. This means we won't be going anywhere very efficiently unless we change current trends.*
44. The Orbiter and MetroStar were added to the list of bus priority routes in the Metro Strategy, resulting in 10 bus priority routes to be developed for implementation. The timeline given in the Metro Strategy for implementation of bus priority measures on all high demand passenger transport corridors is completion of three corridors in 2007/2008, completion of a further three corridors in 2009/2010 and completion of the four remaining corridors in 2011/2012.

PMH (via Colombo Street) to City Bus Exchange

45. The Colombo corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
46. For scheme design and consultation purposes, the route was separated into four sections, each of which has different characteristics in terms of both adjoining land use, function and traffic behaviour.

Clause 14 Cont'd

47. The first section runs from the Central **Bus Exchange to Moorhouse Avenue**. This section of Colombo Street is fronted by commercial land uses, including the South City Centre. Restricted kerbside parking is permitted along the majority of this section and bus lanes are provided on the approach to a couple of intersections. This section of Colombo Street is narrow (12-13m) and cycle lanes are not provided. This section has been excluded from consideration in this project as the location of the Central Bus Exchange is currently under review. Selection of an alternative site will result in changes to bus routes within the four avenues and thus render any further bus priority measures along this section of Colombo Street null and void. It is expected that any changes to bus routes within the four avenues would be handled as part of the Bus Exchange project.
48. The second section of the corridor runs from **Moorhouse Avenue to Milton Street**. This section of Colombo Street is fronted by commercial land uses and Sydenham Park. The commercial properties includes a mixture of owner-operator stores, banks, franchises, restaurants, hotels and the Sydenham Central shopping centre. Kerbside parking is permitted between Carlyle Street and Brougham Street and is restricted to 30 minutes time restriction. South of Brougham Street, there is some unrestricted parking provided outside Sydenham Park, but no kerbside parking is permitted outside the commercial properties in this area (all of which provide ample off-street parking). Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
49. The third section of the corridor extends from **Milton Street to Cashmere Road**. This section of Colombo Street is fronted by a mixture of commercial and residential land uses. The commercial land uses tend to be clustered around the major intersections with residential land uses in mid-block locations. This section also accommodates community facilities including a library, primary school and church. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
50. The final section of the corridor is along **Cashmere Road from Colombo Street to PMH**. This section of Cashmere Road is fronted by a mixture of commercial and residential land uses on the south side and is bounded by the Heathcote River on the north. The commercial land uses are located close to the Colombo St intersection and near the Valley Road intersection. PMH is located at the end of the route. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Some angle parking is provided opposite PMH. A cycle lane is provided along the northern side of this section. Cashmere Road forms part of a popular recreational and training cycling route around the base of the Port Hills.
51. There are seven bus services that use all or part of this corridor. Environment Canterbury is responsible for the management of the bus timing and operator, while the Council is responsible for the management of the physical aspects of the network, such as bus stops, shelters and priority measures.
52. The AM peak hour in Christchurch is generally considered to be from 0730 to 0830. The main traffic flows in this period along the corridor are inbound (i.e. northbound) movements. The PM peak hour in Christchurch is generally considered to be from 1630 to 1730, and the main traffic flows in this period along the corridor are outbound (i.e. southbound) movements.
53. The main areas of congestion in the AM peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. The main areas of congestion in the PM peak period are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.

Clause 14 Cont'd

54. The congestion appears to be caused by:
- High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
 - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
 - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficiency of this roundabout.
55. The Colombo bus priority route is located entirely within the jurisdiction of the Spreydon/Heathcote Community Board area.

THE OBJECTIVES

56. The original aims and objectives of the project are:
- Increased bus patronage within the City of Christchurch, while at the same time reducing private vehicle traffic congestion.
 - Reduce the variation in bus journey times along the routes from one day to the next so that services can be relied upon by the passengers.
 - Reduce excess bus journey time to at least 125% of that for a car.
 - Monthly average speeds of buses during the peak period should not be below 26 km/hr on high passenger demand corridors.
57. The site and segment specific objectives along the corridor are:

Dyers Pass Road to Brougham Street

- Investigate the location of inbound and outbound bus stops at the South Christchurch Library.
- Minimise delays and unreliability at the Dyers Pass roundabout.
- Minimise afternoon queues outbound at Strickland Street and Southey Street.
- Minimise inbound AM and afternoon queues at the Milton / Huxley intersection.

Brougham Street to Moorhouse Avenue

- Relocate bus stop just north of Brougham Street.
- Minimise delays and increase reliability due to successive intersections and side friction.
- Minimise queues on the southbound approach to Byron Street.
- Establish bus priority lanes by limiting, removing or relocating parking along Colombo Street.
- Investigate signalisation incorporating B-signals at intermediate intersections.

Moorhouse Avenue to St Asaph Street

- Increase the effectiveness of the bus lane on the northbound approach to St Asaph Street.
- Investigate signalisation improvements through the use of B-signals.

58. In short, the project aims to reduce the variation in the bus journey times along the route, increase reliability, and achieve a minimum monthly average speed of 26 km/hr for buses during the peak period on high passenger demand corridors. The measures used are aimed at protecting bus services from the effects of traffic growth and variations in levels of congestion. This is to allow the bus trip to remain consistent from one day to the next and move efficiently along the route.

Clause 14 Cont'd

THE OPTIONS

59. A number of options were identified that could be implemented to improve the operation of the Colombo bus corridor, that would meet the corridor and section specific aims and objectives of the project. The types of improvement measures considered included:
- Relocation of bus stops to improve access to key facilities
 - Provision of bus lanes to reduce journey times
 - Changes to traffic signals, specifically the introduction of a B-signal at signalised intersections to give buses a "head start" over the traffic queue
 - Bus pre-emption at traffic signals to reduce journey times and increase trip reliability
 - Implementation of turn restrictions to improve traffic movement along the corridor
 - Changes to parking arrangements so that measures identified above could be implemented within the existing carriageway as much as possible
 - Bus gates or pre-signals, where traffic signals are located upstream of an intersection, which has insufficient space to accommodate bus priority measures.
60. Treatment measures exclude the section of Colombo Street north of Moorhouse Avenue as the location of the Central Bus Exchange is currently under review. This section of Colombo Street already has some bus priority measures in place and any improvements to this section would be handled as part of the Bus Exchange project.
61. The identification of potential locations for bus priority measures was determined by analysing the corridor and bus journey time surveys, bus delay information, field observations and the operation of the micro-simulation base model to determine the sections along the corridor where bus lanes would be most beneficial. The corridor constraints were also considered.
62. The provision of continuous bus lanes in both directions between Moorhouse Avenue and Milton Street could be accommodated with the removal of kerbside parking from sides of the road; however, the project team considered that options should be pursued that maintained parking on at least one side of the carriageway between Carlyle Street and Brougham Street given the commercial nature of this area.
63. Bus lanes were thus considered in the following locations:
- Permanent Bus Lanes (on the approach to intersections)
 - On the southbound approach to the Byron / Colombo / Sandyford intersections
 - On the southbound approach to the Colombo / Wordsworth intersection
 - On the southbound and northbound approaches to the Brougham / Colombo intersection
 - On the southbound approach to the Colombo / Huxley / Milton intersection
 - Permanent Bus Lanes (continuous)
 - Southbound from Carlyle Street to Milton Street (outside of kerbside parking)
 - Northbound from Milton Street to Stanley Street
 - Northbound from Sandyford Street to Moorhouse Avenue
 - Part-Time Bus Lanes (kerbside clearway – on the approach to intersections)
 - On the southbound approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout from Malcolm Avenue

Clause 14 Cont'd

- Part-Time Bus Lanes (kerbside clearway – continuous)
 - Northbound from the Cashmere / Thorrington intersection to Milton Street
 - Southbound from Milton Street to Remuera Avenue.

Bus Lanes

64. The provision of bus lanes is one of the key measures that will help achieve the project aims of improving bus trip reliability and reducing journey times. Bus lanes provide most benefit where there are traffic queues or where traffic travels at low speeds due to congestion. However, the development of dedicated bus lanes is constrained along parts of the route for a number of reasons including:

- The available road reserve width
- Roadway capacity
- The need to retain some kerbside parking and/or wide footpaths in commercial areas
- The extent of building verandas
- The topography of the Port Hills along the southern side of Cashmere Road

Bus Stops

65. Bus stop locations can be rationalised to focus on providing well-spaced stops that are close to intersections and provide a high level of access to community facilities. The Council's bus stop location policy and guidelines, adopted in December 1999, set out a framework for locating bus stops depending on population density. Part (e) of this policy - **Distance Between Bus Stops** - states that "*The distance between bus stops should be standardised and consistent*". The distance between bus stops is an important consideration and there are different needs in different areas e.g. the City centre or the suburbs. The current bus stop spacing in the City Centre is around 200m due to the size of the blocks. Speed of service in the City Centre is less important than access to attractions. In contrast, in the suburbs speed of service becomes more important and 300-400m is more appropriate. On the major bus "trunk routes" (as defined by the Regional Council) into the city e.g. Riccarton Road, speed is most important and high frequency of service will partly compensate for the slightly longer distances to walk.
66. The distance between bus stops should be consistent with the surrounding land uses and desired service speed. The typical distances between bus stops in different areas of the City are:
- City Centre: 200m
 - General Suburban Area: 300m
 - Major Trunk Routes: 400m
67. There are 17 bus stops along the inbound route, and 16 bus stops along the outbound route, excluding the bus exchange.
68. The position of bus stops is an issue in the section of Colombo Street between Tennyson Street and the Cashmere / Centaurus / Colombo / Dyers Pass roundabout. Some bus stops along this section of the corridor are irregularly spaced, located mid-block (with limited catchment) and positioned away from key community facilities, such as the Christchurch South Library.
69. The relocation of bus stops has focussed on providing well-spaced bus stops that are close to intersections and provide a high level of access to community facilities. Where possible, bus stops have been provided on the downstream side of intersecting side roads, which means that passengers walking to the bus stop from a side road will always turn in a direction that coincides with their intended destination. Providing a bus stop on the downstream side of an intersection can also greatly improve visibility for traffic exiting from a side road compared to the upstream side, especially at priority-controlled T-intersections. Bus stop rationalisation has been focused on the section between Cashmere Road and Brougham Street.

Clause 14 Cont'd

Parking

70. A comprehensive survey was undertaken of both on-street and off-street public car parking in the Sydenham shopping area, which covered the area extending from Carlyle and Cass Streets to the north, Brougham Street to the south, Buchan Street to the east and Durham Street South to the west.
71. There is high parking demand along the intersecting side roads and the parallel streets at all times of the day. Parking demand on Colombo Street is lower in the morning but it is busy during the midday and evening periods. The high parking demand on the side roads and parallel streets can be attributed to the nature of parking restrictions that apply on Colombo Street, which is generally restricted to a maximum parking limit of 30 minutes. The side roads and parallel streets generally have unrestricted parking. This serves the industrial business activity in Sydenham and given the proximity to the central city, is an attractive all-day parking location for CBD employees.
72. It is noted from specific on-site observations that there is high parking demand in the following locations along the route:
 - High on-street parking demand in the central city area north of Moorhouse Avenue.
 - High on-street parking demand and turnover in the Sydenham area (i.e. Moorhouse Avenue to Brougham Street) during the afternoon and evening peak period.
 - High parking demand in the Beckenham area (around the Tennyson Street and Strickland Street intersections) during the afternoon and evening peak.
 - High parking demand around the shops near the Cashmere / Centaurus / Colombo/ Dyers Pass roundabout during the afternoon and evening peak period.
 - High parking demand around the Thorrington Primary School associated with caregivers dropping off and picking up children at school start and finishing times.
 - On-street parking causes significant side friction and results in delays to through traffic on Colombo Street.

Bus Signals

73. The provision of a B-signal is a treatment measure that can be applied at a signalised intersection where a bus lane is provided on the approach to the intersection. The B-signal activates when the presence of a bus is detected in the bus lane to provide the bus with a "head start" over through traffic in an adjacent lane at the start of a green phase. Where a bus lane terminates prior to the intersection limit lines and the bus shares a lane with a turning movement (typically a left turn), a left turn arrow operates in conjunction with the B-signal to clear any left turners that may be queuing ahead of the bus. The latter method has been used for the assessment of this corridor, as the former method requires significantly more carriageway width (to provide a separate lane) or the introduction of turn bans (to reallocate lane disciplines). B-signals were considered in conjunction with each of the bus lane options.

Bus Pre-emption (PTIPS)

74. PTIPS is a satellite-based technology that comprises two major components: an on-board data collection and transmission system and the centrally located PTIPS that analyses data received from each bus. The on-board system collects location, time and route information from GPS technology. It then transmits this information to PTIPS via a data radio service. PTIPS analyses this information and if the bus satisfies the criteria for priority (i.e. late running buses) it passes a priority request to SCATS to direct traffic signal priority to late running buses.
75. PTIPS is an appropriate measure where there is no conflict with bus demand travelling along perpendicular routes through the intersection, and the intersection is operating below capacity so that changes to the signal timing will not have a significant impact on the overall intersection level of service.

Clause 14 Cont'd

76. PTIPS is considered a suitable bus priority measure at the Strickland Street and Tennyson Street intersections with Colombo Street. These intersections are earmarked for this treatment; as other bus priority measures are not proposed through the Beckenham retain area.

Intersection Modifications

77. Non bus priority intersection modifications were considered, and in particular, right turn restrictions in the Sydenham area, Colombo / Huxley / Milton intersection improvements, and Cashmere / Centaurus / Colombo / Dyers Pass intersection improvements.
78. The Colombo Street approaches to the Byron / Sandyford and Wordsworth Street intersections are configured with a shared through / right lane and an unmarked kerbside lane to accommodate left and through movements. The proposed bus lanes will result in the left kerbside lane being restricted to left turning vehicles and through buses only; meaning that through vehicles may be impeded by right turning vehicles at these intersections. Introduction of right turn restrictions has been considered at these intersections to improve the through movement flow and reduce delays for all traffic.
79. The Colombo / Huxley / Milton intersection is currently configured with a single through lane and left and right turn auxiliary lanes on all four approaches. The project team requested that modifications to the intersection be investigated to improve the intersection capacity. Specifically, it was requested that the introduction of a right turn phase on the Colombo Street approaches be investigated. Currently the intersection operates a simple two phase signal cycle; however, it was considered that the introduction of a right turn phase on the Colombo Street south approach in particular may encourage more traffic to access the city centre via Huxley Street and Gasson Street.
80. Observations of traffic movements at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout suggest that the intersection operates close to capacity during the peak periods, as lengthy queues form on one or more of the approaches. Modifications to increase the capacity and improve the efficiency of the Cashmere / Centaurus / Colombo / Dyers Pass roundabout were considered, including replacement of the roundabout with traffic signals, part-time signalisation of the roundabout, and provision of a bus gate on the Colombo Street approach to the roundabout.
81. The rationale behind each of these options was to use traffic signals to better manage the uneven traffic demands at the existing intersection capacity and reduce delays for both buses and private vehicles.

