



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD

AGENDA

WEDNESDAY 17 DECEMBER 2008

AT 3.00 PM

**IN THE BOARDROOM
LINWOOD SERVICE CENTRE
180 SMITH STREET, LINWOOD**

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson and Brenda Lowe-Johnson.

Community Board Adviser

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 3 DECEMBER 2008

The minutes of the Board's ordinary meeting of 3 December 2008 have been circulated separately.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 3 December 2008, be confirmed.

3. DEPUTATIONS BY APPOINTMENT



3.1 THE CATHEDRAL GRAMMAR SCHOOL

Representatives of The Cathedral Grammar School may address the Board in regard to Clause 11:- Chester Street West – Outcome of Limited Survey.

3.2 AVEBURY HOUSE

Representatives of Averbury House will address the Board in regard to Clause 19 - Averbury Park Public Toilets Replacement.

3.3 RICHMOND WORKING MEN'S PIGEON CLUB.

Representatives of the Richmond Working Men's Pigeon Club will address the Board in regard to Clause 19 - Averbury Park Public Toilets Replacement.

Note: It is anticipated that additional deputations relating to matters on the agenda may be requested. Confirmation of any such requests will be advised to Members prior to the meeting.



4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

The following notices of motions are submitted by David Cox pursuant to Standing Order 3.10.1:

- 5.1 That the Hagley/Ferrymead Community Board request urgent and positive action by staff to upgrade the floodlight fixtures to comply with the new Lighting Standards on the two floodlights either side of the Redcliffs Shopping Centre pedestrian crossing. The cost to be borne by the Hagley/Ferrymead Community Board Discretionary Fund.
- 5.2 That the Hagley/Ferrymead Community Board request urgent and positive action by staff to install at grade a similar system of warning lights as trialled at the pedestrian crossing on Tuam Street outside the Council Offices at the Redcliffs Shopping Centre. The cost to be borne by the Hagley/Ferrymead Community Board Discretionary Fund.
- 5.3 That the Hagley/Ferrymead Community Board request urgent and positive action by staff to install via screening/stencilling the word "**PAUSE**" in white lettering at each pavement edge where it co-exists with a pedestrian crossing, with the first installation being at the Redcliffs Shopping Centre pedestrian crossing. The costs to be borne by the Hagley/Ferrymead Community Board Discretionary Fund.

6. CORRESPONDENCE

7. BRIEFINGS

8. 410 OXFORD TERRACE (CORNER BANGOR STREET/OXFORD TERRACE) - TREE REMOVAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Graham Clark, Arborist, Street Tree Asset

PURPOSE OF REPORT

1. The purpose of this report is to obtain a decision from the Hagley/Ferrymead Community Board on the request for the removal of a large pin oak from the berm outside 410 Oxford Terrace (corner Bangor Street/Oxford Terrace).

EXECUTIVE SUMMARY

2. Shading issues from the trees in Bangor Street were brought to the Council's attention by Mr Edgar, of 410 Oxford Terrace, in a letter sent to Mayor's office on 2 November 2006. The issue that Mr Edgar has is that the adjacent pin oak is shading his property making it cold and damp.
3. The Council responded to Mr Edgar's request by visiting the street to assess the trees for any shading of his property. Photographs were taken (refer **attached**) and the following recommendations are the result of the tree assessment completed.
4. In the report dated July 2007 staff recommended:
 - (a) remove a total of 19 trees in Bangor Street to alleviate the over crowding issue.
 - (b) remove only the trees of poor form at the northern end of Bangor Street (not including the pin oak that Mr Edgar wishes to have removed).
5. With respect to the shading of Mr Edgar's property at 410 Oxford Terrace by adjacent Council street tree planting, it is staff's opinion that the removal of further trees at this location will not resolve the shading issue due to shading from other privately owned trees at this location, including a rimu tree in Mr Edgar's property (refer **attached** shade diagrams). Street Tree Solar Studies are circulated to Members under separate cover.

FINANCIAL IMPLICATIONS

6. The estimated cost to remove the pin oak tree is \$2,500.
7. The estimated cost to remove the pin oak tree and provide a replacement tree is \$2,752.
8. The valuation of tree under STEM (Standard Tree Evaluation Method) is \$19,100.
9. The STEM evaluation is 102 points.

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

10. The recommendation aligns with the current LTCCP budgets.

LEGAL CONSIDERATIONS

11. The Greenspace Manager has the following delegation with respect to trees:

"In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager's control."

8. Cont'd

12. While the Transport and Greenspace Manager has the delegation to remove the tree, current practice is that in most cases requests to remove healthy and structurally sound trees are placed before the appropriate Community Board for a decision.
13. Protected street trees can only be removed by a successful application under the Resource Management Act 1991. The tree in question is not protected through the Christchurch City Plan. Although this particular tree is not protected through the provisions of the Christchurch City Plan consideration of the following City Plan Policies may be of some assistance.

Volume 2: Section 4 City Identity

4.2.1 Policy: Tree Cover

To promote amenity values in the urban area by maintaining and enhancing the tree cover present in the City.

Tree cover and vegetation make an important contribution to amenity values in the City. Through the redevelopment of sites, existing vegetation is often lost and not replaced. The City Plan protects those trees identified as "heritage" or "notable" and the subdivision process protects other trees which are considered to be "significant". The highest degree of protection applies to heritage trees.

Because Christchurch is largely built on a flat plain, trees and shrubs play an important role in creating relief, contributing to visual amenity and attracting native birds.

The amount of private open space available for new planting and to retain existing trees is influenced by rules concerning building density and setback from boundaries. The rules do not require new planting for residential development but landscaping is required in business zones.

4.2.2 Policy: Garden City

To recognise and promote the "Garden City" identity, heritage and character of Christchurch.

A key aspect of achieving this policy will be maintaining and extending environments and vegetation types which compliment this image. A broad range of matters influence and contribute to this image, including the following:

- *tree-lined streets and avenues*
- *parks and developed areas of open space.*

14.3.2 Policy: "Garden City" image identity

To acknowledge and promote the "Garden City" identity of the City by protecting, maintaining and extending planting which compliments this image

Volume 3: Part 8 Special Purpose Zone

14.3.5 Street Trees

Nearly half the length of streets within the city contain street trees, but the presence of very high quality street trees which add considerable presence to streets and neighbourhoods is confined to a relatively small proportion of the road network. These streets add particular character and amenity of the city, either in the form of avenues which form points into the city, or an important part of the local character of particular streets.

8. Cont'd

14. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.

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

15. The Council has the legal right to approve or decline the application to remove the tree.
16. Protected street trees can only be removed by a successful application under the Resource Management Act 1991. The tree in question is not protected through the Christchurch City Plan therefore there is no requirement to obtain a Resource Consent for its removal.
17. The District Court can order the pruning or removal of the tree under The Property Law Amendment Act 1975.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Removing and replacing the tree without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport and Greenspace Unit tree maintenance budget for removals of this nature.
19. Obtaining reimbursement from the applicant to remove and replace structurally sound and healthy trees is consistent with the current LTCCP.
20. Funding is available in the Transport and Greenspace Unit Street Tree Capital Renewals budget for the removal and replacement of trees which are no longer appropriate in their current position.
21. Retention of trees which are appropriate in their current position is consistent with the Activity Management Plan provided the trees are structurally sound and healthy.

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

22. Retaining the tree would support the current level of service for street trees.
23. Removing and replacing the tree would support the current level of service for street trees.
24. Removing and not replacing the tree would not support the current level of service for street trees.
25. Removing and not replacing the tree would be inconsistent with Council's direction on 14 August 2007 to increase the number of streets trees in Christchurch.

ALIGNMENT WITH STRATEGIES

26. Removing and not replacing the tree is not consistent with the Living Streets Strategy or the Biodiversity Strategy.
27. Removing and not replacing the tree is not consistent with the Christchurch Urban Design Vision.
28. Retaining the tree is in keeping with the Living Streets Strategy and the Biodiversity Strategy.
29. There is currently no overarching city wide strategy for vegetation management.

8. Cont'd

30. There is currently no policy for the pruning or removing of trees in public spaces. A Draft Tree Policy is being worked on.
31. Retaining the tree is in keeping with the Garden City image.

CONSULTATION FULFILMENT

32. A public information leaflet was delivered to approximately 135 individual residents living within the Avon Loop, along with the Avon Loop Planning Association, around the end of February 2008.
33. Residents were asked if they did support or did not support the removal of the tree.
34. The results were –
- | | | | |
|---|------------------------|----|----------------------|
| • | Number of responses | 27 | |
| • | Do not support removal | 19 | (70 percent against) |
| • | Support removal | 8 | (30 percent for) |

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Decline the request to remove the pin oak from the berm outside the property at 410 Oxford Terrace (Corner Bangor Street and Oxford Terrace).
- (b) Continue to maintain the tree in accordance with internationally accepted arboricultural practices and standards and continue to monitor it for ongoing health and structural integrity.

CHAIRPERSON'S RECOMMENDATION

For discussion.

8. Cont'd

BACKGROUND (THE ISSUES)

35. Bangor Street was redesigned around 1985 when then current streetscape was planted, with the predominant species being pin oaks and cherries, with some supplemental planting occurring around 1990.
36. In 1989 several of the pin oaks were transplanted to Victoria Park.
37. Mr Edgar has advised that he discussed the issue approximately five years ago with Walter Fielding Cotterill, City Arborist at that time. Mr Cotterill informed Mr Edgar that there was little he could do to resolve the issue.
38. Staff are of the opinion that even with the removal of the tree in question the issue of shading on Mr Edgar's property will not be resolved for the following reasons:
 - (a) there are large trees planted on the private property at 406 Oxford Terrace which are of a similar size to the Council street trees (pin oaks) located between them and Mr Edgar's property
 - (b) if the oaks were removed these privately owned trees will continue to shade the property to a similar extent to that occurring at present (see shade diagrams)
 - (c) the medium sized rimu tree located in Mr Edgar's front garden contributes to the amount of shading his property receives (see shade diagrams).

THE OBJECTIVES

39. The objective of this report is to place Mr Edgar's case before the Community Board and to obtain a decision on the future of the tree.

THE OPTIONS

Option 1

40. Maintain the status quo. Do not remove the tree. Continue to maintain the tree to internationally accepted arboricultural practices and standards and continue to monitor it for ongoing health and structural integrity.

Option 2

41. Options are:
 - (a) Remove the tree and replace it with a smaller tree of the same species. Charge the applicant the cost of removal and replacement being:

• Estimated cost of removal	\$2,500
• Cost of replacement	\$ 252
• Estimated Total Cost	\$2,752
 - (b) Remove the tree and replace it with a smaller tree of the same species. Do not charge the applicant.

8. Cont'd

Option 3

42. Options are:

(a) Remove the tree and do not replace it. Charge the applicant the cost of removal being

- Estimated cost of removal \$2,500
- Estimated total cost \$2,500

(b) Remove the tree and do not replace it. Do not charge the applicant.

Option 4

43. Remove the tree and replace it with a smaller tree of the same species. Charge the applicant the STEM value of the tree (\$19,100).

Use these funds to -

(a) replace the tree, and

(b) plant new trees along the Avon River corridor between Barbadoes Street and Fitzgerald Avenue.

THE PREFERRED OPTION

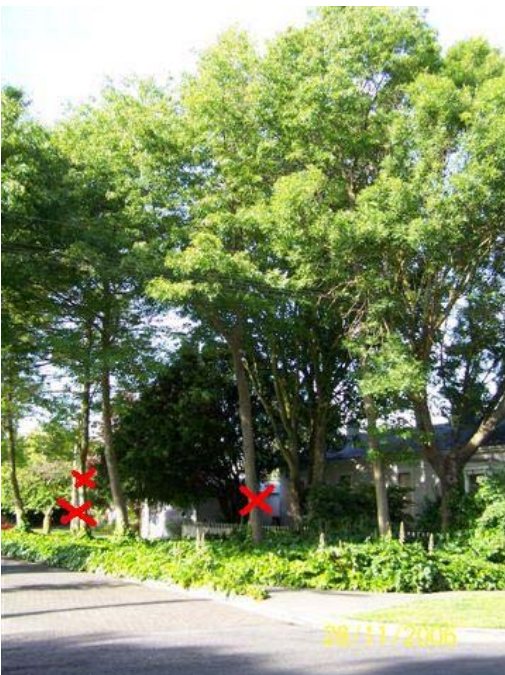
Option 1

44. Maintain the status quo. Do not remove the tree. Continue to maintain the tree to internationally accepted arboricultural practices and standards and continue to monitor it for ongoing health and structural integrity.

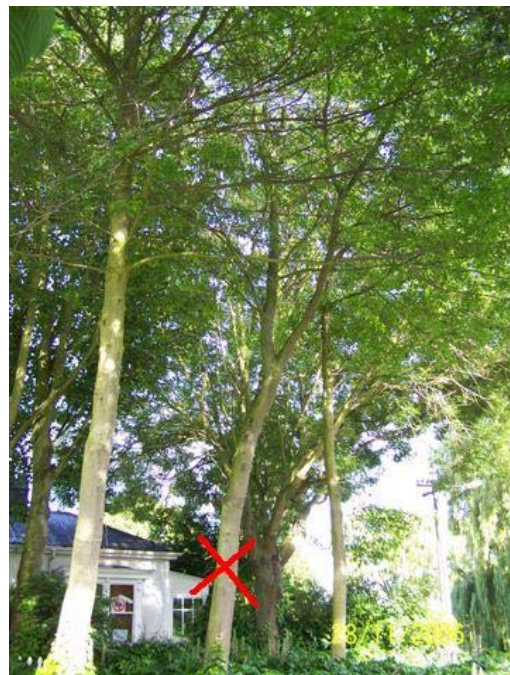
Bangor Street Tree Photographs : Council Recommended Removals



Bangor Street – Oxford terrace Intersection looking North
X = Removal
Thinning out of overstocked street planting



Bangor Street – Oxford terrace Intersection looking Southwest
X = Removal
Thinning out of overstocked street planting



Bangor Street – Oxford terrace Intersection looking Northwest
X = Removal
Thinning out of overstocked street planting



Bangor Street – Oxford terrace Intersection looking Southwest
X = Removal
Thinning out of overstocked street planting



Bangor Street – Planting outside No 44 looking East
X = Removal
Inappropriate location and conflict with overhead services



Bangor Street – Planting between No 50 and Walnut Tree Park
looking Southeast
X = Removal
Inappropriate planting locations and thinning out of overstocked street planting



Bangor Street – Rees Road Intersection looking Northeast towards Walnut Tree Park
X = Removal
Thinning out of overstocked street planting, some with poor form.

ATTACHMENT 1 TO CLAUSE 8 Cont'd



Bangor Street – Outside No 28
looking Northeast
X = Removal
Thinning out of overstocked street
planting of poor form.



Bangor Street – Outside No 28
looking Southeast
X = Removal
Thinning out of overstocked street
planting of poor form.



Bangor Street – Opposite No 28 looking
West into Walnut Tree Park
X = Removal
Thinning out of overstocked street
planting of poor form



Bangor Street – Planting outside No 50
looking East
X = Removal
Poor form and competition with adjacent
tree

Mr Edgars shading issues and private plantings



View looking East from Oxford Terrace towards Mr Edgars property (410 Oxford Terrace).
Note the canopy height of the immediately adjacent street trees and also the medium size Rimu located in Mr Edgars front garden



View looking West from Oxford Terrace towards across the Oxford Terrace frontage Mr Edgars property (410 Oxford Terrace).
Note the canopy height of the immediately adjacent street trees and also the fact that the rear portion of this canopy is from adjacent private trees located at 406 Oxford Terrace. Note also the tree planting in Mr Edgars property.





9. WORCESTER STREET – PROPOSED GIVE WAY SIGN

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that a Give Way sign be placed against Worcester Street at its intersection with Oxford Terrace.

EXECUTIVE SUMMARY

2. The Council Network Operations staff have received several requests to investigate the option of installing a Give Way sign on Worcester Street at its intersection with Oxford Terrace due to the confusion that has arisen as to which vehicles have right of way (refer to **attached** plan).
3. For the majority of vehicle traffic this is a "T" intersection as there is "No Entry" on to the Worcester Street Bridge. However for the Tram it is a crossroad. There is a pedestrian crossing on the east approach of Worcester Street and the south approach of Oxford Terrace.
4. Both Worcester Street and Oxford Terrace are local roads and this intersection is within the central business district, adjacent to the Avon River. It serves as a major access for tour coaches, airport transport and tour operators with pick up stops in Cathedral Square.
5. By placing a Give Way control on the eastern approach of Worcester Street at the Oxford Terrace intersection, the confusion will be eliminated for all traffic. This reinforces Oxford Terrace as the through route and right of way. The limit lines on Oxford Terrace, as seen on attachment 1, are for the zebra crossing. This proposal will also remove some of the congestion that occurs when turning vehicles on Oxford Terrace give way to the Tram, blocking through traffic on Oxford Terrace.
6. Christchurch Tramway, which is the most affected party, has been consulted about the proposal. In their Health and Safety review of the tram circuit in April 2008, the issue of vehicles not giving way to the right was raised and also the lack of visibility to the north.
7. The issues the Tramway raised have been addressed with the Give Way, but it is seen by them as a delay to the tram's circuit route and therefore, in their eyes not a good proposal.
8. There is no residents association covering this area.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$500.

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

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. Cont'd

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. The Christchurch Tramway have been consulted about the proposal and do not see it as a good idea.

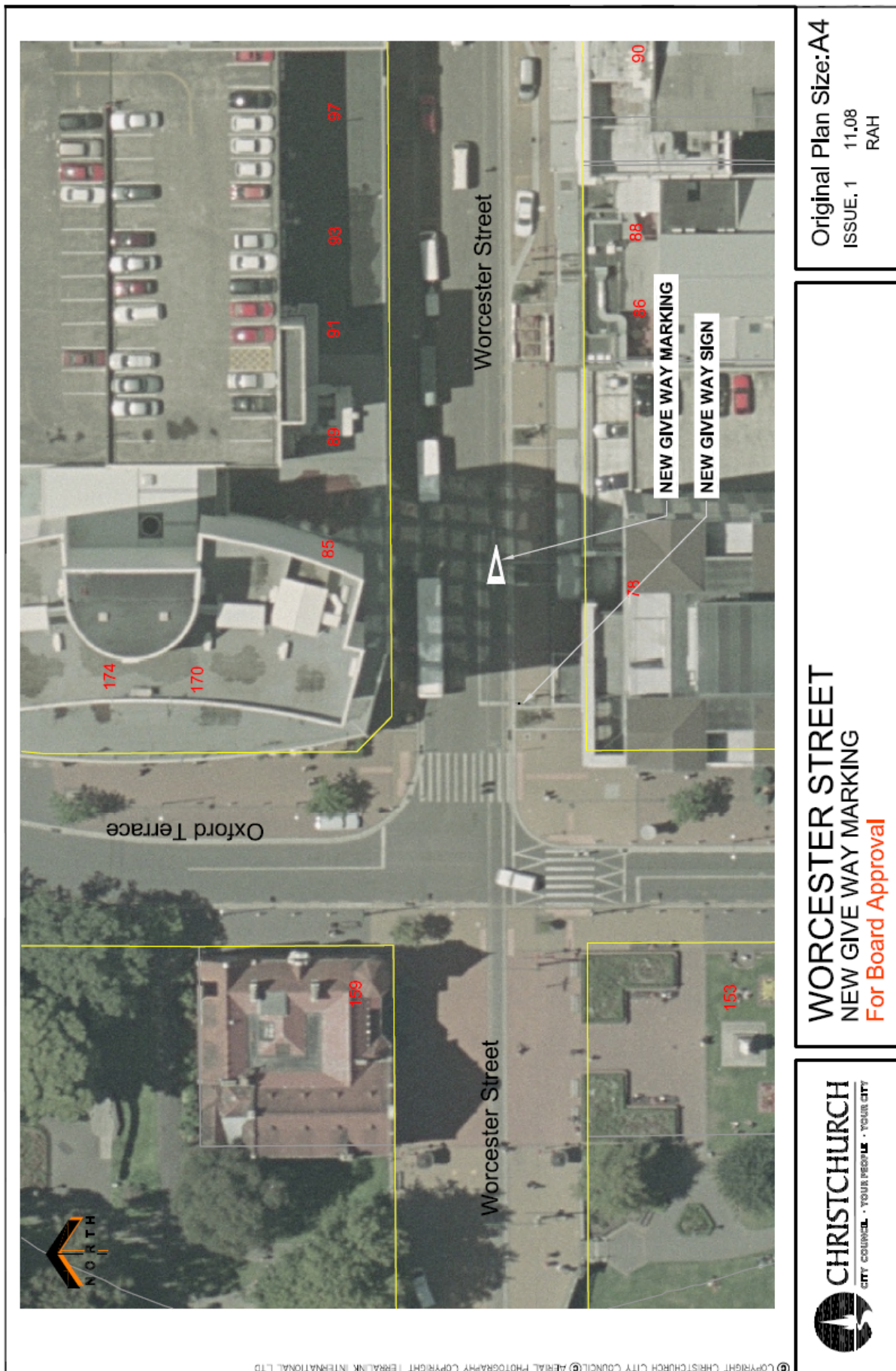
18. There is no residents association covering this area.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends to the Council that a Give Way Control be placed against Worcester Street at its intersection with Oxford Terrace.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.





10. HEREFORD STREET – RATIFICATION OF P10 AT ANY TIME PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Sonia Pollard, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that a Parking Restriction be installed on the north side of Hereford Street in the area between Montreal Street and Cambridge Terrace.

EXECUTIVE SUMMARY

2. The Council staff have received a request from the site contractors, who are currently refurbishing the old postal centre building at 53 Hereford Street, for a parking restriction along the frontage of the building (refer to **attached** plan).
3. 53 Hereford Street is the former New Zealand postal centre opposite the Central Police Station. The building is being extensively redeveloped for use as the new Council Civic offices. The building will be redeveloped to house 1000 staff and will be completed in mid 2010. The refurbishment of this existing building will bring considerable environmental benefits, and supports one of the main priorities for the Council, that of revitalising the central city.
4. Hereford Street is a collector road, and is used to enter the city centre. Hereford Street intersects with Montreal Street and Cambridge Terrace, which are both one way streets, resulting in Hereford Street being used a through way to reach different sections of the city. In order to ensure access to the site and safety, the outlined parking restrictions are required.
5. The P10 At Any Time restriction was installed on 24 November 2008 and will remain in place until 18 January 2009. This request is for retrospective approval so that the parking restriction can be legally enforceable. The P10 At Any Time is required at this time as the postal boxes are still operational. From 19 January 2009 these postal boxes will be relocated and therefore a construction zone can be implemented through the officer delegation.
6. Outside 53 Hereford Street, the current parking restrictions include two sections of pay and display, a motorcycle park and a P10 Loading Zone time restricted. In order to ensure site access a P10 At Any Time parking restriction is recommended in agreement with the postal service for the duration of time that the postal boxes in this location are operational.
7. From 19 January the post office boxes will operate from a new location, and contractors will be occupying the area with cranes and trucks for approximately 18 months, covered by a construction zone installed through officer delegation.
8. The construction zone will be installed from 19 January 2009 until 3 July 2010 to allow the refurbishing to be carried out on the old post office building to prepare this building for use as the new Council offices. The construction zone will mean that full access is available to the site whilst redevelopment takes place, and ensures the safety of both vehicles and pedestrians through the restriction of site to "authorised contraction vehicles only". The construction zone will be subject to the normal Traffic Management process.
9. Following the end of the refurbishment the construction zone will be removed and the P10 At Any Time will be reinstalled. At this stage the final configuration of the on street facilities is unknown. Approval of any new parking restrictions will be subject to a separate report at that time.

10. Cont'd

10. Consultation has been carried out with the postal centre and the current proposal has been created to fit in with their requirements. The police who are the other dominant land user in this area have been consulted and have no objections to the current proposal. Consultation can not easily be carried out with other affected parties as this is a central city location and therefore the effect is on those residents from out of town, making consultation unfeasible. There is no residents' association covering this area.

FINANCIAL IMPLICATIONS

11. The estimated cost of this proposal is approximately \$500 and will be charged to the contractors.

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

12. The installation of road markings and signs is not a direct cost to the Council.

LEGAL CONSIDERATIONS

13. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
14. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

17. As above.

ALIGNMENT WITH STRATEGIES

18. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

19. As above.

CONSULTATION FULFILMENT

20. The postal service has requested that the frontage of 53 Hereford Street be changed to a P10 whilst the postal boxes are still in use. When the postal boxes are relocated to a new site a construction zone will be installed.
21. The other dominant land owner in this area is the Police who have been consulted and have no concerns with the current layout. No further consultation has been undertaken as this area is used by commuters and therefore consultation is not feasible.

10. Cont'd

- 22. This area is outside the Inner City Operations Neighbourhood community area.
- 23. The Officer in Charge, Parking Enforcement, agrees with this recommendation.

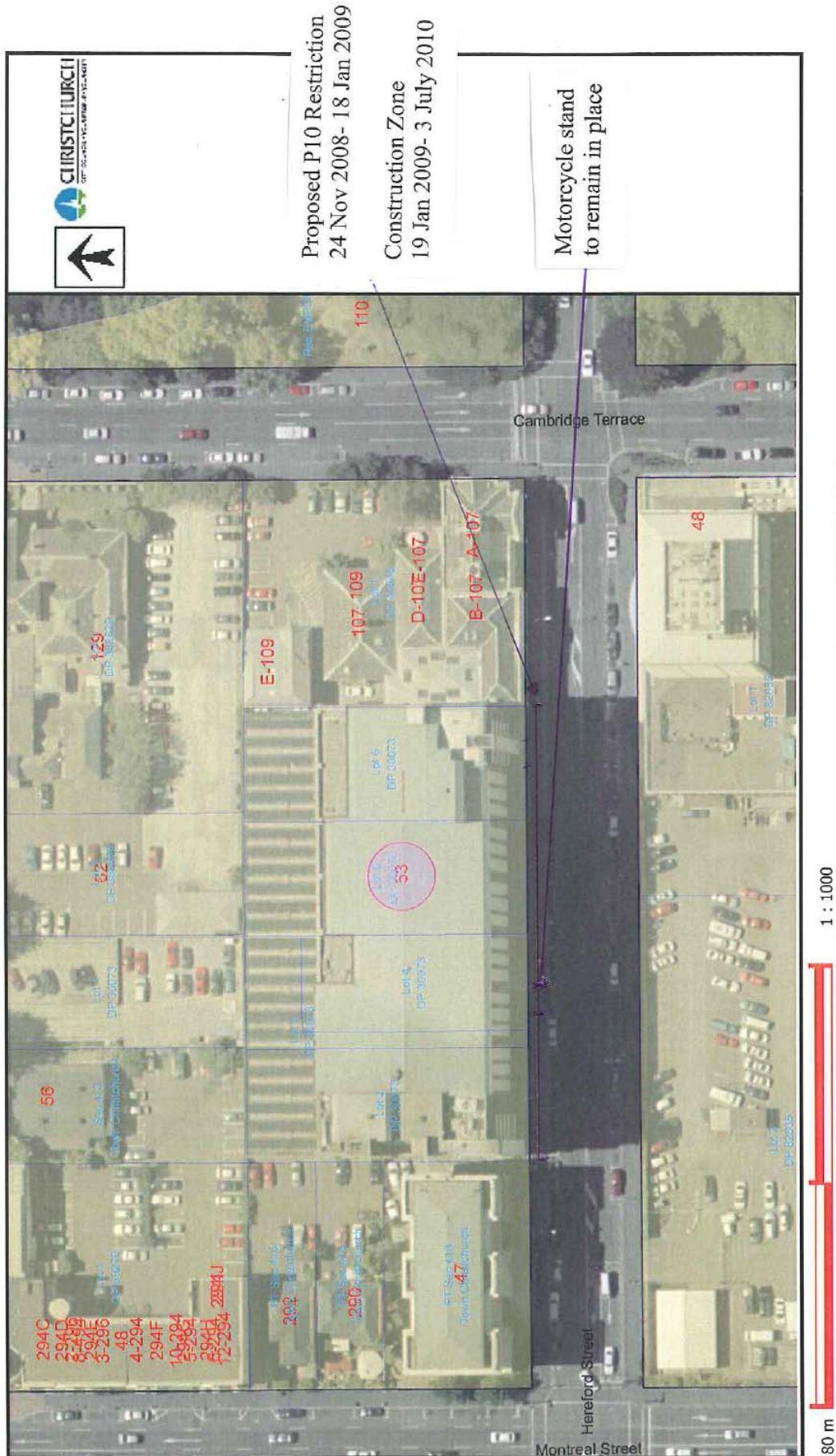
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommends that the Council approve:

- (a) That the Pay and Display Parking Spaces on the north side of Hereford Street commencing at a point 44.5 metres in a easterly direction from its intersection with Montreal Street and extending in a easterly direction for a distance of 25 metres be revoked.
- (b) That the Pay and Display Parking Spaces on the north side of Hereford Street commencing at a point 74.5 metres in a easterly direction from its intersection with Montreal Street and extending in a easterly direction for a distance of 20.5 metres be revoked.
- (c) That the P10 Loading Zone (7.30am-9.00am Mon-Fri) and Pay and Display Parking Spaces (outside the Loading Zone hours) on the north side of Hereford Street commencing at a point 95 metres in a easterly direction from its intersection with Montreal Street and extending in a easterly direction for a distance of 8.5 metres be revoked.
- (d) That the parking of vehicles be restricted to a maximum period of 10 minutes at any time on the north side of Hereford Street commencing at a point 44.5 metres in a easterly direction from its intersection with Montreal Street and extending in a easterly direction for a distance of 25 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 10 minutes at any time on the north side of Hereford Street commencing at a point 74.5 metres in a easterly direction from its intersection with Montreal Street and extending in a easterly direction for a distance of 28.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.