Concept Design for Consultation

82. Two schemes were investigated and put forward for the Sydenham Shopping Area (Moorhouse Avenue to Brougham Street), as there were a number of pros and cons associated with this area. It was considered to be in the best interests of the project to provide the community board, the public and Council with the two schemes for consideration along this section of the corridor, with a single option proposed to the south of Brougham Street. The concept design(s) presented to the community for consultation are described below.

Option A

83. This corridor strategy addressed the section of the corridor where traffic congestion is most pronounced and where buses experience the lengthiest delays. It included:

Clause 14 Cont'd

Bus Lanes

84. The formation of a permanent 3.0m wide southbound bus lane from Carlyle Street to Brougham Street. This bus lane was located outside of kerbside parking, which was retained on the eastern side of Colombo Street. A wider than normal kerbside parking lane of 2.6m provided a buffer between the parking lane and bus lane to reduce the possibility of a bus colliding with an opening car door of a parked vehicle. A bus lane of 3.0m requires buses and cyclists to travel in single file. While the provision of a wider bus lane (4.2m) that allows buses to overtake cyclists within the lane is preferred, narrow bus lanes that prevent overtaking are suitable in carriageway constrained scenarios where there is frequent opportunity for buses and cyclists to pass one another, such as at intersections or bus stops. The section of Colombo Street where this treatment was proposed has both closely spaced signalised intersections (with separate cyclist facilities) and bus stops.
85. An extension of the existing permanent northbound bus lane across the over bridge (ie. commencing at Sandyford Street rather than Cass Street) to improve bus movement continuity north from the Sandyford Street intersection. The bus lane was reduced in width from 3.6m to 3.2m to improve safety for cyclists.
86. This option also provided a permanent 3.0m wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street.
87. To the south, the proposal was for the formation of part-time 4.2m wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2m bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing past the cyclist. The bus lanes along this section were intended to operate Monday to Friday only so that parking for Sydenham Park was not lost on the weekends.
88. In every instance, bus lanes were terminated prior to each signalised intersection and buses travelling straight through the intersection shared the left most lane with left turning vehicles.

Part-time Bus Lanes

89. The proposal also included provision of northbound part-time bus lanes between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100m south of Milton Street. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable).
90. During the PM peak, there was provision of a southbound part-time bus lane, between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrington Primary School. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking was not practicable.

Pedestrian Facilities

91. The introduction of five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

Clause 14 Cont'd***Other Bus Priority Measures***

92. The installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrington Primary School. Aside from operating as a signalised pedestrian crossing, between the hours of 4pm to 6pm the signals would also act as a bus gate.
93. Where a bus lane is present on the downstream side of an intersection, buses, motorcycles and cycles will be able to travel straight ahead from the kerbside lane.

On-street parking removal

94. This option requires the permanent removal of approximately 32 spaces on the western side of Colombo Street between Cass Street and Stanley Street and approximately 15 spaces between Brougham Street and Milton Street (mostly fronting Sydenham Park) between Monday and Friday.
95. No parking will be removed on the eastern side of Colombo Street. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping Area to compensate for the lost parking is outlined below.

Bus Stop Rationalisation

96. This option includes the following bus stop modifications (Table 1 – Bus Stop Modifications, SR Part 5):

Table 1**Bus Stop Modifications**

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above - inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below - inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below - inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Clause 14 Cont'd

Road Widening

97. This option required road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side:

- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent to 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- 272 Colombo Street (north of King Street) to opposite Beaumont Street
- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance)
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

Western Side:

- Cass Street to 461 Colombo Street (south of Sandyford Street)
- Remove kerb extensions at Battersea Street intersection
- Remove kerb extension on north west quadrant of Wordsworth Street intersection
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

98. Where road widening would be necessary in a commercial area the footpath would be reduced to no less than 2m wide to retain a reasonable level of service for pedestrians. The road widening would require modification to some commercial shop frontage canopies.

Option B

99. This corridor strategy sought to maintain as much on-street parking through the Sydenham Area as possible while providing for bus lanes on the approaches to intersections. This corridor strategy included:

Bus Lanes

100. This option involved the creation of non-continuous bus lanes in both directions between Moorhouse Avenue and Brougham Street some of which would be permanent and others which would operate during peak hours only (as part-time bus lanes) to ensure that kerbside parking was provided on at least one side of Colombo Street at all times. The permanent bus lanes included:
- The formation of a permanent 4.2m wide southbound bus lane from 362 Colombo Street (north of Waverley Street) to the approach to Brougham Street.

Clause 14 Cont'd

- The formation of a permanent 4.2m wide northbound bus lane from Brougham Street to 357 Colombo Street (Sydenham Bus Timing Point – north of Stanley Street), and Cass Street to the approach to Moorhouse Avenue.
- Part-time bus lanes would also be provided in both directions between Brougham Street and Milton Street. The bus lanes along this section are intended to operate Monday to Friday only so that parking for Sydenham Park is not lost.

101. Bus lanes were terminated prior to each signalised intersection. Buses travelling through the intersection could share the through lane with other vehicles or travel ahead from the kerbside lane and merge with traffic while travelling through the intersection. B-signals would be provided at intersections where a bus lane is not provided on the downstream side of the intersection so that buses receive a “head start” over other traffic if they encounter the red phase at the traffic signals. The exception to this is the northbound approach to the Brougham Street intersection where separate bus lanes were provided on the downstream side of the intersection and buses are permitted to proceed through the intersection in a shared left and through lane.

Part-time Bus Lanes

102. The part-time bus lanes in the Sydenham Shopping Area included the formation of a PM peak period 4.2m wide southbound bus lane from Carlyle Street to 488 Colombo Street (approach to Byron Street) and 446 Colombo Street (opposite Battersea Street) to Lawson Street (approach to Wordsworth Street). In addition, there is the formation of an AM peak period 4.2m wide northbound bus lane from Elgin Street to 391 Colombo Street (approach to Wordsworth Street) and 447 Colombo Street (north of Battersea Street) to 461 Colombo Street (approach to Sandyford Street).
103. South of Milton Street, the following part-time bus lanes were proposed - provision of a northbound part-time bus lane between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrlington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100m south of Milton Street.
104. There was also provision of a southbound part-time bus lane proposed between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrlington Primary School. There are sections along the corridor where the part-time bus lane is not proposed to operate because of service conflicts, infrastructure constraints (eg. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable.

Pedestrian Facilities

105. The proposal seeks to introduce five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

Other Bus Priority Measures

106. Other measures proposed included the installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrlington Primary School. Aside from operating between the hours of 4pm to 6pm the signals would also act as a bus gate.
107. Where a bus lane is present on the downstream side of an intersection, a bus will be able to travel straight ahead from the kerbside lane.

Clause 14 Cont'd***On-street parking removal***

108. Option B required the permanent removal of approximately 14 spaces on the eastern side of Colombo Street between Carlyle Street and Huxley Street and 22 spaces on the western side of Colombo Street between Milton Street and Cass Street, of which approximately 15 spaces were between Milton Street and Brougham Street (mostly fronting Sydenham Park). These would only be removed between Monday and Friday.
109. In the morning peak period when the inbound part-time bus lane is operating, a further 17 spaces would be lost on the western side of Colombo Street. In the evening peak period when the outbound part-time bus lane is operating, a further 22 spaces would be lost on the eastern side of Colombo Street.
110. The maximum parking shortfall under this scheme would occur on a weekday in the evening peak period when 58 spaces (15 in front of Sydenham Park) would be lost in the Sydenham Shopping area. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping area to compensate for the lost parking has been developed.

Bus Stop Rationalisation

111. The proposal also included the following bus stop modifications (Table 2 – Bus Stop Modifications, SR Part 5):

Table 2**Bus Stop Modifications**

Direction	Existing Location	Proposed Location	Reason
Outbound	464 – 466 Colombo Street	454 – 456 Colombo Street	To fit in with road modifications
Outbound	398 – 402 Colombo Street	384 – 388 Colombo Street	To fit in with road modifications
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above – inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Inbound	415 – 421 Colombo Street	429 – 431 Colombo Street	To fit in with road modifications
Inbound	479 Colombo Street	Closer to Cass Street	To fit in with road modifications
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Clause 14 Cont'd

Road Widening

112. The proposal required road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side

- 484 Colombo Street (north of Byron Street) through to Wordsworth Street (excluding the existing kerb extension opposite Battersea Street)
- Remove kerb extension on southeast quadrant of Wordsworth Street
- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- Brougham Street to 30m north of Huxley Street
- 272 Colombo Street (north of King Street) to opposite Beaumont Street
- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace.
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance).
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

Western Side

- Indented bus bay on south side of Cass Street
- 393 – 407 Colombo Street (approach to Wordsworth Street)
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

113. Where road widening was required in the commercial area the footpath would be reduced to no less than 2m wide to retain a reasonable level of service for pedestrians. The road widening requires the modification to some commercial shop frontage canopies.

Sydenham Area Parking Strategy

114. All bus priority options investigated involved the removal of short term parking from Colombo Street in the Sydenham Shopping area. Option A involved the permanent removal of all parking from the western side of Colombo Street between Brougham Street and Moorhouse Avenue while Option B involved part-time removal of some parking on both sides of the street.

Clause 14 Cont'd

115. Therefore a parking strategy was investigated for the Sydenham Shopping area to ensure that the same quantum of short-term parking would be provided for business customers within a convenient walking distance of Colombo Street. The worst case scenario in terms of the number of parking spaces to be removed on Colombo Street is associated with Option A, which requires the removal of 38 parking spaces from this section of Colombo Street.
116. Forty five additional angled parking spaces were found, 35 of which were P30 minutes (the current number of existing P30 parking on the west side of Colombo Street). The majority of angled parking spaces were found in Cass Street, Buchan Street, Battersea Street, Elgin Street and Stanley Street. Other adjacent streets, i.e. Sandyford Street, Wordsworth Street and Brougham Street are busier streets with higher volumes of through traffic, so it was considered easier and safer to create additional parking elsewhere. Apart from parking bay road marking, the kerb and channel and associated pavement civil works are limited to Stanley Street and Elgin Street.

Reliability

117. The AM peak period modelling indicated that journey time reliability would improve under both options. This is intuitive given that the provision of bus priority facilities that provide buses with separate lanes and remove much of the interaction with other vehicles should improve bus journey time reliability.
118. The modelling shows that Option B improved bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. This is likely to be a result of Option B providing more bus priority measures (in the form of part-time bus lanes) in the inbound direction than Option A.
119. The PM peak period modelling indicated that journey time reliability would improve under Option A. Again, this is intuitive given that the provision of bus priority facilities that provide continuous bus lanes and remove much of the interaction with other vehicles should improve bus journey time reliability. Option B on the other hand, provided intermittent bus lanes that gave buses improved journey times in trip unreliability.
120. The modelling showed that Option A improved bus journey time reliability in the critical outbound direction, whilst Option B resulted in deterioration in bus journey time reliability.
121. In order to evaluate whether identified bus priority measures would meet the aims and objectives of the project, a micro-simulation model of the bus corridor was prepared using S- Paramics. The key benefits of the micro-simulation modelling are:
- Easy comparison of relative journey times for private vehicles and buses
 - Seamless comparison between the existing situation (base model) and options
 - Identification of how changes to one part of a road corridor can affect another
 - It is an excellent tool for community consultation with its visual interface.
122. The preferred option meets the objectives of the project as follows in relation to bus speeds, percentage of private vehicle journey time, and trip reliability.

Bus Speeds

123. During the morning peak period, Option B provides the highest average bus speed in the critical inbound direction, while both options meet the speed related project objective in the outbound direction. None of the options meet the speed related project objective in the inbound direction. During the afternoon peak period

Clause 14 Cont'd***Percentage of Private Vehicle Journey Time***

124. During the morning peak period Option B provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical inbound direction, whilst neither option meets this project objective in either direction. During the afternoon peak period Option A provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical outbound direction. Option A in the outbound direction is the only option that meets this project objective.

Trip Reliability

125. During the morning peak period, journey time reliability would improve under both options. Option B improves bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. During the afternoon peak period, the journey time reliability would improve under Option A. Option B results in a deterioration in bus journey time reliability.
126. Bus journey times and journey time reliability are most affected by normal traffic in the afternoon peak period, so Option A best meets the project objectives in this critical period.

THE PREFERRED OPTION

127. The preferred option has been developed following consultation of the concept designs described above with the community. The outcomes of consultation are described in paragraphs 23-30 above, and the key issues raised are outlined in **Attachment 2**.
128. Based on the feedback received in consultation, the following changes were made to the scheme design presented to the community for consultation:
- Extension of the existing northbound bus lane on the Colombo Street / Moorhouse Avenue over bridge, which now commences at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection.
 - Reduction in the width of this permanent bus lane from 3.6m to 3.2m to improve safety for cyclists.
 - Part-time bus lanes will run from 7am to 9am in the morning peak and 3pm to 6pm in the afternoon peak, except for outside schools which will run from 4pm to 6pm.
 - Provision of a southbound part-time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Carlyle Street intersection and extending through to Brougham Street.
 - Provision of a southbound part-time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Malcolm Avenue and extending through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thorrington Primary School.
 - A number of lane discipline alterations are proposed along the corridor including:
 - Removal of the kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection
 - Signalisation of the Battersea / Colombo intersection
 - Removal of the cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection
 - Installation of a cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection
 - Installation of a cycle lane between the kerbside lane and through on the northbound approach to the Brougham / Colombo intersection.

Clause 14 Cont'd

- Retention of the pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the Christchurch South library; however, these will be modified to fit within the proposed carriageway configuration.
- Removal of the existing pedestrian island south of Devon Street.
- Modification to shop front verandas are likely to accommodate the proposed repositioning of kerb and channel and carriageway layout.
- On-street parking modifications.
- Road widening at various locations.

129. Consequently the key features of the preferred bus priority corridor scheme for Colombo Street and Cashmere Road include the provision of full time and part time bus lanes; modifications to intersection configurations, walking and cycling facilities, kerbside parking, and shop front verandas; rationalisation of bus stops; provision of a bus gate; and associated road widening. A description of each of these bus priority features for the Colombo Street corridor is presented below.

Full Time Bus Lanes

130. The scheme includes the provision of full time bus lanes in the following locations:
- An extension of the existing northbound bus lane on the Colombo Street over bridge, commencing at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection. Reduction in the width of the bus lane from 3.6m to 3.2m to improve safety for cyclists;
 - Provision of a full time 3.2m wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street; and
 - The formation of 4.2m wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2m bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing the cyclist.
131. It is proposed that the full time bus lanes operate 24 hours from Monday to Friday. Along this corridor, this enables on-street parking to be retained on the western side of Colombo Street for sporting and recreational activities at Sydenham Park in weekends.
132. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

Part Time Bus Lanes

133. The scheme includes the provision of part time bus lanes in the following locations:
- (a) Provision of an eastbound part time bus lane between 7am to 9am Monday to Friday on the northern side of Cashmere Road commencing at the Cashmere / Thorrington intersection and extending through to the Cashmere / Centaurus / Colombo / Dyers Pass intersection.
 - (b) Provision of a northbound part time bus lane between 7am to 9am Monday to Friday on the western side of Colombo Street commencing to the north of Colombo / Thorrington intersection and extending through to King Street on the approach to the Colombo / Huxley / Milton intersection. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable. These areas are identified on the scheme design presented in **Appendix A**.
 - (c) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Carlyle Street intersection and extends through to Brougham Street.

Clause 14 Cont'd

- (d) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences approximately 60m south of Milton Street and extends through to Malcolm Avenue. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable.
- (e) Provision of a southbound part time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Malcolm Avenue and extends through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thorrington Primary School.

134. Part time bus lanes have a minimum width of 4.2m, which reverts to a 2.4m wide parking lane and 2.0m wide cycle lane outside of bus lane operating times.

135. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

Intersection Configuration Modifications

136. A number of lane discipline alterations are proposed along the corridor, including:

- The kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection is to be removed;
- The Battersea / Colombo intersection is to be signalised;
- The cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection is to be removed;
- A cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection is to be installed; and
- A cycle lane between the kerbside lane and through lane on the northbound approach to the Brougham / Colombo intersection is to be installed.

137. The decision to remove some sections of cycle lane on the approaches to intersections arises from carriageway space constraints and the need to avoid sending conflicting messages to cyclists. At intersections where approach cycle lanes have been removed, an advance cyclist stop box has been included in the intersection design.

Walking and Cycling Facilities

138. The scheme involves the removal of all existing zebra pedestrian crossings along those sections of the corridor where a bus lane (part time or full time) is proposed. The zebra pedestrian crossings have to be removed, as there are known safety issues with providing more than one lane on any approach to a zebra pedestrian crossing.

139. Where a formal pedestrian crossing point is removed, provision has been made within the proposed scheme to replace it with either a mid-block signalised pedestrian crossings or signalising an intersection and providing controlled pedestrian phases.

140. Pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the South Christchurch Library will be retained, but modified to fit within the proposed carriageway configuration. The existing pedestrian island south of Devon Street is to be removed.

Clause 14 Cont'd

On-Street Parking Modifications

141. The proposed scheme involves the permanent removal of approximately:
- Two parking spaces on the eastern side of Colombo Street between Wordsworth Street and Waverley Street;
 - Three parking spaces on the western side of Colombo Street between Milton Street and Brougham Street;
 - Three parking spaces on the western side of Colombo Street between Stanley Street and Elgin Street; and
 - Five parking spaces on the western side of Colombo Street between Sandyford Street and Cass Street.
142. The proposed scheme involves the permanent addition of:
- Nine parking spaces on the eastern side of Colombo Street between Waverley Street and Brougham Street; and
 - Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street;
 - Six parking spaces on the eastern side of Colombo Street between Southampton Street and Roxburgh Street;
 - Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street; and
 - Two parking spaces on the eastern side of Colombo Street between Waimea Terrace and Malcolm Avenue.
143. In total, the proposed scheme creates a net additional 16 parking spaces along the corridor through the removal of existing 'no stopping' markings.
144. Along those sections of the route subject to a part time kerbside bus lane, on-street parking will be unavailable during the operating times of the bus lanes i.e. 7am to 9am and 3pm to 6pm.

Shop Front Veranda Modifications

145. The bus priority scheme requires modifications to some commercial shop frontage canopies in the Sydenham area due to the proposed repositioning of kerb and channel to accommodate the proposed carriageway layout. Modifications to shop front verandas are likely to be required in the following locations:
- Eastern side – Byron Street (470) to Lawson Street (420);
 - Eastern side – Opposite Elgin Street (372) to Waverley Street (362); and
 - Western side – Stanley Street (351) to opposite Waverley Street (363).

Clause 14 Cont'd**Bus Stop Rationalisation**

146. The bus stop modifications for the proposed scheme are presented below:

Table 1: Bus Stop Modifications (Scheme Report, Part 7 – March 2008)

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above – inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Outbound	South of South Christchurch Library	Outside South Christchurch Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road (Colombo)	North of Thorrington Road (Colombo)	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Bus Gate

147. The signalised pedestrian crossing proposed outside of Thorrington Primary School (to replace the existing zebra pedestrian crossing) will also function as a bus gate between 4pm and 6pm. A bus gate permits buses to proceed along a section of road from a control point while preventing vehicles from entering. This provides the bus with priority entering the downstream section of road thereby reducing journey times for buses.

Road Widening

148. This selected option requires road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side

- Byron Street (470) to Wordsworth Street (410);
- Remove kerb extension from south east quadrant to Wordsworth Street;
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street;
- Opposite Elgin Street (372) to Waverley Street (362);
- Waverley Street (352) to Brougham Street (340), which is occurring in association with the Sydenham Square development;
- Brougham Street to 30m north of Huxley Street;
- 264 Colombo Street (north of King Street) to 156 Colombo Street (north of Strickland Street);
- 122 Colombo Street (south of Tennyson Street) to 62 Colombo Street (south of South Christchurch Library entrance);

Clause 14 Cont'd

- 32 Colombo Street (north of Malcolm Avenue) to 26 Colombo Street (south of Malcolm Avenue);
- Remove kerb extension at existing pedestrian crossing outside Thorrrington Primary School; and
- Remove kerb extension from north side of Remuera Avenue intersection.

Western Side

- Cass Street to Sandyford Street;
- Modify kerb extensions at Battersea Street intersection;
- Formation of a new kerb extension outside 363 Colombo Street;
- 363 Colombo Street to Stanley Street (351);
- Ernlea Terrace to 27a Colombo Street (opposite Malcolm Avenue);
- 15 Colombo Street to 9 Colombo Street (opposite Remuera Avenue);
- 8 – 10 Cashmere Road; and
- 16 – 18 Cashmere Road.

Bus lane markings

149. The Standards for Special Vehicle Lanes, which were prepared for the Auckland Bus Priority Initiatives Steering Group has been used for the design of the pavement markings and signage for bus lane markings. Bus lanes are given a painted colour treatment to improve their visibility at the start and end of each bus lane, after a left turn from an intersection, 50m prior to a left turn into an intersection, and not more than 100m apart. The lanes are also marked with a longitudinal continuous white line and painted white text in the lane itself. Roadside signage is also installed at regular intervals not exceeding 100m and at each side street.

Enforcement

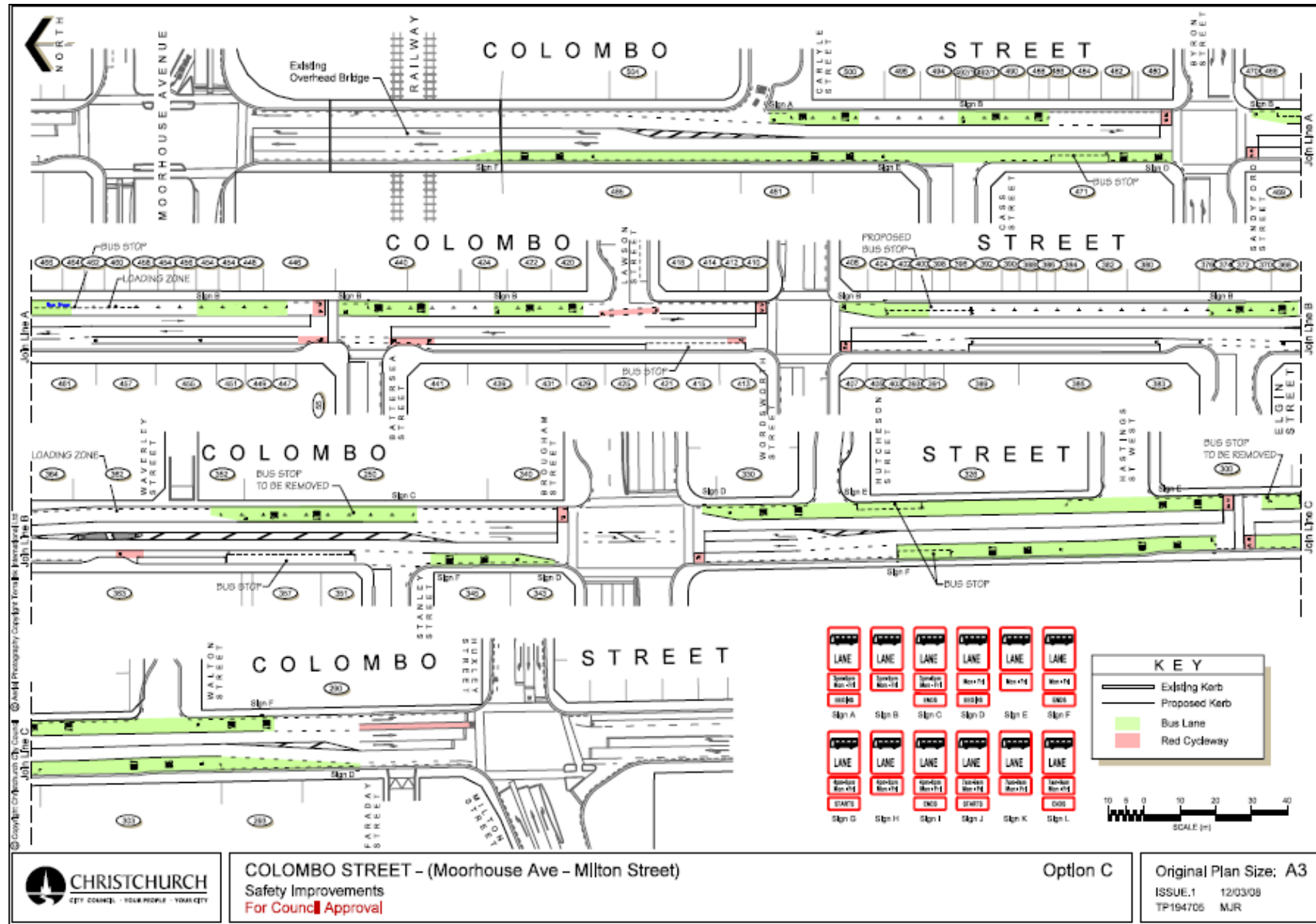
150. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
151. Enforcement of the bus lane and other bus priority measures is crucial due to the risk of non compliance by other road users. An occasional use of bus private measures by private vehicles can initially have little effect on the performance of the measure; however, if the trend is allowed to continue it could quickly become a widespread problem and risk the functionality of the measure entirely.
152. All moving violations in Christchurch are currently the responsibility of the NZ Police. The Council's enforcement team is undertaking the process to obtain delegated powers from the Commissioner of Police to warrant local officers as "enforcement officers", which allows them to enforce moving vehicle offences.
153. The Council can and does enforce stationary vehicle offences such as parking in special vehicle lanes. Parking in special vehicle lanes could be a major issue along the entire route both in the inbound and outbound peaks. If vehicles remain parked in the bus lane during peak hours the bus will then have to rejoin the traffic flow while passing the vehicle. Parking in the bus lanes during the operational times should be visually enforced to give the public a clear indication that misuse of the priority measures will not be tolerated. Parked vehicles obstructing bus lanes will be towed to allow bus lanes to operate and to support zero tolerance for abuse of bus lanes.