11. CHESTER STREET WEST PEDESTRIAN MALL – OUTCOME OF LIMITED SURVEY

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Barry Cook, Network Operations and Traffic Systems

PURPOSE OF REPORT

1. The purpose of this report is to provide additional information to the Hagley/Ferrymead Community Board to aid its decision making. This report has been prepared following a meeting between the Board, staff and the parties to the issue on 2 May 2008 and the subsequent limited survey of immediately affected residents carried out by Opinions Market Research.
2. This information has been provided so that the Board can make a decision on whether the part-time pedestrian mall should remain in its current form or whether the Board should recommend to the Council that it commence revocation proceedings.

EXECUTIVE SUMMARY

3. In December 2000, following a request of Cathedral Grammar School (the School), the Council installed a part-time pedestrian mall in Chester Street West between Cranmer Square and Park Terrace which operates on school days only, between 9.30am and 2pm. There is a long history of issues relating to the part-time pedestrian mall since that date.
4. The Inner City West Neighbourhood Association Incorporated (ICON) which represent the residents in this area have more recently raised concerns about the pedestrian mall. ICON has asked the Board to revoke the part-time pedestrian mall. The School is keen to retain the part-time pedestrian mall status in the street.
5. A report was considered by the Hagley/Ferrymead Community Board in March 2008 at which time the Board agreed to hold a meeting between the parties, Council staff and the Board, to ascertain the issues which would be used to prepare a further report for Board consideration.
6. A meeting between representatives of ICON, the School, the Board and Council staff took place on 2 May 2008. Also present at the meeting was Mr Peter Leeming, a resident of Cranmer Square.
7. No resolution could be reached at that meeting and the Board members present were unable to get a clear understanding of what the immediate neighbours to the mall thought about the part-time pedestrian mall. It was decided that, to more clearly understand the position, a limited survey of residents most immediately affected by the operation of the mall would be undertaken.
8. Any issues relating to traffic behaviour, safety for children, signage, or use of the area for ball games are peripheral to the decision that needs to be made. That is, whether the part-time pedestrian mall should remain in its current form or whether to ask the Council to commence revocation proceedings.
9. This report outlines the history of the part-time pedestrian mall and the concerns raised by its operation, and details and outcome of the limited survey undertaken by Opinions Market Research.

11. Cont'd

10. The report outlining the limited survey results prepared by Opinons Market Research is **attached**.

Key findings from the limited survey were:

- (a) 65 interviews were completed (14 people declined to take part and 13 could not be contacted).
- (b) 83 percent of participants (54) thought the pedestrian mall should continue as it is.
- (c) 17 percent of participants (11) thought the pedestrian mall should not continue.
- (d) The main reason stated for retaining the pedestrian mall was child safety.
- (e) The main reason for removing the pedestrian mall status was that the road was a public road for use by everyone not just a playground for Cathedral Grammar School.

THE LIMITED SURVEY

11. To ensure independence, the Council engaged Opinions Market Research to prepare and undertake the survey.
12. The area the survey covered was:
- (a) Kilmore Street north side between Park Terrace and Montreal Street.
 - (b) Kilmore Street South side between Park Terrace and Cranmer Square West.
 - (c) Park Terrace south side between Kilmore Street and Armagh Street.
 - (d) Cranmer Square west between Kilmore Street and Armagh Street.
 - (e) Armagh Street north side between Park Terrace and Cranmer Square West.
 - (f) Armagh Street south side between Park Terrace and Montreal Street.
 - (g) Chester Street West between Park Terrace and Cranmer Square West.

(A map of this area is attached to the Opinions Market Research report).

13. ICON, the School, Peter Leeming and the Board Chair Bob Todd were all invited to comment on the draft survey questions. Concerns were raised by both the School and ICON, including particular wording of some questions, the manner in which the survey was to be carried out (that is, via telephone or postal), and the area to be included.
14. These concerns were passed onto Opinions Market Research which made changes accordingly and in line with best practice methods for this type of survey.
15. Despite being a landowner in the survey area, the school was not invited to take part in the survey. The School raised concerns about this and would like to have it noted that it did not take part in the survey and felt aggrieved at the decision to exclude them. There was at least one property in the survey area owned by the School, the tenant was included in the survey.

FINANCIAL IMPLICATIONS

16. As noted in the August 2007 and March 2008 reports to the Board,

"To commence the revocation procedure a Council resolution is required and public notification and rights of appeal would apply. In order to advise the Board and the Council on whether revocation should occur staff consider that the matter would need to be fully investigated. This is not currently budgeted for in the 2006/16 Long Term Council Community Plan (LTCCP) and the process would incur a significant cost. The technical aspects of revocation are estimated to costs \$20,000. However, the consultation involved, given the rights of objection and appeal to the Environment Court could cost hundreds of thousands of dollars which is not budgeted for."

11. Cont'd

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

17. No budget was made available to carry out a Special Consultative Procedure which would be required for any action taken with respect to the pedestrian mall, other than retaining the status quo.

LEGAL CONSIDERATIONS

18. There are two options for the Board in its recommendation to the Council, to retain the current part-time mall pedestrian status or to recommend the revocation of the part-time pedestrian mall status and enter into a special consultative procedure as set down in the Local Government Act 2002.

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

19. Decisions of the Council are open to legal challenge through the judicial review process, or if a Special Consultative Procedure is undertaken by way of challenge to the Environment Court.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

20. Aligns with Streets and Transport to contribute to our community outcomes.

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

20. Yes. Supports 'safety' by providing a safe transport system.

ALIGNMENT WITH STRATEGIES

21. Aligns with Pedestrian Safety, Parking Strategy, and Road Safety Strategy.

Do the recommendations align with the Council's strategies?

22. Yes, see above.

CONSULTATION FULFILMENT

23. This report is the end result of independent consultation. Since 2000 there has been consultation and discussion with the parties and other affected residents by the Board through hearing deputations, correspondence and informal meetings.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- (a) Note the outcome of the survey results as attached.
- (b) Agree to retain the status quo and the part time pedestrian mall status for Chester Street West.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. Cont'd

BACKGROUND (THE ISSUES)

24. In December 2000, following a request of Cathedral Grammar School (the School) the Council installed a part time pedestrian mall in Chester Street West between Cranmer Square and Park Terrace on school days only between 9.30am and 2pm.
25. The Inner City West Neighbourhood Association Incorporated (ICON) has raised concerns about the pedestrian mall on a number of occasions. A number of issues around the continued operation of the part time pedestrian mall are discussed in this report. The School is keen to retain the part-time pedestrian mall.
26. The Board has had the issue of Chester Street West come before it on several occasions. There have been deputations made by both representatives of ICON and the School. In addition, the Board heard the concerns of Mrs Alison Wilson who had been struck by a ball when walking through the pedestrian mall. Mrs Wilson's concerns were addressed at a meeting between Bob Todd, Board Chair, the School, and Council staff in July 2003.
27. Following receipt of a further letter from ICON, dated 24 June 2007, a report was prepared and the Hagley/Ferrymead Board considered it at its meeting of 22 August 2007. Consideration of this report was deferred to the incoming Board following a request from ICON to allow it time to *'survey neighbours and seek legal advice'*.
28. The same report was considered by the Board in March 2008 at which time the Board agreed to hold a meeting between the parties, Council staff and the Board to ascertain the issues, which would be used to prepare a further report for Board consideration.
29. A meeting between representatives of ICON, Cathedral Grammar School, the Board and Council staff took place on 2 May 2008. Also present at the meeting was Mr Peter Leeming, a resident of Cranmer Square, who supports retaining the part time pedestrian mall. Mr Leeming provided written material from his immediate neighbours who also support retaining the part time pedestrian mall. This created some doubt as to what the immediate neighbours wishes were with respect to the part-time pedestrian mall.
30. As no resolution could be reached at that meeting and the Board members present were unable to get a clear understanding of the views of the immediate neighbours about retaining or removing the part time pedestrian mall. It was decided that to more clearly understand the position of the immediate neighbours a limited survey of residents most immediately affected by the operation of the mall would be undertaken.
31. This report presents the findings of the limited survey undertaken by Opinions Market Research, an independent organisation. This information has been provided so that the Board can make a decision on whether the part-time pedestrian mall should remain in its current form or whether the Board should recommend to the Council that it commence revocation proceedings.

17. 12. 2008

- 28 -

ATTACHMENT TO CLAUSE 11



Market Research Report for:

Chester Street West Consultation

Prepared for:

Christchurch City Council

November 2008

Reference: 3668

November 2008

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Appendices:

Appendix I: Questionnaire

Appendix II: Map outlining the survey area

Appendix III: Letters to Owners

1. Introduction

Barry Cook, Network Operation and Traffic Systems Team Leader and Fiona Shand, Assistant Council Secretary, formerly Hagley Ferrymead Community Board Adviser, Christchurch City Council requested Opinions Market Research Ltd (Opinions) undertake research among Chester Street West stakeholders regarding the pedestrian mall that operates between Park Terrace and Cramner Square on school term days from 9.30am to 2pm.

This exercise was entered into following a meeting on 2 May 2008 between representatives of ICON (Inner City West Neighbourhood Association Inc.), Cathedral Grammar School and residents at the request of Hagley Ferrymead Board members.

2. Research Objective

The objective of this exercise was:

To establish whether the pedestrian mall that operates between Park Terrace and Cramner Square on school term days from 9.30am to 2pm should continue in its current form.

This information will be utilised by the Hagley Ferrymead Community Board to assist with determining the future treatment of this section of Chester Street West as to whether the Mall is retained in its current form or a revocation procedure be commenced.

3. Summary of Survey Design, Analysis and Reporting

Opinions Market Research Ltd is a member of the Association of Market Research Organisations and also the Market Research Society of New Zealand. We abide by the Code of Practice and Ethics of the Society and in line with industry best practice.

The survey and questionnaire was designed by Opinions Market Research Ltd in conjunction with Christchurch City Council.

Cathedral Grammar School and ICON were consulted and their feedback was utilised as input into the design of the survey and questionnaire.

The methodology, the contact approach enabling identified properties to be included and questionnaire were designed in line with industry best practice.

As set out in the Market Research Society Code of Practice, the names and addresses of those who took part in this exercise are confidential and the findings have not been presented in a format that would enable individuals to be identified.

Interviewing was conducted between 2 September 2008 and 12 October 2008.

This report is an accurate representation of the responses to the questions asked and includes the information requested by members of the Hagley Ferrymead Community Board discussed at a meeting on 2 May 2008 about what immediate residents thought of the current pedestrian mall.

A copy of the questionnaire is attached as Appendix 1.

4. Survey Approach and Sample Structure

An area encompassing residents and businesses immediately affected by the Chester Street West Pedestrian Mall was identified by Christchurch City Council to be surveyed (refer to Appendix II: Map outlining the survey area).

This area was identified by Opinions to include a total of 92 households or businesses. Attempts were made to contact at least one residential or business tenant and owner at each property in the area, **excluding** Cathedral Grammar School.

The primary and preferred methodology for this exercise was face to face interviews with the person who best represented the living unit or spokesperson for the living unit and in the case of businesses the person responsible overall for the day to day management of the business. A face to face approach was adopted where feasible as it provides a superior interview environment to alternative methodologies.

In some cases where people were not physically available to be interviewed in person, the interview was conducted over the telephone. In total 53 interviews were conducted face to face and 12 interviews were conducted by telephone mainly with owners.

Due to a number of people owning property but not actually residing within the area, a letter (followed by a reminder), inviting participation, was sent out to all owners of property within the survey area, based on a list of names provided by Christchurch City Council (Refer to Appendix III).

A minimum of six call back attempts were made at properties where contact had not been established with either an owner or tenant. Please note: four contact attempts is standard practice within the industry.

The following contact was made with relevant stakeholders in the survey area:

	Number of Households	Response Rate %
Total households or businesses	92	N/A
Completed interviews at each household	65	71%
Refusals	14	15%
Non contactable households	13	14%

A property response rate of 71% was achieved, with 15% of households refusing an interview and 14% unable to be contacted.

A minimum of six call back attempts were made to the 13 properties where contact was unable to be established, except one property which was clearly vacant was visited on three occasions across the interviewing period.

One person, either an owner or tenant at each household, who identified themselves as the person who best represented their living unit or spokesperson for their living unit took part in the exercise. In the case of businesses, it was the person responsible overall for the day to day management of the business who participated.

Owners that participated were generally residing in the survey area or resided out of town and used their property when visiting Christchurch. Owners with tenanted properties were less likely to participate, although they were invited to.

Profile of Participants:

Category	Participants n = 65
Owner/ tenant	
Owner	34
Residential tenant	29
Business tenant	2
Type of Interview	
Face to face	53
Telephone	12
Length of time resided at property	
Less than 1 year	11
1 to less than 2 years	9
2 to less than 4 years	11
4 to less than 8 years	20
8 years or longer	14

Profile of Participants (continued)

Category	Owners n = 34
Length of time owned property	
Less than 1 year	1
1 to less than 2 years	3
2 to less than 4 years	3
4 to less than 8 years	14
8 years or longer	13

5. Main Findings

5.1 Local Area Issues*

Participants were asked whether they were aware of any issues in their local area. Responses have been summarised below.

Issue	Base: 65	
	%	N
The operation of Chester Street West Pedestrian Mall	46	(30)
Traffic, road and public transport issues	17	(11)
Parking issues – other than Cathedral Grammar	12	(8)
Parking issues – due to Cathedral Grammar	3	(2)
Crime and social issues (graffiti, homeless people, burglaries, noise)	9	(6)
Rubbish (Council collection and street litter)	6	(4)
City development (character houses, high rises)	3	(2)
Rates	2	(1)
Other	2	(1)
Don't know of any issues	29	(19)

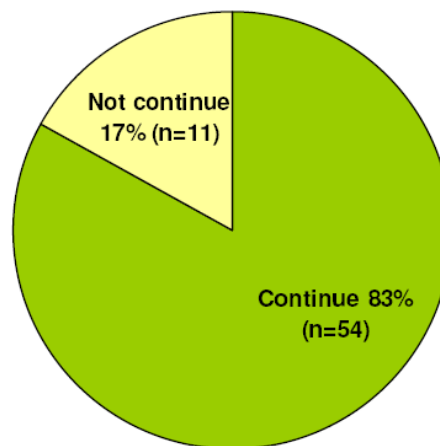
The most frequent issue, mentioned by almost half of participants (46%), was the operation of Chester Street West Pedestrian Mall. Traffic, transport, roading and parking issues were mentioned by a quarter (25%). All other issues were mentioned by less than 10%. Over a quarter (29%) did not mention any issues.

*multiple mentions: more than one reason was given by some participants, so the total will add to more than 100%.

5.2 The Continuation of Chester Street West Pedestrian Mall In Its Current Form

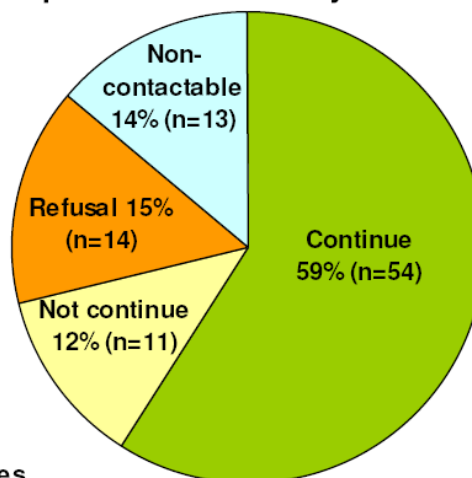
The following was read to participants: 'There is a pedestrian mall that operates in Chester Street West between Park Terrace and Cramner Square on school term days from 9:30 am to 2 pm. This pedestrian mall was implemented in 2000, do you think it should continue in its current form?'

Continuation of Chester Street West Pedestrian Mall in its Current Form - Across the 65 Properties who Completed the Survey who were within the Survey Boundary



Base: 65 Properties

Continuation of Chester Street West Pedestrian Mall in its Current Form - Across all 92 Properties within Survey Boundary



Base: 92 Properties

The majority of participants (83%) interviewed agreed the mall should continue in its current form.

Across all 92 properties, within the survey boundary, this equates to 59% of properties expressing a desire for it to continue in its current form versus 12% not wishing to see it continue in its current form.

The following table shows the continuation of Chester Street West Pedestrian Mall in its current form by different sub groups of participants based only on those who participated (65 properties):

Category	Continue as is n = 54	Not Continue as is n = 11
Owner/ Tenant		
Owner	26	8
Residential tenant	26	3
Business tenant	2	-
Type of Interview		
Face to face	42	11
Telephone	12	-

Table showing the continuation of Chester Street West Pedestrian Mall in its current form by different sub groups of participants (continued):

Category	Continue as is n = 54	Not Continue as is n = 11
Length of time resided at property		
Less than 1 year	10	1
1 to less than 2 years	8	1
2 to less than 4 years	10	1
4 to less than 8 years	15	5
8 years or longer	11	3

Category	Continue as is (owners) n = 26	Not Continue as is (owners) n = 8
Length of time owned property		
Less than 1 year	1	-
1 to less than 2 years	3	-
2 to less than 4 years	3	-
4 to less than 8 years	10	4
8 years or longer	9	4

Among those not wanting the continuation of the mall in its current form, were a higher proportion of owners versus tenants, and those that had resided in their property for more than 4 years.

5.3 Reasons Why the Mall Should Continue or Not in its Current Form*

Participants were asked their reasons for supporting or not supporting the mall continuation. Responses have been summarised below.

	Base: 65	
	%	n
Reasons for Supporting the Continuation of the Mall		
It is safer for the children/ for the sake of the children	57	(37)
The mall has minimal impact on traffic/ access, does not inconvenience other street users	25	(16)
The mall does not affect me	15	(10)
Residents do not want traffic generated through Chester Street West, it is nice to have a walkway	11	(7)
It is slightly inconvenient but not an issue	2	(1)
There has already been a consultation about this, it is unnecessary	2	(1)
It's added security to the school and gives extra space the road doesn't seem necessary. The school is part of the area's character	2	(1)
Don't see any point in going backward, remain as is	2	(1)
It's not suitable as a pedestrian mall parallel with it being a playground	2	(1)
Can tolerate it continuing as is but very much against it being permanently closed unless Cathedral Grammar purchased the land	2	(1)
The corner of Armagh Street/ Park Terrace exceptionally dangerous, grass triangle should be cut back so left turning cars don't impede the traffic	2	(1)
Reasons Did Not Support the Continuation of the Mall		
It is a public road for everyone to use, not just a playground for Cathedral Grammar	12	(8)
There was no consultation prior to the implementation of the mall	5	(3)
Dangerous behaviour of children (running across the road as if it were not a road)	5	(3)
It is dangerous for pedestrians walking through (hit by balls etc.)	3	(2)
It should not have been cut off and made into a mall	2	(1)
No alternative solution offered	2	(1)

*multiple mentions: more than one reason was given by some participants, so the total will add to more than 100%.

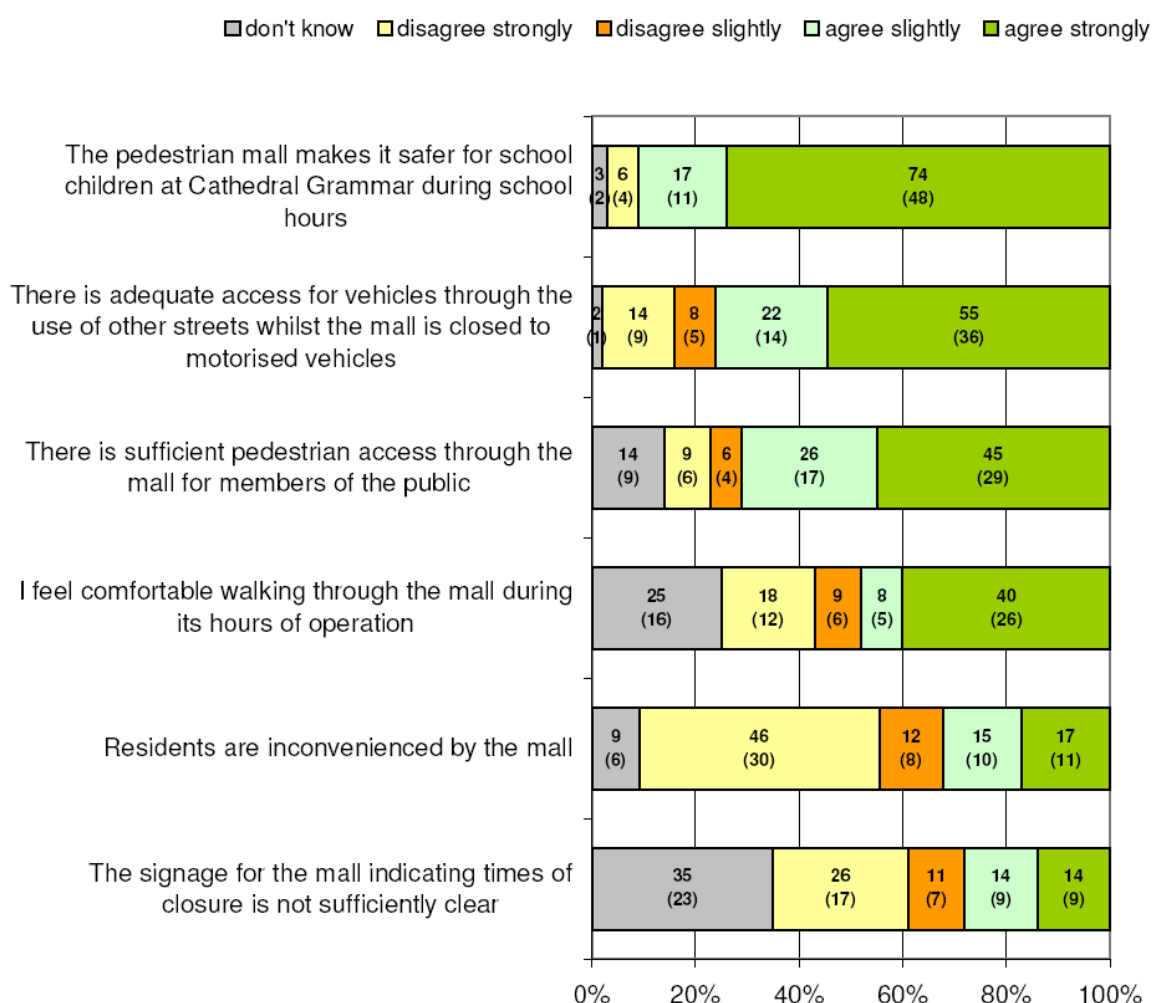
Most supported the continuation of the mall in its current form and the primary reasons for doing so was that it provided a safer environment for the school children at Cathedral Grammar and it did not affect or inconvenience other street users.

The main reason for not wanting the mall to continue in its current form was that it was a public road for everyone's use, not just the school's use.

5.4 Level of Agreement with Statements about the Pedestrian Mall

Participants were asked whether they personally agreed or disagreed with the following statements about the pedestrian mall.

Level of Agreement with Statements about the Pedestrian Mall



Base: 65 Properties

Note: The graph above shows percentage of participants responding, the number in brackets below is the actual number of participants responding.

Nearly all (91%), 74% strongly and 17% slightly, agreed *the pedestrian mall makes it safer for school children at Cathedral Grammar during school hours*.

Approximately three quarters (77%) agreed, 55% strongly and 22% slightly, *there is adequate access for vehicles through the use of other streets whilst the mall is closed to motorised vehicles* and again a majority (71%) agreed, 45% strongly and 26% slightly, *there is sufficient pedestrian access through the mall for members of the public*.

Agreement was relatively polarised with regard to *I feel comfortable to walk through the mall during its hours of operation*. However, more participants agreed (48%), of which 40% agreed strongly, they felt comfortable doing this than disagreed (27%), of which 18% disagreed strongly. A further quarter did not know.

Nearly a third (32%) agreed, 17% strongly and 15% slightly, *residents are inconvenienced by the mall* compared to 58% who felt they were not inconvenienced. Approximately a tenth (9%) did not know.

Just over a quarter (28%) agreed, 14% strongly and 14% slightly, *the signage for the mall indicating times of closure is not sufficiently clear*, 37% disagreed, 26% disagreed strongly and 11% slightly and 35% did not know.

5.4.1 Summary of Reasons for Agreement/ Disagreement with Statements

The following table summarises the main reasons for agreeing or disagreeing with each statement.

Statement	Agreement	Summary of Reasons for Responses
The pedestrian mall makes it safer for school children at Cathedral Grammar during school hours	Agree strongly/ slightly	To reduce/ eliminate traffic to make it safer for the children.
	Disagree strongly/ slightly	When the mall is open to traffic the children are not aware of it; the mall makes them complacent.
There is adequate access for vehicles through the use of other streets whilst the mall is closed to motorised vehicles	Agree strongly/ slightly	There are lots of alternative routes and any detour is inconsequential.
	Disagree strongly/ slightly	Due to the one-way system residents are forced to go a different way. It is inconvenient to go an extra block around it (Chester Street West).

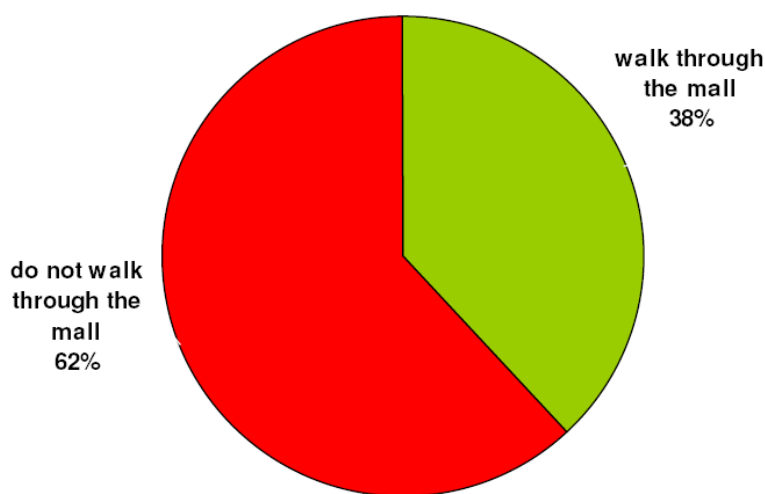
Summary of Reasons for Agreement/ Disagreement with Statements (continued)

Statement	Agreement	Summary of Reasons for Responses
There is sufficient pedestrian access through the mall for members of the public	Agree strongly/ slightly Disagree strongly/ slightly Don't know	Yes, it is evident people can get through - there is a footpath on either side. People are discouraged from going through. It seems as if it has completely been taken over by school children. I thought it was a private road so don't use it.
I feel comfortable walking through the mall during its hours of operation	Agree strongly/ slightly Disagree strongly/ slightly Don't know	It doesn't worry us, I feel comfortable doing it, it is peaceful with no traffic. It provides a safe passage from one end of Chester Street West to the other. I don't feel comfortable, it feels like walking through a school playground. Seems part of the school's property/ private property. I don't use it.
Residents are inconvenienced by the mall	Agree strongly/ slightly Disagree strongly/ slightly Don't know	There are parking issues and problems of access. I am unable to turn left out of my gate into Chester Street West/ I can't walk or drive through which causes traffic jams along Park Terrace. It does not affect me or affect access so I am not inconvenienced. It is not somewhere I go.
The signage for the mall indicating times of closure is not sufficiently clear	Agree strongly/ slightly Disagree strongly/ slightly Don't know	I didn't see the sign/ cannot remember the sign so it can't be significant. It should be placed before the corner so motorists can see it. It is clear and there is no ambiguity associated with the signage. I haven't read or noticed it.

5.5 Incidence of Walking Through the Mall

Participants were asked whether they walked through the mall during its hours of operation.