Education Campaign

154. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

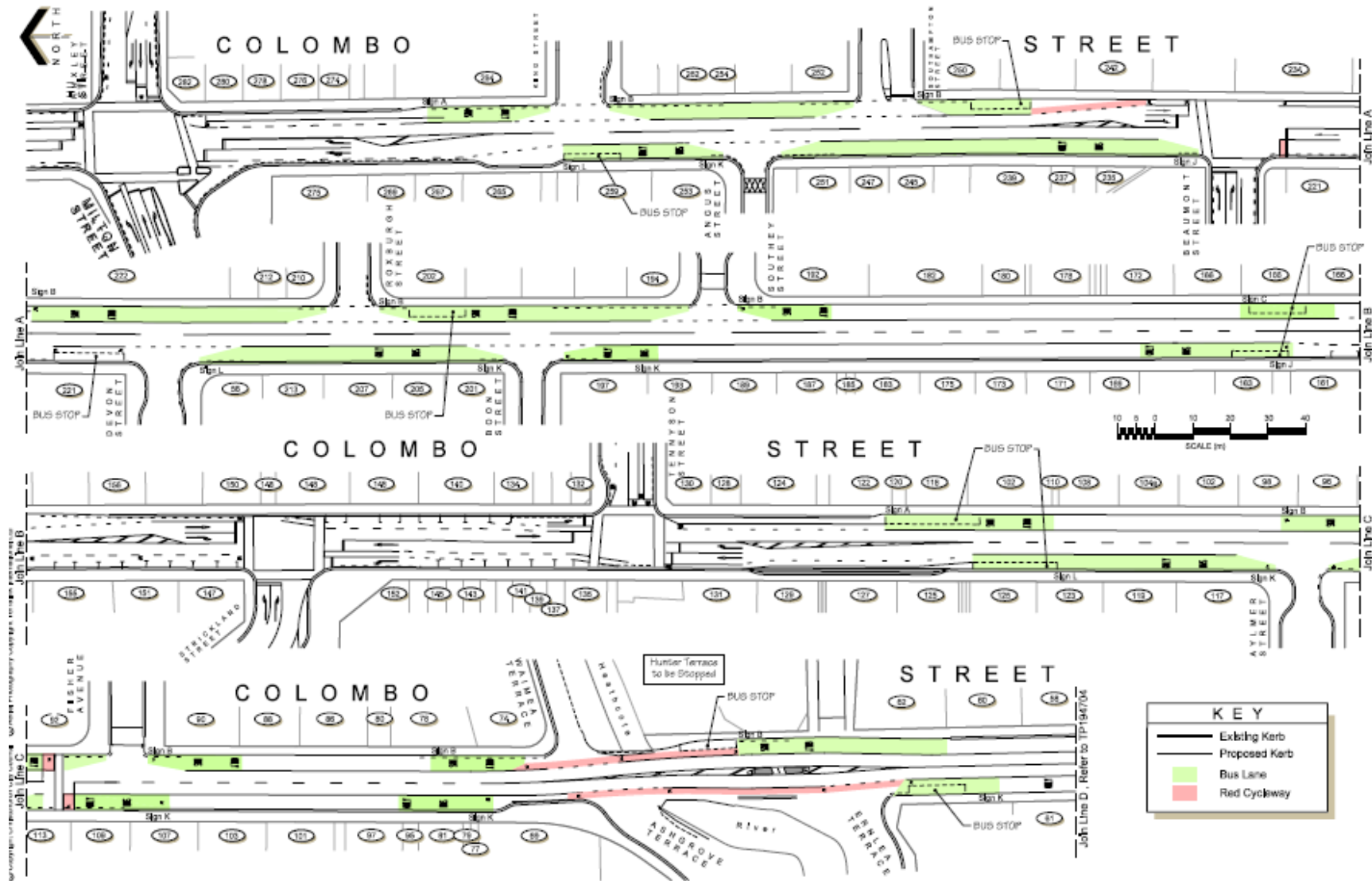
15. 4. 2008

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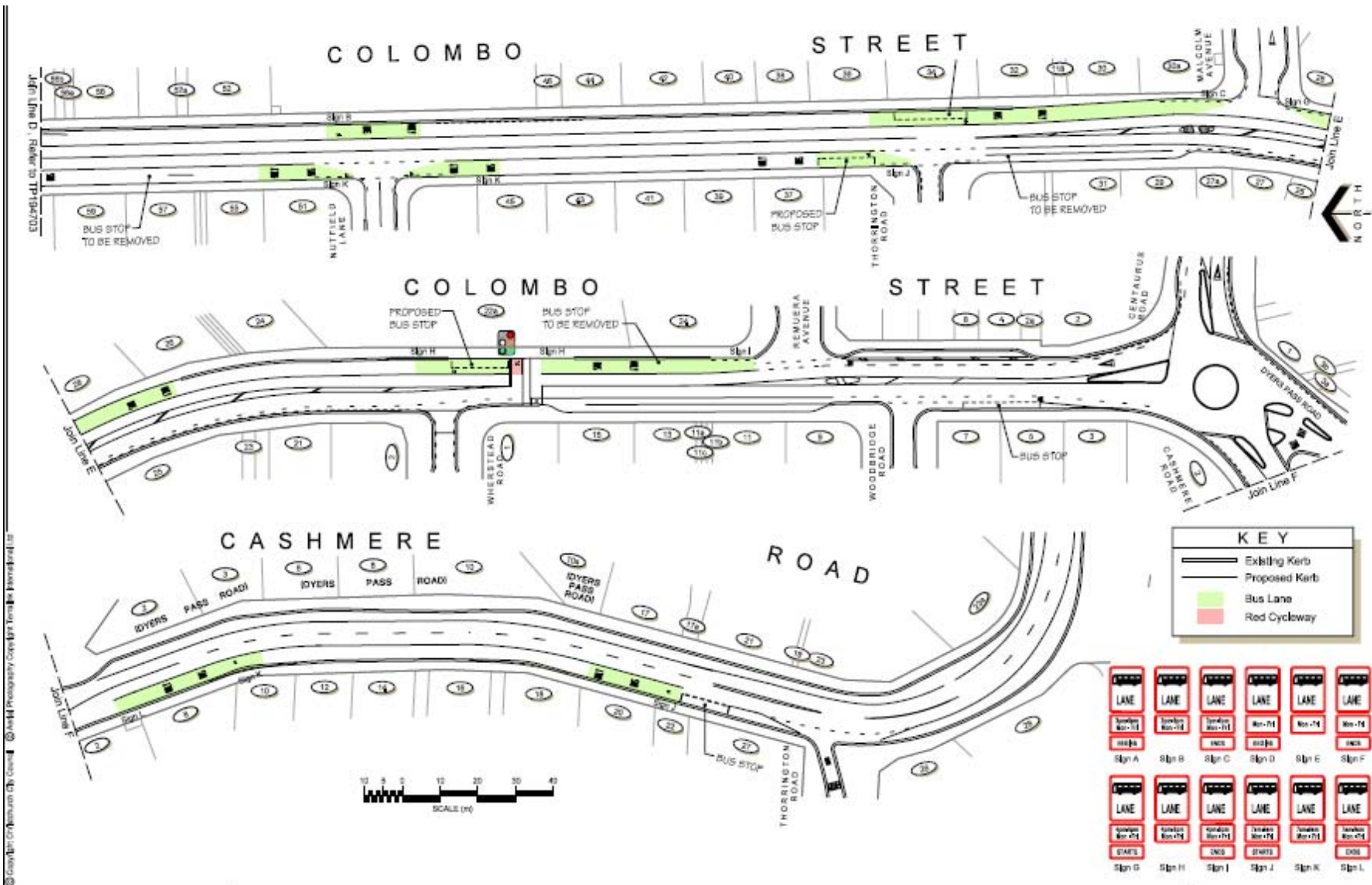
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COLOMBO STREET (Milton Street - Cashmere Road)
 Safety Improvements
 For Council Approval

Original Plan Size: A3
 ISSUE.1 12/03/08
 TP194703 MJR



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COLOMBO STREET (Milton Street - Cashmere Road)
 Safety Improvements
 For Council Approval

Original Plan Size: A3
 ISSUE.2 12/03/08
 TP194704 MJR

<p>Alternatives / Travel Modes / Measures</p>	<p>GEN</p>	<p>Signals</p> <ul style="list-style-type: none"> - Investigate synchronised traffic light and left turning on red lights. Put in green arrow where buses are trying to turn right at a signalised intersection. - B-signals great. Give traffic signal priority to buses. Limited structural changes, such as metering lights more cost effective and practical. Use of "B" lights. - Suggest traffic light which bus drivers can remotely operate to enable the motorist to get out into the traffic flow. - Any thought given to using bright green sparkling type cats eyes to define the lanes. - Bus signals need enforcement to work consistently. - Signal pre-emption supported especially as some intersections have long phases in one direction. - Fix the lights at Briggs / Marshland corner traffic coming south at 5pm has 2 minutes on green. <p>Rail / Trolley Buses</p> <ul style="list-style-type: none"> - Development of City Tramway Expansion and light rail projects. Increase the use of trains and tracks in Christchurch. Small electric vehicles will be the preferred transport mode in the future, not buses. Trolley buses. What about light rail / electric trolley buses? Comparison with commuter rail link serving same catchment on parallel rail route. Run a train service, with feeder buses to the trains. Electric buses would be much quieter. Make buses travel underground. Provide specific space on arterial corridors for public transport – use for light rail in the future. Light rail / tram network for main routes for commuters. <p>Financial (Dis)incentives</p> <ul style="list-style-type: none"> - Alternative travel essential with increasing costs of petrol. - Decreasing car use by disincentives is the way forward – when cars are seen as less convenient and more expensive, then people will choose other means of transport. - Only way to fix the problem is to get cars out of the centre – parking buildings on the outskirts. People who live in the city centre carry car passes. - Need a financial disincentive for any vehicle entering the CBD with less than 4 people – encourage more car pooling and use of public transport. Congestion charge for central city to free up public transport routes. More sustainable options for fuelling public transport. - Increase the cost of on street parking to discourage car use, or another option is that of electronic congestion pricing. <p>Special Vehicle Lanes</p> <ul style="list-style-type: none"> - Consider some lanes should also be used by goods service vehicles (rename as Special Vehicle Lanes). Re-designate bus lanes as Special Vehicle Lanes to allow goods vehicles. Perceived lack of recognition of the impact that inappropriate bus priority measures may have on freight transport. - Include T2 / T3 in bus lanes – works well overseas. What about transit lanes for minimum of three people per vehicle? Explore other initiatives such as car pooling. - What about motorcyclists? Allow motorcycles to use bus lanes. Make sure that motorcyclists are allowed to use bus lanes. Motorcycles and scooters are a very important part of keeping Christchurch free of pollution and alleviating traffic congestion. Thought it was law that motorcyclists could use bus lanes. - No substitute for bus rapid transit corridors between peripheral suburbs and the central city and major employment and education zones westward. 	<p><i>B signals will be used where appropriate, as will pre-signals and signal pre-emption.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Bus lanes are available for use by buses, cyclists and motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>
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<p>Alternatives / Travel Modes / Measures cont...</p>	<p>GEN TNZ</p>	<p>Other</p> <ul style="list-style-type: none"> - Cease all think-big motorway projects. - ECan should arrange for buses to do adventure tours not just regular service. - Long-term solutions needed as lots of travellers will never use the bus due to circumstances. - Why no Park and Ride schemes? - <u>Riccarton Road</u> - How about bus priority on Riccarton Road? Make all side streets left in and left out only. Riccarton Road bus routes need to be addressed. - <u>Cranford Street</u> - Will benefit from the bus priority as well. - Mount Pleasant Group – when will bus priority scheme for Ferry Road be implemented? - <u>Colombo Street</u> is one area where congestion and delay is extreme. A reduction in car numbers in the inner city would speed up the buses and make that area friendlier to shoppers and pedestrians. - Roundabout at Burwood Hospital backs up traffic on Mairehau Road for 1km at 5pm. - Marshlands Road has too much traffic going too fast every single day of the week – what happens when Pegasus opens? - Most efficient means of transport in Christchurch is bus, bicycle and scooter so priority to these three should be given. - <u>Northern Arterial / Rapid Transit Corridor</u> - Build the northern arterial. Very real need to revisit the necessity of a northern motorway with FEW intersections / entry & exit points. Suggest Northern Rapid Transit corridor – growth in North Canterbury and commuter traffic to city will continue to grow. - What are <u>Transit NZ</u>'s plans? Transit should include bus priority plans for section north of QEII Drive through to the northern boundary of Belfast not just to Belfast. This section of road should be widened by Transit NZ to four lanes each side to allow full time bus lanes and properly grade separated cycle lanes. - After this issue is resolved please look at the lane between Northwood and Johns Road. 	<p><i>Park N Ride Schemes are another project solution outlined in the Metro Strategy 2006-2012 for implementation.</i></p> <p><i>Riccarton Road and Cranford St are listed in the next 7 routes for bus priority measures.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Referred to Transit NZ – consultation information available on Main North Road route north of QEII Drive at www.transit.govt.nz</i></p> <p><i>Referred to Transit NZ.</i></p>
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<p>Bus Drivers</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - A big thank you to the drivers, they do a great job. Appreciate when bus drivers wave their thanks – positive reinforcement. Christchurch’s bus drivers do a great job. Drivers are nice. Impressed with service provided – bus drivers friendly, cheerful and helpful. Most bus drivers will acknowledge motorists who let them go first. Bus drivers are so courteous to the older people and people in general. More pleasurable when acknowledged by the bus driver. - A number of bus drivers appear to be ‘angry’ – unsettling for passengers. Rude bus drivers – don’t look where they are going. - <u>Assertively train bus drivers.</u> Assertiveness training of bus drivers. Bus driver education – they are not the only users of the road. Bus driver training. Bus drivers need education about sharing the road with cyclists. Educate bus drivers regarding the needs of cyclists. Educating drivers and bus drivers is the answer. Get bus companies to train their drivers properly. Some drivers are terrible drivers, ramming on the brakes and taking off before the elderly are seated. Why encourage more buses on the road when they have such bad drivers? Believe there are some drivers who are out to near miss cyclists to scare them into taking buses – don’t believe that giving buses priority is going to improve this behaviour. Most drivers should not be behind the wheel of a bus. They are dangerous to drivers of cars, motorcyclists and cyclists. - <u>Bus driver awareness.</u> Bus drivers can be very inconsiderate road users – education of bus drivers and general public to let the bus go first would be more beneficial. Bus drivers will need training on how to be “polite drivers”, as they are already bad drivers. Buses don’t own the roads. Buses should stick to the road code like everyone else has to – current drivers are constantly causing near accidents by their lack of driving ability. - <u>Bus driver frustrations.</u> Enforcement needed. Inadequate length of bus stops. Motorists not stopping at Stop signs. Non observance by motorists of double yellow lines. Please give more power to bus drivers to kick abusive kids or disrespectful people off. Under-passing of buses at intersections. Vehicles parked in bus stops. Traffic behaviours that cause delay and frustration to bus drivers – parking of vehicles in bus stops, bus stops not being long enough, double yellow lines not being observed, traffic turning left from compulsory stops not stopping, under passing of buses at intersections, driving standards around the city in general and lack of enforcement. - Bus drivers need to indicate. Problem of bus drivers not indicating then just pulling out in front of cars. Use lights to advise drivers when operating. - Bus drivers not bothering to park in their current bus stops, leaving the back of the bus sticking out, which creates a traffic hazard, and cannot check traffic coming behind them. - Request bus drivers to lower front door step for all passengers, should be lowered for elderly anyway. - Bus company front line staff needs to be included in consultation. - Sick of getting stuck behind a bus that goes at 35km/hr in a 50km/hr zone. No consideration for other drivers and some do not indicate they are pulling out. Bus driver education needed. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p> <p><i>Copies of the bus priority schemes were posted in the staff areas of each of the bus companies to ensure that bus drivers had the opportunity to provide feedback as part of the consultation process. Bus company representatives were also part of the End User Steering Group.</i></p>
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<p>Bus Exchange</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - <u>Bus transfer exchange information</u> – not sure where bus routes intersect. Inform passengers when there are major delays (e.g. bomb). Please add the Airport Bus to the information board inside the Exchange. - Get rid of Platforms D & E on Colombo St. - Increase security around the Bus Exchange especially at night. Make Bus Exchange safer and add more seating on Platform C. - Mini bus exchanges needed in shopping malls. - Please remove rubbish bins from under timetables. - Sort out or relocate Lichfield St bus terminus first. What is happening with Bus Exchange? - Bus Exchange to Moorhouse Avenue - Currently frequently congested for both cars and buses, and presents an intimidating, smelly and noisy environment for cyclists and pedestrians. Look forward to completion of Bus Exchange and further work on Inner City Revitalisation Plan. 	<p><i>Referred to Environment Canterbury for liaison and action with the Bus Exchange.</i></p>
<p>Bus Lanes</p>	<p>GEN</p>	<p>Timing of Bus Lanes</p> <ul style="list-style-type: none"> - 4pm to 6pm preferred, any longer is excessive. - Implement clearways which restrict on-street parking at specified times to provide bus lanes for use at peak times (e.g. 6.00-9.00am and 3.00-6.00pm). Support option of peak time only priority 7am – 9am and 2pm – 6pm. - Part-time bus lanes should operate from 7am to 9am and 2pm to 6pm. - Suggested 7am-9am and 4pm-6pm are the peak times inbound and outbound. - Prefer to see bus / T2 lane established during peak times only. - Less confusion for motorists with full-time bus lanes. - Need bus lanes at peak times. - Part-time bus lanes times should reflect local conditions rather than be standardised throughout the entire city. - Part-time bus lanes would create confusion for motorists. - Support part-time bus lanes, but unless rigorously enforced, they will be ineffective. <p>Use of Bus Lanes</p> <ul style="list-style-type: none"> - Essential that only buses and emergency vehicles are able to use the bus lanes – if other vehicles allowed in then will defeat purpose of bus lanes. - Use lights to advise drivers when bus lanes are operating. - Use bus lanes in conjunction with bus and cycle traffic lights. - Bus lanes and signals are a brilliant idea. - Motorbikes are allowed to use bus lanes overseas as well no impact on bus time – disagree with taxis being allowed to use them as there is usually still only one passenger in these vehicles. <p>Emergency Services</p> <ul style="list-style-type: none"> - Preferred option for emergency response is for bus lanes – allows drivers to move to left when emergency service vehicles are responding under siren and flashing lights. - Bus lanes preferred by fire service to bus boarders. 	<p><i>It is recommended by the project team that afternoon part-time bus lanes will run from 3-6pm inclusive, except for outside schools which will run from 4-6pm inclusive.</i></p> <p>Land Transport (Road User) Rule 2004</p> <p><i>bus means a passenger service vehicle that has more than 9 seating positions (including the driver's seating position)</i></p> <p><i>bus lane means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of—</i></p> <p><i>(a) buses; and</i></p> <p><i>(b) cycles and motorcycles (unless either or both are specifically excluded by the sign)</i></p> <p><i>transit lane means a lane reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane):</i></p> <p><i>(a) passenger service vehicles;</i></p> <p><i>(b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign;</i></p> <p><i>(c) cycles;</i></p> <p><i>(d) motorcycles</i></p> <p>Land Transport (Road User) Amendment Rule 2005</p> <p><i>This rule, which comes into force on 15 September 2005, amends the Land Transport (Road User) Rule 2004 by—</i></p> <ul style="list-style-type: none"> • <i>including a reference to mopeds in the definitions of bus lane and transit lane, so that mopeds may be used in those lanes;</i> <p><i>Thus Bus lanes may be used by buses, cyclists, motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>

<p>Bus Lanes cont...</p>	<p>GEN</p>	<p>Bus Priority</p> <ul style="list-style-type: none"> - Supports bus priority initiatives, and aim to provide a sustainable public transport network, which has a high degree of frequency, accessibility and reliability. Buses definitely need priority. Support any steps taken to make public transport more reliable and user friendly. Widespread community awareness and support for the need to implement a sophisticated public transport system. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. Any improvement to give buses greater priority and reduce congestion can only be a good thing. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. - Supports the establishment of the three bus priority routes and endorses principles behind them, namely: making bus travel more attractive, efficient and more reliable; encouraging people to leave their cars at home; protecting buses from the effects of growing traffic congestion; improving the environment, health and social welfare; working towards an accessible and sustainable transport system. Support development of bus priority routes, which will benefit pedestrians through encouraging other modes of transportation. Full-time bus lanes will encourage a change in thinking of the motoring public. Important step towards integrating transport options in Christchurch. Proposed bus lanes should be made into traffic lanes as this would allow the flow of traffic to be faster – would reduce traffic and allow buses faster travel time. To address congestion and delays, absolute priority should be given to public transport, cyclists and to movement of other traffic over car parking on this route. Will plan ease grid lock in morning and afternoon? - Anything discouraging one person car travel and encouraging public transport use is to be applauded. - Appreciate efforts to solve traffic congestion issues. - Improve city planning and design so people can live locally without the need to travel long distances to access community facilities and shops. Need a solution for the whole city, not just pressure points. Need one city-wide bus priority system. Supportive of measures designed to improve and encourage the use of public transport within greater Christchurch. - In which countries has this been successful? Look at best practices in other cities – for example, closure of certain streets to parking between peak hours to have room for bus lanes. - Recommend CCC develops relationships with Environment Canterbury and Central Government to ensure appropriate funding for roading and public transport, with particular emphasis on public transport. - Time to get on with it. Too long spent talking about bus priority measures – get on with it! Stop doing minimum necessary and build for the future before we turn into Auckland. - For bus lanes to work in the city effectively and to be justified the number of passengers needs to increase radically. - Support lanes that give priority to buses enabling them to maintain timetables. Bus lanes would cut down on time. Bus lanes will be an important part of encouraging more use of buses by speeding up their travel times. Implementation of bus lanes primarily addresses travel in the inner suburbs (to about 4km) – will speed journeys to / from the outer suburbs but will still involve start-stop journeys and potential for buses banking up behind each other in peak hours. Would take more traffic through main thoroughfare, but at same time allow buses and taxis to get to their destinations on time. Ensure that the buses arrive at their destination on time. Faster travel times for buses will benefit many more people than faster travel times for single occupancy cars – much more sustainable form of transport. - Trust that some tolerance is given on obstructing the bus lanes when entering property, entering gates etc. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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<p>Bus Lanes cont...</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Think about real urban transport system for public transport – get it off the roads. Will make car drivers angry and more resentful towards buses. Cars will just drive in bus lanes to get past traffic so it won't work and we'll have chaos. Bus drivers will end up with cars in "bus only" lanes. Community does not want this. Buses are not for everyone – there are pros and cons for each form of transport. - Proposals are brilliant, warranted, have merit and will be very worthwhile. Will be no parking fuss and will be direct to Colombo St and shops / doctor. - Strongly agree with these changes – understand the economic and environmental savings that would stem from these. Inevitable solution to a growing problem. Great idea – very good for the environment. - Will have a major effect on our business and businesses around us – will create a negative impact on our businesses. - Bus priority a good idea but trying to fit too much into one street. Excellent idea if road is wide enough. - Buses need priority otherwise there would be too many people on the road. - Bus priority is well overdue. Bus priority measures are badly needed. Please install bus priority lanes as soon as possible. - Many ways in which Metro services can be improved, many of which outlined in Metro Strategy 2006-2012. - Support moves to enhance the bus system. - Objective should be to improve traffic flow. - Bus should be used more often by the public. - Initiatives to increase the use of public transport and 'environmental friendly' personal transport are a requirement for today's society for many strong ethical and environmental reasons. - I always let the bus go first when they pull out into the flow of cars. Most of the traffic on the road let buses in. - Driving cars is much more of a convenience than taking the bus. For passenger transport system to be effective must be able to get to destination more quickly by bus than by car, otherwise why go by bus? - Signage for bus lanes – what will it look like? - Ideas of creating specific lanes and taking cars off parking on Papanui Road are good – but difficult to police. Support bus lane and improved service along Papanui Road. - Bus lanes are a necessity to improve the air standard of Christchurch to reduce congestion. Multiple positive impacts including reduced travel time, cost economy to scale, reduce pollution, increase bus patronage, increase bus timetable, less cars on the road. - Bus priority measures on Hills Road separate buses and cyclists well and this solution should do the same. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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<p>Bus Lanes cont...</p>	<p>GEN</p>	<p>Bus Lane Design</p> <ul style="list-style-type: none"> - A bus / cycle lane is the optimum solution, but the bus boarder is a good compromise – like the fact that boarders keep cars behind the bus intentionally. Better solution is combined bus and cycle lanes. Bus / cycle lanes good. Concerns over cyclists using the bus lanes. Concerns re shared bus / cycle lane – how does cyclist pass the bus, buses should exhaust fumes up high. Cycle lanes should be clearly marked within bus lanes. Minimum 4.2m width to preserve a reasonable corridor for cyclists. Consider shared cycle / bus lane dubious in terms of safety. Shared bus / cycle lanes – is there likely to be better maintenance in terms of removing broken glass particularly after the weekends? Support incorporation of cycle lanes on bus priority routes. Minimum width of 4.2m should be used for safe cyclist / bus use of bus priority lanes. Careful consideration needed of space for cyclists. Support all bus lanes and bike lanes around the City. Combined bus / cycle lanes should be as wide as possible. Consider 4.2m too narrow for shared bus / cycle lane, suggest 5m. Ensure bus lanes are a minimum of 4.2m wide (prefer 4.5m) to safely accommodate cyclists. Where insufficient space for 4.2m wide lanes, ensure 3.2m wide lanes and implement a 30kph speed limit. Danger of sharing a dedicated bus lane as a cyclist. - Bus (or other vehicle) lanes should not directly adjoin kerb line and footpath – destroy the pedestrian environment. - Dedicated bus lanes the way to go – ban street parking on access routes and allow buses and cycles free unimpeded flow into the city. Put bus lanes on wide streets and eliminate car parking, remove all stupid berms and make main arterial roads more user friendly for everyone, cars, trucks, buses and cyclists. Permanent bus lanes easier for people to learn and adapt to. Permanent or part-time bus lanes the best idea. Scope available for some bus only lanes. Bus lanes should be permanent as far as possible. Bus lanes will have opposite effect to bus boarders on motorists. - Disrupting legitimate road users is not the way to encourage modal shift to buses. Have bus lanes by all means but don't cause all traffic to stop when a bus stops. Trial bus lanes – use something that increases traffic flow rather than slow it down. Advantage of bus lanes – stopped buses don't hold up traffic, bus journey time reduced and more reliable (even when traffic is heavy or congested). - Implement peak-time clearways for bus priority – e.g. bus lanes, clearways. Introduce clearways along main travel routes. Introduction of clearways at peak times allowing bus priority lanes a more suitable option for single carriageway roads. Only solution is clearways at appropriate busy times. Agree with clearway style where cars can park in bus lanes after rush hours. For peak traffic flows main arterial roads should be clearways. - If not enough room for permanent bus lanes, use part-time bus lanes and have parking available. Not enough room for bus lanes in available road space. - Set up proper bus lanes. Proposed lanes look positive. Bus lanes work well. Buses should have their own lane. - Create freeways. Bus lanes alone are not enough. Bus lanes on appropriate roads. - Support bus lanes being coloured darker green (as used for existing bus lanes on Colombo St), and support the permanent marking of all cycle lanes on permanent bus lane routes. - Would like to see more bus lanes at intersections. - Buses need their own lanes with a low wall on both sides. 	<p><i>Bus lanes will be a minimum of 4.2m wide to accommodate both buses and cyclists, or during off peak times, parked cars and cyclists.</i></p> <p><i>Only over a short section, will a minimum width of 3m be used.</i></p> <p><i>Bus lane markings will be green regardless of whether they are permanent or part-time bus lanes.</i></p>
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<p>Bus Lanes</p>	<p>COL</p>	<ul style="list-style-type: none"> - Colombo St as a whole would clearly benefit from provision of bus priority measures. Support proposed bus lanes and parking restrictions but bus lanes should be extended to cover the length of Colombo St (permanent and part-time bus lanes). - Advantages include wider lanes, feel safer for bikes and buses to share; when buses using lanes there will be no parked vehicles on inside of lane, when cars parked in off-peak there will be sufficient width for cyclists to ride outside them, inclusion of parking tic markings to keep vehicles close to kerb is welcome, good to anticipate possible future congestion with both north and south bound lanes, part-time lanes require no permanent loss of parking. - Increase length of bus lane in Sydenham. - Recommend reducing bus lane operation to hours of 4pm to 6pm between Carlyle St and Brougham St. - Issues with Option A on safety grounds, and Option B on efficiency grounds. - Moorhouse Avenue to Milton St – support 4.2m wide part-time bus/cycle lanes, north and south bound. - Milton St to Cashmere Road – apart from Beckenham shops area generally supports proposals. Why is there no bus priority at the Beckenham shops area? This is the busiest section of Colombo Street. Consider part-time bus lanes and wider cycle lanes in both directions. - Cashmere Road to PMH – support proposed layout, assuming part-time bus lane is 4.2m wide to allow for safe cycling during off-peak hours, when cars are parked there. Lengthen bus lane on Cashmere Road. 	<p><i>Refer Option C design for Sydenham area.</i></p> <p><i>Viability to lengthen Sydenham bus lane – refer Option C design for Sydenham area.</i></p> <p><i>Viability to lengthen Cashmere Road bus lane – there is not enough road space available to lengthen the Cashmere Road bus lane.</i></p>
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<p>Bus Services / Re-routing</p>	<p>GEN ECAN</p>	<p>Frequency / Reliability</p> <ul style="list-style-type: none"> - Add more frequent buses at night and on the weekends. - Christchurch already has an efficient public transport system. - Christchurch's buses now clean, safe and attractive and services have been designed to meet the ideals of high frequency, low cost and convenience of use, however, not yet overcome the widespread preference for car use that persists. - Facilitate better interchange of routes and better connecting times. - Focus on expansion of the bus service, as expansion of the existing road network is excessively expensive and time consuming. - If buses over-crowded, continually late or too slow then would revert back to my vehicle. - Increase number of express bus services. - More frequent and reliable public transport needed. - Bus service in ChCh is so accessible and reliable. - Casual stopping to drop off passengers randomly is quite unsafe. - Perception is that buses are not very full during this time (2-6pm), so why give priority to bus passengers over the pop-in customers. - If there were fewer delays I would consider taking the bus. - Faster travel times for buses will benefit many more people than faster travel times for single-occupancy cars – much more sustainable form of transport. - Adjust bus timetables to realistically allow time it takes to cover the route. - Would use the bus far more if it was quicker and more reliable time wise. - Bus services need a lot of work still – time delays – buses running late or breaking down – snotty drivers plus some good ones as well – have more services late at night after 10-11pm. <p>Timing</p> <ul style="list-style-type: none"> - Difficult to predict bus arrival times. - 7:30 – 8:30am there are no buses (Hills Road) – don't arrive on time or don't arrive at all. - Review of bus scheduling a better idea. - Need to maintain consistent departure and arrival times. - Timetables for buses should be changed to allow the bus to travel through heavy traffic. Realistic bus timetable times needed – some transit times unrealistic. - Help to keep buses on time – travel on the Orbiter 5 days a week & at least 3 or 4 times a week the buses are running 25-40 mins late then come 2 or 3 at a time – costs me another 2 hour full fare. - More people might use the bus is not so much time wasted. Carrying the highest number of passengers should have higher priority than bus transit times. - Spread of bus timetable is to be recommended during rush hour. Bus timetables may need to be looked at in peak times. Take the rush hour into account when setting timetables. - No estimates of improvement in bus times when using proposed corridors or consequent increase in passengers. - Measures look good and will help drivers keep to timetables. Keeping to times will also help commuters to know arrival times etc. - School kids are one of the reasons the bus is late. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Services / Re-routing cont...</p>	<p>GEN ECAN</p>	<p>Bus Routes</p> <ul style="list-style-type: none"> - Get buses off main routes. - Re-route buses off the main route. - Make routes more direct (e.g. Route 15 shouldn't go down Rugby St and Winchester St etc). - Detour #35 bus for Heathcote to take in more users. - Re-route bus #66 which gets held up at the roundabout. - Re-route bus off Colombo Street (e.g. down Sandymead Street and back in at Brougham Street). - Orton Bradley Park is totally inaccessible by public transport. - Love the inner city shuttle. Investigate the potential for extension of the free shuttle route through the Sydenham business area. - MetroStar should stop at Merivale Mall. - Northern Star should stop at Northlands Mall, Merivale Mall and then into town. - Northern Star should go no further than Northlands at off peak periods. - Bus services to the city from our area (Papanui) are totally inadequate – work in Sydenham. - Shuttle bus is a waste of time – use alternative buses on this route – link a free service with the paid services. - Papanui bus route is superb with frequency of the buses and courteous drivers. - Request for bus route along Prestons Road to Papanui Road. - Compliment bus network planners on how well they have designed the bus routes to cover the city. - Request by Burwood residents for introduction of more express buses on that route into town. - More marketing and frequent night buses should be added to target the ever growing population in the QPK area with young kids. - Services on the Orbiter and MetroStar need to have an earlier start time to enable users to get to work on time. - A bus going from North Shore area to Riccarton and University of Canterbury is needed – similar to MetroStar. - Increase the number and frequency of routes, expanding these to a greater distribution and range of the Christchurch region. Buses do not go to enough places on a regular enough basis to make their use cost effective or convenient. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Services / Re-routing cont...</p>	<p>GEN ECAN</p>	<p>Marketing</p> <ul style="list-style-type: none"> - Advertise environmentally friendly buses – environmental measures popular these days. - Great ads on TV to take the bus. - Buses could potentially bring more patrons to shops than a couple of car parks outside. - Has any survey been done of road users and their reasons for travel to ascertain numbers likely to switch to buses? <p>Bus Design / Environment</p> <ul style="list-style-type: none"> - Bus design does not cater for wheelchair users – corridor not wide enough, seatbelt doesn't go around people in wheelchairs properly, and no grips on floor. - Buses clean. - Fewer buses would mean less pollution. - Keep bus service safe and clean. - Public transport system needs to be brought up to a uniform standard. - Use smaller buses off peak and on routes with fewer passengers. Reduce size of buses – smaller shuttles would be more efficient along busy corridors. Use of smaller buses during off peak times. - Need accessible buses. - Improving quality of buses in Christchurch will attract more users. - Environment needs to be changed on the bus to more positive. - Put bus exhausts up high so not getting pollutants in your face. - Why ride a bus that has no seat belts? - Look forward to facilities to take dogs (well loved) and bikes onto buses. - To be able to take a bike on buses (bike rack) would be great. Great if the bus service could carry cycles as it apparently used to do in the old days. <p>Cost / Ticketing</p> <ul style="list-style-type: none"> - Bus is no cheaper than using a vespa. - Request Environment Canterbury considers extending free transfer period. - Request Environment Canterbury to reinstate 4 hour travel tickets. - Better ticketing systems to decrease stopping times of buses. - Bus users should use Metrocard to decrease bus stopping time in traffic. - Quail Island trips are prohibitive for families. - Vicious to charge full fares for IHC clients and handicapped. - Promote cheap bus fares during peak hours. - Measures to get passengers on and off buses more speedily should also be evaluated. A publicised policy of bus travel by either Metrocard, or correct cash, or 'no change given' for cash would ensure least delay in loading passengers. Metrocard top up machines in shopping malls. - Public transport needs to be cheap and go where people want to use it. - Until public transport is free, accessible and convenient, it will never be an option. - How to encourage Mall employees onto public transport. Provide an incentive to business owners to reduce vehicle use by their staff. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Signage</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - "Please let the bus go first" signs on rear of the bus fleet not expensive and would encourage integration of buses into traffic on all routes at all times. In favour of the sign on the back of each bus indicating "The bus goes first" or similar. Less costly alternative is the use of signs on the back of the bus, encouraging motorists to allow the bus to go first. A simple education exercise and a positive way to encourage people to respond to acceptable driver behaviours. Place signage on the rear of buses – educational 'courtesy' campaign. Put a sign on the back of all buses "please give way". Suggestion of increased signage on back of buses - Reinstate the sign on the back of the bus "Please let the bus go first", and link to right indicators. Buses need bigger indicators or a sign that lights up. Flashing sign on the back of the bus. - Suggest a roadside sign on the approach to each bus stop with mandatory requirement that vehicles following are to give way to the bus exiting the stopping bay. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p> <p><i>The bus companies have been supplied with signs for the rear of the buses by Environment Canterbury and are in the process of putting them on the back of the buses. Signs are not linked to the indicators. Roadside signage has not been included with this project due to concerns with visual pollution.</i></p>
<p>Bus Stops</p>	<p>GEN</p>	<p>Bus Shelters</p> <ul style="list-style-type: none"> - All bus stops must have a bus shelter. - Bus shelter route numbering and bus shelter naming. - Thorrington St – please add shelter with seat when the bus stop is moved. - Bus shelters should be provided at Riccarton Mall, The Palms and Spreydon. - Bus shelters are a crucial factor amongst regular bus users and their provision is a major factor in encouraging bus use. <p>Bus Stop Rationalisation</p> <ul style="list-style-type: none"> - Bus stop rationalisation does not encourage bus use. - Bus stop rationalisation for Aranui – No. 51 bus service currently being assessed – should cater for Breezes Road south residents and better service for Bexley residents. - Removal of bus stops has a negative effect on passenger numbers. - Leave bus stops as they are. - Should be more bus stops. - Rationalisation of bus stops okay but oppose removal of bus stops. Prefer to see location determined by maximum walking distance from homes in adjacent streets rather than by a maximum spacing specification. Bus stops must be located to serve the greatest number of people in adjacent streets and be within convenient walking distance. - Relocating bus stops too close to an intersection where the bus is then required to turn from the centre of the road causes the bus to cut across traffic – difficult or dangerous at peak times. <p>Accessibility</p> <ul style="list-style-type: none"> - Bus stops must be accessible and convenient. Bus stops are placed at accessible and convenient places for patrons. - Make bus stops more approachable, e.g. overgrown with weeds and surrounded in glass – unsafe for young children. - Place bus stops at accessible and convenient places for patrons. <p>Bus Stop Advertising</p> <p>Query regarding the appropriateness of Adshel advertising (i.e. Lotto), which has an inconsistent message to the Bus Priority project. Adshel advertising by Lotto saying words like "Never have to sit / wait here again" – highly inappropriate, negative messages.</p>	<p><i>The Council has a programme for implementation of bus shelters, which falls outside the scope of this project, although the information received in submissions will be forwarded to the relevant Council team.</i></p> <p><i>A bus shelter is not proposed with the Thorrington St bus stop on Colombo St; however, the Adshel programme for installation of bus shelters will be checked to see if this is on the programme and if so, when?</i></p> <p><i>The Council does not have control over the content of adshel advertising. The adshels are operated by the Adshel company. The complaint process is no different to any other advertising complaint - it needs to be directed to the advertising standards authority or directly to the medium affected (in this case Adshel).</i></p>