Incidence of Walking Through the Mall During Hours of Operation



Base: 65 Properties

Almost two fifths (38%) walked through the mall during its hours of operation; 62% did not.

The table below shows behaviour among those that wanted the mall to continue in its current form versus not continue in its current form:

Base:	Yes, Walk through n = 25	No, do not walk through n = 40
Continue as is	20	34
Not continue as is	5	6

The above table demonstrates that, among those that did not want the mall to continue in its current form, a relatively similar number walked through as opposed to those who did not walk through. From this finding it could be deduced there is no significant correlation between participant's opinion of the mall by whether or not they use it.

Reasons for not walking through the mall during its hours of operation are outlined below.

Reasons for Not Walking through Chester Street West Pedestrian Mall During Hours of Operation	Base: Do not walk through the mall n = 40
No need to walk through/ just as easy to go another way	31
Do not feel safe or comfortable walking through (due to kids screaming, playing)	7
Other	2

Most participants (78%) did not walk through the mall during its hours of operation because they had no need to or felt it was just as easy to go another way. Most participants who said this (90%, n = 28) wanted the mall to continue.

A minority (18%, n = 7) would not walk through the mall because they did not feel comfortable or safe. Around half (n = 4) wanted the mall to continue as is and the remainder (n = 3) did not.

Appendix I: Questionnaire

ATTACHMENT TO CLAUSE 11 Cont'd

OPINIONS MARKET RESEARCH LTD
LEVEL ONE, 164 LICHFIELD ST
CHRISTCHURCH
TEL: 374 9794

For Office Use Only
Questionnaire Number

3668: Chester Street West Consultation: Questionnaire

READ OUT: Good morning/ afternoon/ evening, my name is.....from Opinions Market Research Ltd in Christchurch. We are contacting residents in this immediate area as part of a fact finding exercise we are conducting on behalf of Christchurch City Council.

Q1a. Please can you tell me are you the owner or tenant ofREAD OUT ADDRESS?

Owner ☐ SKIP TO Q2
Residential Tenant ☐ GO TO Q1b
Business Tenant ☐ GO TO Q1b

Q1b. SPEAK TO SPECIFIED PERSON ONLY AS FOLLOWS:

IF RESIDENTIAL TENANT ASK: I need to speak to the person who best represents your living unit or spokesperson for your living unit, would this person be you or someone else?

IF BUSINESS TENANT ASK: Please can I speak to the person responsible overall for the day to day management of the business (or businesses) located at this address?

Is this person ☐ GO TO Q2

Is another person ☐ ARRANGE TO SPEAK TO THIS PERSON/ COLLECT CONTACT DETAILS AS APPROPRIATE

READ OUT: We are an independent market research company, and in accordance with the Code of Practice of the Market Research Society, any information you provide will not be given to the Christchurch City Council in a form that would enable them to identify you as an individual. As part of this consultation exercise I have a series of questions I would like to ask. It will take approximately 10 minutes to answer these questions is now a convenient time?

Q2. Can you tell me are you aware of any issues in your local area? ASK: What else? UNTIL NOTHING FURTHER MENTIONED. NOTE: IF COMMENTS ARE MADE ABOUT ISSUES OTHER THAN CHESTER STREET WEST PEDESTRIAN MALL READ OUT: This issue/ these issues fall outside the scope of this exercise. We will pass this information on to Christchurch City Council however you will need to contact the Council directly if you wish to progress.

Q3. There is a pedestrian mall that operates in Chester St West between Park Terrace and Cramner Square on school term days from 9.30am to 2pm. This pedestrian mall was implemented in 2000, do you think it should continue in its current form? CODE ONE ONLY

continue as is ☐
not continue as is ☐

Q4. Please can you tell me what are your reasons for saying this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

Q5. Can you please tell me whether you personally agree or disagree with the following statements about the pedestrian mall? READ OUT. CODE ONE FOR EACH.

ASK: And is that agree/ disagree slightly or strongly?

disagree strongly	disagree slightly	agree slightly	agree strongly	don't know
----------------------	----------------------	-------------------	-------------------	---------------

The pedestrian mall makes it safer for school children at
Cathedral Grammar during school hours☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

There is adequate access for vehicles through the use of other streets whilst
the mall is closed to motorised vehicles.....☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

I feel comfortable walking through the
mall during its hours of operation.....☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

There is sufficient pedestrian access
through the mall for members of the public..☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

The signage for the mall indicating times
of closure is not sufficiently clear☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

Residents are inconvenienced by the mall..☐.....☐.....☐.....☐.....☐

Why do you say this? ASK: Why else? UNTIL NOTHING FURTHER MENTIONED.

ATTACHMENT TO CLAUSE 11 Cont'd

Q6a. Do you walk through the pedestrian mall during it's hours of operation?

Yes ☐ SKIP TO Q7a
 No ☐ GO TO Q6b

Q6b. Why not?

have no need to walk through ☐
 do not feel safe walking through ☐
 other SPECIFY _____

Q7a. Can you please tell me how long you have lived at this address?

Less than one year ☐
 1 to less than 2 years ☐
 2 to less than 4 years ☐
 4 to less than 8 years ☐
 8 years or longer ☐

IF OWNER OF PROPERTY AT Q1a

Q7b. How long you have owned this property?

Less than one year ☐
 1 to less than 2 years ☐
 2 to less than 4 years ☐
 4 to less than 8 years ☐
 8 years or longer ☐

READ OUT TO ALL:

Thank you for participating in this exercise. This questionnaire relates specifically to the issue of the pedestrian mall. Any other issues raised through this specific exercise will be dealt with as a separate process.

Q8. It is planned that the findings from this consultation will be discussed at the Community Board Meeting to be held later this year. Would you be interested in receiving a summary of the findings from this consultation exercise?

Yes ☐
 No ☐

COLLECT FOLLOWING INFORMATION FOR ALL PARTICIPANTS:

Participants Name: _____

Participants Mobile Phone Number: _____

Participants Phone Number: _____

Participants Address: _____

Participants Postal Address: _____

ATTACHMENT TO CLAUSE 11 Cont'd

Q9. IF NOT OWNER: We will need to contact the owner of this property as well, do you have their contact details?

Owners Name: _____

Owners Mobile Phone Number: _____

Owners Phone Number: _____

Owners Address: _____

Owners Postal Address: _____

Q10. So far we have spoken to(READ OUT NAMES) in relation to this property address. Please can you confirm for me that in doing so, we have consulted with all people connected with this property that should be consulted with? IF NOT: Who else needs to be consulted with?

Yes, all consulted ☐ SKIP TO Q12

No, others to be consulted with ☐ GO TO Q11

Q11. Who else are you aware of who needs to be consulted with in relation to this property? ASK: Who else? UNTIL NO ONE FURTHER MENTIONED. COLLECT AS MANY CONTACT DETAILS FOR EACH PERSON AS POSSIBLE. READ OUT: We will need to confirm with the Christchurch City Council whether or not this person as ... READ OUT RELATIONSHIP WITH PROPERTY... needs to be included in this current consultation exercise.

Relationship with property e.g. owner, tenant: _____

Name: _____

Phone Number: _____

Mobile Phone Number: _____

Address: _____

Postal Address: _____

Q12. Interview conducted: Face to face ☐
Telephone ☐

READ OUT: Thank you for participating in this consultation exercise. To reassure you, any personal details or information that would identify you as an individual (business) will be kept confidential to Opinions in accordance with our Code of Practice. If you have any queries please contact our office during office hours on Christchurch 374 9794. Once again thank you for participating. LEAVE OPINIONS FIELD CARD WITH PARTICIPANT

FOR OFFICE USE

INTERVIEWER DECLARATION: I declare that the respondent, whose name and address appear above, was unknown to me until the interview. I confirm that, before returning the questionnaire, I have checked that it meets and was carried out in accordance with company policy and the instructions supplied to me for this study. I understand that the information given to me during the interview must be kept confidential.

SIGNED: _____ **DATE:** _____

INTERVIEWER NAME: _____ INTERVIEWER NO:

--	--

Appendix II: Map Outlining the Survey Area

- 50 -

Cadastral - Ph: 941-8300 - Fax: 941-8385

LEGEND

SCALE 1:1000 on A3

CHRISTCHURCH
CITY COUNCIL - IM & CT

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Appendix III: Letters to Owners



NAME
ADDRESS

September 2008

Dear ...

On behalf of Christchurch City Council we are contacting tenants and owners of property in the immediate area surrounding Chester Street West Pedestrian Mall to collect information which will assist the Council's decision making regarding the Chester Street West Pedestrian Mall.

We would like to ask you a series of questions about your opinion which will take approximately 10 minutes to answer, either in person or over the telephone.

We are an independent market research company, and in accordance with the Code of Practice of the Market Research Society, any information you provide will not be given to the Christchurch City Council in a form that would enable them to identify you as an individual.

Please could you contact Jude Davis, Field Manager by 6 October 2008 to arrange a convenient time to be asked these questions.

Contact details for Jude Davis are:

Telephone: (03) 374 8950

Email: jdavis@opinions.co.nz

Address: Opinions Market Research Ltd, Level One, 164 Lichfield Street, Christchurch

Thank you in advance for your co-operation and participation in this exercise.

Yours sincerely

Karen Selway
Director

Level One| 164 Lichfield St| Christchurch| Tel: (03) 374 9794| Email: kselway@opinions.co.nz



NAME
ADDRESS

October 2008

Dear ...

If you wish to take part in this exercise regarding Chester Street West Pedestrian Mall, could you please contact us by 8 October 2008.

Opinions Market Research Ltd is contacting tenants and owners of property in the immediate area surrounding Chester Street West Pedestrian Mall on behalf of Christchurch City Council to collect information, which will assist the Council's decision making regarding the Chester Street West Pedestrian Mall.

We would like to ask you a series of questions about your opinion which will take approximately 8-10 minutes to answer, either in person or over the telephone.

We are an independent market research company, and in accordance with the Code of Practice of the Market Research Society, any information you provide will not be given to the Christchurch City Council in a form that would enable them to identify you as an individual.

Please could you contact Jude Davis, Field Manager, by 8 October 2008 to arrange a convenient time to be asked these questions.

Contact details for Jude Davis are:

Telephone: (03) 374 8950

Email: jdavis@opinions.co.nz

Address: Opinions Market Research Ltd, Level One, 164 Lichfield Street, Christchurch

Thank you in advance for your co-operation and participation in this exercise.

Yours sincerely

Jude Davis
Field Manager

Level One| 164 Lichfield St| Christchurch| Tel: (03) 374 9794| Email: kselway@opinions.co.nz



12. 544A TUAM STREET - RE-POSITIONING BUS STOP

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the resolution of the Hagley/Ferrymead Community Board to re-position a bus stop from the front of 544 Tuam Street to 544A Tuam Street (refer **attached** plan).

EXECUTIVE SUMMARY

2. As part of the Western Interceptor Stage 1 Contract Works an agreement was made during the consultation phase of the project with the owner of the Pump House situated at 544 Tuam Street, that the bus stop outside the business premises be moved.
3. It is proposed to move the stop 76 meters in an easterly direction and situate it at 544A Tuam Street, which is a Council owned reserve named Olliviers Reserve.

FINANCIAL IMPLICATIONS

- 4 Costs of \$400 for moving the stop will be met by the Western Interceptor Stage 1 budget.

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

5. Yes.

LEGAL CONSIDERATIONS

6. The Council is the road controlling authority for Christchurch, and has delegated the imposing of parking restrictions along the sides of these roads to the Community Board. The Land Transport rules provide for the installation of regulatory parking restrictions including bus stops.

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

7. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP– Transport and Greenspace Capital Programme.

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

9. Yes, as per above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Do the recommendations align with the Council's strategies?

11. Yes. Our Community Plan.

12. Cont'd

CONSULTATION FULFILMENT

12. The land at 544A Tuam Street is owned by the Council, with no dwelling nearby and no other property affected. Agreement from the owner of 544 Tuam Street has been received and it is proposed to move the stop at his request. No further consultation is required in this case.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) That the bus stop on the south side of Tuam Street, situated 49 metres east of Mathesons Road be revoked.
- (b) That a bus stop be placed on the south side of Tuam Street at a point starting 29 metres west of Ollivers Road, continuing for a distance of 14 meters.
- (c) That No Parking lines be marked on the roadway at a point beginning 23 metres west of Ollivers Road and continuing for a distance of six metres.
- (d) That No Parking lines be marked on the roadway at a point beginning 43 metres west of Ollivers Road and continuing for a distance of six metres.

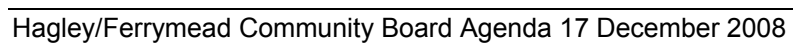
CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

17. 12. 2008

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ATTACHMENT TO CLAUSE 12



13. GLASGOW AND NEWCASTLE STREET RENEWAL

General Manager responsible:	General Manager, City Environment, DDI 941 8606
Officer responsible:	Transport and Greenspace Manager.
Author:	Jennie Hamilton, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for the proposed street renewal works in Glasgow and Newcastle Streets to proceed to detailed design, tender and construction (refer **attached** street renewal plan).

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in August 2008 due to the rapid deterioration of Glasgow and Newcastle Streets. Damage has been caused by the heavy traffic that has been detoured over these streets during construction of the Western interceptor sewerage pipe. It was decided to bring the planned street renewal project forward, and combine it with the remedial works.
3. The objectives for the project are as follows:
 - Replace the kerb and channel
 - To maintain or improve safety for all road users
 - To ensure adequate drainage is provided
 - To complete construction in the 2008/09 financial year
 - To resolve any rat running and/or speed issues associated with vehicles using these streets to beat the left turning queue from Harrow Street into Aldwins Road
 - To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. The proposed street renewal works are planned for implementation in the 2008/09 financial year.
5. The cost estimate for the proposed works is \$720,000. The Transport Program Control Group has confirmed that there are sufficient funds available from deferred works within the 2008/09 Street Renewal Program and has approved the transfer of the required funds from deferred works to complete this project.

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

6. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

7. Community Board resolutions are required to revoke the existing parking restrictions in the street and approve the new parking restrictions.

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

8. As above.

13. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme.

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

10. As above.

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. The Board was informed of this project by memorandum in early September 2008, prior to the initial issues survey being undertaken.
14. Initial issues consultation was undertaken in September 2008. The initial issues survey was delivered to properties in Glasgow and Newcastle Streets as well as to Linwood High School. Twenty seven responses to this initial issues survey were received. The main issues raised were traffic speed, through traffic, landscaping and street drainage.
15. The board was presented with a seminar to introduce the proposed design and the project's consultation programme in October 2008.
16. Public consultation, including a Public Information Evening, was held in October 2008. Approximately 100 leaflets were distributed to residents and other interested parties in the immediate area. Twenty responses were received. Fourteen directly indicated that they supported the proposal. The other six did not indicate if they supported the plan or not. The lack of significant issues raised through this consultation, combined with the comments received at the Public Information Evening, indicate that this proposal is well supported by the residents and they would like to see the works completed as soon as possible.
17. A summary of feedback and project team responses is available on request.
18. Changes made as a result of community consultation were as follows:
- (a) A driveway was included into the property at number 22 Newcastle Street, and an additional tree included in this area to balance the grass berm areas.
 - (b) The proposed tactile paving layout was improved and the final tactile design will comply with the RTS 14 standard.
 - (c) Some additional landscaping was included at the Aldwins Street end of Newcastle Street to keep this end consistent with the other ends of the streets.
 - (d) The no stopping lines were extended at the entry to the streets and at the proposed build outs to reduce the potential conflict with parked cars and to improve sight distances.

13. Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Glasgow/Newcastle project to proceed to detailed design, tender and construction as shown on the attached plans.
- (b) Revoke all existing parking and stopping restrictions on Glasgow Street, Newcastle Street, the northern side of Harrow Street for 20 metres either side of the intersection with Glasgow Street and the western side of Aldwins Road for 20 metres either side of the intersection with Newcastle Street to take effect from the time the construction of the new kerb and channel is completed.
- (c) Approve the following parking restrictions to take effect from the time the construction of the new kerb and channel is completed:

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) The western side of Glasgow Street, commencing at the extension of the Harrow Street kerb line and extending for 12 metres in a northerly direction.
- (ii) The eastern side of Glasgow Street, commencing at the extension of the Harrow Street kerb line and extending for 12 metres in a northerly direction.
- (iii) The western side of Glasgow Street, commencing 83 metres from the extension of the Harrow Street kerb line and extending for 37 metres in a northerly direction.
- (iv) The eastern side of Glasgow Street, commencing at the extension of the Newcastle Street southern kerb line and extending for 13 metres to the south.
- (v) The eastern side of Glasgow Street, commencing at the extension of the Newcastle Street northern kerb line and extending for 14 metres to the north.
- (vi) The northern end of Glasgow Street, commencing 165 metres from the extension of the Harrow Street kerb line on the western side of Glasgow Street, and extending 35 metres throughout the turning area to a point on the eastern side of Glasgow Street, 165 metres from the extension of the Harrow Street kerb line.
- (vii) The northern side of Newcastle Street, commencing at the extension of the Glasgow Street kerb line and extending for 12 metres in an easterly direction.
- (viii) The southern side of Newcastle Street, commencing at the extension of the Glasgow Street kerb line and extending for 12 metres in an easterly direction.
- (ix) The northern side of Newcastle Street, commencing 71 metres from the extension of the Glasgow Street kerb line and extending for 11 metres in an easterly direction.
- (x) The southern side of Newcastle Street, commencing 74 metres from the extension of the Glasgow Street kerb line and extending for 17 metres in an easterly direction.
- (xi) The northern side of Newcastle Street, commencing at the extension of the Aldwins Road kerb line and extending for nine metres in a westerly direction.
- (xii) The southern side of Newcastle Street, commencing at the extension of the Aldwins Road kerb line and extending for nine metres in a westerly direction.
- (xiii) The northern side of Harrow Street, commencing at the extension of the Glasgow Street western kerb line and extending for seven metres in a westerly direction.

13. Cont'd

- (xiv) The northern side of Harrow Street, commencing at the extension of the Glasgow Street eastern kerb line and extending for seven metres in an easterly direction.
- (xv) The western side of Aldwins Road, commencing at the extension of the Newcastle Street northern kerb line and extending for 20 metres in a northerly direction.
- (xvi) The western side of Aldwins Road, commencing at the extension of the Newcastle Street southern kerb line and extending for 20 metres in a southerly direction.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.

13. Cont'd

BACKGROUND (THE ISSUES)

19. Glasgow and Newcastle Streets are residential streets that are classed as "local roads".
20. A heavy traffic detour has been placed over these streets while construction of the Western Interceptor Sewerage pipe has been occurring in the Aldwins Road end of Harrow Street. This heavy traffic detour has caused significant pavement damage to both Glasgow and Newcastle Streets.
21. Due to the high costs of any remedial works on these streets, the Transport and Greenspace Unit decided to bring the kerb and channel replacement project forward and combine it with the remedial works.
22. This has resulted in the Glasgow and Newcastle Street Renewal Project being completed in an urgent timeframe. This project commenced in August 2008 and construction is planned to be completed by the end of June 2009.

THE OBJECTIVES

23. The primary objectives for the project are:
 - (a) To replace the kerb and channel
 - (b) To maintain or improve safety for all road users
 - (c) To ensure adequate drainage is provided
 - (d) To complete construction in the 2008/09 financial year
 - (e) To resolve any rat running and/or speed issues associated with vehicles using these streets to beat the left turning queue from Harrow Street into Aldwins Road.
24. The secondary (would like to do, but add cost) objectives for the project are:
 - (a) To provide landscape enhancement where possible.

THE OPTIONS

25. Three options were developed for comparison.
26. All options include full reconstruction of the carriageway, replacement of the existing kerb and dish channel with kerb and flat channel, narrowing the roadway to nine metres, landscaping, a turning head at the end of Glasgow Street and various different treatments to resolve the rat running and speed issues.
27. The final selected option is a combination of the best features from each of the options.

OPTION 1

28. The differentiating features of Option 1 include:
 - (a) Type C thresholds at the Harrow Street/Glasgow Street intersection and at the Newcastle Street/Aldwins Road intersection.
 - (b) A roundabout at the Glasgow Street/Newcastle Street intersection.
 - (c) A 12 metre wide hammer head turning bay at the end of Glasgow Street.

13. Cont'd

OPTION 2

29. The differentiating features of Option 2 include:

- (a) Type B thresholds at the Harrow Street/Glasgow Street intersection and at the Newcastle Street/Aldwins Road intersection.
- (b) A seven metre wide, 75 millimetre high raised platform at the Glasgow Street/ Newcastle Street intersection.
- (c) A mid block narrowing to six metres, with a 75 millimetre high raised platform on Newcastle Street.
- (d) A 19 metre diameter cul-de-sac at the end of Glasgow Street.

OPTION 3

30. The differentiating features of Option 3 include:

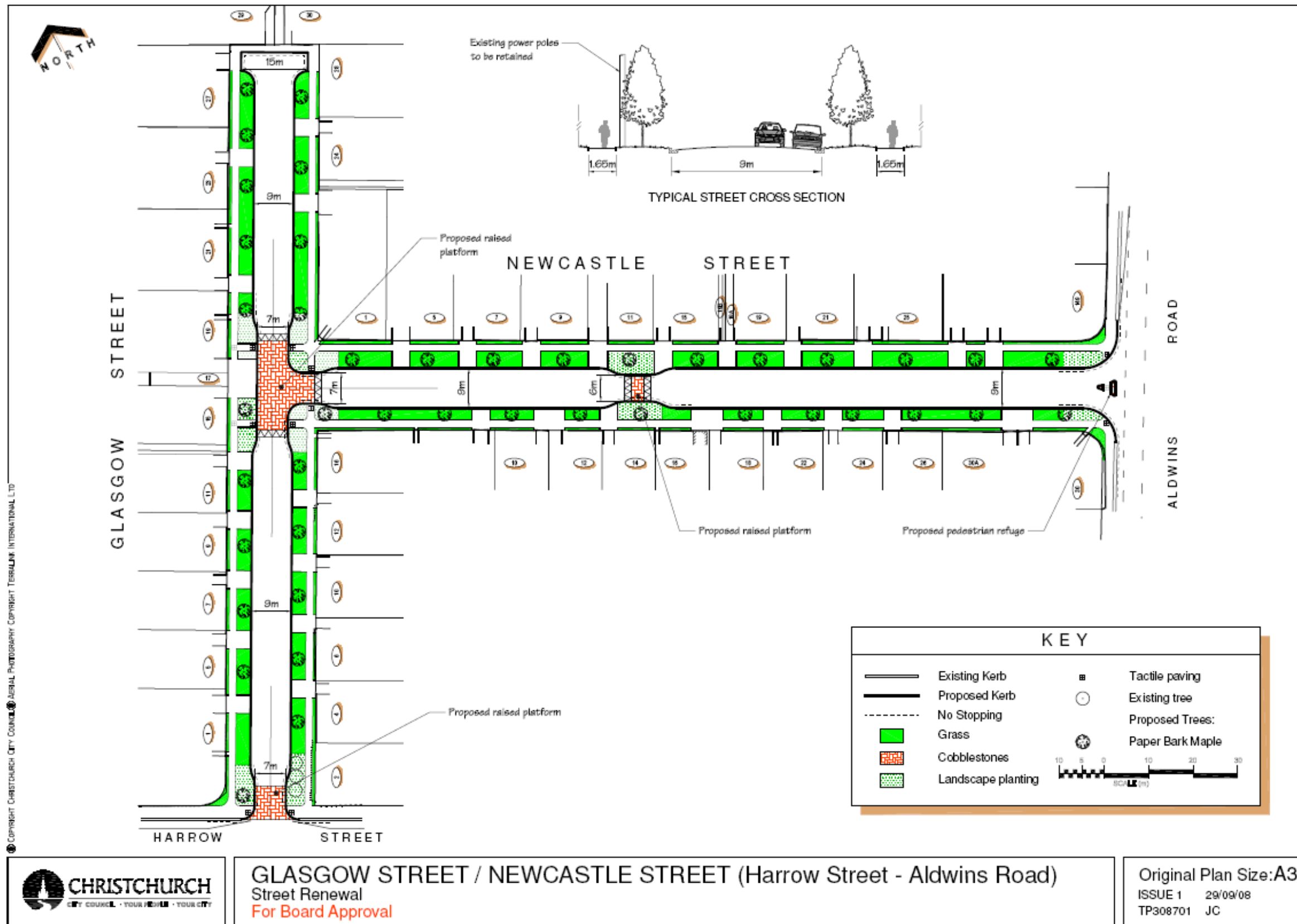
- (a) Type B threshold at the Harrow Street/Glasgow Street intersection.
- (b) A left in, left out intersection treatment with a splitter island at the Newcastle Street/ Aldwins Road intersection.
- (c) A seven metre wide narrowing at the Glasgow Street/Newcastle Street intersection.
- (d) Two equal spaced mid block narrowing to six metres on Newcastle Street.
- (e) A 19 metre diameter cul-de-sac at the end of Glasgow Street.

THE PREFERRED OPTION (AS SHOWN IN ATTACHMENT 1)

31. The features of the Preferred Option are as follows:

- (a) Seven metre wide, cobbled raised platform (Type B threshold) at the Harrow Street/ Glasgow Street intersection.
- (b) A left in, left out intersection treatment with a splitter island at the Newcastle Street/ Aldwins Road intersection. This splitter island includes provision for pedestrian access and includes tactiles through it.
- (c) A seven metre wide, 75 millimetre high raised cobbled platform at the Glasgow Street/ Newcastle Street intersection.
- (d) A mid block narrowing to six metres, with a 75 millimetre high raised platform on Newcastle Street. This is located between numbers 11 and 14 on Newcastle Street.
- (e) A 15 metre wide "T" turning head at the end of Glasgow Street. This is to allow larger vehicles, especially rubbish trucks, to turn around at the end of the street.

32. This Preferred Option has been selected as the project team consider that it best meets the objectives of the project.





14. PROPOSED LINWOOD AVENUE CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (LINWOOD AVENUE) BYLAW 2009

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Peter Barnes, Transportation Consultation Leader

PURPOSE OF REPORT

1. The purpose of the report is for the Hagley/Ferrymead Community Board to make a recommendation to the Council on the intention to commence the Special Consultative procedure, prior to the report going before Council on 19 December 2008; recommending the commencement of a statutory special consultative procedure for the establishment of a cycle lane on both sides of Linwood Avenue between Worcester Street to Tilford Street and to make a bylaw to amend the Christchurch City Council Traffic and Parking Bylaw 2008.
2. This report went before the Council meeting of 27 November 2008. The Council resolved to send this report to the Hagley/Ferrymead Community Board for its consideration and Part A recommendation to the Council.

EXECUTIVE SUMMARY

2. The proposal is to create a Special Vehicle Lane (Cycle Lane) on both sides of Linwood Avenue between Worcester Street to Tilford Street. In order to do this it will be necessary to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
3. Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw. Any amendments to a bylaw can only be done by way of the special consultative procedure.
4. Linwood Avenue is a "major arterial road" used by approximately 29,000 vehicles per day. In the five year period between 2002 and 2006 there were seven reported cycle accidents in this section of Linwood Avenue.
5. Data from cycling surveys carried between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. A 2006 survey also found that the Linwood Avenue/Buckleys Road intersection had received considerable negative comments about cyclist safety and is one of the key areas for improvement.
6. The length of road within this cycle lane project has adjacent land uses split between retail and residential with a local park in the centre. The retail areas have a relatively high level of on-street parking, driveways and minor intersections. There is an existing central median island for the full length of this section of Linwood Avenue. The figures indicate that Linwood Avenue is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.
7. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.
8. The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

14. Cont'd

9. Opportunities are also taken to coordinate cycle lane construction with other road network improvement projects such as road reconstructions, kerb and channel renewal, safety improvements etc to create a network of continuous routes for existing use and anticipated future growth.
10. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Linwood Avenue) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
11. The process for making the Amendment Bylaw (which will amend Schedule 2 of the Traffic and Parking Bylaw 2008) is as follows:
 - (a) The Council resolves that the Amendment Bylaw is the most appropriate way to address the perceived problems (which are identified below), the bylaw is in the most appropriate form, and that there are no inconsistencies with the New Zealand Bill of Rights Act (See recommendations below);
 - (b) The Council approves the statement of proposal and summary of information and publicises it for public submissions, and appoints a hearings panel to hear submissions (See recommendations below);
 - (c) The special consultative procedure will be from Monday 12 January 2009 to Friday 13 February 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week beginning 9 March 2009;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the Amendment Bylaw (**Attachment 1A**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

12. Funding is provided in the Transport and Greenspace Capital Work Programme as follows.
 - (a) Linwood Avenue Cycle Lane for 2008/09 is \$230,000;
 - (b) The funding for this project covers all costs from design and consultation through to construction and implementation.

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

13. Not affected by the proposed changes.

LEGAL CONSIDERATIONS/SECTION 155

14. Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

15. Linwood Avenue is a "major arterial road" used by approximately 29,000 vehicles per day. In the five year period between 2002 and 2006 there were seven reported cycle accidents in this section of Linwood Avenue. Data from cycling surveys carried between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. A 2006 survey also found that the Linwood Avenue/Buckleys Road intersection had received considerable negative comments about cyclist safety and is one of the key areas for improvement.

Cont'd 15

16. The proposed Linwood Avenue cycle lane project (between Worcester Street to Tilford Street) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The figures above indicate that Linwood Avenue is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.
17. The following options exist for the Council in relation to managing cycle use on Linwood Avenue:
 - (a) Status quo – That is, do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.
 - (i) This option is not preferred because it does not support the Strategies identified in paragraph 26 of this report. There are a number of school children using this road and this option does not provide any additional safety benefits for cyclists using this road.
 - (b) Create an off-road cycle path or shared cycle/pedestrian path along all or parts of the route.
 - (i) This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary and property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with the activity and shops in this area poses potential conflict with a shared cycle/pedestrian path,
 - (c) Provide a dedicated and marked cycle lane as part of the road layout on Linwood Avenue between Tilford Street and Worcester Street for increased safety of the cyclists as shown on attachment 2.
 - (i) This is the preferred option, which will require the creation of a special vehicle lane.
 - (ii) Under the Transport Act 1962, the Council can only create special vehicle lanes by specifying the road on which the lane is on in a bylaw. The Local Government Act 2002 prescribes that making or amending a bylaw can only be done by using the special consultative procedure.
 - (iii) The Councils intention is to make an Amendment Bylaw to amend Schedule 2 of the Traffic and Parking Bylaw 2008 to include a cycle lane on both sides of Linwood Avenue between Tilford Street and Worcester Street, which will address the problems of cycle safety on Linwood Avenue as well as increasing the number of cyclists using Linwood Avenue and will also mean there is a legally enforceable cycle lane on Linwood Avenue.

Appropriate form of bylaw

18. The form in which the proposed Amendment Bylaw has been drafted is considered appropriate, in that specifying the road where the special vehicle lane will be and the approximate location in the road, is in accord with the format used in the proposed new second schedule in the amendment to the Traffic and Parking Bylaw 2008 which is currently out for consultation.
19. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, and then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The proposed new second schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

14. Cont'd

New Zealand Bill of Rights Act 1990 (NZBORA)

20. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section five of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

Legal requirements of a special consultative procedure

21. The special consultative procedure under the Act requires that the Council prepare a statement of proposal that must include:
- “(a) as the case may be,—
- (i) a draft of the bylaw as proposed to be made or amended; or
 - (ii) a statement that the bylaw is to be revoked; and
 - (iii) the reasons for the proposal; and
 - (iv) a report on any relevant determinations by the local authority under section 155.”
22. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
23. The proposed Amendment Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets, and any absentee owners identified within the distribution area. The summary of information should also be sent to other relevant stakeholders, including Spokes, Taxi Federation, Transport Groups, and Resident Groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and all Council service centres and libraries.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Yes.

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

25. Yes.

ALIGNMENT WITH STRATEGIES

26. The proposed cycle lane is aligned to the following strategies:
- (a) Cycle Strategy 2004
 - (b) New Zealand Land Transport Strategy
 - (c) National Walking and Cycling Strategy
 - (d) Metro Strategy
 - (e) Sustainable Energy Strategy
 - (f) Physical Recreation and Sport Strategy
 - (g) Road Safety Strategy.

14. Cont'd

CONSULTATION FULFILMENT

27. Internal consultation has taken place between relevant units. Details of the proposed Linwood Avenue Cycle lane were presented as a seminar to the Hagley/Ferrymead Community Board on 16 July 2008. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends that the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Linwood Ave) Bylaw 2009, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Linwood Ave, is the most appropriate way to address the perceived problems identified in Paragraphs 15 to 17 of this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the proposed Amendment Bylaw is in the most appropriate form.
- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Linwood Ave) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at all Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any Resident Groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Linwood Avenue) Bylaw 2009.

That the Hagley/Ferrymead Community Board note:

- (g) That this report is included in the Council agenda of 19 December 2008.
- (h) That, in order to meet the consultation and hearing timetable outlined in the Statement of Proposal and the Summary of Information, staff advise that the Boards recommendation will be forwarded to the 19 December 2008 Council Meeting by way of memorandum from the Community Board Adviser.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.

14. Cont'd

BACKGROUND

THE OBJECTIVES

28. The primary (must do) objectives for the project are as follows:

- (a) Improve facilities to enhance safety for cyclists.
 - (i) Continuous cycle lanes are proposed on both sides of Linwood Avenue between Tilford Street and Worcester Street. Street signage and markings will also be improved along this section to enhance the safety for cyclists.

29. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

- (a) Ensure that street lighting and signage is adequate for facilities provided.
 - (i) A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project. It also improves the signage and street markings for all road users throughout this section to provide safe and efficient movement of traffic.
- (b) Maintain level of service for other road users (all modes).
 - (i) The proposal maintains level of service for all road users. It provides adequate and continuous lanes throughout the study section to allow safe movement of all vehicles. It also preserves the existing pedestrian facility which includes continuous two metre wide footpath with safe crossing points at all intersections.

30. Key features of the proposed Linwood Avenue Cycle Lane are as follows

- (a) Inclusion of cycle lanes varying between 1.6 to 1.8 metres wide on both sides of Linwood Avenue between Tilford Street and Worcester Street.
- (b) Commence construction within 2009/10 financial year.
- (c) Realignment of traffic lanes in some locations to incorporate the cycle lanes and to provide continuous traffic flow.
- (d) Provision of a special 'WATCH FOR DOORS' sign south of the Buckleys Road/Linwood Avenue intersection.
- (e) Provision of cyclist advanced stop boxes for through movements on Linwood Avenue at the Buckleys Road/Aldwins Road intersection and at the Linwood Avenue/Hereford Street intersection.
- (f) Repair and/or replacement of road signage to maintain the efficiency and safety for all traffic movements.
- (g) Addition of red paint markings of the cycle lane at potential vehicle/cyclist conflict points.
- (h) The majority of on street parking along this section is retained. The existing on street parking on Linwood Avenue between Cashel Street and Hereford Street is removed.
- (i) The existing pedestrian facilities are retained.

14. Cont'd

- (j) The existing bus stops will be retained along this section.

THE PREFERRED OPTION

- 31. Commence the special consultative procedure to make the recommended amendments to the Bylaw.

**STATEMENT OF PROPOSAL FOR THE
PROPOSED LINWOOD AVENUE CYCLE LANE AND THE
CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT
(LINWOOD AVENUE) BYLAW 2009**

1. DETAILS OF THE PROPOSAL

The Council proposes to install a cycle lane on both sides of Linwood Avenue between Worcester Street to Tilford Street and to make an Amendment Bylaw to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 by adding the proposed Linwood Avenue cycle lane to Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Under s72 (1)(kb) of the Transport Act 1962 the Council has power to create a special vehicle lane (which under the Land Transport Rules includes a cycle lane) and must do so by specifying the road on which the lane is on in a bylaw. It is proposed that the Linwood Avenue cycle lane (between Worcester Street to Tilford Street) be established through an amendment to Schedule 2 of the Traffic and Parking Bylaw 2008. Under s86 of the Local Government Act 2002 if the Council is to amend a bylaw then it must be by way of a Special Consultative Procedure.

Linwood Avenue is a "major arterial road" used by approximately 29,000 vehicles per day. In the five year period between 2002 and 2006 there were seven reported cycle accidents in this section of Linwood Avenue.

Data from cycling surveys carried between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. A 2006 survey also found that the Linwood Avenue/Buckleys Road intersection had received considerable negative comments about cyclist safety and is one of the key areas for improvement.

The length of road within this cycle lane project has adjacent land uses split between retail and residential with a local park in the centre. The retail areas have a relatively high level of on-street parking, driveways and minor intersections. There is an existing central median island for the full length of this section. The figures indicate that Linwood Avenue is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.

The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.

The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

The proposed Linwood Avenue cycle lane project is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The project also supports the Council's Metropolitan Christchurch Transport Statement towards increasing levels of sustainable transport modes in the city.

The primary (must do) objectives for the project are as follows:

1. Improve facilities to enhance safety for cyclists.
 - Continuous cycle lanes are proposed on both sides of Linwood Avenue between Tilford Street and Worcester Street. Street signage and markings will also be improved along this section to enhance the safety for cyclists.

The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

1. Ensure that street lighting and signage is adequate for facilities provided.
 - A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project. It also improves the signage and street markings for all road users throughout this section to provide safe and efficient movement of traffic.
2. Maintain level of service for other road users (all modes).
 - The proposal maintains level of service for all road users. It provides adequate and continuous lanes throughout the study section to allow safe movement of all vehicles. It also preserves the existing pedestrian facility which includes continuous two metres wide footpath with safe crossing points at all intersections.

Key features of the proposed Linwood Avenue Cycle Lane are as follows

- Inclusion of cycle lanes varying between 1.6 to 1.8 metres wide on both sides of Linwood Avenue between Tilford Street and Worcester Street.
- Commence construction within 2009/10 financial year.
- Realignment of traffic lanes in some locations to incorporate the cycle lanes and to provide continuous traffic flow.
- Provision of a special 'WATCH FOR DOORS' sign south of the Buckleys Road/Linwood Ave intersection.
- Provision of cyclist advanced stop boxes for through movements on Linwood Avenue at the Buckleys Road/Aldwins Road intersection and at the Linwood Avenue/Hereford St intersection.
- Repair and/or replacement of road signage to maintain the efficiency and safety for all traffic movements.
- Addition of red paint markings of the cycle lane at potential vehicle/cyclist conflict points.
- The majority of on street parking along this section is retained. The existing on street parking on Linwood Avenue between Cashel Street and Hereford Street is removed.
- The existing pedestrian facilities are retained.
- The existing bus stops will be retained along this section.

3. SECTION 155 CONSIDERATIONS

Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *“the most appropriate way to address the perceived problem”*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

Linwood Avenue is a “major arterial road”. This section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. In the 5 year period between 2002 and 2006 there were seven reported cycle accidents in this section of Linwood Avenue. A 2006 survey also found that the Linwood Avenue/Buckleys Road intersection had received considerable negative comments about cyclist safety. Cycle safety on this section of Linwood Avenue is therefore a problem that needs to be addressed.

The proposed Linwood Avenue cycle lane project (between Worcester Street to Tilford Street) is identified as part of Christchurch’s Primary Cycle Network within the Council’s full Cycle Network Plan for Christchurch. The proposed project supports the Council’s Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The following options exist for the Council in relation to managing cycle use on Linwood Avenue:

- (a) Status quo. – ie: Do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.

This option is not preferred because it does not support the Strategies identified in Section 2, above. There are a number of school children using this road and this option does not provide any additional safety benefits for cyclists using this road.

- (b) Create an off-road cycle path or shared cycle/pedestrian path along all or parts of the route.

This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary and property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with the activity and shops in this area poses potential conflict with a shared cycle/pedestrian path,

- (c) Provide a dedicated and marked cycle lane as part of the road layout on Linwood Avenue between Tilford Street and Worcester Street for increased safety of the cyclists as shown on **Attachment 2**.

This is the preferred option, which will require the creation of a special vehicle lane.

Under the Transport Act 1962, the Council can only create special vehicle lanes by specifying the road on which the lane is on in a bylaw. The Local Government Act prescribes that making or amending a Bylaw can only be done by using the special consultative procedure.

The Councils intention is to make an amendment bylaw to amend Schedule 2 of the Traffic and Parking Bylaw 2008 to include a cycle lane on both sides of Linwood Avenue between Tilford Street and Worcester Street.

The bylaw amendment, and creation of the cycle lane, is the most appropriate way of addressing the perceived problems of cycle safety on Linwood Avenue as well as increasing the number of cyclists using Linwood Avenue to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy, and will also mean there is a legally enforceable cycle lane on Linwood Avenue.

ATTACHMENT 1 TO CLAUSE 14

Appropriate form of bylaw

The form in which the proposed Amendment Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be, and the approximate location in the road. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, then each time that happened, the bylaw would need to be amended.

New Zealand Bill of Rights Act 1990

The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section five of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

4. PROPOSED CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (LINWOOD AVENUE) BYLAW 2009

The amendments proposed to the Christchurch City Council Traffic and Parking Bylaw 2008 are set out in the attached Christchurch City Council Traffic and Parking Amendment (Linwood Avenue) Bylaw 2009.

5. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from Monday 12 January 2009 to Friday 13 February 2009.
- (c) If any submitters wish to be heard then the hearing of submissions will take place during the week beginning the 9th of March 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

6. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

Attachment 1 to this Statement of Proposal is the proposed Amendment Bylaw (amending Schedule 2 of the Traffic and Parking Bylaw 2008). Attachment 2 is the Summary of Information, required under the Local Government Act 2002.

The special consultative procedure for this proposal will be from Monday 12 January 2009 to Friday 13 February 2009. An informal Project Information Evening will be held on **Wednesday 21 January 2009, 5:30pm to 7:00pm at Linwood Resource Centre, 332 Linwood Avenue, Linwood**. This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project Information will be on display and staff available to assist.

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclanelane@ccc.govt.nz (please write 'Linwood Avenue' in subject line), or
- Posted to: Freepost 178, Linwood Avenue Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic and Parking Bylaw 2008 is available on the Council website <http://www.ccc.govt.nz/Bylaws/>.

The summary of information and this statement of proposal are available as follows:

- The "Have your Say" link on the following Council website www.ccc.govt.nz, or
- Council Service Centres and Libraries, or
- Ringing the Council on 941 8999.

CHRISTCHURCH CITY COUNCIL**TRAFFIC AND PARKING AMENDMENT (LINWOOD AVENUE) BYLAW 2009**

Pursuant to the Local Government Act 1974, the Local Government Act 2002 and the Transport Act 1962, the Christchurch City Council makes this Bylaw.

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment (Linwood Avenue) Bylaw 2009.

2. COMMENCEMENT

This Bylaw comes into force on [day month year].

3. PRINCIPAL BYLAW AMENDED

This Bylaw amends the Christchurch City Council Traffic and Parking Bylaw 2008, and is to be read as part of the Christchurch City Council Traffic and Parking Bylaw 2008.

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by adding the following between the current Linwood Avenue reference and Lyttelton Street in Schedule 2.

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Linwood Avenue	On the south-west side in a north-westerly direction.		
	Tilford Street to Worcester Street		X
	On the north-east side in south easterly direction.		
	Worcester Street to Tilford Street		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on [day month year] and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month year].

SUMMARY OF INFORMATION FOR THE STATEMENT OF PROPOSAL FOR THE PROPOSED LINWOOD AVENUE CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (LINWOOD AVENUE) BYLAW 2009

PROPOSED LINWOOD AVENUE CYCLE LANE

DETAIL AND REASONS FOR THE PROPOSAL

The Council proposes to install a cycle lane on both sides of Linwood Avenue between Worcester Street and Tilford Street and to amend the Second Schedule of the Traffic and Parking Bylaw 2008 by adding the proposed Linwood Avenue cycle lane to the Second Schedule of that Bylaw.

The Council's proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the National Walking and Cycling Strategy which seeks to increase the numbers, enjoyment and safety of cyclists as well as promoting sustainable modes of transport.

Providing dedicated and marked cycle lanes as part of the road layout for Linwood Avenue between Worcester Street to Tilford Street for increased safety of the cyclists is the Council's preferred option.

The primary objective for the project is to improve facilities to enhance safety for cyclists on Linwood Avenue between Worcester Street to Tilford Street.

The secondary objectives for the project are to ensure street lighting and signage are adequate for the facilities and to maintain the level of service for other road users.

Key features of the proposed Linwood Avenue Cycle Lane are as follows

- Inclusion of cycle lanes varying between 1.6-1.8 metres wide on both sides of Linwood Avenue between Tilford Street and Worcester Street.
- Commence construction within 2009/10 financial year.
- Realignment of traffic lanes in some locations to incorporate the cycle lanes and to provide continuous traffic flow.
- Provision of a special 'WATCH FOR DOORS' sign south of the Buckleys Road/Linwood Ave intersection.
- Provision of cyclist advanced stop boxes for through movements on Linwood Avenue at the Buckleys Road/Aldwins Road intersection and at the Linwood Avenue/Hereford St intersection.
- Repair and/or replacement of road signage to maintain the efficiency and safety for all traffic movements.
- Addition of red paint markings of the cycle lane at potential vehicle/cyclist conflict points.
- The majority of on street parking along this section is retained. The existing on-street parking on Linwood Avenue between Cashel Street and Hereford Street is removed.
- The existing pedestrian facilities are retained.
- The existing bus stops will be retained along this section.

Attached is a diagram providing further information on the location of the cycle lane and other features.



HAVE YOUR SAY

DRAFT AMENDMENT BYLAW AND COPIES OF DOCUMENTS

The full text of the Proposed Linwood Avenue cycle lane and Christchurch City Council Traffic and Parking Amendment (Linwood Avenue) Bylaw 2009 is attached to the Statement of Proposal, which is available together with this summary of information):

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 041 8899.

PERIOD FOR CONSULTATION

The special consultative procedure for this proposal will be from Monday 12 January 2009 to Friday 13 February 2009. An informal Project Information Evening will be held on Wednesday 21 January 2009, 5:30pm to 7:00pm at Linwood Resource Centre, 332 Linwood Avenue, Linwood. This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project information will be on display and staff available to assist.

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclelane@ccc.govt.nz (please write "Linwood Avenue" in subject line), or
- Posted to Freepost 178, Linwood Avenue Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic and Parking Bylaw 2008 is available on the Council website <http://www.ccc.govt.nz/Bylaws/>.

The proposal and this summary of information are available as follows via:

- The "Have your Say" link on the following Council website www.ccc.govt.nz, or
- Council Service Centres and Libraries, or
- Ringling Council on 041 8899

REPORT ON SECTION 155 OF THE LOCAL GOVERNMENT ACT 2002

Appropriate way to address problem

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to address the perceived problems of cycle safety on Linwood Avenue and the need to increase the number of cyclists using Linwood Avenue to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy and also means there will be a legally enforceable cycle lane.

Appropriate form of bylaw

The form in which the Amendment Bylaw is drafted, is considered appropriate. It is recommended that the bylaw wording specify the road where the special vehicle lane will be, as well the approximate location in the road.

New Zealand Bill of Rights Act 1990

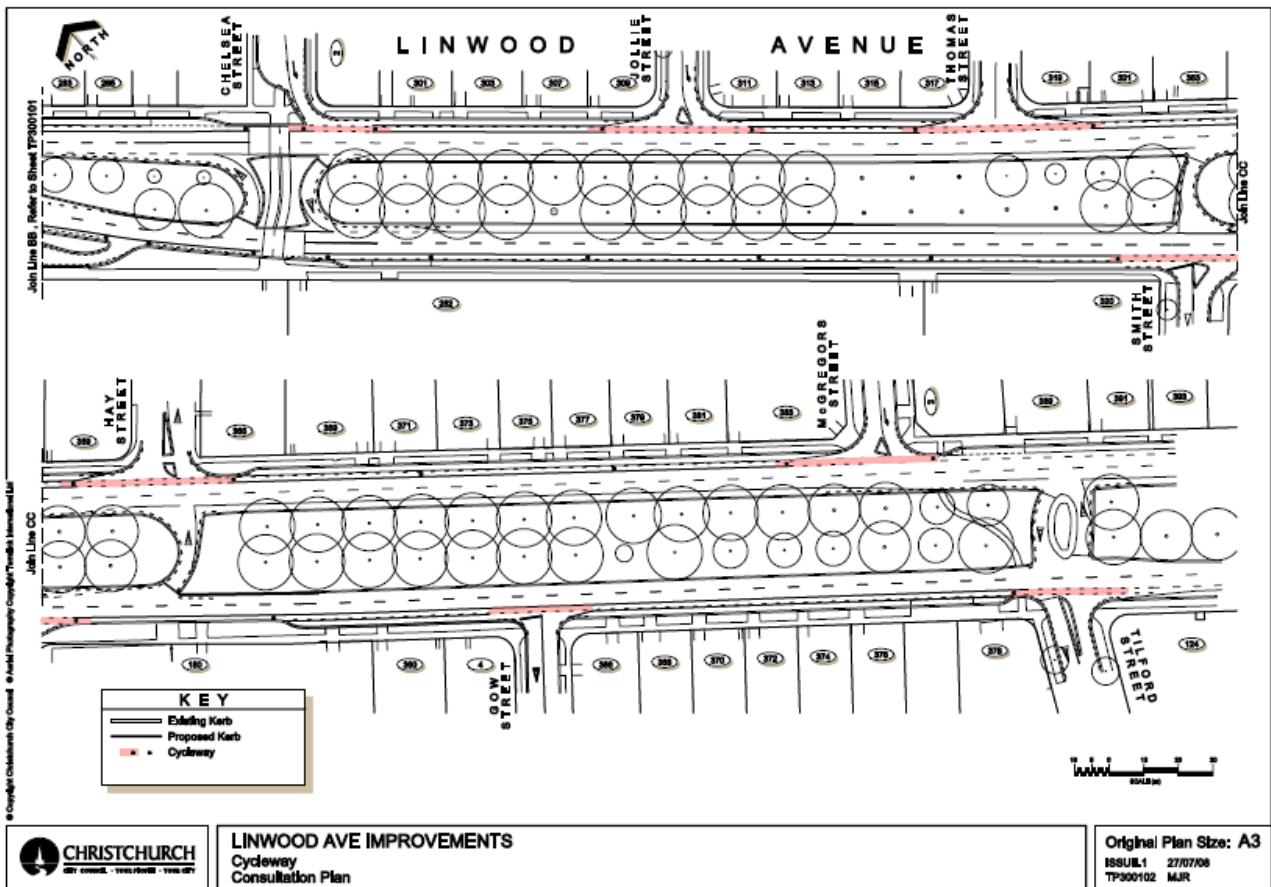
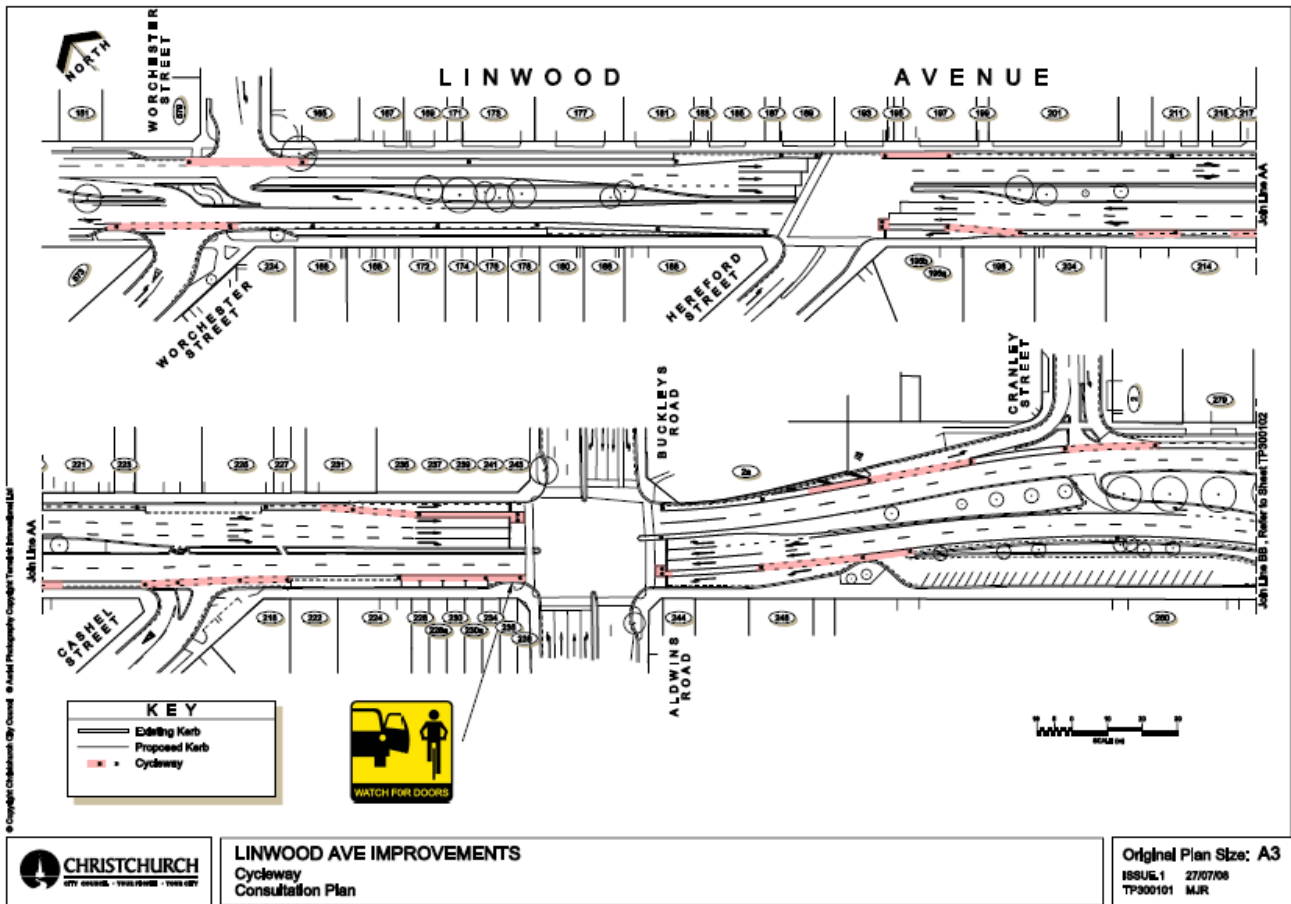
The Council has determined this Amendment Bylaw is consistent with the New Zealand Bill of Rights Act.

PROPOSED DRAFT AMENDMENT (LINWOOD AVENUE) BYLAW

The full Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is as follows :

Road Name	Location	Special Vehicle Lanes
Linwood Avenue	On the south-west side in a north westerly direction.	Bus Lane
	Tilford Street to Worcester Street	Cycle Lane
	On the north-east side in south easterly direction.	X
	Worcester Street to Tilford Street	X

If you would like any further information or assistance in regard to this project please do not hesitate to contact the Consultation Leader, Peter Barnes, ph: 941-5208 or 021-334-563.



Proposed Linwood Avenue Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Monday 12 January 2009 to Friday 13 February 2009. A public hearings process will follow.

It will help us if in your submission you:

- refer to the specific page(s); clause and section of the document.
- Clearly state what action you think the Council should take and why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, this includes the name and address of the submitter. (Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987). If you consider these compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

No anonymous submissions will be accepted.

Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

You may send us your submission:

On the internet

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz/HaveYourSay. Please follow all the instructions on the website.

By email

Please email your submission to: cyclane@ccc.govt.nz. Please write 'Linwood Avenue' in the subject line. Please make sure that your full name and address is included with your submission.

By mail

(no stamp is required) to:

Freepost 178
Linwood Ave Cycle Lane
Christchurch City Council
PO Box 237
Christchurch 8140

Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Friday 13 February 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held during the week of Monday 9 March 2009 to Friday 13 March 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

Tick one	<input type="checkbox"/>	I do NOT wish to present my submission at the hearing, and ask that this written submission be considered
	<input type="checkbox"/>	I wish to talk to the main points in my written submission at the hearings to be held during the week of 9 March 2009 to 13 March 2009.
Are you completing this submission: <input type="checkbox"/> For yourself <input type="checkbox"/> On behalf of a group or organisation		
If you are representing a group or organisation, how many people do you represent? <input type="text"/>		
My submission refers to: Page No(s) <input type="text"/> Clause(s) and section(s) <input type="text"/>		

Your Name

Organisation name (if applicable)

Organisation role (if applicable)

Contact Address

Phone No (day) Phone No (evening)

Email (if applicable)

Signature Date

Do you generally support the cyclelane? ☐ Yes ☐ No




Proposed Linwood Avenue Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Proposed Linwood Avenue Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

Please be as specific as possible to help us understand your views. It is helpful if you refer to specific pages, clauses and sections of the Proposed Linwood Avenue Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008.

Proposed Linwood Avenue Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008



You may add more pages if you wish. Thank you for your submission.



15. PROPOSED KILMORE STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (KILMORE STREET) BYLAW 2009

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace General Manager
Author:	Peter Barnes, Transportation Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is for the Hagley/Ferrymead Community Board to make a recommendation to the Council on the intention to commence the Special Consultative procedure, prior to the report going before the Council on 19 December 2008; recommending the commencement of a statutory special consultative procedure for the establishment of a cycle lane on both sides of Kilmore Street between Fitzgerald Avenue and Madras Street, and to make a bylaw to amend the Christchurch City Council Traffic and Parking Bylaw 2008.
2. This report went before the Council meeting of 27 November 2008. The Council resolved to send this report to the Hagley/Ferrymead Community Board for its consideration, and Part A recommendation to the Council.