<p>Bus Stops cont...</p>	<p>GEN</p>	<p>Bus Stop Design / Environment</p> <ul style="list-style-type: none"> - Changes to the design of bus stops that reduce interruption to traffic flow. - Dangerous placement of front edge of bus stops (e.g. drainage sump in line with immediate front edge of bus stop markings). - Footpath design and bus shelter tar seal area – inconsistent in size, badly maintained and pedestrians that are not using the public transport system have difficulty getting through. - Get timing systems at most stops. - Improve the pedestrian facilities at all bus stops. - Make bus stops smoke free. - Make them long enough so buses don't sit out on an angle. - Place timetables at bus stops so passengers can read it while facing the oncoming bus. - Placement of entire bus network on maps in bus shelters. - Reductions in the number of collisions with parked cars, bus stop signage and bus shelters are largely associated with the redesign of bus stops to avoid these kinds of incidents. - Bus stops should cater for up to 4 buses at a time. - Numbering the bus stops would be very helpful to tourists. 	<p><i>The design of bus stops is outside the scope of this project; however, the information received in submissions will be forwarded to the relevant Council team. Bus stops need to be a minimum of 18m long to avoid buses having to park on an angle.</i></p>
<p>Bus Stop Location</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Query position of three bus stops – Grimseys Road/ Prestons Road intersection, Prestons Road opposite Clipper Place, Prestons Road opposite Chipping Lane. - New Brighton – Put bus stops where people are to make them safer (i.e. near Woolworths). - St Asaph St – Place bus stop before St Asaph / Manchester intersection rather than after it. 	<p><i>This has already been responded to directly by Lindsay Eagle. To be forwarded to the Project Team for New Brighton route. To be forwarded to the Project Team for the Inner City routes.</i></p>
<p>Bus Stop Location</p>	<p>COL</p>	<ul style="list-style-type: none"> - Suggest shifting the bus stop north near the Dyers Pass Road roundabout. - Very concerned about the placement of a bus stop outside the Beckenham Service Centre – visibility issues for both pedestrians and vehicles. Hazardous to get in and out of Service Centre. - Thorrington School bus stop (refer below). 	<p><i>Is it viable to shift the bus stop north near the Dyers Pass roundabout? This is not considered appropriate as this bus stop has high usage and there is an existing bus shelter attached to the stop.</i></p> <p><i>Is it safe to place the bus stop outside the Beckenham Service Centre? The location of the bus stop outside the Beckenham Service Centre will be across the existing entrance to Hunter Tce. Hunter Tce has been legally closed. In addition, the access to the service centre will be priority controlled.</i></p>

<p>Congestion</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Christchurch people continue to use their cars in preference to other modes – need to address imbalance and bus priority is the key to a more reliable network and will result in faster journey times for buses along the main corridors. Shift will have both an environmental and economic benefit. - Discourage private vehicles in four avenues. - Emergency services sometimes get stuck at intersections due to congestion and traffic lights. - More lights will increase congestion (i.e. introduction of signalised crossing points). - More work needed to get more people using public transport. - Reduction in congestion beneficial to commercial transport of all modes (goods and people). Equal consideration should be given to goods services as is given to passenger services. - Roads are narrow so likely to increase congestion – a recipe for more accidents. - Support efforts to control traffic growth – creates problems of noise, pollution and in inner city areas particularly lots of commuter parking. - Support for Council's proposals but more than this will be required if we are stem the increase in private car use in Greater Christchurch. Car ownership higher in Christchurch than in most cities in the world & Christchurch's geographical location makes it especially susceptible to pollution from both carbon monoxides and particulates. - Support initiatives outlined and recognise that reduction in congestion will have benefits for freight movements. - Support measures to reduce congestion and recognise that moving people out of cars and onto public transport means fewer cars on the road and reduces the growth in congestion. - Support principles of bus priority measures that reduce congestion and recognise the beneficial effects this has on passenger transport and freight transport. - These measures must happen or traffic and the environment gets worse. - To discourage unnecessary use of motor vehicles within Christchurch, suggestions include increasing on-street car parking charges and restrictions – need economic disincentive to the use of private cars in the city. Off-street parking charges and restrictions, e.g. those who work in retail businesses should be encouraged to use public transport. Street closures and/or congestion pricing. Too many cars on Christchurch's roads with more and more each year. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
<p>Congestion</p>	<p>COL</p>	<ul style="list-style-type: none"> - Anything that will help get the bus down Colombo St without the terrible traffic hold up between 5pm and 6pm. - Congestion at both ends of the route. - Difficult to access Colombo Street from Waverley Street (near Sydenham Central). - Moorhouse to Brougham – a lot of movement friction and conflict among buses, passenger vehicles, parked vehicles and cyclists. - Need to reduce congestion on Colombo St by not having buses travel down it. - Encourage traffic off Colombo Street. - Section of Colombo St between Moorhouse Avenue and Bealey Avenue should be either subject to congestion pricing or closed to private vehicles. - Turning out of Princess Margaret Hospital causes a major delay – allow buses to cross Cashmere Road. 	<p><i>Refer revised plan for Sydenham area – Option C.</i></p> <p><i>Sydenham Square development will change the use of the Waverley Street access to and from Colombo Street.</i></p> <p><i>Is there anything proposed to assist vehicles turning out of PMH? This is an issue for future investigation, and option development. A site investigation should clarify the morning peak, and issues associated with congestion.</i></p>

<p>Cost</p>	<p>GEN</p>	<p>Cost of BB trial / project</p> <ul style="list-style-type: none"> - Concern raised about the cost of the bus boarder measure. - Cost of bus boarder measure - How much has been spent on this evaluation and trial exercise? - What is the actual cost of the trial? - What is the cost of the project? <p>Cost of Brochure</p> <ul style="list-style-type: none"> - How much money has the Council spent on this brochure? What is the cost of the consultation brochure? How much did the booklet cost to produce and print? <p>Cost of PT to Public</p> <ul style="list-style-type: none"> - Beneficial to 20-30 commuters on the bus, but inconvenient for 50+ cars behind the bus. - Cheaper to drive than take the bus. - Personal inconvenience to those who pay for the roads. - Waste of money. No need for this change. - Waste of time and money. - Why spend \$ on a small % of the population using public transport? - Concept appears good, but would like to see cost / benefit analysis and estimates of life expectancy for the proposed changes. - Cost / benefit – long term benefits. - Has an overall cost/benefit analysis been done? - Concern about cost of installing lights etc? <p>Cost of PT to Businesses</p> <ul style="list-style-type: none"> - Compensation from Council for loss of business due to loss of parking. Strip shopping difficult to maintain without parking. Negative impact on business productivity. - Freight deliveries face similar imperatives as public transport including minimising cost and meeting on time schedules. Freight industry faces increasing costs from congestion due to slower delivery times, reductions in 'windows' for delivery and pick up. - Buses could potentially bring many more patrons to shops than a couple of car parks outside. <p>Funding & Cycle Lanes</p> <ul style="list-style-type: none"> - Clarify whether or not funding is dependent upon the inclusion of cycle lanes on Papanui Road. 	<p><i>Actual cost as at 1 Nov 2007 for the bus boarder trial was \$111,413, including consultation, marketing, design and construction etc.</i></p> <p><i>The consultation brochure cost approximately 96c per brochure, although the cost with each of the route specific brochures varies, as would be expected with the different sizes.</i></p> <p><i>Cost / benefit analysis is undertaken as part of the project to obtain funding from LTNZ.</i></p> <p><i>Council is required to incorporate cycle facilities on all roads where there are greater than 3000 vehicles per day.</i></p>
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<p>Cyclists</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Concerns about merging car/bus/cycle traffic at some intersections. - Cyclist experience with buses is dodgy. Several occasions where nearly knocked off bicycle by buses. - Area too narrow to cater for cycle lane. Give cyclists appropriate space even though road corridor only has a limited width. Provide adequate cycle facilities along the route. Wider lane safer for cyclists. Not enough room for cycle lane. - Greater focus needed on integrating the cyclists and buses – intangible health benefits of cycling and reducing pollution and carbon emissions. Consider cyclists needs – cyclists reduce congestion, pollution and keep the population fit and healthy. - Prefer separate lanes for cyclists. - Provision of cycle lanes and pedestrian facilities near bus stops can reduce the incidence of crashes at bus stops. - Support proposals because they will make public transport more attractive but also include cycle lanes of reasonable width. - What will happen to existing cycle lanes or cyclists where bus lanes implemented? - Will cyclists be able to navigate safely around the buses? - Would like to see a policy of bikes before buses before cars. Would like to see cyclists prioritised with the proposed shared lane bus priority system being proposed. - Cycle lanes should be placed on the inside of parked cars, if necessary by utilising part of the footpath. - Cyclists faced with driver inattention and disregard for others. - Cyclists should not be encouraged on main vehicle road – exclude cycle lanes. - Give cyclists their own lane with underpasses at intersections. - Keep cyclists separate from general traffic including buses. - Make safer cycle ways – bus lanes will make it worse for cyclists. Adverse effect on cyclists. - Pleased that cycle lanes and provisions for cycling generally have been incorporated into the bus priority project. - Safety gains for pedestrians when cycle lanes installed on arterial roads are even greater than the safety gains for cyclists. - Upgrade cycle lanes – a white painted line is not enough. - Where do cyclists go? 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>The cyclists use the 4.2m wide bus lanes with buses between 3pm and 6pm northbound. Outside these hours when vehicles park in the bus lane cyclists ride on the outside of the parked cars, giving them a lot more space than they currently have with cycle lanes.</i></p> <p><i>Bus lanes will achieve all this, plus similar benefits for bus users, too.</i></p> <p><i>Buses and cyclists using the same area is a tried and tested method that works well and gives the best use of road width.</i></p> <p><i>Pedestrians have right of way on the footpath and cyclists have right of way on the road.</i></p>
<p>Cyclists</p>	<p>COL</p>	<ul style="list-style-type: none"> - Traffic parking along Colombo Street is dangerous for cyclists. - Cycling along Colombo Street dangerous and congested – buses and parked cars are a major safety risk to cyclists. 	<p><i>Refer revised plan for Sydenham area – Option C.</i> <i>Cycle lanes are provided along the bus priority route. Council is required to provide cycle facilities along routes with more than 3,000 vpd. Combined bus / cycle lanes are 4.2m wide in accordance with Austroads standards.</i></p>

<p>Education</p>	<p>GEN</p>	<ul style="list-style-type: none"> - CCC website – good job of explaining who, what, why etc. - CCC will need to have very good publicity campaign to raise awareness. Education campaign crucial. Need extended education campaign. Public education needed. - Main deterrent to bus use is convenience. - People should be encouraged to take the bus as well as walk or cycle for physical and mental wellbeing. - Extended education campaign needed. - Try promoting simple courtesy “let the bus go first”. - A campaign for all vehicle drivers advising them to let the bus go first is a far cheaper way. Continuing campaign to educate drivers to give way to buses. 	<p><i>Education campaign to be implemented for implementation of bus priority measures.</i></p>
<p>Enforcement</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Bus lanes need to be enforced by tow truck companies. Compliance of part-time bus lanes is easy – tow truck and sudden removal. Concern that allowing bus lanes to be used as parking off peak will reduce the impact of their introduction with motorists not removing their vehicles before the recommencement of the peak periods – must ensure offending vehicles are removed quickly if necessary to reinforce the message that the bus comes first. How will you enforce these bus only lanes? What plans will be put in place to ensure that the bus lanes remain clear? Unless policing is rapid and decisive, and penalties severe, then will be a waste of money. Enforcement is very important to make it work. - Bus priority lanes need enforcement – traffic enforcement is key. Bus priority measures will only work if they are policed. Compliance depends on enforcement. Monitoring and enforcement required for part time bus lanes, especially in retail areas. Police existing bus lanes out of the Square. Policing the lanes. Need for enforcement and education for all road users. Measures must be policed. - Cars with one driver during the morning rush must buy a docket similar to a registration docket (charge \$10, and then decrease charge for more people in car). \$1000 fine for anyone caught without docket and less than three people in the car. Effective patrol and financial disincentive required. - Illegal parking on bus stops an enforcement issue. Get tow trucks in to deal with illegal parking on bus stops. - Enforce illegal car parking along Papanui Road at peak times. Stronger parking enforcement required (i.e. P30 existing is being abused). - Implement fines to those who don't give way to the bus. - Would like to know level of enforcement being considered, as even tow away zones didn't deter parking in previous attempts at bus priority lanes in Christchurch. - Cars parked in bus lanes when the lane is in use get towed. - Who will police timed bus lanes? Create morning and afternoon clearways on all major routes – get public acceptance – tow away recalcitrants. Who will police this on a daily basis? - Concerned about no parking enforcement. - How is this going to be enforced for motorists that park or use the lanes? - Measures must be policed. 	<p><i>Enforcement campaign and resources currently being developed. Project will fail if enforcement not in place for implementation of bus priority measures.</i></p>

<p>Law Change</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Alter the law to give buses immediate right of way. Cars must give way to a bus signalling to pull out into traffic – simplest, cheapest, most effective way to give buses priority is for the CCC to pass a by-law requiring that moving non-bus traffic gives way within 5 seconds (maximum) to any bus that has indicated its intention to pull out into the stream of traffic. Change in local by-laws that require traffic to give way to buses that are indicating to pull out of a bus stop. Change the law to allow buses to go first. Change the law to give buses right of way when pulling out of a bus stop. Consider local by-law which gives buses the right of way to pull out. Enable bus to move back into road by law – happens voluntarily most of the time anyway. Make it a legal requirement to give way to buses pulling out and have Police actively enforce the measure for a period of time. Make it an offence not to give way to the bus. Make it law for the bus to have right of way when returning back into the traffic. Make it mandatory to give way to buses. Mandate drivers to let buses back into the traffic. Pass a by-law making it compulsory to let buses out in main traffic. Pass a by-law that all traffic MUST give way to buses anywhere that are indicating they are pulling out from the kerb – sufficient advertising in media and billboards needed. Support changes to legislation that would require other road users to give way to buses pulling out of roadside bus stops. Give buses the right of way when pulling out from bus stops. Just implement “Let the bus go first” by-law if necessary. Pass a law making it mandatory for following vehicles to give way to buses exiting bus stop bays. Recommend publicity and a by-law forcing other vehicles to give way to buses pulling out from the kerb. Suggestion of by-law a better alternative than bus boarders, although difficult to enforce. Law change giving buses the right of way when emerging from a bus stop would achieve far more. - Support by-law requiring drivers to give priority to buses pulling out from a bus stop. Concept of other road users giving way to the bus is supported as in other major cities. Introduce a law to make it compulsory to avoid whole BP process which is going to have an adverse effect not only on other road users, but also property owners and residents along the route. - As part of any by-law, offending should be fined heavily. Give a by-law a 6-month lead in with plenty of advertising, suggesting people start practising this behaviour and then police it heavily initially. Make it law to give way to the bus and fine motorists who don't comply. Rigid enforcement needed to stop illegally parked cars blocking the bus lane. - Bus needs right of way to get people to destination. - Buses must indicate when they are actually ready to move, not before or after. - Explore the idea of allowing buses to have priority at roundabouts through a by-law or by whatever legal means are possible. - If a bus indicates the motorist must allow it into the traffic flow. If cars let buses go first it would be easier. Encourage people to let the bus go first when pulling out. Vehicles should give way to indicating bus to rejoin the traffic flow. - Stop sign on buses (similar to American school bus system) to indicate to all other road users that they have to stop and give way to the bus while it returns to the traffic flow. Enforcement crucial with fines. - Preferable to have national legislation to a local by-law. Pursue a law change with government – a cost effective, low impact solution. Why does it take 2 years to get a law passed so traffic would have to give way to buses? Simple road law change a more logical and safe way of handling the whole issue. Road rules changed nationally to require motorists to give way to buses re-entering the traffic stream. - Give positive encouragement for other traffic to allow buses out more rapidly. 	<p><i>To be forwarded to the Legal Services Team, CCC for consideration.</i></p>
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Loading Zones	GEN	<ul style="list-style-type: none"> - Concern re loss of loading bays outside businesses. Need loading zones to remain. - Move loading zones into side streets (e.g. Walton Street). Alternative provision should be made for service deliveries and new developments should be required to provide off-street access. - Narrow width of loading zone between Sandyford and Battersea Streets – difficult for trucks with bodies to park within because of danger of striking verandas – trucks may encroach on bus lanes. 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for loading zones.</i></p>
Parking	GEN	<ul style="list-style-type: none"> - Bus lanes during peak hours needed, and no parking on either side of roadway. - Car parking contributes to congestion on arterial routes by taking up road space and slowing traffic during parking manoeuvres. Encourage Council to facilitate convenient parking off the main carriageway. - Loss of parking means more patrons on buses. Better visibility for pedestrians through restricted parking. - Loss of street front parking will be devastating to businesses. - Make unrestricted parking restricted. - Need short-term and convenient parking. - On all main routes (e.g. Papanui) – NO parking on the edges of the road – all parking should be off-street or in parking bays. Why don't you just stop cars from parking on main route roads and create part time bus lanes. There are plenty of side streets for cars to park in. - Prime purpose of arterial roads is for transporting people and any resulting parking space is a luxury. - Reducing car parking on bus routes to provide for bus priority is an improvement in the utilisation of road space. - Remove all first-hour free parking from inner city. - Remove all on-street parking and replace with cycle lanes. - Remove parking to discourage car use or close certain streets to private vehicles. - Stop all day parking. - Support the removal of parking – on street parking on arterial roads is "old fashioned". - Where is alternative parking? 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for parking strategies.</i></p>
Parking	COL	<p>Beckenham</p> <ul style="list-style-type: none"> - Beckenham needs longer term off-street parking. - Parking availability in Beckenham shops area. <p>Sydenham</p> <ul style="list-style-type: none"> - Car parking issue already with unrestricted parking in the area. - Cars parking on Colombo Street in the Sydenham area frequently stop traffic along the street. - Check the viability of parking changes in Sydenham before implementing. - Need two P5 parks outside the drycleaners at 239 Colombo Street (between Beaumont & Angus Streets). - Negative effect on Sydenham businesses – already struggling with parking right outside shops. - No parking between 4-6pm so buses can go straight through along Colombo St. - Remove unrestricted parking on side streets, such as Carlyle Street, and make it P30. - Suggest time limit restricted parking (e.g. P30), and include loading zones. - Waverley Street to become one-way with development of Sydenham Central on corner of Colombo / Brougham? 	<p><i>No changes proposed at Beckenham.</i></p> <p><i>No available space for parking – support owners providing own off-street parking.</i></p> <p><i>Refer revised scheme design for Sydenham area for parking strategy.</i></p> <p><i>Is it viable to put in 2 P5 car parks outside 239 Colombo St? This is to be referred to Network Operations for investigation.</i></p>