EXECUTIVE SUMMARY

2. The proposal is to create a Special Vehicle Lane (Cycle Lane) on both sides of Kilmore Street between Fitzgerald Avenue to Madras Street. In order to do this it will be necessary to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
3. Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw. Any amendments to a bylaw can only be done by way of the special consultative procedure.
4. Kilmore Street is a "minor arterial road" used by approximately 9,500 vehicles per day. In the five year period between 2002 and 2006 there were two reported cycle accidents in this section of Kilmore Street.
5. Data from cycling surveys carried out between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. From issues raised to the Council Cycling Transport Planner, there is anecdotal evidence that, due to the existing traffic lane and parking layout, the Kilmore Street/Barbadoes Street intersection is one of the most dangerous intersections in Christchurch.
6. The length of road within this cycle lane project has adjacent land uses split between retail, commercial and residential. The figures indicate that Kilmore Street is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.
7. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.
8. The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

15. Cont'd

9. Opportunities are also taken to coordinate cycle lane construction with other road network improvement projects such as road reconstructions, kerb and channel renewal, safety improvements etc to create a network of continuous routes for existing use and anticipated future growth.
10. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Kilmore Street) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
11. The process for making the Amendment Bylaw (which will amend Schedule 2 of the Traffic and Parking Bylaw 2008) is as follows:
 - (a) The Council resolves that the Amendment Bylaw is the most appropriate way to address the perceived problems (which are identified below), the bylaw is in the most appropriate form, and that there are no inconsistencies with the New Zealand Bill of Rights Act (See recommendations below);
 - (b) The Council approves the statement of proposal and summary of information and publicises it for public submissions, and appoints a hearings panel to hear submissions (See recommendations below);
 - (c) The special consultative procedure will be from Monday 12 January 2009 to Friday 13 February 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week beginning 9 March 2009; and
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the Amendment Bylaw (**Attachment 1A**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

12. Funding is provided in the Transport and Greenspace Capital Work Programme as follows:
 - (a) Kilmore Street Cycle Lane for 2008/09 is \$260,000.
 - (b) The funding for this project covers all costs from design and consultation through to construction and implementation.

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

13. Not affected by the proposed changes.

LEGAL CONSIDERATIONS/SECTION 155

14. Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

15. Kilmore Street is a "minor arterial road" used by approximately 9,500 vehicles per day. In the five year period between 2002 and 2006 there were two reported cycle accidents in this section of Kilmore Street. Data from cycling surveys carried out between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. From issues raised to the Council Cycling Transport Planner, there is anecdotal evidence that, due to the existing traffic lane and parking layout, the Kilmore Street/Barbadoes Street intersection is one of the most dangerous intersections in Christchurch.

15. Cont'd

16. The proposed Kilmore Street cycle lane project (between Fitzgerald Avenue to Madras Street) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The figures above indicate that Kilmore Street is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.
17. The following options exist for the Council in relation to managing cycle use on Kilmore Street:
 - (a) Status quo – That is, do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.
 - This option is not preferred because it does not support the Strategies identified in paragraph 26 of this report. This option does not provide any additional safety benefits for the high number of cyclists using this road.
 - (b) Create an off-road cycle path or shared cycle/pedestrian path along all or parts of the route.
 - (i) This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary and property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with the activity and shops in this area poses potential conflict with a shared cycle/pedestrian path,
 - (c) Provide a dedicated and marked cycle lane over the sections of Kilmore Street where this can be achieved without reducing the traffic capacity of the road; and, provide a space for cyclists to use by creating a clearway at peak traffic times (between 7am and 9am on Monday to Friday) on the southern side of Kilmore Street between Dawson Street and the Fire Station, for increased safety of the cyclists as shown on **Attachment 2**.
 - (i) This is the preferred option. It provides the best compromise for the competing road space requirements as it allows space for cyclist safety, maintains traffic capacity at the peak traffic times and provides on-street parking near the businesses. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for cyclists in this section of Kilmore Street, and will require the creation of a special vehicle lane.
 - (ii) Under the Transport Act 1962, the Council can only create special vehicle lanes by specifying the road on which the lane is on in a bylaw. The Local Government Act 2002 prescribes that making or amending a Bylaw can only be done by using the special consultative procedure.
 - (iii) The Councils intention is to make an Amendment Bylaw to amend Schedule 2 of the Traffic and Parking Bylaw 2008 to include a cycle lane on both sides of Kilmore Street between Madras Street and Fitzgerald Avenue, which will address the problems of cycle safety on Kilmore Street as well as increasing the number of cyclists using Kilmore Street and will also mean there is a legally enforceable cycle lane on Kilmore Street.

15. Cont'd

Appropriate form of bylaw

18. The form in which the proposed Amendment Bylaw has been drafted is considered appropriate, in that specifying the road where the special vehicle lane will be and the approximate location in the road, is in accord with the format used in the proposed new second schedule in the amendment to the Traffic and Parking Bylaw 2008 which is currently out for consultation.
19. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, and then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The proposed new second schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

New Zealand Bill of Rights Act 1990 (NZBORA)

20. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section five of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

Legal requirements of a special consultative procedure

21. The special consultative procedure under the Act requires that the Council prepare a statement of proposal that must include:

 “(a) as the case may be,—

 (i) a draft of the bylaw as proposed to be made or amended; or
 (ii) a statement that the bylaw is to be revoked; and
 (iii) the reasons for the proposal; and
 (iv) a report on any relevant determinations by the local authority under section 155.”
22. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
23. The proposed Amendment Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets, and any absentee owners identified within the distribution area. The summary of information should also be sent to other relevant stakeholders, including Spokes, Taxi Federation, Transport Groups, and Resident Groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and all Council service centres and libraries.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Yes.

15. Cont'd

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

25. Yes.

ALIGNMENT WITH STRATEGIES

26. The proposed cycle lane is aligned to the following strategies:

- Cycle Strategy 2004.
- New Zealand Land Transport Strategy.
- National Walking and Cycling Strategy.
- Metro Strategy.
- Sustainable Energy Strategy.
- Physical Recreation and Sport Strategy.
- Road Safety Strategy.

CONSULTATION FULFILMENT

27. Internal consultation has taken place between relevant units. Details of the proposed Kilmore Street cycle lane were presented as a seminar at the Hagley/Ferrymead Community Board on 16 July 2008. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends that the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Kilmore Street) Bylaw 2009, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Kilmore Street, is the most appropriate way to address the perceived problems identified in Paragraphs 15 to 17 of this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Kilmore Street) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at all Council Service Centres, Council libraries and on the Council's website, noting that the submissions will close at 5.00pm on Friday 13 February 2009.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any Resident Groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Kilmore Street) Bylaw 2009, during the week beginning Monday 9 March 2009.

15. Cont'd

That the Hagley/Ferrymead Community Board note:

- (g) That this report is included in the Council agenda of 19 December 2008.
- (h) That, in order to meet the consultation and hearing timetable outlined in the Statement of Proposal and the Summary of Information, staff advise that the Board's recommendation will be forwarded to the 19 December 2008 Council Meeting by way of memorandum from the Community Board Adviser.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. Cont'd

BACKGROUND

THE OBJECTIVES

28. The primary (must do) objectives for the project are as follows:

(a). Improve facilities to enhance safety for cyclists.

- Dedicated and marked cycle lanes have been provided on both sides of Kilmore Street for the majority of this section. Where a dedicated and marked cycle lane is not included, a clearway is proposed to provide space for cyclists to ride in. Street signage and road markings will also be improved along this section to enhance the safety for cyclists.

(b) Ensure that street lighting and signage is adequate for facilities provided.

- A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project. The proposal also improves the signage and street markings for all road users throughout this section to provide safe and efficient movement of traffic.

29. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

(a) Maintain level of service for other road users (all modes).

- The proposal provides the best compromise for the competing road space requirements when considering all road users. It provides marked cycles lanes or space for cyclist safety, provides traffic capacity to cater for peak traffic flows, provides on-street parking near the businesses in business hours and includes a new pedestrian island to improve pedestrian safety.

(b) Improve environment for pedestrians where possible.

- A pedestrian island is included to provide safe refuge for pedestrians and cyclists following the path running alongside Oxford Terrace and the Avon River.

30. Key features of the proposed Kilmore Street Cycle Lane are as follows:

- Provision of a continuous and marked eastbound cycle lane on Kilmore Street between Madras Street and Fitzgerald Avenue.
- Provision of a west bound marked cycle lane on Kilmore Street between Madras Street and Fitzgerald Avenue, apart from the 235 metre section between Dawson Street and the Fire Station.
- Provision of space for cyclists to ride in when travelling west on Kilmore Street between Dawson Street and the Fire Station. This is achieved by creating a parking clearway between 7am and 9am on Monday to Friday over this section – see below for further explanation of the Clearway.
- Improved street signage and road markings to provide clear and safe instructions for all traffic movements. This includes the addition of a variable overhead sign to indicate the traffic lane layout through the clearway section and an increase in cycle lane road markings.
- Rationalisation of the parking layout and restrictions to maximise parking and accommodate the clearway. Approximately five parking spaces will be gained on the south eastern corner of the Kilmore Street/Barbadoes Street intersection.
- Inclusion of a two metre wide physical island to the east of the Kilmore Street Bridge, with a wide cut-through to provide safe refuge for pedestrians and cyclists following the path running alongside Oxford Terrace and the Avon River.
- Inclusion of a 1.5 metre wide flush median between Fitzgerald Avenue and No 260 Kilmore Street.
- Complete construction within 2009/10 financial year.

15. Cont'd

Clearway Explanation

31. A clearway is proposed on the south side (westbound lane) of Kilmore Street between Dawson Street and the Fire Station (approximately 235 metres). There are several competing requirements for road width on this section of Kilmore Street and only a limited road width available. These are:
- peak traffic demands on this section are between 7am and 9am and two westbound traffic lanes are required over this time;
 - on-street parking demands to support the businesses in this area. Note: most of these businesses open after 9am; and,
 - there is the need to provide sufficient road space so it is safe for cyclists to ride through this section.
32. The clearway design provides the best compromise for all road users over this section of road.

Clearway Operation

33. Between 7am and 9am on Monday to Fridays, when the clearway is operating, there will be no kerbside parking on this section of Kilmore Street. This creates sufficient space for two westbound traffic lanes and a cyclist to ride adjacent to the kerb through this section.
34. For the rest of the time, between 9am and 7am, when the clearway is not operating, there will be kerbside parking along this section, only one westbound traffic lane and a space for cyclists to ride between the parked cars and the traffic lane.
35. An automated hinged gantry sign will be erected at the start of this section and will display the lane layout.

THE PREFERRED OPTION

36. Commence the special consultative procedure to make the recommended amendments to the Bylaw.

**STATEMENT OF PROPOSAL FOR THE
PROPOSED KILMORE STREET CYCLE LANE AND THE
CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT
(KILMORE STREET) BYLAW 2009**

1. DETAILS OF THE PROPOSAL

The Council proposes to install a cycle lane on both sides of Kilmore Street between Fitzgerald Avenue to Madras Street and to make an Amendment Bylaw to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 by adding the proposed Kilmore Street cycle lane to Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Under s72 (1)(b) of the Transport Act 1962 the Council has power to create a special vehicle lane (which under the Land Transport Rules includes a cycle lane) and must do so by specifying the road on which the lane is on in a bylaw. It is proposed that the Kilmore Street cycle lane (between Fitzgerald Avenue and Madras Street) be established through an amendment to Schedule 2 of the Traffic and Parking Bylaw 2008. Under s86 of the Local Government Act 2002 if the Council is to amend a bylaw then it must be by way of a Special Consultative Procedure.

Kilmore Street is a "minor arterial road" used by approximately 9,500 vehicles per day. In the five year period between 2002 and 2006 there were two reported cycle accidents in this section of Kilmore Street.

Data from cycling surveys carried out between 2003 and 2006 show that this section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. From issues raised to the Council Cycling Transport Planner, there is anecdotal evidence that, due to the existing traffic lane and parking layout, the Kilmore Street/Barbadoes Street intersection is one of the most dangerous intersections in Christchurch.

The length of road within this cycle lane project has adjacent land uses split between retail, commercial and residential. The figures indicate that Kilmore Street is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.

The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.

The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

The proposed Kilmore Street cycle lane project is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The project also supports the Council's Metropolitan Christchurch Transport Statement towards increasing levels of sustainable transport modes in the city.

ATTACHMENT 1 TO CLAUSE 15 Cont'd

The primary (must do) objectives for the project are as follows:

1. Improve facilities to enhance safety for cyclists.
 - Dedicated and marked cycle lanes have been provided on both sides of Kilmore Street for the majority of this section. Where a dedicated and marked cycle lane is not included, a clearway is proposed to provide space for cyclists to ride in. Street signage and road markings will also be improved along this section to enhance the safety for cyclists.
2. Ensure that street lighting and signage is adequate for facilities provided.
 - A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project. The proposal also improves the signage and street markings for all road users throughout this section to provide safe and efficient movement of traffic.

The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

1. Maintain level of service for other road users (all modes) where possible.
 - The proposal provides the best compromise for the competing road space requirements when considering all road users. It provides marked cycles lanes or space for cyclist safety, provides traffic capacity to cater for peak traffic flows, provides on-street parking near the businesses in business hours and includes a new pedestrian island to improve pedestrian safety.
2. Improve environment for pedestrians where possible.
 - A pedestrian island is included to provide safe refuge for pedestrians and cyclists following the path running alongside Oxford Terrace and the Avon River.

Key features of the proposed Kilmore Street Cycle Lane are as follows

- Provision of a continuous and marked eastbound cycle lane on Kilmore Street between Madras Street and Fitzgerald Avenue.
- Provision of a west bound marked cycle lane on Kilmore Street between Madras Street and Fitzgerald Avenue, apart from the 235 metre section between Dawson Street and the Fire Station.
- Provision of space for cyclists to ride in when travelling west on Kilmore Street between Dawson Street and the Fire Station. This is achieved by creating a parking clearway between 7am and 9am on Monday to Friday over this section – see below for further explanation of the Clearway.
- Improved street signage and road markings to provide clear and safe instructions for all traffic movements. This includes the addition of a variable overhead sign to indicate the traffic lane layout through the clearway section and an increase in cycle lane road markings.
- Rationalisation of the parking layout and restrictions to maximise parking and accommodate the clearway. Approximately five parking spaces will be gained on the south eastern corner of the Kilmore Street/Barbadoes Street intersection.
- Inclusion of a two metre wide physical island to the east of the Kilmore Street Bridge, with a wide cut-through to provide safe refuge for pedestrians and cyclists following the path running alongside Oxford Terrace and the Avon River.
- Inclusion of a 1.5 metre wide flush median between Fitzgerald Avenue and No. 260 Kilmore Street.
- Complete construction within 2009/10 financial year.

Clearway Explanation

A clearway is proposed on the south side (westbound lane) of Kilmore Street between Dawson Street and the Fire Station (approximately 235m). There are several competing requirements for road width on this section of Kilmore Street and only a limited road width available. These are:

- peak traffic demands on this section are between 7am and 9am and two westbound traffic lanes are required over this time;
- on-street parking demands to support the businesses in this area. Note: most of these businesses open after 9am; and,
- there is the need to provide sufficient road space so it is safe for cyclists to ride through this section.

The clearway design provides the best compromise for all road users over this section of road.

Clearway Operation

Between 7am and 9am on Monday to Fridays, when the clearway is operating, there will be no kerbside parking on this section of Kilmore Street. This creates sufficient space for two westbound traffic lanes and a cyclist to ride adjacent to the kerb through this section.

For the rest of the time, between 9am and 7am, when the clearway is not operating, there will be kerbside parking along this section, only one westbound traffic lane and a space for cyclists to ride between the parked cars and the traffic lane.

An automated hinged gantry sign will be erected at the start of this section and will display the lane layout.

3. SECTION 155 CONSIDERATIONS

Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

Kilmore Street is a "minor arterial road". This section carries between 300 and 450 cyclists per day and is one of the busiest cycling routes in Christchurch. In the five year period between 2002 and 2006 there were two reported cycle accidents in this section of Kilmore Street. From issues raised to the Council Cycling Transport Planner, there is anecdotal evidence that, due to the existing traffic lane and parking layout, the Kilmore Street/Barbadoes Street intersection is one of the most dangerous intersections in Christchurch. Cycle safety on this section of Kilmore Street is therefore a problem that needs to be addressed.

The proposed Kilmore Street cycle lane project (between Fitzgerald Avenue to Madras Street) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The following options exist for the Council in relation to managing cycle use on Kilmore Street:

- (a) Status quo – ie: Do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.

This option is not preferred because it does not support the Strategies identified in Section 2, above. This option does not provide any additional safety benefits for the high number of cyclists using this road.

ATTACHMENT 1 TO CLAUSE 15 CONT'D

- (b) Create an off-road cycle path or shared cycle/pedestrian path along all or parts of the route.

This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary and property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with the activity and shops in this area poses potential conflict with a shared cycle/pedestrian path,

- (c) Provide a dedicated and marked cycle lane over the sections of Kilmore Street where this can be achieved without reducing the traffic capacity of the road; and, provide a space for cyclists to use by creating a clearway at peak traffic times (between 7am and 9am on Monday to Friday) on the Southern side of Kilmore Street between Dawson Street and the Fire Station, for increased safety of the cyclists as shown on Attachment B.

This is the preferred option. It provides the best compromise for the competing road space requirements as it allows space for cyclist safety, maintains traffic capacity at the peak traffic times and provides on street parking near the businesses. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for cyclists in this section of Kilmore Street, and will require the creation of a special vehicle lane.

Under the Transport Act 1962, the Council can only create special vehicle lanes by specifying the road on which the lane is on in a bylaw. The Local Government Act prescribes that making or amending a Bylaw can only be done by using the special consultative procedure.

The Councils intention is to make an amendment bylaw to amend Schedule 2 of the Traffic and Parking Bylaw 2008 to include a cycle lane on both sides of Kilmore Street between Fitzgerald Avenue and Madras Street.

The bylaw amendment, and creation of the cycle lane, is the most appropriate way of addressing the perceived problems of cycle safety on Kilmore Street as well as increasing the number of cyclists using Kilmore Street to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy, and will also mean there is a legally enforceable cycle lane on Kilmore Street.

Appropriate form of bylaw

The form in which the proposed Amendment Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be, and the approximate location in the road. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, then each time that happened, the bylaw would need to be amended.

New Zealand Bill of Rights Act 1990

The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

ATTACHMENT 1 TO CLAUSE 15 Cont'd

4. PROPOSED CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (KILMORE STREET) BYLAW 2009

The amendments proposed to the Christchurch City Council Traffic and Parking Bylaw 2008 are set out in the attached Christchurch City Council Traffic and Parking Amendment (Kilmore Street) Bylaw 2009.

5. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from Monday 12th January 2009 to Friday 13th February 2009.
- (c) If any submitters wish to be heard then the hearing of submissions will take place during the week beginning the 9th March 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

6. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

Attachment A to this Statement of Proposal is the proposed Amendment Bylaw (amending Schedule 2 of the Traffic and Parking Bylaw 2008). Attachment B is the Summary of Information, required under the Local Government Act 2002.

ATTACHMENT 1 TO CLAUSE 15 Cont'd

The special consultative procedure for this proposal will be from Monday 12th January 2009 to Friday 13th February 2009. An informal Project Information Evening will be held on **Thursday 22 January 2009, 5:30pm to 7:00pm at Oxford Terrace Baptist Church, corner of Madras and Oxford Terrace**. This will be an opportunity for people to drop in if they wish to discuss any aspect of this project. Project Information will be on display and staff available to discuss this project.

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclelane@ccc.govt.nz (please write 'Kilmore Street' in subject line), or
- Posted to: Freepost 178, Kilmore Street Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic and Parking Bylaw 2008 is available on the Council website <http://www.ccc.govt.nz/Bylaws/>.

The summary of information and this statement of proposal are available as follows:

- The "Have your Say" link on the following Council website www.ccc.govt.nz, or
- Council Service Centres and Libraries, or
- Ringing the Council on 941 8999.

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING AMENDMENT
(KILMORE STREET) BYLAW 2009

Pursuant to the Local Government Act 1974, the Local Government Act 2002 and the Transport Act 1962, the Christchurch City Council makes this Bylaw.

1. SHORT TITLE

- (1) This Bylaw is the Christchurch City Council Traffic and Parking Amendment (Kilmore Street) Bylaw 2009.

2. COMMENCEMENT

- (1) This Bylaw comes into force on [day month year].

3. PRINCIPAL BYLAW AMENDED

- (1) This Bylaw amends the Christchurch City Council Traffic and Parking Bylaw 2008, and is to be read as part of the Christchurch City Council Traffic and Parking Bylaw 2008.

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by adding the following between Kilmore Street and Kotare Street in Schedule 2.

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Kilmore Street			
	On the south side in a westerly direction.		
	Fitzgerald Avenue to Madras Street		X
	On the north side in an easterly direction.		
	Madras Street to Fitzgerald Avenue		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on [day month year] and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month year].

SUMMARY OF INFORMATION FOR THE STATEMENT OF PROPOSAL FOR THE PROPOSED KILMORE STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (KILMORE STREET) BYLAW 2009

PROPOSED KILMORE STREET CYCLE LANE

DETAIL AND REASONS FOR THE PROPOSAL

The Council proposes to install a cycle lane on both sides of Kilmore Street between Fitzgerald Avenue and Madras Street and to amend the Second Schedule of the Traffic and Parking Bylaw 2008 by adding the proposed Kilmore Street cycle lane to the Second Schedule of that Bylaw.

The Council's proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the national Walking and Cycling Strategy which seeks to increase the numbers, enjoyment and safety of cyclists as well as promoting sustainable modes of transport.

The primary objectives for the project are to improve facilities to enhance safety for cyclists on Kilmore Street between Fitzgerald Avenue and Madras Street and to ensure that the street lighting and signage is adequate for the facilities.

The secondary objectives for the project are to maintain the level of service for all other road users and to improve the environment for pedestrians.

Key features of the proposed Kilmore Street Cycle Lane are as follows

- Provision of a continuous and marked eastbound cycle lane on Kilmore Street between Madras Street and Fitzgerald Avenue.
- Provision of a west bound marked cycle lane on Kilmore Street between Madras Street and Fitzgerald Ave, apart from the 235m section between Dawson Street and the Fire Station.
- Provision of space for cyclists to ride in when travelling west on Kilmore Street between Dawson Street and the Fire Station. This is achieved by creating a parking clearway between 7am and 9am on Monday to Friday over this section – refer back page for further explanation of the Clearway.
- Improved street signage and road markings to provide clear and safe instructions for all traffic movements. This includes the addition of a variable overhead sign to indicate the traffic lane layout through the clearway section and an increase in cycle lane road markings.
- Rationalisation of the parking layout and restrictions to maximise parking and accommodate the clearway. Approximately five parking spaces will be gained on the south eastern corner of the Kilmore Street/Barbadoes Street intersection.
- Inclusion of a 2.0m wide physical island to the east of the Kilmore Street Bridge, with a wide cut-through to provide safe refuge for pedestrians and cyclists following the path running alongside Oxford Terrace and the Avon River.
- Inclusion of a 1.5m wide flush median between Fitzgerald Avenue and No. 260 Kilmore Street.
- Complete construction within 2009/10 financial year.

Attached is a diagram providing further information on the location of the cycle lane and other features.

HAVE YOUR SAY

DRAFT AMENDMENT BYLAW AND COPIES OF DOCUMENTS

- The full text of the Proposed Kilmore Street cycle lane and Christchurch City Council Traffic and Parking Amendment (Kilmore Street) Bylaw 2009 is attached to the Statement of Proposal, which is available (together with this summary of information):
- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
 - From Council Service Centres and Libraries, or
 - By ringing the Council on 841 8899.

PERIOD FOR CONSULTATION

The special consultative procedure for this proposal will be from Monday 12 January 2009 to Friday 13 February 2009. An informal Project Information Evening will be held on Thursday 22 January 2009, 5.30pm to 7.00pm at Oxford Terrace Baptist Church, corner Madras St and Oxford Tee. This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project information will be on display and staff will be available to assist.

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclenlane@ccc.govt.nz (please write "Kilmore Street" in subject line), or
- Posted to Freepost 178, Kilmore Street Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic and Parking Bylaw 2008 is available on the Council website <http://www.ccc.govt.nz/Bylaws/>.

The proposal and this summary of information are available as follows via:

- The "Have your Say" link on the following Council website www.ccc.govt.nz, or
- Council Service Centres and Libraries, or
- Ringing Council on 841 8899

Clearway Explanation

A clearway is proposed on the south side (westbound lane) of Kilmore Street between Dawson Street and the Fire Station (approximately 235m). There are several competing requirements for road width on this section of Kilmore Street and only a limited road width available. These are: peak traffic demands on this section are between 7am and 9am and two westbound traffic lanes are required over this time; on-street parking demands to support the businesses in this area. Note: Most of these businesses open after 9am; and, there is the need to provide sufficient road space so it is safe for cyclists to ride through this section.

The clearway design provides the best compromise for all road users over this section of road.

Clearway Operation

Between 7am and 9am on Monday to Fridays, when the clearway is operating, there will be no kerbside parking on this section of Kilmore Street. This creates sufficient space for two westbound traffic lanes and a cyclist to ride adjacent to the kerb through this section.

For the rest of the time, between 9am and 7am, when the clearway is not operating, there will be kerbside parking along this section, only one westbound traffic lane and a space for cyclists to ride between the parked cars and the traffic lane.

An automated hinged gantry sign will be erected at the start of this section and will display the lane layout.

REPORT ON SECTION 155 OF THE LOCAL GOVERNMENT ACT 2002

Appropriate way to address problem

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to address the perceived problems of cycle safety on Kilmore Street and the need to increase the number of cyclists using Kilmore Street to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy and also means there will be a legally enforceable cycle lane.

Appropriate form of bylaw

The form in which the Amendment Bylaw is drafted, is considered appropriate. It is recommended that the bylaw wording specify the road where the special vehicle lane will be, as well the approximate location in the road.

New Zealand Bill of Rights Act 1990

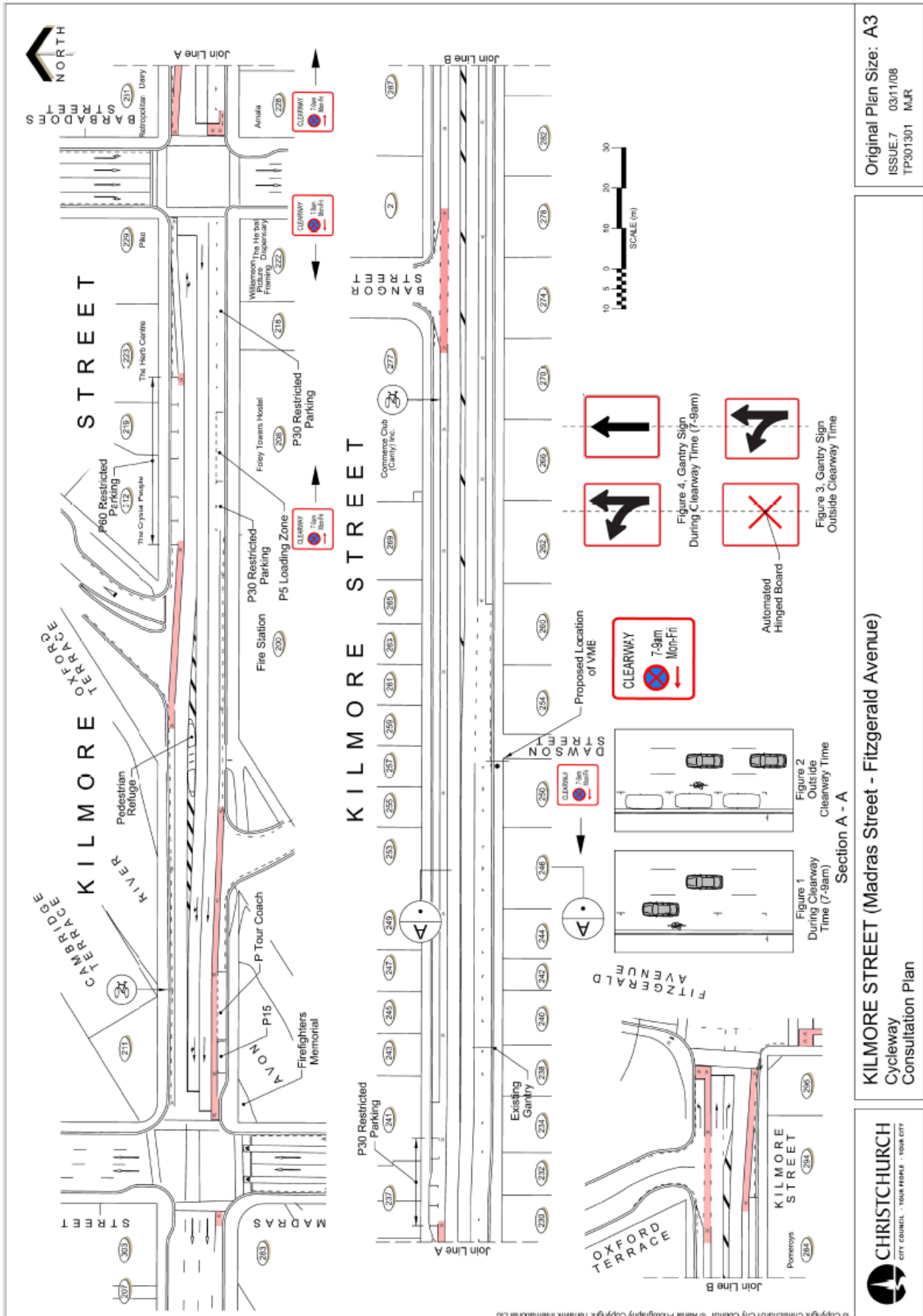
The Council has determined this Amendment Bylaw is consistent with the New Zealand Bill of Rights Act.

PROPOSED DRAFT AMENDMENT (KILMORE STREET) BYLAW

The full Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is as follows :

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Kilmore Street	On the south side in a westerly direction		
	Fitzgerald Avenue to Madras Street		X
	On the north side in an easterly direction.		
	Madras Street to Fitzgerald Avenue		X

If you would like any further information or assistance in regard to this project please do not hesitate to contact the Consultation Leader, Philippa Upton, ph: 941-8808 or 027-213-0563.



Proposed Kilmore Street Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Monday 12 January 2009 to Friday 13 February 2009. A public hearings process will follow.

It will help us if in your submission you:

- refer to the specific page(s); clause and section of the document.
- Clearly state what action you think the Council should take and why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, this includes the name and address of the submitter. (Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987). If you consider these compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

No anonymous submissions will be accepted.

Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

You may send us your submission:

On the internet

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz/HaveYourSay. Please follow all the instructions on the website.

By email

Please email your submission to: cyclane@ccc.govt.nz. Please write 'Kilmore Street' in the subject line. Please make sure that your full name and address is included with your submission.

By mail

(no stamp is required) to:

Freepost 178
Kilmore Street Cycle Lane
Christchurch City Council
PO Box 237
Christchurch 8140



Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Friday 13 February 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held during the week of Monday 9 March 2009 to Friday 13 March 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

Tick one	<input type="checkbox"/>	I do NOT wish to present my submission at the hearing, and ask that this written submission be considered
	<input type="checkbox"/>	OR I wish to talk to the main points in my written submission at the hearings to be held during the week of 9 March 2009 to 13 March 2009.
Are you completing this submission: <input type="checkbox"/> For yourself <input type="checkbox"/> On behalf of a group or organisation		
If you are representing a group or organisation, how many people do you represent? <input type="text"/>		
My submission refers to: Page No(s) <input type="text"/> Clause(s) and section(s) <input type="text"/>		

Your Name

Organisation name (if applicable)

Organisation role (if applicable)

Contact Address

Phone No (day) Phone No (evening)

Email (if applicable)

Signature Date

Do you generally support the cyclelane? ☐ Yes ☐ No

Proposed Kilmore Street Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Proposed Kilmore Street Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

Please be as specific as possible to help us understand your views. It is helpful if you refer to specific pages, clauses and sections of the Proposed Kilmore Street Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008.

Lined area for submission text, featuring a large, faint green bicycle graphic in the background.

Proposed Kilmore Street Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

You may add more pages if you wish. Thank you for your submission.



16. PROPOSED STANMORE ROAD CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (STANMORE ROAD) BYLAW 2009

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace General Manager
Author:	Rod Whearty, Transportation Consultation Team Leader

PURPOSE OF REPORT

1. The purpose of this report is for the Hagley/Ferrymead Community Board to make a recommendation to the Council on the intention to commence the Special Consultative procedure, prior to the report going before the Council on 19 December 2008; recommending the commencement of a statutory special consultative procedure for the establishment of a cycle lane on both sides of Stanmore Road between Avonside Drive and North Avon Road, and amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.
2. This report went before the Council meeting of 27 November 2008. The Council resolved to send this report to the Hagley/Ferrymead Community Board for its consideration, and Part A recommendation to the Council.

EXECUTIVE SUMMARY

2. The proposal is to create a Special Vehicle Lane (Cycle Lane) on both sides of Stanmore Road between Avonside Drive and North Avon Road. In order to do this it will be necessary to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
3. Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw, and following a special consultative procedure for making amendments to the Bylaw.
4. Stanmore Road is a "collector road" with an average annual daily traffic count of approximately 15,500 vehicles. In the last five years there have been four reported cycle accidents (three minor injury/one non-injury) in this section of Stanmore Road.
5. The northern section of Stanmore Road recorded over 80 trips per day (the highest use category) in the 2006 Christchurch Cycle Network Plan: Cyclist Survey (CCNP:CS). Other sections of Stanmore Road recorded either 21-40 or 41-80 trips per day.
6. The CCNP:CS surveyed trips made by 400 cyclists over a week long period during May to June and October to November 2006. It should be noted that the recorded trips are not overall cycling counts, but the recorded trips of a small representative sample of cyclists. The actual number of cyclists using this road is potentially much higher.
7. The length of road within this cycle lane project has adjacent land uses split between retail and residential, with a local park in the centre. The retail areas have a relatively high level of on-street parking, driveways and minor intersections. Several pedestrian islands have been constructed in recent years. The figures indicate that Stanmore Road is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.
8. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.
9. The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on road and off road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

16. Cont'd

10. Opportunities are also taken to coordinate cycle lane construction with other road network improvement projects such as road reconstructions, kerb and channel renewal, safety improvements etc to create a network of continuous routes for existing use and anticipated future growth.
11. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Stanmore Road) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
12. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified below), they are in the most appropriate form, and that there are no inconsistencies with the New Zealand Bill of Rights Act (See recommendations below);
 - (b) The Council approves the statement of proposal and summary of information and publicises it for public submissions, and appoints a hearings panel to hear submissions (See recommendations below);
 - (c) The special consultative procedure will be from Monday 12 January 2009 to Friday 13 February 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week of 9 March 2009; and
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (**Attachment 1A**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

13. Funding is provided in the Transport and Greenspace Capital Work Programme as follows.
 - (a) Stanmore Road Cycle lane 2008/09 \$270,000.
 - (b) The funding for this project covers all costs from design and consultation through to construction and implementation.

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

14. Not affected by the proposed changes.

LEGAL CONSIDERATIONS/SECTION 155

15. Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

16. The proposed Stanmore Road cycle lane project (between Avonside Drive and North Avon Road) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The figures indicate that Stanmore Road is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.

16. Cont'd

17. The following options exist for the Council in relation to managing cycle use on Stanmore Road:

- (a) Status quo. That is, do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.

This option is not preferred because it does not support the Strategies identified in paragraph 26 of this report. There are a number of school children using this road and this option does not provide any additional safety benefits for cyclists using this road.

- (b) Create an off road cycle path or shared cycle/pedestrian path along all or parts of the route.

This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary and property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with schools and shops in this area poses potential conflict with a shared cycle/pedestrian path,

- (c) Provide a dedicated and marked cycle lane as part of the road layout on Stanmore Road between Avonside Drive and North Avon Road for increased safety of the cyclists as shown on **Attachment 2**.

- (i) This is the preferred option. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for cyclists in this section of Stanmore Road.

- (ii) This option creates a Special Vehicle Lane. Under the Transport Act, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act prescribes that any alterations or additions to a Bylaw may only be undertaken using the Special Consultative Procedure.

- (iii) The Councils intention is to make an amendment by way of addition to Schedule 2 of the Traffic and Parking Bylaw 2008 to allow a marked cycle lane on both sides of Stanmore Road between Avonside Drive and North Avon Road.

There is no other way of creating a legally enforceable cycle lane on the road; therefore the bylaw amendment is the most appropriate way of addressing this problem.

Appropriate form of bylaw

18. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the proposed new second schedule in the amendment to the Traffic and Parking Bylaw 2008 which is currently out for consultation.

19. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, and then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The proposed new second schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

16 Cont'd

New Zealand Bill of Rights Act 1990 (NZBORA)

20. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

Legal requirements of a special consultative procedure

21. The special consultative procedure under the Act requires that the Council prepare a statement of proposal that must include:

“(a) as the case may be,—

- (i) a draft of the bylaw as proposed to be made or amended; or
- (ii) a statement that the bylaw is to be revoked; and
- (iii) the reasons for the proposal; and
- (iv) a report on any relevant determinations by the local authority under section 155.”

22. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.

23. The proposed amendment to the Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The summary of information should also be sent to other relevant stakeholders, including Spokes, Taxi Federation, Transport Groups, and Resident Groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and all Council service centres and libraries.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Yes.

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

25. Yes.

ALIGNMENT WITH STRATEGIES

26. The proposed cycle lane is aligned to the following strategies:

- (a) Cycle Strategy 2004
- ((b) New Zealand Land Transport Strategy
- (c) National Walking and Cycling Strategy
- (d) Metro Strategy
- (e) Sustainable Energy Strategy
- (f) Physical Recreation and Sport Strategy
- (g) Road Safety Strategy

16. Cont'd

CONSULTATION FULFILMENT

27. Internal consultation has taken place between relevant units. Details of the proposed Stanmore Road cycle lane were presented as a seminar to the Hagley/Ferrymead Community Board on 16 July 2008. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends that the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Stanmore Road) Bylaw 2009, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Stanmore Road, is the most appropriate way to address the perceived problems identified in Paragraphs 16 and 17 of this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Stanmore Road) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at all Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets as shown on the distribution plan within the summary of information, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any Resident Groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Stanmore Road) Bylaw 2009.

That the Hagley/Ferrymead Community Board note:

- (g) That this report is included in the Council agenda of 19 December 2008.
- (h) That, in order to meet the consultation and hearing timetable outlined in the Statement of Proposal and the Summary of Information, staff advise that the Board's recommendation will be forwarded to the 19 December 2008 Council Meeting by way of memorandum from the Community Board Adviser.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

16. Cont'd

BACKGROUND

THE OBJECTIVES

28. The primary (must do) objectives for the project are as follows:

- (a) To provide cycle facilities on Stanmore Road between Avonside Drive and North Avon Road which will enhance safety for cyclists.
 - (i) Cycles lanes have been proposed on both sides of Stanmore Road for the entire length between North Avon Road and Avonside drive
- (b) Maintain the collector function of Stanmore Road.
 - (i) The road design is consistent with maintaining the collector function of Stanmore Road.
- (c) To complete the construction within the 2008/09 financial year.
 - (i) This objective will not be achieved. The project is scheduled to be constructed in the 2009/2010 financial year. Construction has been delayed due to the time required to complete the special consultative procedure.
- (d) To maintain or improve safety for all road users, including pedestrians.
 - (i) The proposal will improve safety for pedestrians at some locations and will maintain or improve safety through out. Cyclist safety will be improved through the whole length of Stanmore Road that the project covers. Driver and vehicle safety is maintained, with driver/cyclist interaction reduced.

29. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

- (a) To maintain as much parking as possible adjacent to the businesses.
 - (i) The proposed design retains as much kerb side parking as possible adjacent to businesses, whilst providing safe facilities for pedestrians, cyclists and vehicles.
- (b) Ensure the street lighting and signage is adequate for route.
 - (i) A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project.
- (c) To provide extra pedestrian facilities over and above the existing facilities to cater for the high number of school age and elderly pedestrians that use Stanmore Road to access schools in the area and for shopping.
 - (i) The proposal will improve pedestrian links with a kerb build out proposed opposite the supermarket where it will improve pedestrian sight lines at a heavily used crossing point. Tactile pavers for the partially sighted are also proposed at the pedestrian crossing facilities across Stanmore Road and at the North Avon Road signalised intersection.

16. Cont'd

Key features of the proposed Stanmore Road Cycle Lane are as follows

- (a) Inclusion of cycle lanes varying between 1.5 to 1.8 metres wide on both sides of Stanmore Road between Avonside Drive and North Avon Road.
- (c) Maintain the "Collector Road" status of Stanmore Road.
- (d) Complete construction within 2009/10 financial year.
- (e) Adding a kerb build out opposite the supermarket to improve pedestrian crossing facilities at that point.
- (f) Including tactile pavers at the pedestrian islands and pedestrian crossing.
- (g) Removal of three existing kerb "Build outs" to make room for the proposed cycle lane.
- (h) Three new pedestrian Islands added at various points between Avonside Drive and North Avon Road.
- (i) Removal of two Bus Stops. One south of Warwick Street and one south of North Avon Road.
- (j) Relocation of the existing Taxi Stand to the opposite side of the road to share the space with the Mobile Library.
- (k) Removal of 36 existing car park spaces at various locations, Car parks in high demand areas are largely retained
- (l) Two metre wide central flush median retained in some locations.

THE PREFERRED OPTION

- 30. Commence the special consultative procedure to make the recommended amendments to the Bylaw.

**STATEMENT OF PROPOSAL FOR
THE PROPOSED STANMORE ROAD CYCLE LANE AND THE CHRISTCHURCH CITY
COUNCIL TRAFFIC AND PARKING AMENDMENT(STANMORE ROAD) BYLAW 2009**

1. DETAILS OF THE PROPOSAL

The Council proposes to install a cycle lane on both sides of Stanmore Road between Avonside Drive and North Avon Road and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 ("the Bylaw") by adding the proposed Stanmore Road cycle lane to Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Under s72 (1)(kb) of the Transport Act 1962 the Council has power to create a special vehicle lane (which under the Land Transport Rules includes a cycle lane) by way of a bylaw. It is proposed that the Stanmore Road cycle lane (between Avonside Drive to North Avon Road) be established through an amendment to Schedule 2 of the Traffic & Parking Bylaw 2008. Under s86 of the Local Government Act 2002 if the Council is to amend a bylaw then it must be by way of a Special Consultative Procedure.

Stanmore Road is a "collector road" with an average annual daily traffic count of approximately 15,500 vehicles. In the last 5 years there have been 4 reported cycle accidents (3 minor injury/1 non-injury) in this section of Stanmore Road.

The northern section of Stanmore Road recorded over 80 trips per day (the highest use category) in the 2006 Christchurch Cycle Network Plan: Cyclist Survey (CCNP:CS). Other sections of Stanmore Road recorded either 21-40 or 41-80 trips per day.

The CCNP:CS surveyed trips made by 400 cyclists over a week long period during May-June and October-November 2006 – so the recorded trips are not overall cycling counts, but the recorded trips of a small representative sample of cyclists. The actual number of cyclists using this road is potentially much higher.

The length of road within this cycle lane project has adjacent land uses split between retail and residential with a local park in the centre. The retail areas have a relatively high level of on-street parking, driveways and minor intersections. Several pedestrian islands have been constructed in recent years.

The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.

The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on road and off road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

ATTACHMENT 1 TO CLAUSE 16 Cont'd

The proposed Stanmore Road cycle lane project is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The project also supports the Council's Metropolitan Christchurch Transport Statement towards increasing levels of sustainable transport modes in the city.

The primary (must do) objectives for the project are as follows:

1. To provide cycle facilities in Stanmore Road between Avonside Drive and North Avon Road which will enhance safety for cyclists.

Cycles lanes are proposed on both sides of Stanmore Road for the entire length between North Avon Road and Avonside Drive.

2. Maintain the collector function of Stanmore Road.

The road design is consistent with maintaining the collector function of Stanmore Road.

3. To maintain or improve safety for all road users, including pedestrians.

The proposal will improve safety for pedestrians at some locations and will at least maintain safety through out. Cyclist safety will be improved through the whole length of Stanmore Road that the project covers. Driver and vehicle safety is maintained, with driver / cyclist interaction reduced.

The secondary objectives for the project are as follows in priority order:

1. To maintain as many car parks as possible adjacent to the businesses.

The proposed design retains as much kerb side parking adjacent to businesses as is feasible, whilst providing safe facilities for pedestrians, cyclists and vehicles. Car parks in high demand areas are largely retained.

2. Ensure the street lighting and signage is adequate for route.

A lighting assessment has been undertaken by Connetics and the upgrade recommendations have been included in this project.

3. To provide extra pedestrian facilities over and above the existing facilities to cater for the high number of school age and elderly pedestrians that use Stanmore Road to access schools in the area and for shopping.

The proposal will improve pedestrian links with a kerb build out proposed opposite the supermarket where it will improve pedestrian sight lines at a heavily used crossing point. Tactile pavers are proposed at the pedestrian islands and pedestrian crossing.

Key features of the proposed Stanmore Road Cycle Lane are as follows

- Inclusion of cycle lanes varying between 1.5-1.8 metres wide on both sides of Stanmore Road between Avonside Drive and North Avon Road.
- Maintain the "Collector Road" status of Stanmore Road.
- Complete construction within 2009/10 financial year.

ATTACHMENT 1 TO CLAUSE 16 Cont'd

- Adding a kerb build out opposite the supermarket to improve pedestrian crossing facilities at that point.
- Including tactile pavers at the pedestrian islands and pedestrian crossing.
- Removal of three existing kerb "Build outs" to make room for the proposed cycle lane.
- Three new pedestrian Islands added at various points between Avonside Drive and North Avon Road.
- Removal of two Bus Stops. One south of Warwick Street and one south of North Avon Road.
- Relocation of the existing Taxi Stand to the opposite side of the road to share the space with the Mobile Library.
- Removal of 36 existing car park spaces at various locations, Car parks in high demand areas are largely retained
- Two metre wide central flush median retained in some locations.

2. SECTION 155 CONSIDERATIONS

Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

The proposed Stanmore Road cycle lane project (between Avonside Drive and North Avon Road) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle. The figures indicate that Stanmore Road is a well used part of the network and there is a clear need to provide facilities for the cyclists using this road.

The following options exist for the Council in relation to managing cycle use on Stanmore Road:

- (a) Status quo. That is, do nothing. Make no specific provision and leave cyclists with the responsibility for moving and maintaining their own space within the road corridor and traffic flow.

This option is not preferred because it does not support the Cycle Strategy or increasing sustainable modes of transport. There are a number of school children using this road and this option does not provide any additional safety benefits for cyclists using this road.

- (b) Create an off road cycle path or shared cycle/pedestrian path along all or parts of the route.

This option is not preferred because there is insufficient area to accommodate the shared path within the existing legal road boundary. Property purchase would be required in some areas to achieve this option. The distribution of retail and commercial areas along the route and the high number of pedestrians associated with schools and shops in this area poses potential conflict with a shared cycle/pedestrian path.

ATTACHMENT 1 TO CLAUSE 16 Cont'd

- (c) Provide a dedicated and marked cycle lane as part of the road layout for Stanmore Road between Avonside Drive and North Avon Road for increased safety of the cyclists.

This is the preferred option. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for cyclists in this section of Stanmore Road.

This option creates a Special Vehicle Lane. Under the Transport Act, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act prescribes that any alterations or additions to a Bylaw may only be undertaken using the Special Consultative Procedure.

The Councils intention is to make an amendment by way of addition to Schedule 2 of the Traffic and Parking Bylaw 2008 to allow a marked cycle lane on Stanmore Road between Avonside Drive and North Avon Road.

There is no other way of creating a legally enforceable cycle lane on the road, therefore the bylaw amendment is the most appropriate way of addressing this problem.

Appropriate form of bylaw

The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be, and the approximate location in the road. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, then each time that happened, the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult.

New Zealand Bill of Rights Act 1990

The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

3. PROPOSED AMENDMENT (STANMORE ROAD) BYLAW

The amendments proposed to the Christchurch City Council Traffic and Parking Bylaw 2008 are set out in the attached Christchurch City Council Traffic and Parking Amendment (Stanmore Road) Bylaw 2009.

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;

ATTACHMENT 1 TO CLAUSE 16 Cont'd

- (b) The special consultative procedure will be from Monday 12 January 2009 to Friday 13 February 2009.
- (c) If any submitters wish to be heard then the hearing of submissions will take place during week beginning the 9 March 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

Attachment A to this Statement of Proposal is the proposed amendment bylaw (amending Schedule 2 of the Traffic and Parking Bylaw 2008). Attachment B is the Summary of Information, required under the Local Government Act 2002.

The special consultative procedure for this proposal will be from Monday 12 January 2009 to Friday 13 February 2009. An informal Project Information Evening will be held on **Monday 26th January 2009, 5.30pm to 7.30 pm at Methodist Church Hall, at 311 Stanmore Road, Richmond.** This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project Information will be on display and staff available to assist.

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclelane@ccc.govt.nz (please write 'Stanmore Road' in subject line), or
- Posted to: Freepost 178, Stanmore Road Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic & Parking Bylaw 2008 is available on the Council web page <http://www.ccc.govt.nz/Bylaws/>. The summary of information and this statement of proposal are available as follows:

- The "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- Council Service Centres and Libraries, or
- Ringing the Council on 941 8999.

CHRISTCHURCH CITY COUNCIL**TRAFFIC AND PARKING AMENDMENT (STANMORE ROAD) BYLAW 2009**

Pursuant to the Local Government Act 1974, the Local Government Act 2002 and the Transport Act 1962, the Christchurch City Council makes this Bylaw.

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment (Stanmore Road) Bylaw 2009.

2. COMMENCEMENT

This Bylaw comes into force on [1 April 2009].

3. PRINCIPAL BYLAW AMENDED

This Bylaw amends the Christchurch City Council Traffic and Parking Bylaw 2008, and is to be read as part of the Christchurch City Council Traffic and Parking Bylaw 2008.

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by adding the following between Springs Road and Straven Road in schedule 2.

Road Name	Location	Special Vehicle Lanes	
Stanmore Road		Bus Lane	Cycle Lane
	On the west side in a Northerly direction.		
	Avonside Drive – North Avon Road		X
	On the east side in southerly direction.		
	North Avon Road – Avonside Drive		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on [day month 2008] and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month 2009].

**SUMMARY OF INFORMATION FOR THE STATEMENT OF PROPOSAL FOR THE
 PROPOSED STANMORE ROAD CYCLE LANE
 AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT
 (STANMORE ROAD) BYLAW 2009**

HAVE YOUR SAY

**DRAFT AMENDMENT BYLAW AND COPIES
OF DOCUMENTS**

The full text of the Proposed Stanmore Road cycle lane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2009 is attached to the Statement of Proposal, which is available (together with this summary of information):

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 641 8999.

PERIOD FOR CONSULTATION

The special consultative procedure for this proposal will be from Monday 12 January 2009 to Friday 13 February 2009. An informal Project Information Evening will be held on Tuesday 20 January 2009, 5.30pm to 7.30pm at Methodist Church Hall, at 311 Stanmore Road, Richmond. This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project Information will be on display and staff will be available to assist.

Written submissions should be submitted either through:

- The Council's website ("Have Your Say").
- or
- Sent by email to cyclelane@ccc.govt.nz (please write "Stanmore Road" in subject line), or
- Posted to Freepost 178, Stanmore Road Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic & Parking Bylaw 2009 is available on the Council web page <http://www.ccc.govt.nz/Bylaws/>.

**PROPOSED STANMORE ROAD CYCLE LANE
DETAIL AND REASONS FOR THE PROPOSAL**

The Council proposes to install a cycle lane on both sides of Stanmore Road between Avonside Drive and North Avon Road and to amend the Second Schedule of the Traffic and Parking Bylaw 2009 by adding the proposed Stanmore Road cycle lane to the Second Schedule of that Bylaw.

The Council's proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the National Walking and Cycling Strategy which seeks to increase the numbers, enjoyment and safety of cyclists, as well as promoting sustainable modes of transport.

Providing dedicated and marked cycle lanes, as part of the road layout for Stanmore Road between Avonside Drive and North Avon Road, for increased safety of the cyclists is the Council's preferred option.

The primary objectives for the project are to provide cycle facilities in Stanmore Road between Avonside Drive and North Avon Road, and maintain the collector function of Stanmore Road.

The secondary objectives for the project concerns maintaining as many car parks as possible adjacent to businesses, adequate street lighting and signage and providing extra pedestrian facilities.

Key features of the proposed Stanmore Road Cycle Lane are as follows

- Inclusion of cycle lanes varying between 1.5-1.8 metres wide on both sides of Stanmore Road between Avonside Drive and North Avon Road.
- Maintain the "Collector Road" status of Stanmore Road.
- Complete construction within 2009/10 financial year.
- Adding a kerb build out opposite the supermarket to improve pedestrian crossing facilities at that point.
- Including tactile pavers at the pedestrian islands and pedestrian crossing.
- Removal of three existing kerb "Build outs" to make room for the proposed cycle lane.
- Three new pedestrian Islands added at various points between Avonside Drive and North Avon Road.
- Removal of two Bus Stops. One south of Warwick Street and one south of North Avon Road.
- Relocation of the existing Taxi Stand to the opposite side of the road to share the space with the Mobile Library.
- Removal of 36 existing car park spaces at various locations, Car parks in high demand areas are largely retained
- Two metre wide central flush median retained in some locations.

Attached is a diagram providing further information on the location of the cycle lane and other features.

REPORT ON SECTION 155 OF THE LOCAL GOVERNMENT ACT 2002

Under section 155 of the Act the Council has determined that amending the Bylaw is the most appropriate way to address the perceived problems of cycle safety on Stanmore Road and the need to increase the number of cyclists using Stanmore Road to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy. The Council has also determined that the bylaw amendments are in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990.

Appropriate way to address problem

A cycle lane is a special vehicle lane. Under the Transport Act, special vehicle lanes must be specified in a Bylaw.

There is no other way of creating a legally enforceable cycle lane on the road, therefore the bylaw amendment is the most appropriate way of addressing this problem.

Appropriate form of bylaw

The form in which the amendment is drafted, is considered appropriate. It is recommended that the bylaw wording specify the road where the special vehicle lane will be, as well the approximate location in the road (and any time limit restrictions).

New Zealand Bill of Rights Act 1990

The Council has determined this amendment bylaw is consistent with the New Zealand Bill of Rights Act.