<p>Payment System</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - Cheaper buses for people over 60 – should be half price. Over 65s should be able to travel between peak times for free. Would like to see bus fares cheaper at off peak hours for us old people. - How about making the return trip four hours like it used to be. Please change the two-hour transfer ticket to three hours. Would more likely use buses if after 10am – 3pm we could use ticket for four hours instead of two. - If several people require change then it slows the whole boarding procedure down. More efficient payment system other than Metro card – suggestions include requiring correct amount upon boarding, multi-fare cards that can be clicked, and not requiring payment for Metro card set up. Measures to get passengers on and off buses more speedily should be evaluated. - Provide off-peak fares. - Too expensive to take the bus. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p>
<p>Pedestrians</p>	<p>GEN</p>	<p>Accessibility</p> <ul style="list-style-type: none"> - Essential that the public transport system is highly efficient and operates well. Must be approachable, accessible and usable by everyone, including disabled and elderly. - Increase the priority given to pedestrians in transport planning. - Pedestrian access to Sydenham Central not easy. Include pedestrian crossing from bus stop opposite Sydenham Central to main front door. - Stop pedestrians from crossing Office Road. - All crossing points should be consistent in design with logical, simple, straight lines and considered part of continuous accessible pathway to ensure walking environment also accessible and promotes walking as a viable mode. <p>Pedestrian Crossing Points</p> <ul style="list-style-type: none"> - Pedestrian crossing points – cause long delays at intersections, and encourage people to cross at inappropriate times. - Loss of pedestrian island opposite Devon Street. - Pedestrian island outside Beckenham Service Centre increases congestion around this area. Pedestrian island outside Beckenham Service Centre must remain and should be wider than it currently is. 	<p><i>No action required – general submissions – to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Refer Option C for Sydenham Area.</i></p> <p><i>Refer revised plan for Merivale area.</i></p> <p><i>Is there any change to the pedestrian island outside the Beckenham Service Centre? This needs to be widened but there is no room currently because of bridge constraints. Bridge widening is currently a low priority on the Council's list, despite the safety issues and alignment issue.</i></p>

<p>Pedestrians cont...</p>	<p>GEN</p>	<p>Pedestrian / Cycle Conflict</p> <ul style="list-style-type: none"> - Where pedestrian / cyclist conflict, include signage to indicate who has priority. - Pedestrian / cyclist interaction high on footpath. <p>Pedestrians and Business</p> <ul style="list-style-type: none"> - Most businesses are struggling to increase their foot traffic. <p>Footpath Design</p> <ul style="list-style-type: none"> - Footpath design and pedestrian access to bus stops for the disabled should comply with NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities. - Preferred minimum footpath width of 1.8m needs to be maintained. - Most footpaths in suburbs seem to be underutilised – reduce width to make more road / bus space. - Suggest narrowing of footpath to provide more real estate for motorists. <p>Median Island Design / Pedestrian Refuges</p> <ul style="list-style-type: none"> - Median islands in roads not conforming to NZS 4121:2001 – i.e. only one handrail on them. - Look at improved pedestrian refuges near bus stops. - Pedestrian islands along Papanui Road a real hazard – not lit up and constantly crashed into – barriers knocked down. 	<p><i>Pedestrians have right of way on the footway and cyclists have right of way on the road.</i></p> <p><i>There are no proposals for new cycle paths in this project.</i></p> <p><i>CCC standard SD635 (Standard Detail) has been used. The compliance to NZS 4121:2001 for the footpath and pedestrian access to bus stops will be adhered to during the detailed design stage of the project.</i></p> <p><i>The minimum footpath width of 1.8m has been maintained throughout the corridor.</i></p> <p><i>The footpath has been narrowed in sections to allow for the additional lane widths but will not be narrowed below the 1.8m minimum width.</i></p> <p><i>This was outside of the scope of this project.</i></p>
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<p>Road Layout</p>	<p>GEN</p>	<p>Road Space</p> <ul style="list-style-type: none"> - Essential that the road space fully meets the safety and convenience needs of passengers, cyclists and pedestrians, other options available for motorists for driving to or from town. - Need to rethink how we utilise the road space available. - Would like grass berms along the wider footpaths done away with and that area turned into cycle lanes – to keep the cycles right off the road and away from the traffic. - Move cycle paths to where cars are now parked, forcing cars to use off-street parking lots / garages which are now underutilised. <p>Implementation of Bus Lanes</p> <ul style="list-style-type: none"> - Make bus lanes on new roads or when upgrading roads. <p>Signals</p> <ul style="list-style-type: none"> - More right and left turning traffic light arrows needed. - Colombo / Huxley intersection – priority bus signalling or right turning area is required. - Move traffic lights from Beaumont St to Devon St. <p>Road Markings</p> <ul style="list-style-type: none"> - Not clear how the cycle lane will be marked when parking is allowed. - Paint cycle lanes red with white cycling symbols. - Road marking suggested in addition to signage for bus lanes. - Extend no stopping lines further down Roxburgh Street. <p>Flush Median</p> <ul style="list-style-type: none"> - Support centre plot narrowing at right turning lane of Brougham / Colombo. <p>Traffic Speed</p> <ul style="list-style-type: none"> - Create mixed-use, slow road environment, and make an attractive destination rather than just a corridor. <p>Kerb Build-Out / Raised Median</p> <ul style="list-style-type: none"> - Protect verandas and leave corner streetscapes unchanged. - What is happening north of Moorhouse Avenue? - Concern re loss of footpath and bringing the buses closer to the residence and thus increasing the vibration issues felt (near Byron Street, Sydenham). 	<p><i>Is it viable to include right turn arrows / bus priority signals at Colombo St / Milton St / Huxley St intersection? Yes it is viable but not a lot of benefit would be provided. If this was done then it may divert traffic to Gasson St, which is an anti-bus priority. Not recommended.</i></p> <p><i>Is it viable to move the traffic lights from Beaumont St to Devon St (outside Countdown)? Yes but this was done as a condition of resource consent so it will not be moved.</i></p> <p><i>Is it viable to extend no stopping lines further down Roxburgh St? This is outside the scope of this project and will be referred to Network Operations.</i></p> <p><i>It is outside the scope of the bus priority project to investigate the reduction of traffic speed limits around the City.</i></p> <p><i>The area within the four avenues is outside the scope of this project and will be included with the relocation of the Bus Exchange project.</i></p>
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<p>Road Layout</p>	<p>COL</p>	<p>Waimea Tce Bridge</p> <ul style="list-style-type: none"> - Concerns about merging of car/bus/cycle traffic at some intersections in the section and over the Heathcote River bridge. - Road very narrow at this point, and high traffic volumes. - Widen the bridge over the Heathcote at Ashgrove Terrace. - No controlled intersection for traffic crossing Colombo Street from the service centre. - Bridge too narrow at Waimea Terrace. Unsafe for cyclists. - Too narrow for major arterial and widening should be considered. - Look at clip-ons for cycle lane. <p>Dyers Pass Roundabout</p> <ul style="list-style-type: none"> - Are lights being considered at the roundabout? Put in multi-lane roundabout. Uneven flows around the roundabout causing delays. Install traffic signals at the roundabout. What plans are there for ensuring better traffic flows for all at the roundabout intersection? Very congested roundabout. Suggested P60 parking on side streets near roundabout. - Merge bus lane back into traffic flow earlier than Remuera Avenue to avoid conflict with vehicle and pedestrian movements. <p>Sydenham Enhancement Plan</p> <ul style="list-style-type: none"> - Request for integration of Sydenham Revitalisation Plan with bus priority project. Protect heritage buildings and features. Sydenham needs to become a "destination" shopping area. One way? Shuttle bus to bottom of Port Hills. Make bus use more appealing. Replacement of car parking. Short term parking (1-2 hours). Enforcement. Ponsonby/other models/specialty shops. Upgrade facades of buildings. Remove boy racers – improve security (cameras). Improved light stands. Improved street furniture. User friendly car parks. Planters (greenery) (inspired by Merivale). Car parking building. "Celebrate" bridge – painting – lighting. Paint available to improve 'look' of shops. Pedestrian safety. Contact Dave Henderson. Buskers. Pay for strengthening of historic buildings. Signage – improve. - Why is there a kerb build-out at 362/364 Colombo St? <p>Beckenham Shops Area</p> <ul style="list-style-type: none"> - Beckenham shops area not currently addressed by the project – severe competition for road space in this area, with double set of traffic lights and considerable number of traffic movements along, onto and off the main road, and local shopping area. - Beckenham area dangerous and unpleasant for active transport users such as cyclists and pedestrians, particularly during heavy traffic flows. - Four possible approaches suggested for Beckenham area – remove all parking and extend bus/cycle lanes through the area, - extend parking right up to the corners and eliminate the left-turn lanes altogether, - provide an adequate left turning lane into Tennyson St, - a community-focussed, holistic approach by creating a mixed-use, slow speed environment for this neighbourhood. Give priority back to pedestrians, cyclists and buses. 	<p><i>There is a separate project to look at the viability and integrity of this bridge and any potential for its upgrade.</i></p> <p><i>Why are lights not an option at the Dyers Pass roundabout for this project? The Council would need to buy land and knock part of the hill out to accommodate lights at this intersection. There is also a safety issue for downhill traffic with lights at Dyers Pass.</i></p> <p><i>Is it viable to include P60 parking in side streets near the roundabout? Yes, this is viable and will be referred to Network Operations for investigation.</i></p> <p><i>Is it viable to merge the bus lane back into the traffic flow earlier than Remuera Avenue? No</i></p> <p><i>Option C – Based on Option A but push outbound lane to against the kerb so loss of parking between 3-6pm only on the eastern side. 4.2m wide bus/cycle lane. Off-peak parking available.</i></p> <p><i>No removal or change to existing historic bull-nose veranda on corner of Sandyford Street. Removal of 3m section of bus lane – positive for cyclists. Only change in the Sydenham area. Disadvantages for traffic flow for inbound traffic – traffic friction effects. Integration with Sydenham Enhancement Plan.</i></p>
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<p>Schools</p>	<p>COL</p>	<p>Thorrington School</p> <ul style="list-style-type: none"> - Where will parents park to pick up and drop off children from? Allow for student drop off and pick up. Support for upgrade from zebra crossing to signalised pedestrian crossing. - Support for part-time bus lane. Part-time bus lane outside Thorrington School not opposed (4pm – 6pm). - Oppose shifting bus stop to outside Thorrington School – unnecessary distraction for students throughout the day, area directly behind bus stop used for regular learning, playing and eating throughout the day, increases chance of young child stepping out in front of a bus into oncoming traffic, more foot traffic congestion, vandalism issues, potentially an area for paedophiles to prey. Shift bus stop near Thorrington School down past dairy. - Inclusion of a bus stop before the road crossing on the south bound side of the road could seriously limit road users' view of the crossing on the school side. 	<p><i>Part time bus lane between 4pm and 6pm.</i></p> <p><i>Zebra crossing will be replaced with signalised pedestrian crossing.</i></p>
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<p>Taxis</p>	<p>GEN</p>	<p>Taxi use of bus lanes</p> <ul style="list-style-type: none"> - Use of Council's bus lanes would speed up taxi travel in the city. Suggest taxis can also share with buses. Put in a bus and taxi lane. - Suggest taxis share bus lanes – would take more traffic from the main thoroughfare, but allow buses and taxis to get to their destinations on time. - Many people in disabled community for whom wheelchair taxi transportation is their only practical means of getting around the city, struggle with the costs of day-to-day living. Although DPA mobility scheme assists tremendously with meeting this cost, traffic congestion is an increasing factor in the cause of delays when travelling between destinations in a wheelchair taxi around Christchurch. Also believe that a great inequality amongst residents will be created if taxis are excluded from these lanes – potential to conflict with other values of RLTS if some groups are denied access. - NZ Taxi Federation supports introduction of bus priority lanes along corridors in the city – necessity for a more efficient and reliable Metro service. Who has to use taxis in Christchurch? – disabled and elderly people (Total Mobility Scheme), clients of work rehabilitation agencies, passengers who rely on a taxi driver as a temporary caregiver, passengers with medical conditions, essential services (Rapid Transport Service by Canterbury District Health Board for movement of blood products, specimens, body parts, surgical instruments etc.). RTS should be reason enough to allow taxis to access bus lanes, and although it is important to increase the reliability and patronage of buses it must be realised that there are large sections of society who will never be able to use buses. Opportunity to recognise the transport needs of these people and create good public policy that provides equality of access for all. - Taxis should also have drop off and pick up places, as they often have to double park, which is dangerous for both customers and drivers. <p>Taxi Stands</p> <ul style="list-style-type: none"> - Taxi stand should be sheltered. - Reposition taxi stand in Horner St by the park to free up some more short-term parking close to the intersection. Southern Baby Supplies & Egyptian Kebabs (488 Papanui Road) favour relocation of taxi stand on Horner St and replacing with car parks. - Taxi zones in Mansfield Avenue – remove to loop of Office Road / Aikmans Road. Removal of taxis from Mansfield Avenue may assist flow exiting onto Papanui Road. - Taxi stand in Lawson Street – is this the best place for it in Sydenham? - Timing of project. 	<p><i>The Council proposes to make bus lanes available to buses, cyclists and motorcyclists up to 50cc, as well as emergency vehicles, to begin with. In the future, once the Christchurch driving public has become accustomed to the use of bus lanes throughout the City, the addition of taxis to the bus lanes may be considered.</i></p> <p><i>Following discussions with NZ Taxi Federation:</i></p> <ul style="list-style-type: none"> - <i>Horner St taxi stand to remain in place</i> - <i>Mansfield Avenue taxi stand to remain in place</i> - <i>Investigate additional taxi stand / loading zone in Aikmans Road, as part of the Merivale Parking Strategy.</i> - <i>Lawson St taxi stand (Colombo) to be investigated by NZTF and reported back on.</i> <p><i>Anticipate Council decision before end of June 2008.</i></p> <p><i>Implementation will take place during the 2008/2009 financial year.</i></p>
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- 15. COMMUNITY BOARD ADVISER UPDATE**
- 16. BOARD MEMBERS INFORMATION EXCHANGE**
- 17. ELECTED MEMBERS QUESTIONS**