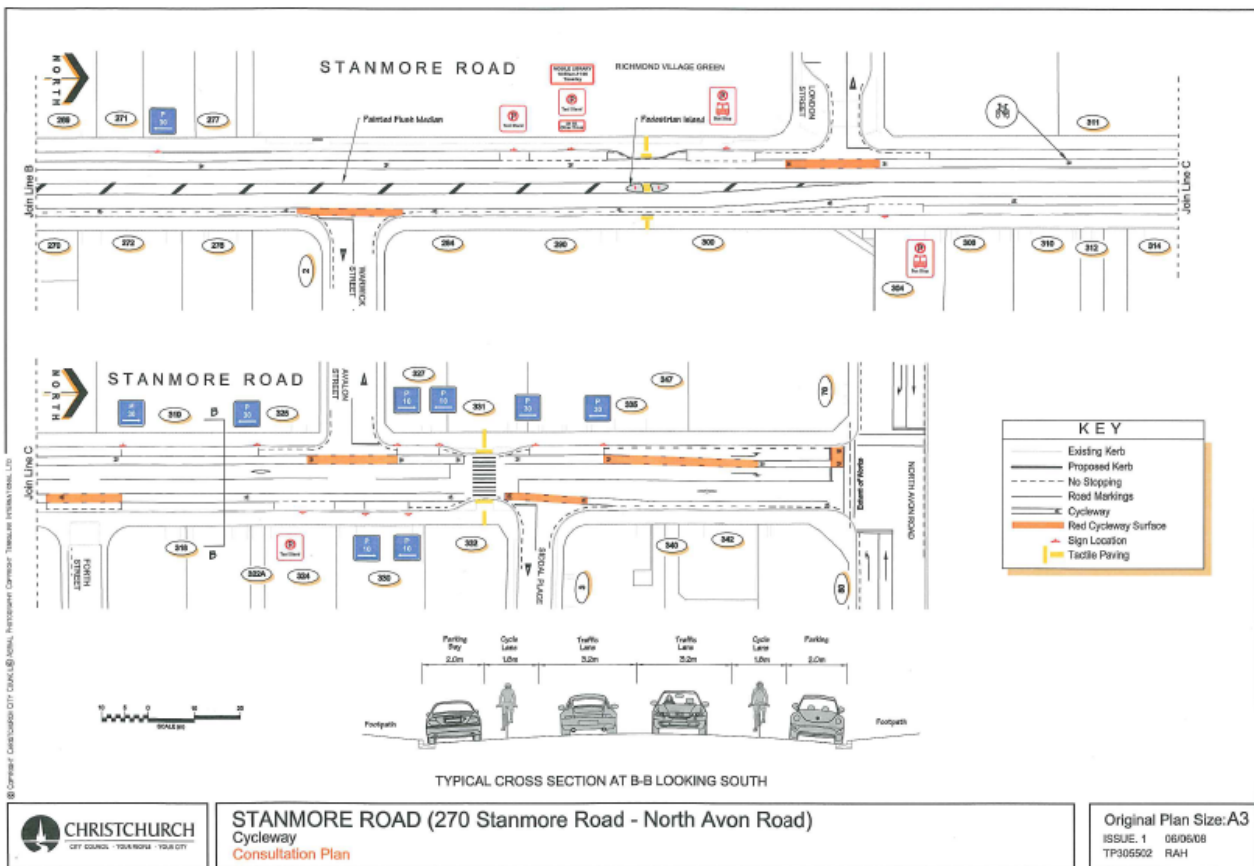
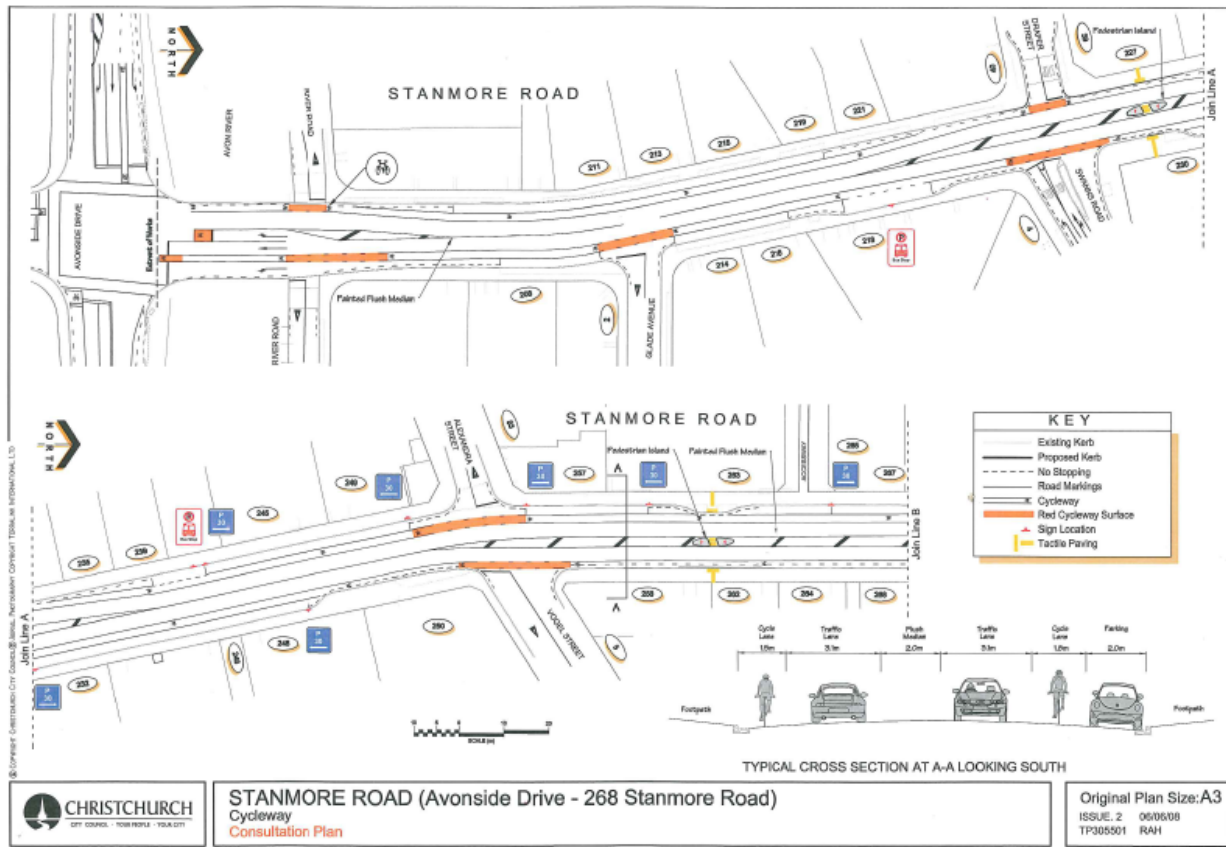
PROPOSED DRAFT AMENDMENT (STANMORE ROAD) BYLAW

The Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2009 is as follows:

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Stanmore Road	On the west side in a Northerly direction.		
	Avonside Drive - North Avon Road		X
	On the east side in southerly direction		
	North Avon Road - Avonside Drive		X

If you would like any further information or assistance in regard to this project please do not hesitate to contact the Consultation Leader, Brian Boddy, ph: 941-8013 or 027-209-4325.

ATTACHMENT 2 TO CLAUSE 16 Cont'd



Proposed Stanmore Road Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Monday 12 January 2009 to Friday 13 February 2009. A public hearings process will follow.

It will help us if in your submission you:

- refer to the specific page(s); clause and section of the document.
- Clearly state what action you think the Council should take and why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, this includes the name and address of the submitter. (Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987). If you consider these compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

No anonymous submissions will be accepted.

Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

You may send us your submission:

On the internet

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz/HaveYourSay. Please follow all the instructions on the website.

By email

Please email your submission to: cyclane@ccc.govt.nz. Please write 'Stanmore Road' in the subject line. Please make sure that your full name and address is included with your submission.

By mail

(no stamp is required) to:

Freepost 178
Stanmore Road Cycle Lane
Christchurch City Council
PO Box 237
Christchurch 8140



Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Friday 13 February 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held during the week of Monday 9 March 2009 to Friday 13 March 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

Tick one	<input type="checkbox"/>	I do NOT wish to present my submission at the hearing, and ask that this written submission be considered
		OR
	<input type="checkbox"/>	I wish to talk to the main points in my written submission at the hearings to be held during the week of Monday 9 March 2009 to Friday 13 March 2009.
Are you completing this submission: <input type="checkbox"/> For yourself <input type="checkbox"/> On behalf of a group or organisation		
If you are representing a group or organisation, how many people do you represent? <input type="text"/>		
My submission refers to: Page No(s) <input type="text"/> Clause(s) and section(s) <input type="text"/>		

Your Name

Organisation name (if applicable)

Organisation role (if applicable)

Contact Address

Phone No (day) Phone No (evening)

Email (if applicable)

Signature Date

Do you generally support the cyclelane? ☐ Yes ☐ No

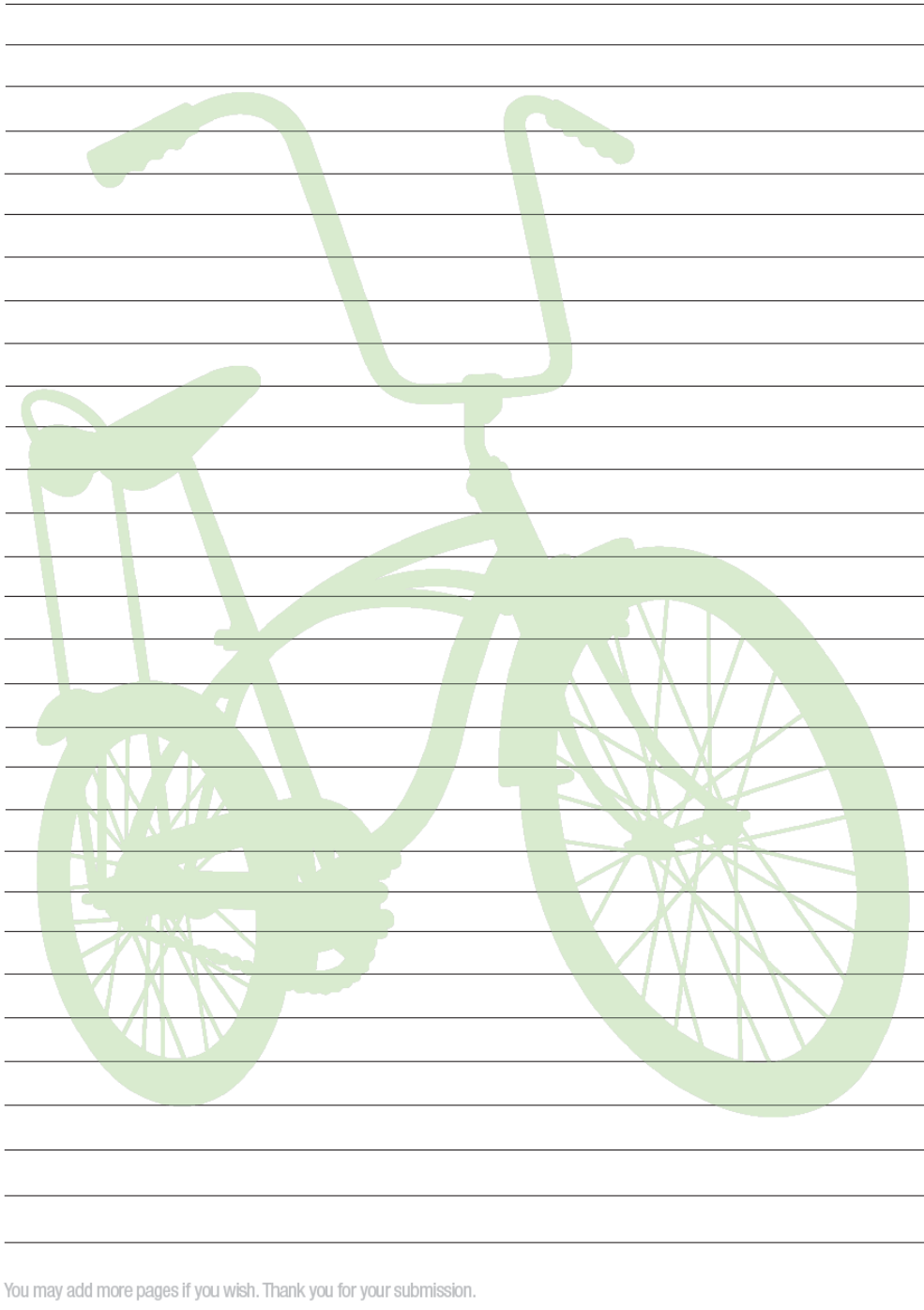
Proposed Stanmore Road Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Proposed Stanmore Road Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008

Submission Form

Please be as specific as possible to help us understand your views. It is helpful if you refer to specific pages, clauses and sections of the Proposed Stanmore Road Cyclelane and Amendment to Schedule 2 of the Traffic and Parking Bylaw 2008.

*Proposed Stanmore Road Cyclelane and Amendment to
Schedule 2 of the Traffic and Parking Bylaw 2008*



You may add more pages if you wish. Thank you for your submission.

17. 104 MAJOR HORN BROOK ROAD - ALTERATION TO STREET LANDSCAPED PLOT

General Manager responsible:	City Environment, General Manager, DDI 941 8608
Officer responsible:	Asset and Network Planning Manager
Author:	Weng-Kei Chen

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the alteration of an existing landscaped plot outside 104 Major Hornbrook Road.

EXECUTIVE SUMMARY

2. A request from Fuze Café and Bar to convert one of four landscaped plots outside the local strip of five shops at 104 Major Hornbrook Road into an outside dining area as shown in the **attached** plans.
3. The proposal is for the removal of the existing planting and to construct a timber decking with a low screen partly along the edges. The proposal complies with the Council's Public Street Enclosures Policy.
4. The removal of the low shrubs and the change proposed will have minor visual impact to the road environment but will have beneficial effects for the business. The Council has also programmed in its next planting season, the upgrading of the remaining three landscaped plots.
5. Fuze Café and Bar operates as a café during the day and as a restaurant at night from 4pm to 11pm from Wednesday to Sunday. The business has a seating capacity for 50 patrons.
6. At the Board Meeting on 19 November 2008 *'The Board decided that consideration of this report be deferred for two weeks to enable the Council staff to undertake consultation'*.
7. Details of the consultation undertaken are covered in clauses 15, 16 and 17 of this report.

FINANCIAL IMPLICATIONS

9. The Council will not incur any construction costs. However if approval is given, the Council will receive an annual fee for the Licence to Occupy in accordance with the Council's Public Street Enclosures Policy.

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

10. Not applicable.

LEGAL CONSIDERATIONS

11. The Community Board has the delegation to approve the design of landscape plan on roads.
12. The owner is required to enter into a Deed of Licence to occupy legal road with the Council.

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

10. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. This report is in alignment with the Council's Public Street Enclosures Policy.

17. Cont'd

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

14. Not applicable.

CONSULTATION FULFILMENT

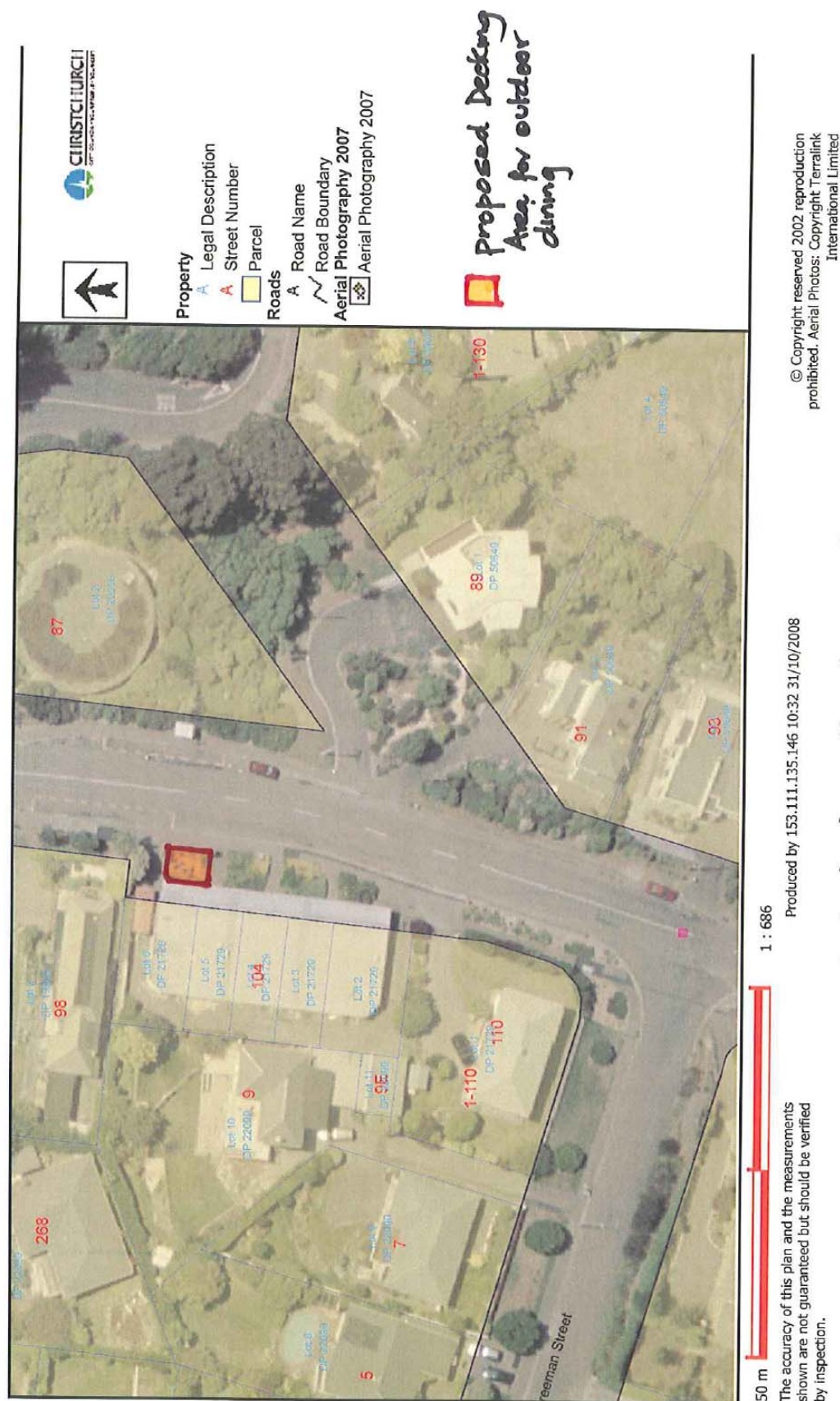
- 15. Staff met with a representative of the Mount Pleasant Community Centre and Ratepayers' Association on 26 November 2008 and the advice from the Association was to consult with residents along the section of Major Hornbrook Road between Freeman Street and the Mount Pleasant School.
- 16. Staff delivered 15 information packs to the residents of Major Hornbrook Road and at the time of writing this report seven parties have responded, including the Mount Pleasant Community Centre and Ratepayers' Association.
- 17, Responses have been generally positive, ranging from *"no objection"*, *"no issues"*, *"great"* and *"enhancing the ambience of the great neighbourhood"*. Staff will give a verbal report on additional feedback received.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the alteration to the landscaped plot outside 104 Major Hornbrook Road as shown in the attached plan.

CHAIRPERSON'S RECOMMENDATION

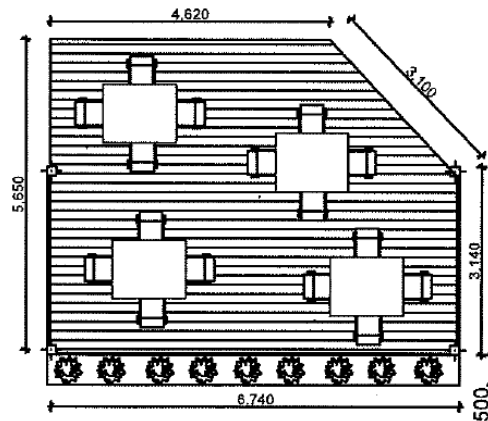
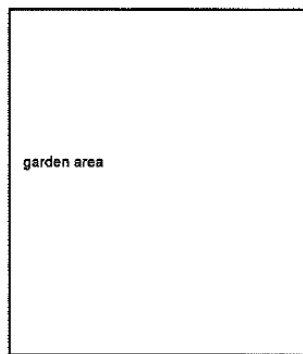
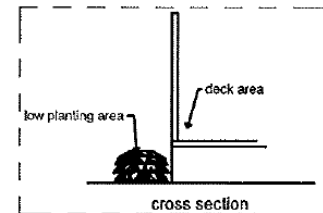
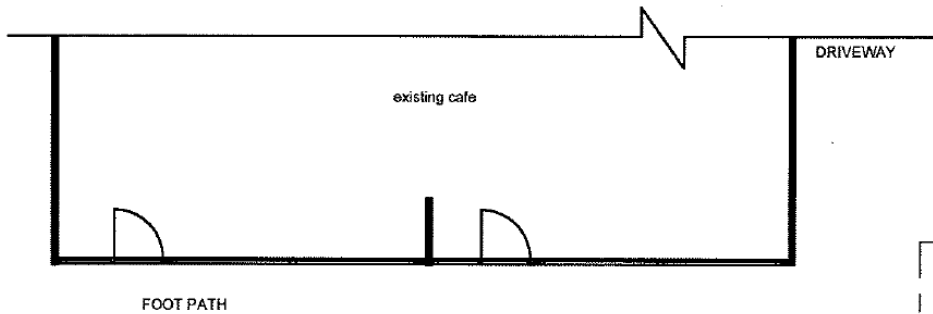
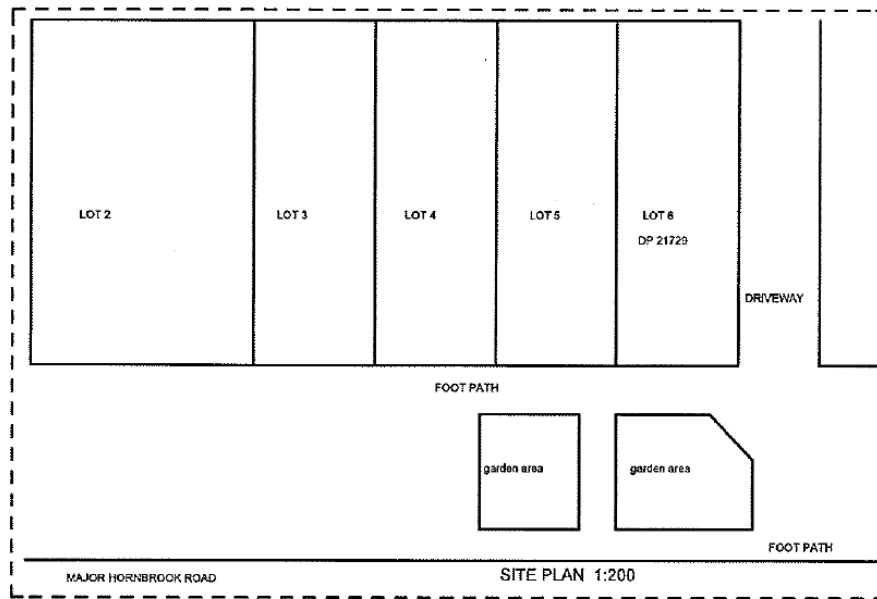
That the staff recommendation be adopted.



17. 12. 2008


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ATTACHMENT TO CLAUSE 17 Cont'd



FOOT PATH

MAJOR HORN BROOK ROAD

Job Title DECK PROPOSAL For FUZE CAFE & BAR At Major Hornbrook Road Christchurch	Drawing Title CONCEPT PLANS	
	Drawn Yvone Caetano Checked Plot Date 24/10/2008 <small>ALL DIMENSIONS TO BE VERIFIED ON SITE</small>	Drawing Number 01 Scale 1:300, 1:100, 1:50
	 SPATIAL CONCEPTS	
	P.O.Box 17-709 03 326 4986 Christchurch 021 698 663 designs@spatialconcepts.co.nz	



FUZE CAFE & BAR
DECK PROPOSAL

SPATIAL CONCEPTS Interior architecture
www.spatialconcepts.co.nz - design@spatialconcepts.co.nz - 021 598863 - (03)3264986

18. DORIS LUSK RESERVE LANDSCAPE CONCEPT PLAN

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for the landscape concept plan for the development of Doris Lusk Reserve following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for the landscape development of the extended Doris Lusk Reserve was presented to a Board seminar on 2 July 2008 prior to carrying out consultation with the local community.
3. Doris Lusk Reserve was extended in 2006, by the purchase of the adjoining property at 80 Stanmore Road and the subsequent demolition of the existing dwelling, to assist in addressing the recognised need for more open green space in this area of the city. The site was fenced and sown in grass until such time as a landscape development concept plan had been prepared and funding allocated to undertake the works.
4. Consultation was undertaken with the local community on the proposed landscape development concept plan, and a total of 26 comment forms were returned. Overall there was a high level of support for the proposed plan with 25 residents clearly indicating their support.
5. In recognition of this feedback, the Transport and Greenspace Unit proposes that this proposal be approved and implemented with two changes (refer **attached** plan):
 - (a) The proposed new seat has been re-positioned under the central tree.
 - (b) The proposed location of a metal sculpture art work to be gifted by local artist Jim Instone is shown alongside the path through the reserve.

FINANCIAL IMPLICATIONS

6. The current Greenspace Capital Works Programme has funding to undertake the development of Doris Lusk Reserve with \$19,000 available in the current 2008/09 financial year. The current estimate for this work is \$19,000.

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

7. As above.

LEGAL CONSIDERATIONS

8. No resource or building consent requirements have been identified. No other legal issues have been identified.

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

9. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The proposed development aligns with the LTCCP as follows:

18. Cont'd

Parks, open spaces and waterways - p.123

- (a) Safety – by ensuring our Parks, open spaces and waterways are healthy and safe places.
- (b) Recreation – By offering a range of active and passive recreation and leisure opportunities
- (c) Health – By providing areas for people to engage in healthy activities.
- (d) Community – By providing welcoming areas for communities to gather and interact.
- (e) Governance – By involving people in decision-making about parks, open spaces and waterways.
- (f) City Development - By providing inviting, pleasant and well cared-for environments.

Provision of recreational facilities – p.125

Measures and targets -

- (g) Area of urban park per 1,000 population.
- (h) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.

Cultural and learning services – p.105

- (a) Community and recreation – By providing and supporting a range of arts, festivals and events.

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

11. This project supports a level of service in the LTCCP as follows:

- (a) Area of urban park per 1,000 population.
- (b) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.

ALIGNMENT WITH STRATEGIES

12. This project has primary alignment with the following Council strategies and policies:

- (a) Safer Christchurch Strategy.
- (b) Parks & Waterways Access Policy.
- (c) Environmental Policy Statement.
- (d) Artworks in Public Places Policy.

Do the recommendations align with the Council's strategies?

13. As above.

18. Cont'd

CONSULTATION FULFILMENT

14. Initial consultation on issues and ideas for the development of the reserve was undertaken with the adjoining Linwood Community Arts Centre, and also with the Inner City East Neighbourhood Group (ICENG) and the Linwood Neighbourhood Committee, for consideration in the initial draft concept plan. The project was also publicised in the local community group newsletter and distributed to approximately 3,000 households, one response was received through this avenue.
15. Consultation on the proposed draft landscape concept plan for the reserve was undertaken with the surrounding neighbourhood and absentee property owners, along with identified key stakeholder groups. The proposed landscape concept plan was distributed to approximately 800 residents and businesses, and 249 absentee property owners in the vicinity of the reserve, along with eleven identified key stakeholder groups. The public information leaflet was available at the local Council service centres and libraries, at the Linwood Community Arts Centre, and through the Council's website. The project and consultation process was again publicised through the local community group newsletter distributed to approximately 3,000 households. An informal public drop-in information session held at the Linwood Community Arts Centre was attended by two residents.
16. A total of 26 comment forms were returned. Overall, there was a positive response with 25 residents clearly indicating their support, and many providing additional feedback on the proposal.

Planting and design issues

17. A number of issues were raised by respondents in relation to the planting and overall design which are addressed as follows:
 - (a) Deciduous tree species have been chosen to provide summer shade for park users without causing undue shading effects to both park users and nearby properties in the winter months.
 - (b) Existing trees including the Tulip tree and Fastigate oak on the right side of the park are shown as being retained.
 - (c) In line with Crime Prevention Through Environmental Design (CPTED) principles, all trees will have their lower branches pruned back, and the plantings underneath will be kept at a low level, to maintain good sight lines and visibility into the reserve and improve safety.
 - (d) It is intended that the Harakeke be used for weaving classes at the adjoining Linwood Community Arts Centre only, as specific permission is required to remove plant material from a reserve. The correct harvesting procedures would be taught within this context.
 - (e) The paved areas of pathway in the existing reserve are also clearly shown as being retained in the final plan.
 - (f) Four respondents have asked for more seating or picnic tables. The two existing heritage style seats are being retained, along with the tiled bench, and one extra seat provided. The seating was to be positioned around the boundaries of the park with the garden beds to the rear. However in response to feedback, it is now proposed that the new additional seat be positioned under the central tree on the park. This will still maximise the open green space area at the centre of the extended reserve and does not obstruct the mowing of the grass. Currently there is funding for only one additional seat of this standard, however, the landscape design would accommodate the installation of additional seats at a later date as funding permits.

18. Cont'd**Public art work**

18. Through the public consultation process, a gift of a metal sculpture art work for the reserve has been generously offered by local artist and resident Jim Instone. The proposed work is titled "Tuna Luna" representing the movement of the tides and tuna (eel) in relation to the moon (refer to **attached** photograph and plan). The work is approximately 0.9 metres in height by 1.2 metres in width. It is constructed of iron, with the circles made of robust 50 millimetre wide by 15 millimetre thick flat iron. The work is of robust construction with solid welded joints, and has a low maintenance, two-layered, rust-proof and weather-proof paint finish. Installation of the art work will be funded through the existing capital project budget. It is proposed that the art work be installed upon a raised plinth in a location where visitors can look through the work and appreciate its form. There is also potential for members of the local community to be involved in the design of the plinth itself.
19. This area of the city is currently lacking in both public open spaces and public art works. The acquisition of additional land to extend the Doris Lusk Reserve has gone some way towards addressing the identified need for more open space, and now provides a central location for installing public art works on a temporary and permanent basis. The installation of a permanent artwork by a local artist is in keeping with the objectives of the landscape concept plan for Doris Lusk Reserve as a focus for community events and art projects. This public art work will also contribute to making the arts accessible to the community in this area, enhancing the aesthetic values of the reserve, and complementing the art programmes offered by the adjoining Linwood Community Arts Centre. The proposed location for this art work is alongside the main path, and does not preclude the use of the reserve for other art works as indicated on the proposed concept plan. The installation of this art work is subject to final confirmation of acceptance of the gift by the Council, in accordance with the Operational Procedures for Artworks in Public Places. The Council's Arts Advisor, Marlene Le Cren, has also provided advice in support of the installation of this public art work in Doris Lusk Reserve.

Other issues

20. There are some suggested additional features that have not been able to be included in the final amended design. The installation of an exterior power outlet and water supply for the use of food vendors and other activities during events was suggested by one respondent. The current budget for the upgrade of the reserve does not extend to the provision of these services at this time, particularly given the limited number of events. However the proposed current development works would not preclude the installation of these services in the future as community needs change and funding permits.
21. The installation of lighting in the reserve was suggested by two respondents. In accordance with the principles of Crime Prevention Through Environmental Design, the use of parks at night is discouraged, and in general, lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. Therefore lighting would not be provided in this reserve.
22. Two respondents have suggested the need for children's play equipment to be provided in Doris Lusk Reserve. There is no funding currently allocated for the installation of a playground in the reserve. It is also the view of staff that as the extended reserve is still only 1,008 square metres in area, there is insufficient space to accommodate playground equipment without a significant permanent reduction of the open space available for other park users. Open grassed areas of reserve do provide play opportunities for children, such as running and informal games with parents or caregivers, without the need for wooden or other structures.

18. Cont'd

23. In addition, the current demographic information for this area does not support the installation of a playground in this reserve at this time. The most recent Census 2006 shows that the area around Doris Lusk Reserve has a slightly lower proportion of Under 5's in comparison to the city average, and a very markedly lower proportion of children in the five to 14 year old age group. Beverley Park, which has playground and toilet facilities, is located within 550 metres of Doris Lusk Reserve, and is easily accessed along flat streets with safe crossing points. Similarly, Hereford Playground, which has play equipment and a basketball half court, is located within 400 metres around the corner from Doris Lusk Reserve. The current LTCCP undertakes to provide greater than four playgrounds per 1,000 children until 2008/09, with a target of five playgrounds per 1,000 children from 2009/10 onwards. Current planning by the Asset and Network Planning Unit will be identifying the future need for playground development on a spatial basis city-wide.
24. One respondent has requested additional car-parking if a meeting area for the local community and events is created. It was intended that the new extended reserve space be opened up to provide a central lawn area which is better able to be utilised for events such as the multi-cultural festival, as well as for general passive recreational use by the local community on an everyday basis. The reserve is located within easy walking distance of many properties in this relatively high-density residential area. In addition, the extension to the reserve was acquired to address a lack of open green space in this area. Provision of additional car-parking spaces would then significantly reduce this newly acquired open green space, and incur significant costs. The existing off-street car-parking is not part of Doris Lusk Reserve but is situated on the adjoining property. The car-park is associated with the use of the Linwood Community Arts Centre, and a reduction in the required number of car-parking spaces for this facility was approved under a previous resource consent (No. 951683).
25. Four respondents have asked for upgrading and maintenance of the public toilet facilities on Worcester Street. These public toilets are not part of Doris Lusk Reserve, nor maintained under parks contracts, so are considered to be outside the scope of this particular project. However, respondents' concerns about the condition of these toilets have been referred to Council's Facilities Team for investigation.
26. All respondents who provided contact details have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Details of the meeting were provided so that any interested people could attend.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the proposed Doris Lusk Reserve landscape concept plan.
- (b) Agree that the City Environment and Capital Programme Groups commence the construction programme and ensure total costs do not exceed the budget of \$19,000.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



17. 12. 2008

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ATTACHMENT 2 TO CLAUSE 18

Photograph of *Tuna Luna* art work by Jim Instone



19. AVEBURY PARK PUBLIC TOILETS REPLACEMENT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is see approval from the Hagley/Ferrymead Community Board for the concept plan for the replacement of the Avebury Park public toilets following consultation with key stakeholder groups.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for the replacement of the public toilets at Avebury Park was presented to the Board meeting on Wednesday 4 June 2008. The Board agreed that the Capital Development Unit should undertake consultation with three key stakeholder groups only for this project: the Avebury House Community Trust; the Richmond Working Men's Club Pigeon Club, and; the Christchurch City Council heritage planning team. Meetings were then held separately with the three stakeholder groups to present and discuss the proposed concept plan.
3. Following these discussions, and further technical advice from staff, the Capital Development Unit proposes to make minor alterations to the proposed concept design plan as follows (refer **attached** plans):
 - (a) The design of the entrance to each cubicle has been changed to include disabled access ramps and fencing barriers that prevent users stepping out into oncoming vehicle traffic.
 - (b) Signage warning of children and other pedestrians will be installed along the driveway.
4. The proposed concept plan for the upgrade of the changing rooms and toilets shows the removal of the existing public toilets and the construction of new public toilets within the adjacent coach-house building. The existing public toilets are attached to the front of the Richmond Working Men's Club (RWMC) Pigeon Club building. These toilets are in poor condition and do not meet the Council's accessibility or 'safer parks' standards. These toilets will be demolished, with reinstatement of the ground beneath, and of the wall of the RWMC Pigeon Club building made good accordingly.
5. New public toilet facilities will be constructed within the existing brick coach-house building at the rear of Avebury House (refer to attached plans). These will comprise two separate accessible and unisex toilet cubicles, with individual hand-washing facilities, opening directly to the outside of the building. One toilet cubicle entrance will face north towards the open park lawn area in front of Avebury House, and the other will face south towards the playground and pool area.
6. Several issues and concerns about the proposed design were raised by stakeholder groups during discussions with staff; safety and access, lighting and security, demolition of the old toilets, and possible effects on heritage values.

19. Cont'd

Safety and access

7. In accordance with the principles of Crime Prevention Through Environmental Design, the individual toilet cubicles on the exterior of the building have outward opening doors and are open to casual surveillance to improve visibility and safety. One toilet cubicle entrance is visible from the car-park and the park lawn in front of Avebury House, and the other from the playground and padding pool area. In addition, some of the existing trees and shrubs along the driveway will be limbed up and pruned to further maintain the sight lines to the playground and pool area to the south. The space left by the demolition of the existing toilets will be occupied by the new disabled access ramp and landscaping, thereby preventing vehicles from parking in this space and blocking the line of sight to the playground area.
8. Concerns were raised by two stakeholder groups about the safety of toilet facility users from vehicle traffic. In particular, the positioning of the entrances in the initial proposed design was considered to have poor visibility for both users exiting the toilet facilities, and for vehicles accelerating up the driveway and turning to enter the car-park area. The design of the entrances to both toilet cubicles has now been amended to provide disabled access and improve safety. The entry platform for the disabled access ramp into the south-facing cubicle is in almost the same position as the old toilet entrance so has clearer visibility. Users are also prevented from stepping directly out onto the driveway by protective exterior railings on both cubicle entrances and the disabled access ramp.
9. Signage will also be installed along the driveway to warn drivers of the presence of children and other pedestrians.

Lighting and security

10. Lighting will be provided for the interior of each toilet cubicle to avoid creating new window or skylight openings in the coach-house building. The lighting will be able to be controlled by timers or sensors. This will enable the use of the facilities by the RWMC Pigeon Club members at night.
11. In accordance with the principles of Crime Prevention Through Environmental Design the use of parks at night is discouraged and in general lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. Therefore exterior lighting is not currently provided on the public toilets in this reserve. Staff are continuing to investigate suitable means of providing for safe clearly-lit access by RWMC Pigeon Club members.
12. During the first six months of operation, the new toilets will not be locked overnight, but the situation will be monitored and reassessed if necessary. If overnight locking of the toilets under contract does prove necessary to improve security and help prevent vandalism, keys will be provided to the RWMC Pigeon Club to enable after-hours use by the Club.

Demolition of the old toilets

13. The RWMC Pigeon Club has proposed that the existing old public toilets be retained for their use, as more storage space and toilet facilities are needed for their members. The Club currently has one internal toilet cubicle which is designated for females only. The Club has proposed that the building is altered to provide internal access only from the Club premises to the toilets. However Council officers would not support this proposal for the following reasons:
 - (a) Demolition of the existing toilet block is necessary to allow the construction of a disabled access ramp into the south-facing toilet cubicle. The new public toilets must comply with section 118 of the Building Act 2004 with respect to access and facilities for people with disabilities. Due to significant changes in ground levels on the south side of the coach-house, the access ramp must be of the length necessary to provide the correct gradient. The ramp and associated platform will occupy part of the space currently occupied by the existing toilet extension and extend over its entire length, as shown on the attached plans.

19. Cont'd

- (b) It is the understanding of Council officers that if the Club were to make alterations to the existing toilet facilities, the entire Club building, including the toilets, would need to be upgraded to provide full access and facilities for persons with disabilities under section 118 and Schedule 2 of the Building Act 2004. The Club would incur substantial costs in meeting these standards.
 - (c) The new public toilets will still be accessible to Club members. The Club also has the option of making their existing internal toilet unisex.
14. Concerns were raised that the demolition of the existing toilet block would provide a vacant space where a vehicle could be parked, thereby obstructing access to the Club premises and the new toilets, and blocking the line of sight to the playground. Parking management is not an issue if the toilets are demolished as the ramp and landscaping will now occupy this space.
15. The existing toilets will not be demolished until the new facilities are completed so as to minimise disruption to reserve users.

Effects on heritage values

16. Avebury Park, including Avebury House and its coach-house, is considered to have significant heritage values. Avebury Park is managed as a Garden and Heritage Park by the Council. The park is also zoned Conservation 2 (Historic and garden city parks) under the Christchurch City Plan, and thus subject to rules about minimum building setbacks and area.
17. Neither Avebury Park nor Avebury House are currently listed as protected heritage items in the Christchurch City Plan but Council heritage planners have identified that this status is likely to be reviewed in the future. In recognition of the heritage values of this site, any works undertaken by the Council are also consistent with the provisions of the City Plan with respect to heritage items, in particular:
- (a) The enhancement of the heritage qualities of the city's built environment;
 - (b) The economically and physically sustainable use of heritage buildings, places and objects, in association with activities that are compatible with maintaining their integrity and character and are compatible with the amenities of the adjoining properties, and;
 - (c) The avoidance of incompatible new buildings on sites containing listed heritage items, where such buildings may detract from the setting, quality or visibility of the listed items.
18. The building concept plans have been developed by a Council officer with an in-depth knowledge of Avebury House and of heritage buildings. The plans incorporate careful design and use of materials that recognise and protect the heritage fabric and values of the coach-house building, and also the heritage values of the adjacent Avebury House and Avebury Park setting. The new toilet cubicles will be constructed within the existing framework of the building without changing the building envelope. In addition, the toilet cubicles will utilise existing door openings for access, and have interior lighting, to avoid creating any new door or window openings in the brickwork of the original building. The access ramp is designed to comply with accessibility standards but is to be constructed in wood and painted to match the ramp opposite that provides disabled access into Avebury House itself.
19. The proposed building plans will have no significant adverse effects on the heritage values and integrity of the coach-house, or the adjacent Avebury House and the park as a whole. There will be no irreversible effects, no significant loss of heritage fabric or form, and the alterations will be clearly distinguishable from the original as new work. The proposed design also avoids the construction of an additional building on this site.

19. Cont'd

20. Consultation has been undertaken with heritage planners in the Council's Policy and Planning Team in the initial stages of the design process, and on the final amended plans. The heritage planners have advised that they are assured that the proposed works will have minor effects on the heritage values of Avebury House and the coach house, recognising the need to provide public facilities which necessitate the adaptation of the coach house to a new use. Re-use of heritage buildings is often vital to their retention, and adaptation is consistent with conservation principles. They have noted that it is positive to see the Transport and Greenspace Unit, as the asset owner and manager, consulting voluntarily with the heritage team on a non-listed building with heritage value to achieve heritage retention in the city, as the Council is in a position to lead by example in this area.
21. The participating stakeholder groups have been sent a final letter of reply thanking them for their input. The letter has also informed these groups that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Details of the meeting were provided so that any interested people could attend.

FINANCIAL IMPLICATIONS

22. The current Greenspace Capital Works Programme has funding to undertake the replacement of the Avebury Park public toilets with \$80,000 available from the Building Renewals and Path Upgrades budgets in the current 2008/2009 financial year. The latest estimate for this project, including planning and design and construction, is \$80,000.

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

23. As above.

LEGAL CONSIDERATIONS

24. The required building consent will be applied for as part of the implementation process. Avebury Park is zoned Conservation 2 (Historic and garden city parks) under the Christchurch City Plan. Avebury Park, and the buildings within, are not currently listed as protected heritage items in the Christchurch City Plan. No resource consent requirements have been identified. No other legal issues have been identified.

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

25. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

26. The proposed development aligns with the LTCCP as follows:
 - (a) City Development – pages 93 – 97:
 - (i) City Development – By ensuring our heritage is protected for future generations, maintaining the attractiveness of the city, and designing our city to meet current and future challenges.
 - (ii) To retain heritage items.
 - (b) Parks, open spaces and waterways - pages 123-128:
 - (i) Safety – By ensuring our Parks, open spaces and waterways are healthy and safe places.
 - (ii) Governance – By involving people in decision-making about parks, open spaces and waterways.

19. Cont'd

- (iii) City Development - By providing inviting, pleasant and well cared-for environments.
- (iv) Measures and targets - Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
- (v) Maintaining our assets - Assets such as playgrounds, structures and car parks are renewed based on their condition and service utility.
- (vi) Renewals and replacements - Assets are maintained in accordance with the parks, open spaces and waterways asset management plan.

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

27. This project supports a level of service in the LTCCP as above.

ALIGNMENT WITH STRATEGIES

28. This project has primary alignment with the following Council strategies and policies:

- (a) Safer Christchurch Strategy.
- (b) Parks & Waterways Access Policy.
- (c) Public Toilets Policy.
- (d) Environmental Policy Statement.
- (e) Heritage Conservation Policy.

Do the recommendations align with the Council's strategies?

29. As above.

CONSULTATION FULFILMENT

30. Consultation was undertaken with the three key stakeholder groups on the proposed concept plan for the building upgrade as agreed by the Hagley/Ferrymead Community Board.

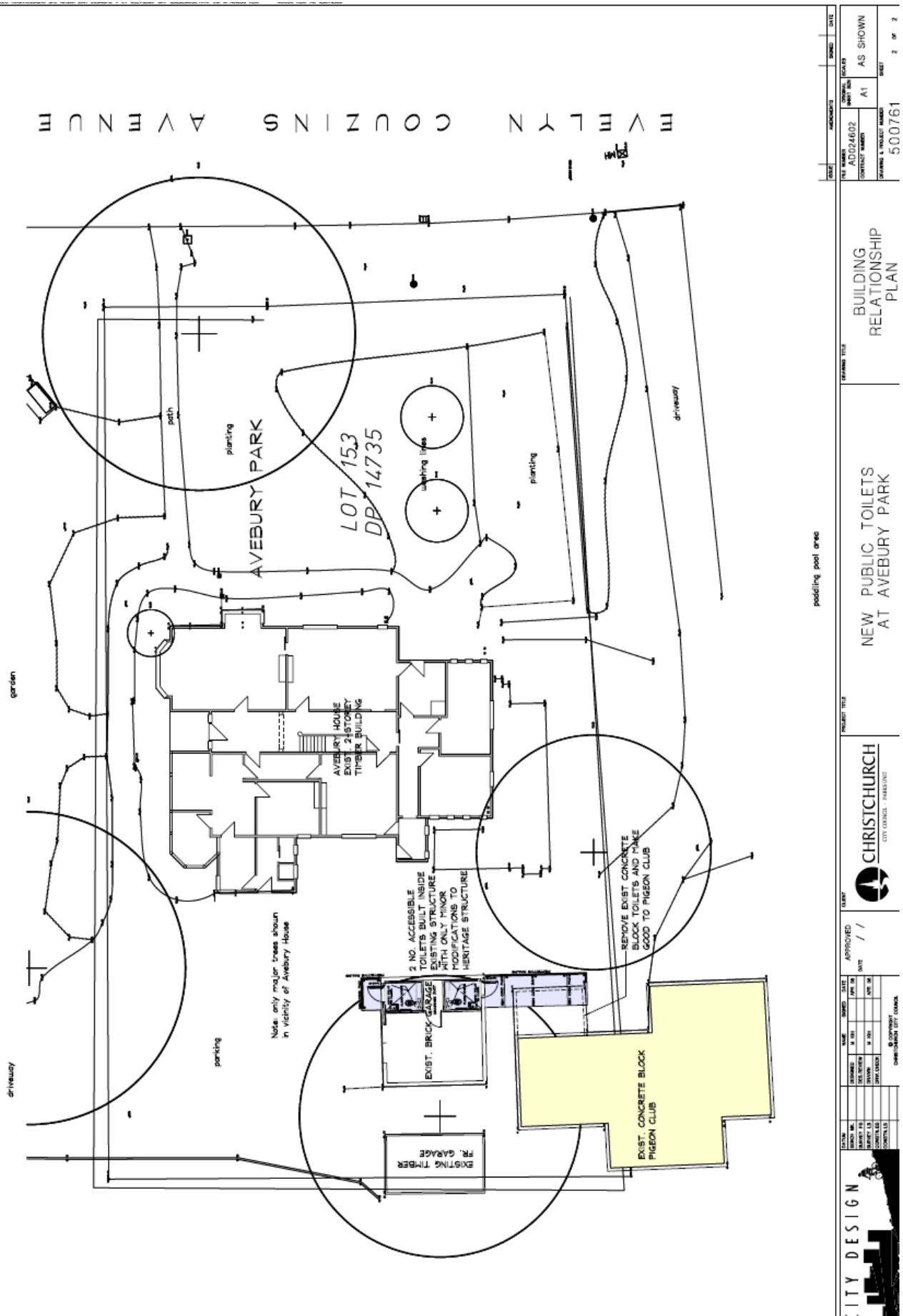
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the proposed Avebury Park public toilets concept plan.
- (b) Agree that the City Environment and Capital Programme Groups commence the construction programme.

CHAIRPERSON'S RECOMMENDATION

For discussion.





digitalCONSTRUCTION
COMPUTER GENERATED IMAGERY FOR THE BUILDING INDUSTRY

avebury park PUBLIC TOILETS
PROPOSED REMODELLING



digital CONSTRUCTION
COMPUTER GENERATES IMAGERY FOR THE BUILDING INDUSTRY

avebury park PUBLIC TOILETS
P R O P O S E D R E M O D E L L I N G

20. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – RAWIRI ARAPETA HAZEL

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board for an application for funding from the Board's 2008/09 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant, Rawiri Arapeta Hazel is a 15 year old Linwood College student living in Linwood. Rawiri has been selected to represent the South Island region as part of an Under 17 New Zealand Development Team for Basketball. The Basketball Pacific Tour occurs in January 2009 and includes the Sydney Cup and the Pacific Coast Slam in Port Macquarie, Australia.
3. The organisation Rawiri will be travelling with is Basketball Pacific Inc comprising basketball associations registered with Basketball New Zealand incorporating Basketball Pacific South that includes all South Island Associations. Selection is an important part of player development. Players will have the excitement of living and training under leading coaches before competing at the Sydney Cup and the Pacific Coast Slam in Port Macquarie.
4. Rawiri is nearing the end of a successful Year 10 year at Linwood College. He is considered to be a very mature, sensible and articulate student with sound academic ability. He has a very strong sporting background and his recent sporting successes are testimony to his talent, commitment and hardworking approach. In 2007 Rawiri captained the Linwood College Year 9 basketball team and played for Linwood in the Under 23 club competition. In 2008 Rawiri was the captain of the Linwood College Intermediate Boys Basketball team, as well as being selected for the Linwood College Senior A Basketball team. Rawiri was always committed, never missed training and always related well to everybody in the team. As a result of his work and commitment over the past two years, Rawiri has been selected for the Canterbury Under 16 and South Island Under 17 Basketball teams. Rawiri won the Blazer Award for Excellence in Basketball and Most Valuable Player for the Intermediate Boys Basketball team at Linwood College at this year's sports awards dinner.
5. Both Rawiri and Brooke Fendall (fellow team member and recipient of a Hagley/Ferrymead Youth Development grant on 17 November 2008) are willing to contribute to the celebrity basketball games that have been proposed as part of LYFE 09 on 7 March 2009 at Linwood Park.

FINANCIAL IMPLICATIONS

6. This is the first time that the applicant has approached the Board for funding. There is currently \$1,950 in the Board's 2008/09 Youth Development Fund.
7. The tour cost per person is \$3,155, and covers all known costs including transport, accommodation, food, uniform costs, tournament entry fees, taxes and surcharges, flights and travel insurance. Basketball Pacific will not make a separate application to any funding group and therefore local sponsorship and fundraising is the responsibility of individuals.

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

8. This application seeks funding from the Board's 2008/09 Youth Development Scheme which has been allocated from the Discretionary Response Fund.

20 Cont'd

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with LTCCP, regarding Community Board Project funding.

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

11. As above.

ALIGNMENT WITH STRATEGIES

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board allocate \$600 from the 2008/09 Youth Development Scheme to Rawiri Arapeta Hazel to represent the South Island region at the Pacific Coast Slam in Port Macquarie in Australia, January 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

21. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – COMPASSION TRUST

General Manager responsible:	General Manager, Community Services Group, DDI 941 8607
Officer responsible:	Unit Manager, Community Support Unit
Author:	Bruce Meder, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding to the Hagley/Ferrymead Community Board from the Compassion Trust. The request is for \$10,000 towards the cost of providing a Christmas meal and entertainment for approximately 600 people. The people attending will come from needy families or are people with mental disability from the Phillipstown, Woolston and Aranui areas.

EXECUTIVE SUMMARY

2. Although only formally established in late 2007, the Compassion Trust has been providing meals for needy families since March 2003.
3. The Trust puts on six meals during the year, plus the Christmas meal. The Trust has an average of 200 people attending the meals during the year. The numbers attending the Christmas meal have been steadily increasing from 120 at the first meal in 2003 to 450 last year. Six hundred are expected at this year's Christmas meal.
4. As well as these meals, the Trust also runs a school lunch programme working with 58 families.
5. The Compassion Trust caters to a different group of people to the Christmas meal provided by the City Mission, although they do acknowledge that there is bound to be some overlap. The people that attend the Compassion Trust's meal are mostly those that attend the meals throughout the year and from the families on the school lunch programme. Hence, the grouping is more targeted than the meal provided by City Mission.
6. The Christmas meal is held in the Phillipstown School grounds.
7. In making a decision regarding this application the Board may wish to consider the following dilemma:
 - (a) Should the Board consider this project to be a meal and entertainment only, then it may choose to decline the application.
 - (b) Alternatively, the Board may wish to recognise that community meals such as this are often the means by which community service agencies (such as the Compassion Trust) begin a relationship with the people they are attempting to reach in order to provide advice, advocacy and support.

FINANCIAL IMPLICATIONS

8. The budget for the Christmas meal and entertainment is as follows:

Catering	\$ 6,950
Tents, tables, chairs hire	\$ 2,250
Portable toilet hire	\$ 1,250
Decorations, costumes	\$ 885
Drinks, milk	\$ 845
Sound equipment, fencing hire	\$ 620
Magician fee	\$ <u>230</u>
	\$13,030

9. The Trust is allocating \$2,000 of its accumulated funds to the meal, plus expects \$600 in donations and \$400 in gold coin entry fee, a total of \$3,000.

21. Cont'd

10. The Trust has not yet had its first year of accounting (year ends 31 March 2009), however in the past year the Trust has received approximately \$17,000 and expended \$10,500. They currently have slightly over \$10,500 accumulated funds. \$8,500 of this is tagged for their work during the coming year.
11. The Trust has not previously made any applications for funding from the Council or Community Boards.
12. The Hagley/Ferrymead Community Board has \$40,000 available in its Discretionary Response Fund.

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

13. Yes.

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with LTCCP and Activity Management Plans for Community Support.

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

16. Yes, Community Support.

ALIGNMENT WITH STRATEGIES

17. This project helps to meet the following Community Grants Funding Outcomes:
 - Support, develop and promote the capacity and sustainability of community, recreation, sports, arts, heritage and environment groups.
 - Reduce or overcome barriers to participation.
18. This project also helps to meet the following Board objectives:
 - Acknowledge diversity and support measures for a vibrant, inclusive and strong community.

Do the recommendations align with the Council's strategies?

19. Yes, Strengthening Communities Strategy.

CONSULTATION FULFILMENT

20. None required.

21. Cont'd

STAFF RECOMMENDATION

It is recommended that:

- :
- (a) The Hagley/Ferrymead Community Board allocate a grant of \$5,000 to the Compassion Trust to help with the costs of their Christmas meal and entertainment.
 - (b) The Compassion Trust be advised to apply for any future funding via the Strengthening Communities Fund or the Small Project Fund.

CHAIRPERSON'S RECOMMENDATION

For discussion.

22. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – PURCHASE OF ELLERSLIE INTERNATIONAL FLOWER SHOW TICKETS

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Jo Daly, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to ask the Hagley/Ferrymead Board to consider the purchase of \$506 worth of 2009 Ellerslie International Flower Show tickets to distribute to nominated residents of the Hagley/Ferrymead Ward.

EXECUTIVE SUMMARY

2. The cost of bulk purchase tickets for the Ellerslie International Flower Show is \$22, compared to \$28 for a ticket that is not part of a bulk purchase. The sum of \$506 would purchase 23 tickets that the Board could distribute to nominated residents of the Hagley/Ferrymead Ward.
3. The Board would need to decide on the criteria for the distribution of the purchased tickets to residents in the ward, for example, to recognise the efforts of individuals for their contribution to the community.

FINANCIAL IMPLICATIONS

4. The Board has \$40,000 available in the 2008/09 Discretionary Response Fund.

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

5. From page 170 of the LTCCP under Community Board Funding the Hagley/Ferrymead Community Board has discretionary funds for allocation.

LEGAL CONSIDERATIONS

6. Nil.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. Page 170 of the LTCCP under Community Board Funding.

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

8. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. Funding for this project aligns with the Council's 'A City for Recreation, Fun and Creativity' Community outcomes and also with the Events Strategy.

CONSULTATION FULFILMENT

10. Not applicable.

22. Cont'd

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Gives consideration to the purchase of tickets to the 2009 Ellerslie International Flower Show to the value of \$506 (23 tickets) from its 2008/09 Discretionary Response Fund.
- (b) Gives consideration to criteria for the distribution of the 2009 Ellerslie International Flower Show tickets.

CHAIRPERSON'S RECOMMENDATION

For discussion.

23. HAGLEY/FERRYMEAD COMMUNITY BOARD – ADOPTION OF 2009 MEETINGS SCHEDULE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Jo Daly, Community Board Adviser

PURPOSE OF REPORT

1. To seek the adoption by the Hagley/Ferrymead Community Board of its ordinary meetings schedule for 2009.

EXECUTIVE SUMMARY

2. In order that the business of the Board can be conducted in a programmed manner and the necessary public notification is given of those meetings, it is proposed that the Board adopt a schedule of ordinary meetings for 2009.
3. The dates proposed assume that ordinary meetings of the Hagley/Ferrymead Community Board will continue to be held on the first and third Wednesday of each month commencing at 3pm. The practice of having a Board Seminar prior to the meeting is also proposed to continue. All ordinary meetings would be held in the Board Room, Linwood Service Centre, 180 Smith Street, Linwood.
4. Owing to an anticipated additional Council commitment, it is proposed to make one change to the normal Wednesday meeting cycle, with the meeting of the third week of February to be held on Thursday 19 February.
5. An additional ordinary meeting is also proposed for 3pm on Wednesday 29 July for the Board to consider the allocation of the Board's Strengthening Communities Funding.

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

6. Yes. Provision is made in the 2006-16 LTCCP on page 115, for elected member representation and governance.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

7. Yes. In respect of Section 19 of the Local Government Act 2002, community boards may adopt a schedule of ordinary meetings that are also required to be publicly notified in accordance with Section 46 of the Local Government Official Information and Meetings Act 1987.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

8. Yes. Page 111 of the LTCCP regarding levels of service for democracy and governance, refers.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

9. Yes. The Council's Strategic Direction – Strong Communities, Goals and Objectives (3) To promote participation in democratic processes, refers.

23. Cont'd

CONSULTATION FULFILMENT

10. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board adopt the schedule of ordinary meetings for 2009 to be held at 3pm in the Board Room, Linwood Service Centre, 180 Smith Street, Linwood, as follows:

Wednesday 4 February
Thursday 19 February
Wednesday 4 March
Wednesday 18 March
Wednesday 1 April
Wednesday 15 April
Wednesday 6 May
Wednesday 20 May
Wednesday 3 June
Wednesday 17 June
Wednesday 1 July
Wednesday 15 July
Wednesday 29 July
Wednesday 5 August
Wednesday 19 August
Wednesday 2 September
Wednesday 16 September
Wednesday 7 October
Wednesday 21 October
Wednesday 4 November
Wednesday 18 November
Wednesday 2 December
Wednesday 16 December

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

24. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser will update the Board on current issues.

25. MEMBERS' QUESTIONS

26. BOARD MEMBER'S INFORMATION EXCHANGE